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Due to limited funding in the 10 year planning period, over \$10.349 billion is currently unfunded as noted in the table below.

Project Description	Cash Flow (In \$ Millions)						
	2021	2022	2023	2024	2025	5 Year Total	10 year Total
<b>HEALTH &amp; SAFETY/LEGISLATIVE</b>	<b>0.9</b>	<b>19.7</b>	<b>25.6</b>	<b>16.3</b>	<b>13.6</b>	<b>76.1</b>	<b>119.6</b>
<b>FLEET PURCHASE PROGRAMS</b>	<b>99.3</b>	<b>212.7</b>	<b>191.7</b>	<b>172.0</b>	<b>313.8</b>	<b>989.5</b>	<b>3,475.9</b>
PURCHASE OF BUSES			4.9	12.1	231.9	248.9	1,519.4
PURCHASE OF SUBWAY CARS		168.3	83.4	48.6	80.1	380.4	1,596.2
PURCHASE OF STREETCARS	99.3	44.5	103.4	111.3	1.8	360.2	360.2
<b>OVERHAUL PROGRAMS</b>			<b>36.5</b>	<b>104.3</b>	<b>133.7</b>	<b>274.5</b>	<b>1,103.9</b>
BUS OVERHAUL				59.7	69.3	129.0	461.4
STREETCAR OVERHAUL				20.2	20.3	40.5	95.5
SUBWAY OVERHAUL			36.5	24.4	44.1	105.0	547.1
<b>SERVICE PLANNING</b>	<b>7.8</b>	<b>23.1</b>	<b>37.9</b>	<b>54.1</b>	<b>35.7</b>	<b>158.8</b>	<b>371.8</b>
<b>KEY BUILDINGS AND STRUCTURES</b>		<b>1.5</b>	<b>11.3</b>	<b>37.3</b>	<b>31.3</b>	<b>81.4</b>	<b>1,571.6</b>
Hillcrest Track Replacement Expansion		1.5	11.3	37.3	31.3	81.4	81.4
Line 1 Capacity Enhancement							1,490.2
<b>STATE OF GOOD REPAIR</b>	20.8	56.6	179.5	338.1	323.6	918.7	2,419.9
<b>SERVICE IMPROVEMENTS</b>	0.4	2.6	14.6	17.1	8.5	43.2	300.7
<b>GROWTH</b>	0.2	104.9	39.3	90.8	25.5	260.7	986.1
<b>Total Unmet Needs (Not Included)</b>	<b>129.5</b>	<b>421.2</b>	<b>536.4</b>	<b>830.1</b>	<b>885.7</b>	<b>2,802.9</b>	<b>10,349.5</b>

As a result, TTC's capital needs have been constrained. There is a need for \$3.476 billion for the balance of funding required to purchase bus, subway and streetcars, as identified in the Fleet Procurement Plan. In order to maintain our existing fleet in a state of good repair \$1.104 billion is required to complete vehicle overhauls. An additional \$371.8 million is required for Service Planning initiatives such as Bus Lane Implementation and Transit Priority Measures.

Lastly, key buildings and structures projects that are not funded includes the Hillcrest Track Replacement Expansion, \$81.4 million, and the Maintenance and Storage Facility that is part of the Line 1 Capacity Enhancement project, \$1.490 billion.

It should be noted that both of these facilities have dependencies. The Hillcrest facility work will be required should additional funding become available for the balance of the vehicle procurement, as there is insufficient capacity at existing storage facilities. The planned Maintenance and Storage Facility (MSF) required for Line 1 must be funded, constructed and operational by 2030 to coincide with the currently timed Yonge North Subway Extension (YNSE) project and staff continue working with counterparts at Metrolinx and York Region to determine actual needs. Additional funding remains to be secured from all levels of government for the construction costs and discussions continue with Metrolinx on a possible cost-sharing element from the YNSE project.

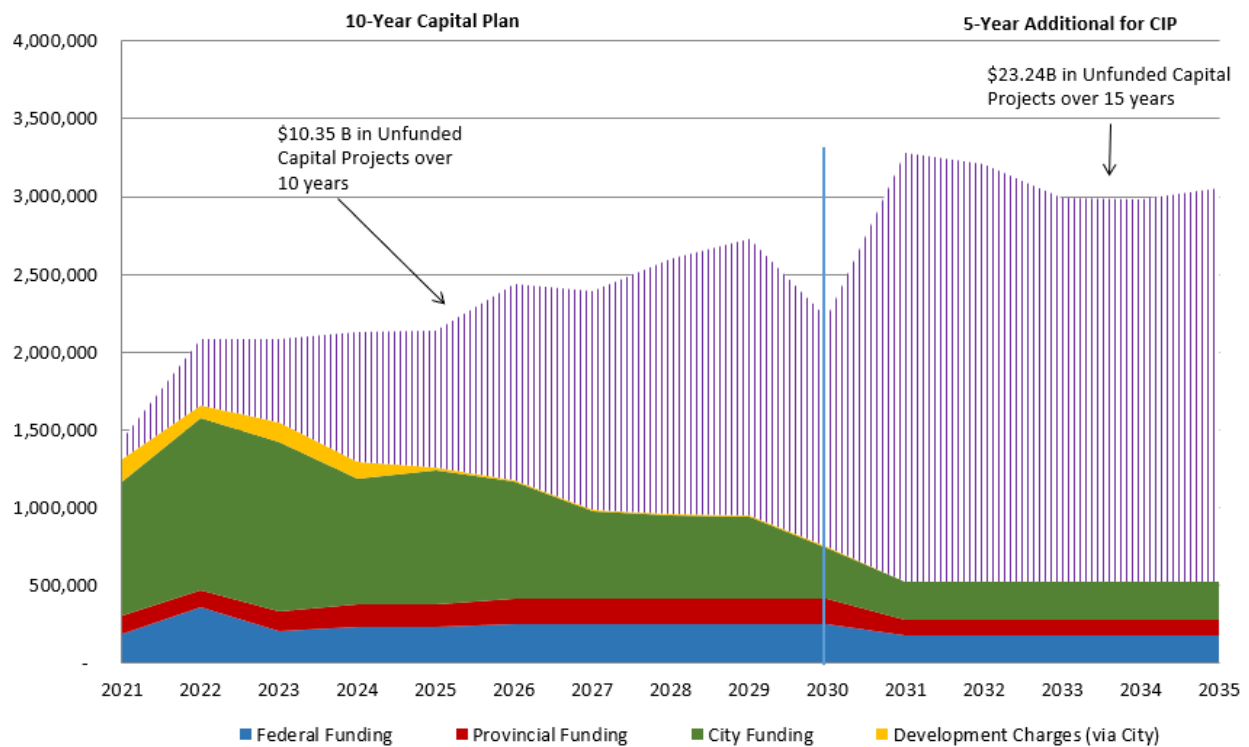
The following table outlines by project category, the unfunded capital needs over the 15-

year timeframe. Nearly \$13.56 billion or about 58.34% of unfunded projects in the 15-year Capital Investment Plan time horizon can be attributed to State-of-Good-Repair (SOGR 57.6%) and Health & Safety/Legislated (0.7%) capital needs.

	2021	2022	2023	2024	2025	5 Year Total	10 Year Total	15 Year Total	15 Year Total %
Health & Safety/Legislated	0.9	19.7	25.6	16.3	13.6	76.1	119.6	171.4	0.7%
SOGR	21.1	194.7	289.7	508.1	758.6	1,772.1	6,331.2	13,385.8	57.6%
SI/Growth Related	107.5	206.8	221.1	305.7	113.5	954.6	3,898.7	9,681.8	41.7%
<b>Total Unfunded</b>	<b>129.5</b>	<b>421.2</b>	<b>536.4</b>	<b>830.1</b>	<b>885.7</b>	<b>2,802.8</b>	<b>10,349.5</b>	<b>23,239.0</b>	<b>100.0%</b>

As noted above, a total of \$10.35 billion remains unfunded in the first 10 years of the CIP and \$25.87 billion over the 15-year period. However, when extending existing funding assumptions based on current levels of City, Provincial and Federal funding (\$2.628 billion) to the last five years of the CIP period, the total 15-year capital needs constraints is reduced to \$23.24 billion with \$12.89 billion unfunded in years 11-15. The total CIP over the 15-year period is presented in the chart below.

### 2021-2035 Recommended Capital Investment Plan



\* Funding sources in years 11-15 are based on current levels of city, provincial and federal funding included in the 10-year capital budget and plan

## **Next Steps**

The Capital Investment Plan will be reviewed and updated on an annual basis. It is expected that the timing and costs of projects in the annual CIP will change from year to year given this is a rolling plan.

Significant progress was made during the 2021 Budget process to review the unfunded list of projects to confirm need, scope, timing and key interdependencies and priorities through the Investment Panel review, but more work is required.

The next step is to undertake the prioritization process that will take into consideration the interdependencies between various projects and programs in order to manage risk and achieve desired benefits. The three values that form the cornerstone for capital investments at the TTC will be taken into consideration – safety and security; accessibility; and sustainability.

As the TTC matures its asset management practices, new information regarding TTC's asset conditions will be used to update, refine SOGR or add new SOGR requirements as they are known. Finally, new priorities or needs may emerge that must also be added to the CIP. It is anticipated that TTC's CIP will continue to mature and evolve. These actions will result in changes in the CIP that will be reported annually along with the progress that will be made in the funded portion of the CIP.

## **Contact**

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## **Signature**

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Josie La Vita  
Interim Chief Financial Officer

## **Attachments**

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Appendix A – 2021 – 2030 Capital Budget and Plan Summary  
Appendix B – 2021 – 2030 Capital Budget and Plan Funding Summary  
Appendix C – 2021 – 2035 Capital Investment Plan

**TORONTO TRANSIT COMMISSION  
2021-2030 CAPITAL BUDGET & PLAN SUMMARY**

**Appendix A**

\$Millions

Programs	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030
<b>Infrastructure Related Programs:</b>											
<b>Tracks:</b>	<b>92.8</b>	<b>93.3</b>	<b>77.2</b>	<b>62.9</b>	<b>55.9</b>	<b>68.2</b>	<b>70.8</b>	<b>76.3</b>	<b>64.0</b>	<b>63.7</b>	<b>725.0</b>
1.1 Subway Track	41.3	28.5	27.9	26.6	32.2	39.7	39.4	37.4	37.6	34.8	345.3
1.2 Surface Track	51.5	64.8	49.3	36.3	23.7	28.5	31.5	38.8	26.4	28.9	379.7
<b>Signals, Electrical, Communications:</b>	<b>130.9</b>	<b>144.2</b>	<b>167.7</b>	<b>129.4</b>	<b>169.0</b>	<b>174.3</b>	<b>175.4</b>	<b>172.2</b>	<b>166.3</b>	<b>157.1</b>	<b>1,586.5</b>
2.1 Traction Power	25.5	24.8	24.7	24.0	28.8	29.1	30.0	30.0	31.8	32.9	281.6
2.2 Power Distribution	7.7	9.3	8.8	12.6	15.4	20.9	27.6	27.3	20.1	9.3	159.1
2.3 Communications	17.2	15.4	15.3	13.9	12.4	13.8	12.2	11.3	10.7	11.0	133.0
2.4 Signal Systems	16.9	14.9	18.0	13.9	12.4	10.6	5.6	3.6	3.8	4.0	103.5
2.4 YUS/BD Resignalling	63.6	79.7	100.9	65.0	100.0	100.0	100.0	100.0	100.0	100.0	909.3
<b>Buildings and Structures:</b>	<b>466.7</b>	<b>669.5</b>	<b>846.9</b>	<b>737.5</b>	<b>762.0</b>	<b>748.3</b>	<b>597.1</b>	<b>592.4</b>	<b>594.8</b>	<b>506.3</b>	<b>6,521.5</b>
3.1 Finishes	24.9	48.6	29.4	9.5	7.4	0.8	0.8	0.8	0.8	0.8	123.9
3.2 Equipment	51.7	65.3	68.9	46.3	25.0	23.5	22.5	23.4	18.9	11.0	356.6
3.3 Yards & Roads	15.6	25.6	11.4	9.5	8.7	9.6	13.0	13.0	12.6	12.7	131.8
3.4 Bridges & Tunnels	33.7	49.4	52.0	49.0	47.5	46.8	45.5	48.5	49.4	50.8	472.6
3.9 Fire Ventilation Upgrade	30.6	49.5	42.2	35.9	38.7	28.1	44.5	60.7	76.3	34.3	440.8
3.9 Easier Access Phase III	83.5	99.1	132.3	130.7	143.3	107.5	-	-	-	-	696.4
3.9 Leslie Barns	3.1	6.0	-	-	-	-	-	-	-	-	9.1
3.9 Toronto Rocket (Subway Car) Yard & Storage Track	-	-	-	-	-	-	-	-	-	-	-
Accommodation	34.7	42.5	37.1	28.9	25.3	-	-	-	-	-	168.6
3.9 McNicoll Bus Garage	0.7	5.8	-	-	-	-	-	-	-	-	6.4
3.9 Line 1 Capacity Enhancement	12.5	24.9	182.7	105.1	123.7	102.9	161.7	167.2	154.3	119.3	1,154.4
3.9 Line 2 Capacity Enhancement	7.1	11.6	18.5	50.2	76.0	108.5	49.2	63.8	84.6	80.6	550.2
3.9 Corporate Initiatives	10.8	10.8	9.1	10.8	9.5	9.5	9.5	9.5	9.4	9.4	98.2
3.9 Yonge-Bloor Capacity Improvement	45.0	55.0	80.5	155.7	154.0	179.0	179.0	179.0	179.0	179.0	1,385.2
3.9 Other Buildings & Structures	112.8	175.4	182.6	105.9	102.9	132.1	71.5	26.5	9.5	8.3	927.5
<b>Tooling, Machinery and Equipment</b>	<b>24.7</b>	<b>17.4</b>	<b>14.7</b>	<b>9.2</b>	<b>5.1</b>	<b>2.6</b>	<b>2.6</b>	<b>3.6</b>	<b>3.6</b>	<b>4.3</b>	<b>87.8</b>
5.1 Shop Equipment	8.7	7.4	5.2	1.5	2.6	0.9	1.0	1.0	1.0	1.6	30.8
5.2 Revenue & Fare Handling Equipment	8.4	3.3	2.3	1.8	1.2	0.4	0.4	1.3	1.3	1.3	21.6
5.3 Other Maintenance Equipment	3.0	1.8	1.2	1.2	1.2	1.2	1.3	1.3	1.4	1.4	15.1
5.4 Fare System	4.6	5.0	6.0	4.7	-	-	-	-	-	-	20.3
<b>Environmental Issues</b>	<b>8.5</b>	<b>13.4</b>	<b>7.0</b>	<b>6.0</b>	<b>7.0</b>	<b>7.1</b>	<b>7.3</b>	<b>7.6</b>	<b>6.8</b>	<b>6.0</b>	<b>76.7</b>
6.1 Environmental Program	8.5	13.4	7.0	6.0	7.0	7.1	7.3	7.6	6.8	6.0	76.7
<b>Computer Equipment &amp; Software</b>	<b>82.7</b>	<b>76.8</b>	<b>74.3</b>	<b>63.1</b>	<b>43.5</b>	<b>23.0</b>	<b>8.1</b>	<b>3.2</b>	<b>3.2</b>	<b>3.5</b>	<b>381.5</b>
7.1 IT Systems/Infrastructure	82.7	76.8	74.3	63.1	43.5	23.0	8.1	3.2	3.2	3.5	381.5
<b>Other:</b>	<b>34.4</b>	<b>34.4</b>	<b>10.7</b>	<b>6.5</b>	<b>3.1</b>	<b>3.0</b>	<b>2.9</b>	<b>3.1</b>	<b>2.8</b>	<b>2.9</b>	<b>103.9</b>
9.1 Furniture & Office Equipment	0.3	0.2	0.3	0.1	0.3	0.2	0.1	0.3	0.0	0.1	1.9
9.2 Service Planning	34.2	34.3	10.4	6.4	2.8	2.8	2.8	2.8	2.8	2.8	102.0
<b>Subtotal - Infrastructure Related Programs</b>	<b>840.7</b>	<b>1,049.1</b>	<b>1,198.5</b>	<b>1,014.6</b>	<b>1,045.5</b>	<b>1,026.5</b>	<b>864.4</b>	<b>858.3</b>	<b>841.5</b>	<b>743.8</b>	<b>9,482.9</b>
<b>Vehicle Related Programs:</b>											
4.11 Purchase of Buses	6.5	347.3	167.4	162.2	8.7	0.6	0.6	0.6	0.6	0.6	695.2
4.11 Purchase of Wheel Trans Buses	27.7	8.7	11.3	-	-	-	-	-	-	-	47.7
4.12 Purchase of Subway Cars	11.8	6.6	18.1	49.2	153.7	116.3	111.0	83.9	79.4	-	630.0
4.13 Bus Overhaul	62.9	55.9	58.9	0.0	0.8	1.1	0.9	1.0	1.0	1.1	183.4
4.15 Streetcar Overhaul	4.6	15.7	17.9	12.8	1.0	0.6	-	-	-	-	52.7
4.16 Subway Car Overhaul	32.2	35.3	36.2	31.2	31.4	18.5	8.2	10.0	22.5	-	225.4
4.18 Purchase of Streetcars	235.5	1.4	-	-	-	-	-	-	-	-	236.9
4.21 Purchase Non-Revenue Vehicles	5.7	14.2	4.5	2.8	2.8	2.8	2.8	2.8	2.8	2.8	44.2
4.22 Rail Non-Revenue Vehicle Overhauls	4.4	9.4	10.1	4.9	4.5	1.9	0.7	0.7	0.7	2.0	39.3
4.23 Purchase Rail Non-Revenue Vehicle	1.0	6.5	5.8	17.4	3.0	7.6	-	2.2	4.1	3.9	51.5
<b>Subtotal - Vehicle Related Programs</b>	<b>392.2</b>	<b>500.9</b>	<b>330.3</b>	<b>280.5</b>	<b>206.0</b>	<b>149.4</b>	<b>124.3</b>	<b>101.2</b>	<b>111.1</b>	<b>10.4</b>	<b>2,206.2</b>
<b>TOTAL - BASE PROGRAM</b>	<b>1,232.9</b>	<b>1,550.0</b>	<b>1,528.8</b>	<b>1,295.1</b>	<b>1,251.4</b>	<b>1,175.9</b>	<b>988.7</b>	<b>959.5</b>	<b>952.6</b>	<b>754.2</b>	<b>11,689.1</b>
<b>Transit Expansion Programs:</b>											
SRT Life Extension	19.6	13.2	4.1	4.1	3.3	2.8	-	-	-	-	47.2
Waterfront Transit	6.4	32.8	10.8	-	-	-	-	-	-	-	50.0
Toronto-York Spadina Subway Extension (TYSSE)	55.6	64.5	0.5	-	-	-	-	-	-	-	120.6
<b>TOTAL - TRANSIT EXPANSION PROGRAM</b>	<b>81.7</b>	<b>110.5</b>	<b>15.4</b>	<b>4.1</b>	<b>3.3</b>	<b>2.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>217.8</b>
<b>TOTAL - BASE &amp; TRANSIT EXPANSION PROGRAMS</b>	<b>1,314.6</b>	<b>1,660.5</b>	<b>1,544.2</b>	<b>1,299.2</b>	<b>1,254.8</b>	<b>1,178.7</b>	<b>988.7</b>	<b>959.5</b>	<b>952.6</b>	<b>754.2</b>	<b>11,906.9</b>

<b>2021-2030 Capital Budget Funding Summary</b>											
\$Millions											
	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
2020 to 2029 Council Approved Capital Budget and Plan	1,298.566	1,461.251	1,290.522	1,133.529	1,091.530	1,185.287	1,211.785	1,172.990	1,092.305		10,937.766
2021 to 2030 Capital Budget & Plan	1,314.600	1,660.473	1,544.208	1,299.140	1,254.768	1,178.728	988.698	959.476	952.562	754.215	11,906.871
<b>Changes to 10 Year Capital Budget and Plan</b>	<b>16.034</b>	<b>199.222</b>	<b>253.687</b>	<b>165.611</b>	<b>163.238</b>	<b>(6.559)</b>	<b>(223.087)</b>	<b>(213.514)</b>	<b>(139.743)</b>	<b>754.215</b>	<b>969.105</b>
<b>2021 to 2030 Capital Budget &amp; Plan Submission</b>	<b>1,314.600</b>	<b>1,660.473</b>	<b>1,544.208</b>	<b>1,299.140</b>	<b>1,254.768</b>	<b>1,178.728</b>	<b>988.698</b>	<b>959.476</b>	<b>952.562</b>	<b>754.215</b>	<b>11,906.871</b>
<b>Funding Sources</b>											
Provincial Gas Tax - Base 2 cents	93.395	93.395	93.395	93.395	93.395	93.395	93.395	93.395	93.395	93.395	933.950
PTIF 2: Yonge Bloor Capacity Improvements	-	18.333	26.833	51.900	51.335	70.320	70.320	70.320	70.320	70.319	500.000
Provincial COVID Resilience Stream	0.561										0.561
204 LRV Funding	24.304										24.304
<b>Total Provincial Funding</b>	<b>118.260</b>	<b>111.728</b>	<b>120.228</b>	<b>145.295</b>	<b>144.730</b>	<b>163.715</b>	<b>163.715</b>	<b>163.715</b>	<b>163.715</b>	<b>163.714</b>	<b>1,458.815</b>
Base Federal Gas Tax - 5 cent (population)	174.135	341.556	181.706	181.706	181.706	181.706	181.706	181.706	181.706	181.706	1,969.339
PTIF 1	13.978										13.978
PTIF 2: Yonge Bloor Capacity Improvements	-	18.333	26.833	51.900	51.335	70.320	70.320	70.320	70.320	70.319	500.000
Federal COVID Resilience Stream	2.244										2.244
NR Canada	0.850										0.850
Public Transit Infrastructure Fund (PTIF)											-
<b>Total Federal Funding</b>	<b>191.207</b>	<b>359.889</b>	<b>208.539</b>	<b>233.606</b>	<b>233.041</b>	<b>252.026</b>	<b>252.026</b>	<b>252.026</b>	<b>252.026</b>	<b>252.025</b>	<b>2,486.412</b>
TTC Internal (depreciation)	38.544	35.069	19.339	13.876	14.452	11.553	9.915	7.418	7.227	8.138	165.529
Other Reserves / Funding Partners (Water; Roads DC - Transit Priorities)	1.760	1.760	1.760	1.760	1.760	1.760	1.760	1.760	1.760	1.760	17.600
LRV LD's	2.628										2.628
Development Charges	149.402	89.074	126.376	111.217	18.846	9.857	9.854	11.052	10.970	10.523	547.172
CFC											-
LARF											-
Bombardier LD's											-
<b>Total Other Funding</b>	<b>192.333</b>	<b>125.903</b>	<b>147.475</b>	<b>126.853</b>	<b>35.058</b>	<b>23.170</b>	<b>21.529</b>	<b>20.230</b>	<b>19.957</b>	<b>20.422</b>	<b>732.930</b>
City Debt Request (including PGT 2 cent replacement)	116.128	68.706	24.544	13.459	10.308	3.965	3.344	2.925	3.007	279.692	526.078
PTIF 2: Yonge Bloor Capacity Improvements - City Share	44.931	18.249	26.710	51.660	51.092	38.084	38.084	38.084	38.084	38.086	383.062
Recoverable Debt	582.306	975.998	1,016.712	728.267	780.539	697.769	510.000	482.497	475.774	0.276	6,250.138
City Funding - Reserve Funds (Capital Financing Strategy)											-
Total Carryforward	69.437										69.437
<b>Total City / Other Funding</b>	<b>1,005.134</b>	<b>1,188.856</b>	<b>1,215.441</b>	<b>920.239</b>	<b>876.997</b>	<b>762.987</b>	<b>572.957</b>	<b>543.735</b>	<b>536.821</b>	<b>338.476</b>	<b>7,961.644</b>
<b>Total Funding</b>	<b>1,314.600</b>	<b>1,660.473</b>	<b>1,544.208</b>	<b>1,299.140</b>	<b>1,254.768</b>	<b>1,178.728</b>	<b>988.698</b>	<b>959.476</b>	<b>952.562</b>	<b>754.215</b>	<b>11,906.871</b>
<b>Funding Shortfall / (Surplus)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## 2021 - 2035 Capital Investment Plan Update

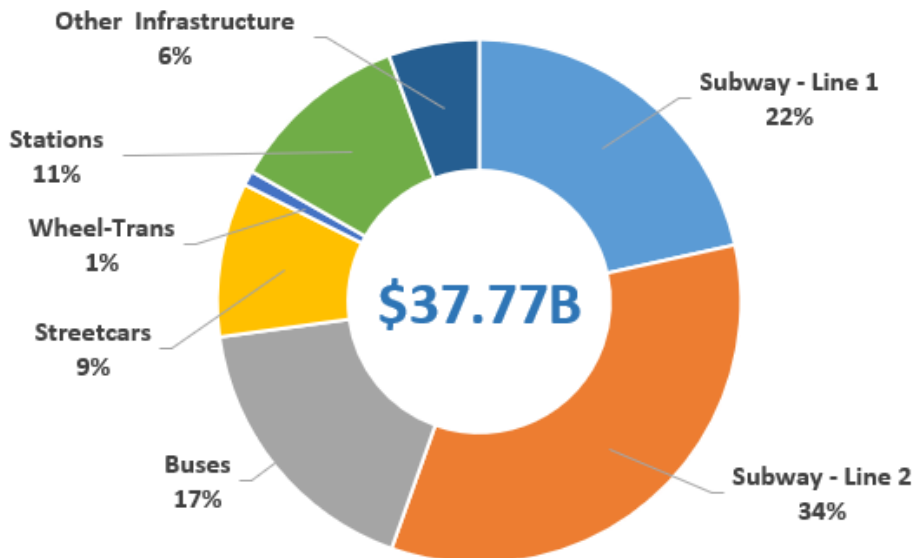
### 1. Background

In January 2019, the TTC introduced a 15 Year Capital Investment Plan (CIP) outlining the TTC’s comprehensive state of good repair needs, and capital requirements to support asset lifecycle replacement and ridership growth. The CIP outlines capital needs across all TTC asset type categories including streetcars, buses, stations, Wheel-Trans and subway infrastructure. Required capital investments of \$33.5 billion over a 15-year period (2019-2033) were identified based on order of magnitude cost estimates.

Through the 2021 budget process, the TTC’s 15-year outlook of base capital requirements has been updated for the period 2021 to 2035. The following provides an update on the refined cost estimates across each category of the CIP, and highlights areas across each mode requiring investment. It is important to note some capital cost estimates continue to be preliminary order of magnitude projections intended for planning purposes. Estimates will continue to be refined as projects mature through the project lifecycle.

### 2. Summary – 2021 – 2035 Base Capital Requirements

The total base capital requirements for the TTC over the next 15 years (2021 to 2035) is in the order of \$37.774 billion of which approximately \$23.239 billion is currently unfunded.



**Table: 2021-2035 Capital Investment Plan (\$B)**

<b>Project/ Program</b>	<b>Summary Description</b>	<b>Estimated Cost (15 Year)</b>	<b>Funded (15 Year)</b>	<b>Unfunded (15 Year)</b>
<b>Subway</b>				
Line 1 Capacity Enhancement	Increasing capacity through purchase of new trains, new northern yard and other station infrastructure enhancements	4.724	1.507	3.217
Automatic Train Control - Resignalling Line 1	Increasing capacity by reducing headway, providing more reliable service	0.175	0.175	0.000
Subway Track	Subway track and turnout rehabilitation, rail grinding, rail vehicle-based inspection system	0.640	0.394	0.246
Traction Power	Replacement of electrical systems that power the subway, including substation electrical and cable rebuilds	0.333	0.169	0.164
Subway Infrastructure	Maintenance of bridges and tunnels, communications, signal systems	1.128	0.811	0.317
Fire Ventilation Upgrade	Increasing the capacity of the subway fire ventilation system and constructing second exits	1.956	0.697	1.259
Toronto Rail/ T1 Rail Yard Accommodation (Line 1)	Increasing subway train storage capacity at Wilson and Davisville Yards	0.169	0.169	0.000



<b>Project/ Program</b>	<b>Summary Description</b>	<b>Estimated Cost (15 Year)</b>	<b>Funded (15 Year)</b>	<b>Unfunded (15 Year)</b>
Purchase of Subway Trains- Ridership Growth on Line 1 in 2026	Purchase of new subway trains to meet ATC requirements and ridership growth forecasts	0.501	0.172	0.329
Subway Train Overhaul	Overhaul of the subway fleet to maintain state-of-good-repair	0.872	0.241	0.631
Other Subway- State of Good Repair	Work car purchase and overhaul, subway asbestos removal, pump and lighting replacement	0.371	0.346	0.025
Line 2 Capacity Enhancement	Increasing capacity through purchase of new trains, traction power upgrades and other station infrastructure enhancements	3.667	1.078	2.589
Automatic Train Control (ATC) Resignalling – Line 2	Increasing capacity by reducing headway, providing more reliable service	0.811	0.747	0.064
Purchase of 372 Subway Cars (T1 replacement)	End-of-life replacement of existing T1 subway train fleet. This project will continue beyond the 15-year horizon	1.742	0.461	1.281

<b>Project/ Program</b>	<b>Summary Description</b>	<b>Estimated Cost (15 Year)</b>	<b>Funded (15 Year)</b>	<b>Unfunded (15 Year)</b>
Western Yard	Purchase of land, construction of maintenance and storage facility and connection to the main line to meet growth	3.849	0.806	3.043
<b>Subway Total</b>		<b>20.938</b>	<b>7.773</b>	<b>13.165</b>
<b>Bus</b>				
Bus Procurement Program	Purchase of low-floor low/zero emissions buses for state-of-good-repair replacement and ridership growth	4.019	1.016	3.003
Ninth Bus Garage	Construct a double garage that will allow for several years of growth	0.545	0.072	0.473
Purchase of Automotive Non-Revenue Vehicles	Purchase of vehicles used by TTC staff for transit enforcement, plant maintenance, etc.	0.131	0.050	0.080
Bus Overhaul Program	Mid-life overhaul of the bus fleet to maintain state-of-good-repair	0.952	0.235	0.717
Bus Garages	McNicoll bus garage completion, construction of collision centre and heavy-overhaul bus facility, garage upgrades	0.427	0.055	0.372
Other Bus	Transit signal priority measures, bus stop improvements, autonomous vehicle program	0.502	0.097	0.405
<b>Bus Total</b>		<b>6.576</b>	<b>1.526</b>	<b>5.050</b>

<b>Project/ Program</b>	<b>Summary Description</b>	<b>Estimated Cost (15 Year)</b>	<b>Funded (15 Year)</b>	<b>Unfunded (15 Year)</b>
<b>Stations</b>				
Bloor – Yonge Capacity Improvements	Construction of additional platforms, escalators and elevators to improve vertical circulation	1.495	1.495	0.000
Station Rehabilitation	Roofing rehabilitation on subway rapid transit stations and station finish renewal	0.271	0.129	0.142
Elevator and Escalator Overhaul and Replacement	Replacement, modification and upgrades to escalators and elevators to extend their useful life	0.313	0.114	0.199
Easier Access Phase III (AODA) and Enhanced Station Access	Installing elevators to make all stations accessible by 2025 and additional future elevator installations	0.697	0.697	0.000
Platform Edge Doors	Installation of doors on subway platforms to prevent passengers accessing subway tracks	1.335	0.088	1.247
Other Stations	Station transformation, subway station fire alarms, bus platform ventilation	0.098	0.075	0.023
<b>Stations Total</b>		<b>4.209</b>	<b>2.598</b>	<b>1.611</b>
<b>Streetcar</b>				
Purchase of 204 Streetcars	Purchase of 204 accessible articulated low-floor streetcars	0.098	0.098	0.000
Purchase of 60 Streetcars for Ridership Growth	Purchase of 60 accessible articulated low-floor streetcars for growth	0.499	0.139	0.360
Streetcar Overhaul Program	Overhaul of the streetcar fleet to maintain state-of-good-repair	0.496	0.104	0.392
New Streetcar Maintenance and Storage Facility	Consideration of the conversion of the Hillcrest complex to streetcar-only with additional track; upgrading the Harvey Shop	0.903	0.020	0.883

<b>Project/ Program</b>	<b>Summary Description</b>	<b>Estimated Cost (15 Year)</b>	<b>Funded (15 Year)</b>	<b>Unfunded (15 Year)</b>
Surface Track and Traction Power	Ongoing surface track replacement and traction power upgrades	1.183	0.580	0.603
Streetcar Facility Upgrades	Enhancements to streetcar facilities	0.321	0.028	0.293
LRV Carhouse Facility Renewal Program-	Includes Russell, Roncesvalles	0.093	0.019	0.074
<b>Streetcar Total</b>		<b>3.593</b>	<b>0.988</b>	<b>2.605</b>
<b>Wheel-Trans</b>				
Purchase of Future Wheel-Trans Buses/ Transformation	Replacement of "Friendly" bus fleet and additional facilities based on the Family of Service model	0.346	0.090	0.256
<b>Wheel-Trans Total</b>		<b>0.346</b>	<b>0.090</b>	<b>0.256</b>
<b>Other Infrastructure</b>				
Facilities	Renewal projects for facilities, furniture, office equipment, paving and new industrial space	0.703	0.455	0.248
Information Systems	New Transit Control and ITS Centre, implementation of SAP, VISION, Enterprise Asset Management	0.725	0.663	0.062
Office Consolidation	Start of consolidation of office space to increase efficiency and reduce occupancy costs	0.032	0.000	0.032
Health, Safety and Security Infrastructure	Storage tank replacement, backflow preventers, standby generator procurement	0.134	0.063	0.071
Other Infrastructure Total	Shop equipment, culvert rehabilitation, service planning and completing the implementation of the PRESTO farecard program	0.518	0.379	0.139
<b>Other Infrastructure Total</b>		<b>2.112</b>	<b>1.560</b>	<b>0.552</b>
<b>GRAND TOTAL</b>		<b>37.774</b>	<b>14.535</b>	<b>23.239</b>

*\* Funding in years 11-15 totaling \$2.6 billion is anticipated funding based on current levels of city, provincial and federal funding included in the 10- year capital budget and plan.*