

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: September 27, 2012

SUBJECT: 2013-2022 TTC CAPITAL BUDGET

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission:

1. Approve the 2013-2022 TTC Capital Budget (including the Toronto-York Spadina Subway Extension) as summarized in Appendix A and detailed in this report and contained on Appendix B (The Blue Pages);
2. Approve an amendment to the budget as submitted to provide for the inclusion of \$16 million in 2016 for the acquisition of 24 additional buses as a result of increased ridership estimates and the addition of a temporary bus facility at a cost of \$80 million by 2017 to address bus fleet capacity requirements.
3. Forward this report to the City of Toronto for submission to the City's budget process;
4. Forward this report to the Metrolinx Board; and
5. Forward this report to the Ontario Minister of Transportation and to the Federal Minister of Transportation.

FUNDING

All known or expected current funding sources have been incorporated into this 10-year capital plan for the TTC. After having removed a long list of projects that can be justified from a business perspective (these are identified in this report), there still exists about a \$600 million shortfall between the base capital needs of the system (\$6.4 billion) and the funding currently available over the 10 years (\$5.8 billion). Virtually the entire shortfall falls in the latter 5 years of the budget: 2018-2022. With some smoothing of funding available and the carry-forward of unspent funds, there is sufficient overall funding for the first 4 years (2013-2016). Appendix C provides details on what funding sources the City can count on for the next decade and how that compares to the base capital needs of the system required to keep the existing system in a state-of-good-repair.

The ten-year funding shortfall has been discussed with the City and City staff is currently reviewing the capital funding strategy for the TTC's Capital Budget. Additional or revised funding opportunities that may assist with the shortfall include the use of surplus operating funds in accordance with the City's surplus distribution policy (75% for the

TTC's capital budget), adjustments to the application of asset monetization funding, increased funding available under development charges for transit projects in the current/updated DC bylaw and, the pursuit of new long term provincial and federal infrastructure funding programs. The outcome of this review will be reported out through the City's 2013-2022 capital budget process.

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

BUDGET HIGHLIGHTS

The 2013-2022 Capital Budget has been prepared consistent with Commission priorities and the plan approved by City Council last year. While project timing and cash flows have been adjusted to reflect more current information, funding continues to represent the greatest challenge to moving forward with the base capital program. Highlights of the 2013-2022 Capital Budget are as follows:

- \$879 million is budgeted for 2013 for the base capital *program (before amendment)*:
 - \$603 million for infrastructure and related projects, including \$349 million for rehabilitation of buildings, structures, tunnels, bridges, yards and roads, \$62 million for track work, \$124 million for signals, electrical and communications systems, \$26 million for various information technology projects and, \$42 million for various facility, equipment and environmental projects.
 - \$276 million for vehicles, including \$55 million toward the purchase of 360 Toronto Rocket Subway Cars, \$29 million toward the procurement of 153 articulated buses and contract completion for 198 new Wheel-Trans buses, \$111 million toward the purchase of 204 LRV's, \$72 million for revenue vehicle overhaul programs (bus, subway car, SRT car and streetcar) and \$11 million for the acquisition or overhaul of various non-revenue vehicles.
 - Based on current funding assumptions, there is more than sufficient funding available to cover the 2013 budgeted expenditures.
- \$4.178 billion is budgeted for the five years from 2013 to 2017 for the base capital program, including \$2.873 billion for infrastructure and related projects and \$1.305 billion for the procurement and overhaul of vehicles. Based on current funding assumptions, there is a funding shortfall of \$178 million for the base program over the next five years.
- \$6.435 billion is forecasted as the overall requirement for the base capital program for the ten years from 2013 to 2022, including \$4.553 billion for infrastructure and related projects and \$1.882 billion for the procurement and overhaul of vehicles. Based on current funding assumptions, there is a funding shortfall in the order of \$600 million over the next ten years.

- \$661 million is required in 2013 and \$1.454 billion from 2013 to 2017 for the construction of the Toronto-York Spadina Subway Extension.
- A summary of expenditures for key program elements is included as Appendix A.

Budget Amendment

Based on a recent increase in the ridership projections for 2013 to 528 million, service plans have been revised which has resulted in a reassessment of requirements related to the bus fleet. Consequently, an amendment is required to the 2013-2022 Capital Budget to provide for an increase of \$96 million including \$16 million for an additional 24 buses in 2016 and \$80 million for a bus storage facility by 2017.

BACKGROUND

Over the past several annual capital budget processes, the need for stable long-term capital funding for the TTC has been a recurring theme. A couple of years ago, that 10 year shortfall was pegged at about \$2.3 billion for the base budget. In response, the TTC deleted or deferred over \$1.5 billion in justifiable projects, including over \$700 million in the 2012 budget cycle as shown on Appendix D. A quick scan shows them to be precisely the types of long-term projects the TTC will need to continue to provide the type of efficient and broad transit service the City of Toronto and the GTA will need into the future. For example, deferring the next 10 Toronto Rocket trains that will be needed to accommodate growth on the critical Yonge-University-Spadina (YUS) subway or deleting 15 of the currently on order LRVs to accommodate growth on the TTC's legacy streetcar network wouldn't be an action the TTC would even consider if the capital needs of the existing system were properly funded. To a greater or lesser degree, the other projects on that list are also projects that should be funded one way or another over time as soon as funds are secured.

In addition to this, the City committed to finding upwards of \$700 million through a whole series of items, such as selling or developing surplus properties or air-rights (many associated with transit facilities), pursuit of additional secured funding from the Provincial and Federal governments and utilizing 75% of any City-wide in year operating surplus to help transit funding including the last 1/3 share of the existing Light Rail Vehicle order to replace the existing streetcar fleet at the end of its useful life.

DISCUSSION

In this 2013-2022 TTC Capital Budget, staff has articulated the base needs of the transit system. As was pointed out in the 2013 TTC Operating Budget Report also being submitted to this Commission meeting, annual ridership is being budgeted at an all-time record TTC record of 528 million. This is 156 million or 42% more annual rides than was taken in 1996 following the recession of the early 1990s. To put that into perspective, the actual growth of 156 million in annual ridership over that period dwarfs all of the new

ridership expected to be generated by implementation of all of the current expansion plans in place or on the books combined. 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 "Blue Pages" list the various projects needed to meet the base needs of the system over the next decade. These projects will be expanded on later in this report. Putting aside the projects on Appendix D that still require to be funded over time, as mentioned in the Funding section of this report, there currently exists a \$600 million plus funding shortfall from the currently approved funding sources/debt targets that will need to be addressed in the coming years. In submitting this report to the City for consideration and eventual approval, staff is required to identify a plan for how this shortfall will be addressed. TTC and City staff are currently considering options that may be available in the mid to long term that address this funding need. As mentioned, there is about a 4 year window to solve this looming problem,

Pending that review of funding, staff had assessed certain options in an attempt to respond to the City's request for a budget plan that meets current funding, however while TTC capital spending may realize some under spending year to year, the base capital requirements have been demonstrated over time to be justified and solidly based on 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 modest 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. For example, deleting 15 of the LRVs currently on order (under the only order planned for 30 years) likely would result in a savings well below the current purchase price and substantially below the re-order price for these vehicles down the road when their need becomes critical to meet ridership growth on the streetcar lines. This is particularly relevant when considering the need to accommodate growth on the existing lines in light of the condo boom in the downtown core. Furthermore, the TTC's financial systems are decades old and barely meet the information needs of a modern corporation. Pending the review of additional funding opportunities, staff is not currently recommending any projects for consideration of deferral. Rather, such action should only be taken as a last resort if an appropriate level of funding is not secured for these valid capital needs.

As with the possible LRV order constriction, it has been demonstrated over the last few capital budget processes, that deferral of items from the capital list of projects, will ultimately add to the pending state of good repair backlog and result in even higher funding needs in the future. The following example provides a useful illustration and will

form the basis of the approach to higher levels of government for capital funding.

If the bus fleet is the workhorse of the TTC, the YUS is the backbone of the system. It's difficult to think of another single subway more critical to a City than that subway is to Toronto. Few other subway lines carry the ridership that line does. Recent events (e.g. Union flood) have clearly demonstrated the contribution of this line to keeping Toronto moving. The TTC has a series of capital projects designed to rehabilitate aging systems, expand capacity and enhance the reliability of this line. Some are underway, some planned and some on the list of deferrals. Currently underway are the Toronto Rocket order (with increased carrying capacity and much-improve operating reliability, amongst other enhancements), the YUS Re-signaling System (improving reliability and allowing for automatic train operation to provide more regular train movement), the Union Station 2nd Platform project to provide for 2 platform boarding and alighting at that very busy bottleneck station, and the installation of additional "cross-overs" to allow for a quicker and more orderly return to regular service following a service disruption on the line. If proposed work at Wilson Yard to accommodate a future 500 foot long train (one car longer than the current Toronto Rockets) proceeds, the Toronto Rockets can be moved the Bloor-Danforth Line when the existing T1 trains reach the end of their useful life over the next decade to decade and a half. Those longer trains would carry about 15% more riders than the current Toronto Rockets. Two other projects not funded are: (1) the installation of PEDS or platform edge doors designed to substantially reduce delays caused by persons and objects going to track level and (2) a North Yonge vehicle storage yard to allow for much quicker build-up of revenue trains for service, especially during snow storms and other stoppages. Combined, all of these could projects could conceivably improve carry capacity on that line by 40% or more over time. Funding and completing them could put off the need for the \$10 billion or so Downtown Relief Subway Line by 10 or 20 years at a fraction of the cost.

2013-2022 CAPITAL BUDGET

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

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

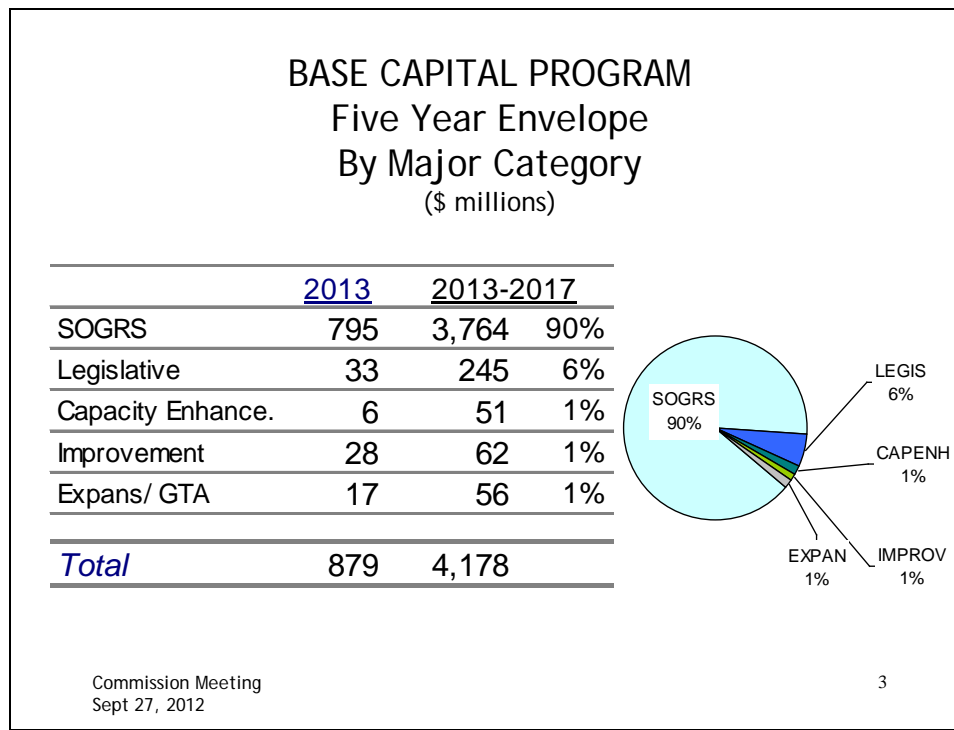
The cash flow for each program or project element contained within the Base or State-of-good-repair capital budget is set out in the Blue Pages attached as Appendix B (expansion initiatives, including the Toronto-York Spadina Subway Extension, are not included in the base capital program).

Key elements of the \$879 million in the base capital program for 2013 are shown below in Exhibit 1.

Exhibit 1

| TTC - PROPOSED | | |
|--|---------------------|---|
| <u>2013 BASE CAPITAL PROGRAM</u> | | |
| (\$ millions) | | |
| Delivery of 153 Artic Diesel Buses (27 in 2013) + WT Vehicles (contract completion) | 29 | } |
| Purchase of 234 + 126 Subway Cars (delivery of last 12 and 126 car order) | 55 | |
| Purchase of 204 LRV Cars (milestone payments - first production & delivery of 5 in 2013) | 111 | |
| Vehicle Overhaul Programs (Bus, WT, Subway, Streetcar) | 70 | } |
| 3.1-3.3 Finishes, Equip, Yards & Roads | 50 | |
| 3.4 Bridges & Tunnels | 39 | } |
| 3.9 LRV & CH (147), EA II&III (18), Facility Renewal (10) | 175 | |
| 3.9 Fire Ventilation (28), TR Accommodations (34) | 62 | |
| 1.x Track Programs | 62 | } |
| 2.x Signals Electrical Communications, OH & Poles (14), YUS ATO (63) | 124 | |
| 4.2x NRV (11), 5.x Equipment (13), 5.4 Farecard (16), 6.1 Environ (9), 7.x IT (26) | 74 | |
| Other projects | <u>28</u> | } |
| TTC REQUEST LEVEL | <u>\$879</u> | |
| Commission Meeting Sept 27, 2012 | 2 | |

Expenditures for the next five years from 2013 to 2017 are budgeted in the order of \$4.2 billion as shown in Exhibit 2.

Exhibit 2

As can be seen from the exhibit, \$4.0 billion or about 96% of the base capital budget for the five years from 2013 to 2017 is committed to state-of-good-repair/safety and legislative projects. Key elements of the base capital program over the next five years include:

- acquisition of:
 - 127 articulated and 75 40" diesel buses (\$207 million)
 - balance of 360 Toronto Rocket subway car deliveries (\$71 million)
 - 204 LRV's (\$610 million)
- the overhaul of revenue service vehicles (\$378 million)
- construction of a new LRV storage and maintenance facility (\$307 million)
- TR/T1 Rail Yard Accommodation (\$393 million)
- installation of automatic train control and re-signaling on the Y-U-S subway line (\$233 million)
- various signals, electrical and communications projects (\$331 million)
- track replacement (\$270 million)
- various bridge and tunnel infrastructure rehabilitation (\$180 million)
- fare systems (\$59 million)
- installation of elevators in the subway (\$191 million)
- upgrading of fire ventilation equipment and second exits in the subway (\$113 million)
- upgrades to information technology assets (\$131 million)
- on-grade and structural paving (\$89 million)
- roofing rehabilitation (\$73 million)

- carhouse modifications to accommodate new LRVs (\$53 million)
- streetcar network upgrades for new LRVs (\$50 million)

In addition to the base capital budget, the Toronto-York Spadina Subway Extension is a \$2.634 billion project that will extend the Spadina subway line north from Downsview Station to Vaughan Metropolitan Corporate Centre in York Region. It is fully funded by the City of Toronto, York Region, the Province of Ontario and the Government of Canada. It is currently projected to commence operation in the fourth quarter of 2015 and will see expenditures of \$1.454 billion over the next five years – including \$661 million in 2013 alone.

Approximately \$6.4 billion is required over the next 10 years from 2013 to 2022 for the base capital program as shown in Exhibit 3.

| Exhibit 3 | | | | | | | | | | | |
|-----------------------|------|-------|------|------|------|------|------|------|------|------|-----------|
| (\$ Millions) | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2013-2022 |
| Infrastructure | 603 | 723 | 577 | 538 | 432 | 376 | 348 | 319 | 301 | 337 | 4,553 |
| Vehicles | 276 | 337 | 220 | 207 | 266 | 201 | 174 | 101 | 35 | 64 | 1,882 |
| TOTAL | 879 | 1,060 | 797 | 745 | 697 | 577 | 522 | 421 | 336 | 401 | 6,435 |

Expenditures over the next decade are dominated by (i) the need to overhaul and replace aging buses (\$749 million) and subway cars (\$253 million), (ii) the acquisition of 204 LRVs (\$785 million), (iii) the construction of an LRV Storage and Maintenance Facility (\$307 million) and replacement of subway track (\$249 million) and streetcar track work (\$322 million), (iv) rail yard accommodation for the Toronto Rocket and T1 subway cars (\$393 million), (v) major structural rehabilitation of the Commission's bridges and tunnels (\$382 million), (vi) installation of elevators in the subway system (\$390 million) to meet legislated deadlines, (vii) upgrade of fire ventilation equipment and second exits in the subway (\$145 million), (viii) installation of automatic train operation and re-signaling on the Yonge-University-Spadina line (\$260 million) and the Bloor-Danforth line (\$301 million), and (ix) the need to upgrade the Commission's information technology assets (\$253 million). In addition, several other major projects will be undertaken requiring significant investment including: various signal, electrical and communications projects (\$436 million), roofing rehabilitation at various TTC locations (\$145 million), on-grade and structural paving (\$195 million), fare systems (\$60 million), and equipment programs including subway pumps, bus hoists and escalator and elevator overhauls (\$241 million).

It should be noted that there are a number of initiatives currently included in the 2013-2022 capital program which involve study work and detailed analysis of existing conditions and capital requirements, and current plans are based on assumptions of currently known conditions, for which changes resulting from the ongoing assessment activities may impact existing capital priorities and will be considered in future budget cycles. For example, unexpected failures may be experienced in the aging infrastructure

due to adverse weather conditions or other system impacts, such as flooding which recently resulted in an assessment of subway pump systems requiring attention. Also, ridership continues to grow at a rate greater than anticipated and this will have consequential implications for the size and nature of the revenue vehicle fleets (bus, subway and LRV) as well as the corresponding facility requirements to service and maintain them. Additionally, the acquisition of new revenue fleet technology is expected to result in increased efficiency and reliability but new technology also brings an increased level of uncertainty for future maintenance and overhaul of these long life assets. In addition, there are a series of additional projects that are worthy of consideration from an operational improvement perspective (e.g. platform edge doors) or from a system expansion perspective (e.g. the Downtown Relief Line) that are recommended, but not included in the base program as funds are not available. A listing of these projects is included in Appendix E. Typically; these programs represent a lower priority in relation to the base capital needs which require significant ongoing capital investment but which are currently beyond available funding.

Key program elements for the base capital program over the next 10 years are outlined in the Appendix A.

BUDGET COMPARISON

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

Exhibit 4

ENVELOPE COMPARISONS

| BUDGET COMPARISON | | | 2012 to 2016 | 2012 to 2021 |
|--------------------------------------|--------------------|---------------------|---------------------|---------------------|
| (\$Millions) | 2012 | 2013 | Envelope | Envelope |
| Approved - Base Capital Program | 1,080 | 1,041 | 4,334 | 6,274 |
| Requested - Base Capital Program | 1,034 | 879 | 4,515 | 7,068 |
| <i>Change in Base Program</i> | <i>(46)</i> | <i>(162)</i> | <i>181</i> | <i>795</i> |

The 2012-2016 Capital Program and 10 Year Forecast requirements for the proposed base capital program have been identified with the following impacts:

- 2012 will be under-spent by \$46 million (excluding carry forwards) primarily as a result of delay in the award of the facility contract for the Ashbridges Bay Maintenance & Storage Facility (-\$74, slippage of work on the ATC Resignalling Project (-\$30 million), offset by the timing of payments for the purchase of the new Toronto Rocket Subway Cars (+ 69 million).
- 2013 will be under the approved budget by \$162 million primarily as a result of changes in the timing of work associated with the TR/T1 Rail Yard Accommodation Project (-\$58 million), adjustments to the timing of payments for the acquisition of Toronto Rocket Subway Cars (\$-45 million), slippage of work on the LRV Maintenance & Storage Facility (-\$22 million) and, timing of payments for the purchase of 204 LRVs (-\$14 million)
- 2012-2016 capital requirements will increase by \$181 million largely as a result of the following:
 - increased scope of work and timing on the TR/T1 Rail Yard Accommodation project (+ \$61 million)
 - deferral from 2011 of contract milestone payments on the TR Subway and LRV car projects (\$26 million and \$36 million respectively)
 - scope and timing of the Revenue Operations Facility work (+ \$19 million) offset by the Structure Rehabilitation project work (\$-19 million)
 - reduced scope of the GTA Farecard Project upon assumption of ownership by Metrolinx (-\$71million) offset by reduced funding
 - scope and timing of Streetcar Overhead and Network upgrade work for LRVs (\$14 million)
- 2012-2021 capital requirements will increase by \$795 million. The primary source of these changes includes the following:
 - Purchase of replacement buses (+ \$43 million)
 - Replacement Wheel-Trans buses timing (+ \$7 million)
 - Purchase of future WT buses (+ \$71 million)
 - Bus Overhaul Program Orion VII (+ \$121 million)
 - TR Subway car purchase timing (+ \$26 million)
 - + 15 LRV car purchase & timing (+ \$138 million)
 - Substation Electrical Rebuild (+ \$19 million)
 - YUS ATC (+ \$34 million) and Wilson Yard Resignalling (+ \$41 million)
 - Subway Pump Replacement (+ \$21 million)
 - Streetcar OH, Pole and Network Upgrades for LRV (+ \$18 million)
 - Structure Rehab Program (-\$22 million)
 - Easier Access III (+ \$101 million)
 - TR/T1 rail yard accommodation (+ \$89 million)
 - Revenue Operations Facility (\$19 million)
 - TTC GTA Farecard Project scope reduction (-\$91 million)

- ERP – System Replacement (+ \$21 million)
- other project changes (+ \$139 million)

WORKFORCE IMPLICATIONS

At the end of 2012, the TTC had an approved capital workforce of 1,837. Over 40% these positions are for hourly-rated workers who perform most of the major rehabilitation work on the Commission's assets covering everything from track installation to structural work in the subway to signals, electrical and communication equipment work to revenue vehicle rebuilds. The bulk of the rest of the employees are for design and project management for major capital projects. The positions are tied to specific capital projects and once those projects (or series) of projects are completed, the employees are transferred to other projects for which they are suited. In addition, the Commission utilizes a series of external consultants, mostly for design and IT project services, when the volume or skill of internal employees is not sufficient to address the unique work requirements of the capital program.

It is projected that capital workforce will decrease in 2013 by 149 positions as follows:

| GROUP | 2012 | 2013 | CHANGE |
|--------------------------------------|--------------|--------------|---------------|
| Engineering/Construction & Expansion | 601 | 376 | (225) |
| Operations & Safety | 1,111 | 1,185 | 74 |
| Corporate Services | 117 | 113 | 4 |
| Strategy & Customer Experience | 8 | 14 | 6 |
| Total | 1,837 | 1,688 | (149) |

The primary reason for this reduction is the restructuring of the Engineering, Construction and Expansion Group as a result of the project delivery model determined by Metrolinx re the Eglinton Crosstown project (-225 positions), offset by the addition of 68 positions to add a second production line for the bus rebuild program.

These capital positions will be included in the [2013 TTC Organization Charts](#), which list each position at the Commission.

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 Program 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 and long term.

The following conclusions or observations can be made:

1. The TTC's priorities for capital investment remain unchanged.
2. The 2013-2022 Capital Budget is consistent with the plan approved by the Commission and City Council last year.
3. The 2013 budget is \$162 million below the Council approved amount contained in the 2012-2021 Capital Budget. The proposed 2013 budget is affordable within the City approved debt guidelines. After factoring in all available funding sources there is projected to be a \$21 million funding surplus for 2013.
4. The 2012-2016 budget envelope has increased by about \$181 million (before amendment), as staff has prioritized capital needs and deferred some project work to future years considering the constraints of affordability directed by the City. Anticipated funding and carry forward adjustments from 2012 relating to project deferrals will fully offset this variance.
5. There is a funding shortfall of \$178 million for the base capital program over the five years from 2013-2017 and a shortfall of \$591 million over the ten years from 2013-2022 (before amendment). Discussions are ongoing with the City to identify mechanisms to reduce and eliminate this funding shortfall so that all elements of the base Capital Budget can proceed as required.
6. Much remains to be done to resolve the need for long-term, stable and predictable capital funding to fully fund the base capital program needs so that expansionary initiatives can proceed without compromising the ability to maintain the existing system.

The TTC is an integral part of the transportation system of the City of Toronto and the GTA. Maintaining the existing system is critical to ensuring that record ridership levels - projected to reach 528 million in 2013 - 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. Expanding the system, as much as it is needed, only makes sense if the existing system is properly funded.

September 14, 2012
42-34

Attachment: Appendix A - 2013-2022 Capital Program Summary
Appendix B - 2013-2022 Capital Program Blue Pages
Appendix C - 2013-2022 Capital Program Funding Summary
Appendix D - Projects Previously Deferred
Appendix E - Unfunded Projects

APPENDIX A

2013-2017 CAPITAL PROGRAM SUMMARY

| BASE CAPITAL - PROGRAM ELEMENTS \$ millions | 2013 | 2014 | 2015 | 2016 | 2017 | 2013 to 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2018-2022 | 2013 to 2022 |
|--|------------------|------------------|------------------|----------------|----------------|------------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|
| | | | | | | | | | | | | | |
| BASE CAPITAL - PROGRAM ELEMENTS | | | | | | | | | | | | | |
| <i>Track:</i> | 61,703 | 45,797 | 45,789 | 66,351 | 50,078 | 299,718 | 59,295 | 60,468 | 60,136 | 60,100 | 61,631 | 301,630 | 571,348 |
| Subway Track | 19,815 | 24,084 | 17,996 | 18,879 | 22,074 | 102,828 | 30,870 | 27,676 | 28,506 | 29,275 | 29,983 | 146,209 | 249,037 |
| Surface Track | 41,888 | 21,733 | 27,793 | 47,472 | 28,004 | 166,890 | 28,425 | 32,793 | 31,630 | 30,825 | 31,748 | 155,421 | 322,311 |
| <i>Signals, Electrical, Communications:</i> | 124,200 | 120,383 | 102,757 | 111,408 | 104,851 | 563,599 | 95,710 | 98,417 | 77,348 | 77,554 | 84,255 | 433,255 | 996,884 |
| Traction Power | 25,761 | 27,384 | 28,954 | 25,031 | 12,084 | 119,214 | 11,032 | 11,282 | 11,326 | 11,561 | 12,255 | 57,456 | 176,670 |
| Power Distribution | 7,768 | 7,430 | 7,820 | 7,312 | 7,027 | 37,357 | 5,834 | 6,326 | 5,277 | 5,650 | 5,377 | 28,464 | 65,821 |
| Communications | 19,467 | 23,510 | 15,169 | 9,776 | 10,900 | 78,822 | 10,408 | 6,564 | 2,944 | 2,692 | 5,402 | 28,010 | 106,832 |
| Signal Systems | 71,204 | 62,059 | 50,814 | 69,289 | 74,840 | 328,206 | 68,436 | 74,245 | 57,802 | 57,651 | 61,221 | 319,355 | 647,561 |
| Energy Management | - | - | - | - | - | - | - | - | - | - | - | - | - |
| <i>Facilities and Structures:</i> | 349,445 | 495,596 | 379,051 | 305,434 | 235,880 | 1,765,406 | 176,472 | 151,448 | 142,808 | 137,015 | 160,687 | 788,370 | 2,533,776 |
| Finishes | 20,511 | 24,662 | 19,768 | 15,320 | 16,223 | 96,484 | 15,721 | 16,029 | 16,165 | 16,452 | 12,244 | 76,611 | 173,095 |
| Equipment | 20,302 | 24,560 | 25,988 | 24,043 | 27,635 | 122,528 | 26,613 | 24,903 | 18,169 | 17,949 | 31,180 | 118,814 | 241,342 |
| Yards & Roads | 9,081 | 26,794 | 24,483 | 22,084 | 21,784 | 104,226 | 17,878 | 12,460 | 12,834 | 13,219 | 17,670 | 74,061 | 178,287 |
| Bridges & Tunnels | 38,701 | 46,389 | 42,486 | 45,792 | 41,806 | 215,174 | 46,071 | 46,447 | 47,350 | 48,236 | 48,932 | 237,036 | 452,210 |
| Buildings & Structures | 260,850 | 373,191 | 266,326 | 198,195 | 128,432 | 1,226,994 | 70,129 | 51,609 | 48,290 | 41,159 | 50,661 | 261,848 | 1,488,842 |
| <i>Computers:</i> | 25,630 | 25,765 | 23,911 | 34,541 | 13,378 | 131,229 | 33,463 | 26,481 | 28,048 | 15,231 | 18,768 | 121,991 | 259,276 |
| Corporate Systems | 16,394 | 19,254 | 20,911 | 23,741 | 19,378 | 99,678 | 23,550 | 21,481 | 22,548 | 13,831 | 13,768 | 95,178 | 194,856 |
| Intelligent Transportation & Technical Systems | 9,236 | 6,511 | 3,000 | 10,800 | 2,000 | 31,547 | 9,913 | 5,000 | 5,500 | 1,400 | 5,000 | 26,813 | 58,360 |
| <i>Equipment:</i> | 29,289 | 27,800 | 18,388 | 13,431 | 7,810 | 96,696 | 6,665 | 6,469 | 6,426 | 6,610 | 6,235 | 32,405 | 129,101 |
| Shop Equipment | 4,203 | 3,384 | 2,296 | 2,969 | 2,936 | 15,798 | 2,673 | 2,708 | 2,543 | 2,724 | 2,555 | 13,203 | 29,001 |
| Revenue & Fare Handling Equipment | 4,009 | 1,501 | 1,545 | 1,836 | 1,896 | 10,787 | 1,994 | 2,099 | 2,210 | 2,328 | 2,453 | 11,084 | 21,871 |
| Other Maintenance Equipment | 5,165 | 1,007 | 1,072 | 1,105 | 1,020 | 9,369 | 1,020 | 1,020 | 1,020 | 1,020 | 1,020 | 5,100 | 14,469 |
| Fare System | 15,578 | 21,628 | 12,812 | 7,316 | 1,501 | 58,835 | 0,653 | - | - | - | - | 0,653 | 59,488 |
| Furniture & Office Equipment | 0,314 | 0,270 | 0,661 | 0,205 | 0,457 | 1,907 | 0,325 | 0,642 | 0,653 | 0,538 | 0,207 | 2,365 | 4,272 |
| <i>Other:</i> | 12,697 | 8,041 | 6,955 | 7,177 | 11,569 | 46,439 | 4,323 | 4,387 | 4,453 | 4,518 | 5,031 | 22,712 | 69,151 |
| Environmental | 8,967 | 5,406 | 4,320 | 4,541 | 9,534 | 32,788 | 2,288 | 2,352 | 2,418 | 2,483 | 2,996 | 12,537 | 45,325 |
| Service Planning | 3,710 | 2,635 | 2,635 | 2,636 | 2,035 | 13,651 | 2,035 | 2,035 | 2,035 | 2,035 | 2,035 | 10,175 | 23,826 |
| Subtotal - Infrastructure | 602,944 | 723,382 | 576,849 | 538,342 | 431,566 | 2,873,083 | 375,868 | 347,670 | 319,220 | 301,028 | 336,607 | 1,680,393 | 4,553,476 |
| <i>Vehicles:</i> | | | | | | | | | | | | | |
| Purchase of Buses | 29,112 | 124,060 | 0,361 | 7,406 | 46,118 | 207,057 | 5,441 | 18,889 | 47,514 | 0,450 | 41,981 | 114,275 | 321,332 |
| Bus Overhaul | 33,191 | 47,329 | 46,339 | 47,205 | 73,466 | 247,530 | 64,256 | 67,984 | 30,511 | 13,707 | 3,348 | 179,806 | 427,336 |
| Purchase of Subway Cars | 55,007 | 1,969 | 7,898 | 6,428 | - | 71,302 | - | - | - | - | - | - | 71,302 |
| Subway Car Overhaul | 22,159 | 22,204 | 22,760 | 25,855 | 19,963 | 112,941 | 13,662 | 13,948 | 14,297 | 14,591 | 12,344 | 68,842 | 181,783 |
| Purchase of SRT Cars | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SRT Overhaul | 4,216 | 1,820 | - | - | - | 6,036 | - | - | - | - | - | - | 6,036 |
| Purchase of Streetcars | 111,153 | 130,692 | 133,743 | 112,119 | 122,551 | 610,258 | 110,680 | 64,290 | - | - | - | 174,970 | 785,228 |
| Streetcar Overhaul | 10,306 | 0,984 | - | - | - | 11,290 | 0,280 | 4,000 | 4,200 | 4,284 | 4,370 | 17,134 | 28,424 |
| Purchase Non Revenue Vehicles | 7,074 | 3,385 | 5,114 | 3,001 | 2,047 | 20,621 | 1,884 | 1,884 | 1,884 | 1,884 | 1,884 | 9,420 | 30,041 |
| Rail Non-Revenue Vehicle Overhauls / Purchases | 3,658 | 4,432 | 3,675 | 4,729 | 1,532 | 18,026 | 5,055 | 3,198 | 2,975 | 0,501 | 0,513 | 12,242 | 30,268 |
| Subtotal - Vehicles | 275,876 | 336,875 | 219,890 | 208,743 | 256,677 | 1,305,061 | 201,268 | 174,193 | 101,381 | 35,417 | 64,440 | 576,689 | 1,881,760 |
| BASE PROGRAM - TOTAL * | 878,820 | 1,060,257 | 796,739 | 746,085 | 687,243 | 4,178,144 | 577,126 | 521,863 | 420,601 | 336,445 | 401,047 | 2,257,082 | 6,435,226 |
| Toronto York Spadina Subway Extension | 680,548 | 447,817 | 345,324 | - | - | 1,453,889 | - | - | - | - | - | - | 1,453,889 |
| TOTAL - BASE & TYSSSE | 1,539,368 | 1,608,074 | 1,142,063 | 746,085 | 687,243 | 5,631,833 | 577,126 | 521,863 | 420,601 | 336,445 | 401,047 | 2,257,082 | 7,889,115 |

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

* Summary excludes budget amendment for 24 buses and bus storage facility

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

APPENDIX B

| Category | CTT No. | WO # | DESCRIPTION | CITY | PROBABLE | | | | | | | 2013-2017 | 2013-2022 | POST 2022 | EFC | FUNDING PROGRAM * | CITY Approval Request |
|-------------------------------|---------|------|--|------|-----------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|----------------|----------|-------------------|-----------------------|
| | | | | | to 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | | | | | | |
| 1.1 Subway Track | | | | | | | | | | | | | | | | | |
| Annual Programs | | | | | | | | | | | | | | | | | |
| SOGRS | CTT001 | 6622 | Subway/SRT Track Rehabilitation Program | B | 41,522 | 9,429 | 15,696 | 7,303 | 9,138 | 11,377 | 13,370 | 56,884 | 125,949 | - | 176,800 | CSIF <2009 | 74,414 |
| SOGRS | CTT001 | | | P | 43,424 | 8,029 | 7,105 | 15,856 | 9,138 | 11,377 | 13,370 | 56,846 | 143,219 | - | 194,672 | ISF <2011 | |
| | CTT001 | | | C | 1,902 | (1,400) | (8,591) | 8,553 | - | - | - | (38) | 17,270 | - | 17,772 | | |
| SOGRS | CTT001 | 6628 | Subway/SRT Turnout Rehabilitation Program | B | 16,048 | 2,117 | 7,023 | 8,157 | 8,858 | 7,400 | 8,500 | 39,938 | 85,923 | - | 104,086 | CSIF <2009 | 32,217 |
| SOGRS | CTT001 | | | P | 16,058 | 2,329 | 5,872 | 8,157 | 8,858 | 7,400 | 8,500 | 38,887 | 96,807 | - | 115,195 | ISF <2011 | |
| | CTT001 | | | C | 13 | 212 | (1,551) | - | - | - | - | (1,351) | 10,884 | - | 11,109 | | |
| Existing Projects | | | | | | | | | | | | | | | | | |
| SOGRS | CTT001 | 7715 | MCOWIS Upgrade | B | 264 | - | 102 | 51 | - | 102 | 204 | 459 | 1,735 | - | 2,019 | | 2,394 |
| SOGRS | CTT001 | | | P | 254 | 85 | 102 | 51 | - | 102 | 204 | 459 | 2,075 | - | 2,394 | | |
| | CTT001 | | | C | (30) | 85 | - | - | - | - | - | - | 340 | - | 375 | | |
| IMPROV | CTT001 | 6012 | YUS Resignelling - Installation of Crossovers | B | 5,334 | 2,439 | - | - | - | - | - | - | - | - | 7,773 | | 12,429 |
| IMPROV | CTT001 | | | P | 6,997 | 3,466 | 1,936 | - | - | - | - | 1,936 | 1,936 | - | 12,429 | MetroInx | |
| | CTT001 | | | C | 1,663 | 1,057 | 1,936 | - | - | - | - | 1,936 | 1,936 | - | 4,656 | | |
| IMPROV | CTT001 | 6048 | New Backboards Outdoor Locations | B | 222 | 959 | - | - | - | - | - | - | - | - | 1,181 | | 1,183 |
| IMPROV | CTT001 | | | P | 224 | 959 | - | - | - | - | - | - | - | - | 1,183 | | |
| | CTT001 | | | C | 2 | - | - | - | - | - | - | - | - | - | 2 | | |
| New Projects | | | | | | | | | | | | | | | | | |
| IMPROV | CTT001 | | New Rail Vehicle Based Inspection System | B | - | - | - | - | - | - | - | - | - | - | - | | 5,000 |
| IMPROV | CTT001 | | | P | - | - | 5,000 | - | - | - | - | 5,000 | 5,000 | - | 5,000 | | |
| | CTT001 | | | C | - | - | 5,000 | - | - | - | - | 5,000 | 5,000 | - | 5,000 | | |
| Sub-Total Subway Track | | | | | SB | 63,408 | 14,844 | 22,821 | 16,611 | 17,968 | 18,879 | 22,074 | 97,281 | 213,607 | - | 281,959 | |
| | | | | | SP | 66,858 | 14,878 | 19,815 | 24,064 | 17,968 | 18,879 | 22,074 | 102,628 | 249,037 | - | 330,873 | 127,637 |
| | | | | | SC | 3,550 | (66) | (3,006) | 8,553 | - | - | - | 5,547 | 35,430 | - | 38,914 | |
| 1.2 Surface Track | | | | | | | | | | | | | | | | | |
| Annual Programs | | | | | | | | | | | | | | | | | |
| SOGRS | CTT002 | 8988 | Surface Track Replacement Program | B | 75,797 | 18,353 | 24,988 | 12,651 | 20,018 | 17,868 | 15,824 | 90,923 | 157,899 | - | 252,049 | CSIF <2011 | 122,160 |
| SOGRS | CTT002 | 8903 | | P | 73,473 | 21,188 | 20,929 | 8,572 | 20,144 | 28,025 | 14,513 | 91,168 | 176,411 | - | 271,070 | | |
| | CTT002 | | | C | (2,324) | 2,833 | (4,037) | (6,079) | 128 | 11,359 | (1,111) | 260 | 18,512 | - | 19,021 | | |
| SOGRS | CTT002 | 6696 | Surface Special Trackwork Replacement Program | B | 36,795 | 18,488 | 16,928 | 11,319 | 9,129 | 16,294 | 11,445 | 65,113 | 114,146 | - | 172,429 | CSIF <2011 | 84,424 |
| SOGRS | CTT002 | 6604 | | P | 41,230 | 8,842 | 19,484 | 14,768 | 7,324 | 17,197 | 13,241 | 72,014 | 140,851 | - | 191,023 | | |
| | CTT002 | | | C | 1,435 | (9,546) | 2,558 | 3,449 | (1,805) | 903 | 1,798 | 6,901 | 26,705 | - | 18,584 | | |
| IMPROV | CTT002 | 6127 | Russell Yard South End Track Improvement | B | 200 | 800 | - | - | - | - | - | - | - | - | 1,000 | | 1,000 |
| IMPROV | CTT002 | | | P | 9 | 192 | 800 | - | - | - | - | 800 | 800 | - | 1,000 | | |
| | CTT002 | | | C | (192) | (608) | 800 | - | - | - | - | 800 | 800 | - | - | | |
| IMPROV | CTT002 | 6000 | Reserved Transit Lanes on St. Clair Avenue | B | 57,018 | 450 | 450 | - | - | - | - | 450 | 450 | - | 57,918 | CSIF | 58,363 |
| IMPROV | CTT002 | | | P | 57,483 | 450 | 450 | - | - | - | - | 450 | 450 | - | 58,363 | | |
| | CTT002 | | | C | 445 | - | - | - | - | - | - | - | - | - | 445 | | |
| SOGRS | CTT002 | 6257 | St. Clair Avenue - Surface Track Replacement | B | 28,842 | - | - | - | - | - | - | - | - | - | 28,842 | CSIF | 29,289 |
| SOGRS | CTT002 | | | P | 29,288 | - | - | - | - | - | - | - | - | - | 28,288 | | |
| | CTT002 | | | C | 448 | - | - | - | - | - | - | - | - | - | 448 | | |
| SOGRS | CTT002 | 6258 | St. Clair Avenue - Surface Special Trackwork Replacement | B | 6,043 | - | - | - | - | - | - | - | - | - | 6,043 | CSIF | 6,043 |
| SOGRS | CTT002 | | | P | 5,955 | 48 | - | - | - | - | - | - | - | - | 6,043 | | |
| | CTT002 | | | C | (48) | 48 | - | - | - | - | - | - | - | - | - | | |
| IMPROV | CTT002 | 6255 | Reserved Transit Lane on Fleet Street | B | 6,387 | - | - | - | - | - | - | - | - | - | 6,387 | CSIF | 6,387 |
| IMPROV | CTT002 | | | P | 6,279 | 108 | - | - | - | - | - | - | - | - | 6,387 | | |
| | CTT002 | | | C | (108) | 108 | - | - | - | - | - | - | - | - | - | | |
| IMPROV | CTT002 | 6008 | Modifications to The Queensway | B | - | - | - | 162 | 88 | 1,007 | - | 1,257 | 1,257 | - | 1,257 | | 1,257 |
| IMPROV | CTT002 | | | P | - | - | - | 162 | 88 | 1,007 | - | 1,257 | 1,257 | - | 1,257 | | |
| | CTT002 | | | C | - | - | - | - | - | - | - | - | - | - | - | | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)**

APPENDIX B

| Category | CTT No. | WO # | DESCRIPTION | CITY | PROBABLE | | | | | | | 2013-2017 | 2013-2022 | PCBT 2022 | EFC | FUNDING PROGRAM * | CITY Approval Request |
|---------------------------------|---------|------|---|------|----------|----------|---------|--------|---------|---------|--------|-----------|-----------|-----------|---------|-------------------|-----------------------|
| | | | | | to 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | | | | | | |
| New Projects | | | | | | | | | | | | | | | | | |
| SOGRS | CTT002 | New | TTC Streetcar Shelter Reconstruction | B | - | - | - | - | - | - | - | - | - | - | - | - | |
| SOGRS | CTT002 | | | P | - | - | 225 | 231 | 237 | 243 | 250 | 1,188 | 2,542 | - | 2,542 | 458 | |
| SOGRS | CTT002 | | | C | - | - | 225 | 231 | 237 | 243 | 250 | 1,188 | 2,542 | - | 2,542 | | |
| Sub-Total Surface Track | | | | | SB | 214,082 | 38,091 | 42,342 | 24,132 | 26,233 | 34,987 | 27,069 | 157,743 | 273,752 | - | 525,925 | |
| | | | | | SP | 213,736 | 30,926 | 41,888 | 21,733 | 27,793 | 47,472 | 28,004 | 166,890 | 322,311 | - | 586,973 | |
| | | | | | SC | (346) | (7,185) | (454) | (2,389) | (1,440) | 12,555 | 935 | 9,147 | 48,539 | - | 41,048 | |
| ELECTRICAL SYSTEMS | | | | | | | | | | | | | | | | | |
| 2.1 Traction Power | | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | |
| SOGRS | CTT003 | 6366 | Reconstruction of Streetcar Overhead | B | 32,184 | 13,916 | 10,625 | 11,871 | 13,085 | 12,774 | 2,500 | 50,855 | 60,855 | - | 108,955 | CSIF <2009 | |
| SOGRS | CTT003 | | | P | 23,853 | 18,840 | 12,329 | 13,574 | 13,085 | 12,774 | 2,500 | 54,282 | 67,082 | - | 109,755 | ISF <2011 | 68,596 |
| SOGRS | CTT003 | | | C | (8,331) | 4,824 | 1,704 | 1,703 | - | - | - | 3,407 | 6,207 | - | 2,600 | | |
| SOGRS | CTT003 | 6820 | Overhead Pole Replacement | B | 32,048 | 3,130 | 1,271 | 2,260 | 2,290 | 1,319 | 1,390 | 8,560 | 9,780 | - | 44,938 | CSIF <2009 | |
| SOGRS | CTT003 | | | P | 31,082 | 4,096 | 1,271 | 2,290 | 2,290 | 1,319 | 1,390 | 8,560 | 11,260 | - | 46,438 | ISF <2011 | 38,739 |
| SOGRS | CTT003 | | | C | (966) | 968 | - | - | - | - | - | - | 1,500 | - | 1,500 | | |
| SOGRS | CTT003 | 6320 | Replace Surface Traction Power Distribution | B | 13,589 | 1,758 | 1,770 | 1,200 | 1,200 | 800 | 500 | 5,470 | 7,470 | - | 22,817 | ISF <2011 | |
| SOGRS | CTT003 | | | P | 12,199 | 3,148 | 1,770 | 1,200 | 1,200 | 800 | 500 | 5,470 | 8,050 | - | 23,397 | | 18,317 |
| SOGRS | CTT003 | | | C | (1,390) | 1,390 | - | - | - | - | - | - | 580 | - | 580 | | |
| SOGRS | CTT003 | 6967 | Substation Electrical Rebuild | B | 20,435 | 1,545 | 1,535 | 1,603 | 1,639 | 1,639 | 1,658 | 8,104 | 14,985 | - | 38,945 | CSIF <2009 | |
| SOGRS | CTT003 | | | F | 20,092 | 1,888 | 3,491 | 3,491 | 3,598 | 3,598 | 3,703 | 17,877 | 37,088 | - | 59,046 | | 26,962 |
| SOGRS | CTT003 | | | C | (343) | 343 | 1,955 | 1,888 | 1,957 | 1,957 | 2,015 | 9,773 | 22,101 | - | 22,101 | | |
| SOGRS | CTT003 | 7633 | Replace Rectifier Transformers | B | 11,968 | 1,038 | 1,059 | 1,075 | 1,097 | 1,119 | 1,141 | 5,491 | 10,217 | - | 23,223 | PGAS | |
| SOGRS | CTT003 | | | P | 11,949 | 1,057 | 1,516 | 1,516 | 1,561 | 1,608 | 1,608 | 7,762 | 16,145 | - | 29,151 | | 16,038 |
| SOGRS | CTT003 | | | C | (19) | 19 | 457 | 441 | 484 | 442 | 457 | 2,271 | 5,928 | - | 5,928 | | |
| SOGRS | CTT003 | 6147 | Electrolysis Control | B | 7,646 | 581 | 725 | 625 | 488 | 520 | 540 | 2,898 | 5,333 | - | 13,560 | PGAS | |
| SOGRS | CTT003 | | | P | 7,790 | 437 | 725 | 625 | 488 | 520 | 540 | 2,898 | 6,003 | - | 14,230 | | 9,577 |
| SOGRS | CTT003 | | | C | 144 | (144) | - | - | - | - | - | - | 670 | - | 670 | | |
| SOGRS | CTT003 | 7501 | Modification of DC Feeder Measuring Circuitry | B | 2,533 | 265 | 270 | 277 | 277 | 285 | 285 | 1,384 | 2,598 | - | 5,386 | | |
| SOGRS | CTT003 | | | P | 2,493 | 305 | 742 | 742 | 764 | 764 | 786 | 3,798 | 7,895 | - | 10,693 | | 4,282 |
| SOGRS | CTT003 | | | C | (40) | 40 | 472 | 465 | 487 | 479 | 501 | 2,404 | 5,307 | - | 5,307 | | |
| SOGRS | CTT003 | 7635 | Replace LV Feeder Cables | B | 2,279 | 245 | 250 | 280 | 250 | 280 | 270 | 1,290 | 2,400 | - | 4,924 | PGAS | |
| SOGRS | CTT003 | | | P | 2,224 | 300 | 250 | 280 | 250 | 280 | 270 | 1,290 | 2,890 | - | 5,204 | | 3,034 |
| SOGRS | CTT003 | | | C | (55) | 55 | - | - | - | - | - | - | 290 | - | 290 | | |
| SOGRS | CTT003 | 6072 | Alternate Feeds for Intersections | B | 1,103 | 1,275 | 1,282 | 1,281 | 1,300 | 1,381 | - | 5,254 | 5,254 | - | 7,632 | ISF <2011 | |
| SOGRS | CTT003 | | | P | 241 | 2,137 | 1,282 | 1,281 | 1,300 | 1,381 | - | 5,254 | 5,254 | - | 7,632 | | 7,632 |
| SOGRS | CTT003 | | | C | (662) | 862 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT003 | 6082 | Rebuild TTC Cable Chambers | B | 1,154 | 290 | 295 | 535 | 555 | 570 | 587 | 2,542 | 5,074 | - | 8,508 | ISF <2011 | |
| SOGRS | CTT003 | | | P | 1,085 | 348 | 500 | 535 | 555 | 570 | 587 | 2,747 | 5,659 | - | 7,393 | | 2,469 |
| SOGRS | CTT003 | | | C | (68) | 68 | 205 | - | - | - | - | 205 | 885 | - | 885 | | |
| SOGRS | CTT003 | 8084 | Replace Diode Section Insulators | B | 841 | 920 | 925 | 930 | 955 | 985 | - | 3,778 | 3,778 | - | 5,537 | ISF <2011 | |
| SOGRS | CTT003 | | | P | 278 | 1,483 | 925 | 930 | 955 | 985 | - | 3,778 | 3,778 | - | 5,537 | | 5,537 |
| SOGRS | CTT003 | | | C | (563) | 563 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT003 | 8088 | Replace Underpass Troughs | B | 1,100 | 420 | 420 | 430 | 430 | - | - | 1,280 | 1,280 | - | 2,800 | ISF <2011 | |
| SOGRS | CTT003 | | | P | 1,051 | 469 | 420 | 430 | 430 | - | - | 1,280 | 1,280 | - | 2,800 | | 2,800 |
| SOGRS | CTT003 | | | C | (49) | 49 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT003 | 6108 | Traction Power Substations | B | 465 | 2,610 | 540 | 500 | 2,500 | 500 | 200 | 4,240 | 4,240 | - | 7,335 | PGAS | |
| SOGRS | CTT003 | | | P | 51 | 3,044 | 540 | 500 | 2,500 | 500 | 200 | 4,240 | 4,240 | - | 7,335 | | 7,335 |
| SOGRS | CTT003 | | | C | (434) | 434 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT003 | 6148 | Replace Elastic Arms in Spadina Tunnel | B | 300 | 300 | - | - | - | - | - | - | - | - | 800 | ISF <2011 | |
| SOGRS | CTT003 | | | P | 103 | 492 | - | - | - | - | - | - | - | - | 800 | | 600 |
| SOGRS | CTT003 | | | C | (192) | 192 | - | - | - | - | - | - | - | - | - | | |
| Sub-Total Traction Power | | | | | SB | 127,655 | 28,283 | 20,967 | 22,887 | 26,046 | 22,153 | 9,101 | 101,154 | 133,212 | - | 288,160 | |
| | | | | | SP | 114,487 | 38,044 | 25,761 | 27,384 | 28,854 | 23,031 | 12,084 | 119,214 | 176,670 | - | 329,211 | |
| | | | | | SC | (13,188) | 9,761 | 4,794 | 4,487 | 2,908 | 2,876 | 2,983 | 18,050 | 43,458 | - | 40,051 | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

APPENDIX B

| Category | CTT No. | WD # | DESCRIPTION | CITY to 2011 | PROBABLE 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2013-2017 | 2013-2022 | POBT 2022 | EFC | FUNDING PROGRAM * | CITY Approval Request | |
|--|---------|------|--|-----------------|------------------|-------|-------|-------|-------|-------|-----------|-----------|-----------|-----|----------------------|-----------------------------|--------|
| | | | | | | 2013 | 2014 | 2015 | 2016 | 2017 | 2013-2017 | 2013-2022 | POBT 2022 | EFC | FUNDING PROGRAM * | CITY Approval Request | |
| 2.2 Power Distribution/Electric Systems | | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | |
| SOGRS | CTT005 | 6540 | Replace Lighting & Receptacles in Tunnels / Vent Shafts | B | 8,505 | 871 | 830 | 580 | 605 | 620 | 650 | 3,095 | 5,740 | - | 15,416 | FGT | 10,895 |
| SOGRS | CTT005 | | | P | 8,747 | 929 | 630 | 590 | 605 | 620 | 650 | 3,095 | 6,420 | - | 16,095 | | |
| | CTT005 | | | C | (58) | 58 | - | - | - | - | - | - | 850 | - | 680 | | |
| SOGRS | CTT005 | 7507 | Replacement Lighting for Buildings / Garages/Shops/Carhouses | B | 8,519 | 825 | 758 | 448 | 432 | 820 | 51 | 2,518 | 3,406 | - | 12,750 | FGT | 14,020 |
| SOGRS | CTT005 | | | P | 8,833 | 1,119 | 775 | 659 | 661 | 283 | 258 | 2,636 | 4,268 | 313 | 14,333 | | |
| | CTT005 | | | C | 114 | 284 | 17 | 211 | 229 | (548) | 207 | 118 | 882 | 313 | 1,583 | | |
| SOGRS | CTT005 | 6980 | Station Security Lighting Upgrades (formerly Lighting Upgrades - Stations) | B | 1,277 | 168 | 215 | 277 | 135 | 216 | 230 | 1,073 | 2,008 | - | 3,453 | FGT | 1,865 |
| SOGRS | CTT005 | | | P | 1,205 | 294 | 238 | 130 | 254 | 230 | 230 | 1,060 | 2,189 | - | 3,538 | | |
| | CTT005 | | | C | (72) | 126 | 21 | (147) | 115 | 14 | - | 7 | 181 | - | 235 | | |
| SOGRS | CTT005 | 6174 | Emergency Lighting - Substations | B | 2,199 | 260 | 252 | 333 | 184 | - | - | 769 | 769 | - | 3,228 | FGT | 3,228 |
| SOGRS | CTT005 | | | P | 2,124 | 338 | 277 | 345 | 144 | - | - | 766 | 766 | - | 3,228 | | |
| | CTT005 | | | C | (75) | 78 | 25 | 12 | (40) | - | - | (3) | - | - | - | | |
| SOGRS | CTT005 | 6533 | Subway/Substation Lighting Replacement | B | 6,105 | 200 | 225 | 225 | 240 | 240 | 250 | 1,180 | 2,200 | - | 8,505 | FGT | 7,530 |
| SOGRS | CTT005 | | | P | 6,120 | 200 | 600 | 610 | 620 | 635 | 645 | 3,110 | 6,515 | - | 12,835 | | |
| | CTT005 | | | C | 15 | - | 375 | 385 | 390 | 385 | 395 | 1,930 | 4,315 | - | 4,330 | | |
| SOGRS | CTT005 | 6029 | Replace Subway Station Breakers | B | 6,549 | 552 | 570 | 580 | 590 | 600 | 610 | 2,950 | 5,420 | - | 12,521 | FGT | 8,251 |
| SOGRS | CTT005 | | | P | 8,408 | 693 | 570 | 580 | 590 | 600 | 610 | 2,950 | 6,040 | - | 13,141 | | |
| | CTT005 | | | C | (141) | 141 | - | - | - | - | - | - | 620 | - | 620 | | |
| SOGRS | CTT005 | 7881 | Signal System Back-up Power Supply Rehabilitation | B | 4,538 | 851 | 530 | 540 | 550 | 560 | 300 | 2,480 | 3,080 | - | 8,470 | FGT | 8,470 |
| SOGRS | CTT005 | | | P | 4,279 | 1,111 | 530 | 540 | 550 | 560 | 300 | 2,480 | 3,080 | - | 8,470 | | |
| | CTT005 | | | C | - | 260 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT005 | 7834 | Replace / Rebuild Auxiliary Transformers | B | 3,097 | 227 | 448 | 461 | 528 | 539 | 424 | 2,398 | 4,411 | - | 7,645 | FGT | 4,143 |
| SOGRS | CTT005 | | | P | 3,002 | 232 | 448 | 461 | 528 | 539 | 424 | 2,398 | 4,911 | - | 8,145 | | |
| | CTT005 | | | C | (5) | 5 | - | - | - | - | - | 500 | - | - | 500 | | |
| SOGRS | CTT005 | 7255 | Replace Electrically Operated Isolating Switches and Switchstand | B | 3,870 | 487 | 497 | 250 | 250 | 190 | 200 | 1,387 | 2,217 | - | 6,884 | FGT | 5,214 |
| SOGRS | CTT005 | | | P | 3,897 | 570 | 497 | 250 | 250 | 190 | 200 | 1,387 | 2,427 | - | 6,894 | | |
| | CTT005 | | | C | (73) | 73 | - | - | - | - | - | - | 210 | - | 210 | | |
| SOGRS | CTT005 | 7504 | Repair / Upgrade Low Voltage Switchboards | B | 3,098 | 240 | 250 | 225 | 230 | 235 | 240 | 1,180 | 2,215 | - | 5,463 | FGT | 4,298 |
| SOGRS | CTT005 | | | P | 3,063 | 240 | 495 | 500 | 510 | 520 | 530 | 2,556 | 5,355 | - | 9,558 | | |
| | CTT005 | | | C | 55 | - | 245 | 275 | 280 | 285 | 290 | 1,375 | 3,140 | - | 3,165 | | |
| SOGRS | CTT005 | 6538 | Battery & Battery Charger Replacement | B | 3,850 | 424 | 434 | 444 | 454 | 464 | 478 | 2,274 | 4,301 | - | 8,375 | FGT | 5,250 |
| SOGRS | CTT005 | | | P | 3,785 | 424 | 516 | 525 | 535 | 545 | 557 | 2,678 | 5,628 | - | 9,837 | | |
| | CTT005 | | | C | 135 | - | 82 | 81 | 81 | 81 | 79 | 404 | 1,327 | - | 1,462 | | |
| SOGRS | CTT005 | 6904 | Subway Track Side Heating Equipment | B | 7,225 | 765 | 780 | 780 | 300 | 300 | 325 | 2,485 | 3,910 | - | 11,900 | FGT | 9,550 |
| SOGRS | CTT005 | | | P | 6,826 | 1,164 | 780 | 780 | 300 | 300 | 325 | 2,485 | 4,300 | - | 12,290 | | |
| | CTT005 | | | C | (399) | 399 | - | - | - | - | - | - | 390 | - | 360 | | |
| SOGRS | CTT005 | 6205 | UPS Replacement | B | 1,577 | 430 | 440 | 440 | 450 | 455 | 465 | 2,250 | 4,140 | - | 6,147 | FGT | 3,081 |
| SOGRS | CTT005 | | | P | 1,771 | 430 | 440 | 440 | 450 | 455 | 465 | 2,250 | 4,815 | - | 6,816 | | |
| | CTT005 | | | C | 194 | - | - | - | - | - | - | - | 475 | - | 666 | | |
| SOGRS | CTT005 | 6129 | Shorting Switches | B | 570 | 275 | 275 | 280 | 290 | 300 | 300 | 1,455 | 2,705 | - | 3,550 | FGT | 1,410 |
| SOGRS | CTT005 | | | P | 320 | 525 | 275 | 280 | 280 | 300 | 300 | 1,455 | 3,025 | - | 3,870 | | |
| | CTT005 | | | C | (250) | 250 | - | - | - | - | - | - | 320 | - | 320 | | |
| SOGRS | CTT005 | 6917 | Lighting in Open Cut | B | 192 | 443 | 445 | 735 | 630 | 455 | 455 | 2,720 | 5,193 | - | 6,828 | FGT | 5,828 |
| SOGRS | CTT005 | | | P | 183 | 256 | 256 | 880 | 1,485 | 1,485 | 1,483 | 5,369 | 5,369 | - | 5,828 | | |
| | CTT005 | | | C | (9) | (187) | (189) | (56) | 855 | 1,030 | 1,028 | 2,669 | 198 | - | - | | |
| SOGRS | CTT005 | 6006 | Mobile Emergency Generators - Connections to Stations | B | 1,130 | - | - | - | - | - | - | - | - | - | 1,130 | FGT | 1,198 |
| SOGRS | CTT005 | | | P | 1,121 | 77 | - | - | - | - | - | - | - | - | 1,198 | | |
| | CTT005 | | | C | (9) | 77 | - | - | - | - | - | - | - | - | 68 | | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)**

APPENDIX B

| Category | CIT No. | WO # | DESCRIPTION | CITY | PROBABLE | | | | | | | 2013-2017 | 2013-2022 | POST 2022 | EFC | FUNDING PROGRAM # | CITY Approval Request | | |
|---------------------------|---------|------|---|------|----------|---------|-------|-------|-------|-------|---------|-----------|-----------|-----------|-----|-------------------|-----------------------|----------|--------|
| | | | | | to 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | | | | | | | | |
| New Projects | | | | | | | | | | | | | | | | | | | |
| SOGRS | CTT005 | New | Surface Building UPS Retrofit Program | B | - | - | - | - | - | - | - | - | - | - | - | - | FGT | 493 | |
| SOGRS | CTT005 | | | P | - | - | 443 | 50 | 50 | 50 | 50 | 50 | 643 | 893 | - | - | 893 | | |
| SOGRS | CTT005 | | | C | - | - | 443 | 50 | 50 | 50 | 50 | 50 | 643 | 893 | - | - | 893 | | |
| | | | | | SB | 62,322 | 7,028 | 6,749 | 6,818 | 5,866 | 6,003 | 4,976 | 30,214 | 51,715 | - | - | 121,065 | | |
| | | | | | SP | 61,484 | 8,802 | 7,768 | 7,430 | 7,820 | 7,312 | 7,027 | 37,357 | 65,821 | 313 | - | 136,220 | 94,725 | |
| | | | | | SC | (838) | 1,574 | 1,019 | 812 | 1,054 | 1,309 | 2,049 | 7,143 | 14,106 | 313 | - | 15,155 | | |
| 2.3 Communications | | | | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | | | |
| SOGRS | CTT008 | 6849 | System Security / Safety Upgrades | B | 13,575 | 1,692 | 818 | 485 | - | - | - | - | 1,303 | 1,303 | - | - | 16,570 | FGT | 21,089 |
| SOGRS | CTT008 | | | P | 12,547 | 2,000 | 1,475 | 944 | 1,585 | 661 | 880 | 880 | 5,345 | 6,542 | - | - | 21,089 | | |
| SOGRS | CTT008 | | | C | (1,028) | 308 | 657 | 459 | 1,585 | 661 | 880 | 880 | 4,042 | 5,239 | - | - | 4,519 | | |
| SOGRS | CTT008 | 6003 | Video Equipment Replacement | B | 843 | 248 | 248 | 248 | 250 | 250 | 250 | 250 | 1,246 | 2,246 | - | - | 3,337 | PGAS | 1,660 |
| SOGRS | CTT008 | | | P | 641 | 463 | 308 | 248 | 250 | 250 | 250 | 250 | 1,306 | 2,631 | - | - | 3,735 | | |
| SOGRS | CTT008 | | | C | (202) | 215 | 80 | - | - | - | - | - | 60 | 385 | - | - | 398 | | |
| SOGRS | CTT008 | 6080 | Industrial Security Improvements of TTC Properties | B | 4,813 | 1,301 | 551 | 114 | - | - | - | - | 665 | 665 | - | - | 6,579 | PGAS | 10,844 |
| SOGRS | CTT008 | | | P | 4,690 | 750 | 1,035 | 2,100 | 1,374 | 40 | 190 | 190 | 4,739 | 5,304 | 910 | - | 11,554 | TS <200# | |
| SOGRS | CTT008 | | | C | (23) | (651) | 484 | 1,986 | 1,374 | 40 | 190 | 190 | 4,074 | 4,839 | 910 | - | 4,975 | | |
| LEGRS | CTT006 | 7868 | Radio Replacement | B | 767 | 2,062 | 4,034 | 2,337 | 167 | 72 | 4,000 | 10,910 | 12,810 | - | - | - | 15,428 | PGAS | 15,465 |
| LEGRS | CTT006 | | | P | 462 | 534 | 4,057 | 5,180 | 967 | 52 | 2,174 | 12,470 | 14,470 | - | - | - | 15,469 | | |
| LEGRS | CTT006 | | | C | (285) | (1,528) | 23 | 2,843 | 800 | 20 | (1,826) | 1,860 | 1,860 | - | - | - | 37 | | |
| SOGRS | CTT008 | 6246 | Voice Recording System Replacement | B | 828 | 259 | 128 | 121 | 121 | 123 | 326 | 821 | 1,300 | - | - | - | 2,387 | PGAS | 1,381 |
| SOGRS | CTT008 | | | P | 789 | 301 | 169 | 122 | 123 | 125 | 337 | 876 | 1,733 | - | - | - | 2,823 | | |
| SOGRS | CTT008 | | | C | (98) | 42 | 41 | 1 | 2 | 2 | 9 | 55 | 433 | - | - | - | 436 | | |
| SOGRS | CTT008 | 6961 | Subway Station Fire Alarm Modifications | B | 3,246 | 659 | 604 | 355 | 425 | 355 | 310 | 2,049 | 2,716 | - | - | - | 6,521 | PGAS | 5,706 |
| SOGRS | CTT008 | | | P | 3,105 | 1,157 | 914 | 530 | 150 | 525 | 325 | 2,444 | 3,094 | - | - | - | 7,356 | | |
| SOGRS | CTT008 | | | C | (141) | 498 | 310 | 175 | (275) | 170 | 15 | 365 | 378 | - | - | - | 735 | | |
| SOGRS | CTT008 | 6962 | Building Fire Alarm Upgrades | B | 2,485 | 2,410 | 2,078 | 1,964 | 995 | 1,599 | 1,140 | 7,676 | 10,570 | - | - | - | 15,465 | PGAS | 8,145 |
| SOGRS | CTT008 | | | P | 1,973 | 2,560 | 1,817 | 1,795 | 1,635 | 1,249 | 1,499 | 7,895 | 13,032 | - | - | - | 17,565 | | |
| SOGRS | CTT008 | | | C | (512) | 150 | (281) | (89) | 640 | (350) | 359 | 319 | 2,482 | - | - | - | 2,100 | | |
| SOGRS | CTT008 | 6229 | Subway Station PA System | B | 1,592 | 722 | 677 | 509 | 288 | - | - | 1,474 | 1,474 | - | - | - | 3,788 | PGAS | 5,942 |
| SOGRS | CTT008 | | | P | 1,157 | 827 | 864 | 698 | 936 | 484 | 492 | 3,572 | 3,658 | - | - | - | 5,942 | | |
| SOGRS | CTT008 | | | C | (435) | 105 | 287 | 187 | 648 | 484 | 482 | 2,098 | 2,484 | - | - | - | 2,154 | | |
| SOGRS | CTT006 | 6004 | Cable Replacement | B | 1,451 | 680 | 720 | 150 | 150 | 150 | 150 | 1,320 | 1,920 | - | - | - | 4,031 | PGAS | 2,613 |
| SOGRS | CTT006 | | | P | 1,124 | 70 | 780 | 539 | 648 | 162 | 193 | 2,452 | 3,312 | - | - | - | 4,506 | | |
| SOGRS | CTT006 | | | C | (327) | (590) | 60 | 489 | 488 | 42 | 43 | 1,132 | 1,392 | - | - | - | 475 | | |
| SOGRS | CTT006 | 7724 | Emergency Trip System Replacement | B | 4,945 | 32 | - | - | - | - | - | - | - | - | - | - | 4,977 | PGAS | 5,118 |
| SOGRS | CTT006 | | | P | 4,628 | 39 | 215 | 84 | 85 | 87 | - | 451 | 451 | - | - | - | 5,118 | | |
| SOGRS | CTT006 | | | C | (317) | 7 | 215 | 84 | 85 | 67 | - | 451 | 451 | - | - | - | 141 | | |
| SOGRS | CTT008 | 8237 | RTU Expansion | B | 1,810 | 259 | 282 | 287 | 287 | 271 | 251 | 1,318 | 1,572 | - | - | - | 3,341 | PGAS | 4,205 |
| SOGRS | CTT008 | | | P | 1,489 | 382 | 370 | 367 | 369 | 375 | 421 | 1,902 | 2,334 | - | - | - | 4,205 | | |
| SOGRS | CTT008 | | | C | (21) | 123 | 108 | 100 | 102 | 104 | 170 | 584 | 782 | - | - | - | 864 | | |
| SOGRS | CTT008 | 6239 | Communication System Security Risk Study and Implementation | B | 25 | 170 | 51 | 52 | - | - | - | 103 | 103 | - | - | - | 289 | PGAS | 308 |
| SOGRS | CTT008 | | | P | 29 | 173 | 53 | 53 | - | - | - | 106 | 106 | - | - | - | 308 | | |
| SOGRS | CTT008 | | | C | 4 | 3 | 2 | 1 | - | - | - | 3 | 3 | - | - | - | 10 | | |
| SOGRS | CTT006 | 6377 | CCTV In The Yards | B | 276 | 85 | 87 | - | - | - | - | 87 | 87 | - | - | - | 448 | PGAS | 948 |
| SOGRS | CTT006 | | | P | 217 | - | 70 | 88 | 573 | - | - | 731 | 731 | - | - | - | 948 | | |
| SOGRS | CTT006 | | | C | (59) | (85) | (17) | 88 | 573 | - | - | 644 | 644 | - | - | - | 500 | | |
| SOGRS | CTT006 | 6251 | Elevator/Escalator Remote Monitoring System | B | 2,950 | 1,709 | 752 | 979 | - | - | - | 1,731 | 1,731 | - | - | - | 8,390 | PGAS | 6,404 |
| SOGRS | CTT006 | | | P | 1,426 | 2,043 | 1,216 | 1,068 | 851 | - | - | 2,935 | 2,935 | - | - | - | 8,404 | | |
| SOGRS | CTT006 | | | C | (1,524) | 334 | 468 | 87 | 851 | - | - | 1,204 | 1,204 | - | - | - | 14 | | |
| SOGRS | CTT006 | 6020 | Transit Backup Control Centre | B | 808 | 722 | 1,174 | 1,564 | - | - | - | 2,738 | 2,738 | - | - | - | 4,266 | PGAS | 5,668 |
| SOGRS | CTT006 | | | P | 706 | 980 | 2,100 | 1,831 | 51 | - | - | 3,982 | 3,982 | - | - | - | 5,668 | | |
| SOGRS | CTT006 | | | C | (102) | 258 | 926 | 267 | 51 | - | - | 1,244 | 1,244 | - | - | - | 1,400 | | |

CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012

TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)

APPENDIX B

| Category | CTT No. | WO # | DESCRIPTION | | CITY to 2011 | PROBABLE | | | | | | 2013-2017 | 2013-2022 | POST 2022 | EFC | FUNDING PROGRAM* | CITY Approval Request |
|----------|---------|------|--|---|-----------------|----------|-------|-------|-------|---------|---------|-----------|-----------|-----------|--------|---------------------|-----------------------------|
| | | | | | | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | | | | | | |
| SOGRS | CTT006 | 6144 | SCADA RTU - Surface Properties | B | 128 | 159 | 229 | 246 | 160 | 183 | 99 | 697 | 897 | - | 1,184 | PGAS | 1,271 |
| SOGRS | CTT006 | | | P | 76 | 98 | 159 | 233 | 233 | 235 | 237 | 1,097 | 1,097 | - | 1,271 | | |
| SOGRS | CTT006 | | | C | (52) | (61) | (70) | (13) | 73 | 72 | 138 | 200 | 200 | - | 87 | | |
| SOGRS | CTT006 | 6161 | Radio Antenna Modifications | B | 288 | 302 | 472 | - | - | - | - | 472 | 472 | - | 1,082 | PGAS | 1,382 |
| SOGRS | CTT006 | | | P | 259 | 479 | 624 | - | - | - | - | 624 | 624 | - | 1,382 | | |
| SOGRS | CTT006 | | | C | (29) | 177 | 152 | - | - | - | - | 152 | 152 | - | 300 | | |
| SOGRS | CTT006 | 6172 | Track Level Occupancy Lights | B | - | 505 | 738 | 1,158 | 784 | - | - | 2,660 | 2,660 | - | 3,165 | PGAS | 3,250 |
| SOGRS | CTT006 | | | P | 28 | 482 | 145 | 318 | 474 | 481 | 493 | 1,812 | 2,740 | - | 3,250 | | |
| SOGRS | CTT006 | | | C | 28 | (23) | (583) | (839) | (290) | 481 | 493 | (748) | 80 | - | 85 | | |
| IMPROV | CTT006 | 6939 | Garage CCTV | B | 5 | 175 | 187 | - | - | - | - | 187 | 187 | - | 347 | PGAS | 354 |
| IMPROV | CTT006 | | | P | 8 | 178 | 168 | - | - | - | - | 168 | 168 | - | 354 | | |
| IMPROV | CTT006 | | | C | 3 | 3 | 1 | - | - | - | - | 1 | 1 | - | 7 | | |
| SOGRS | CTT006 | 6224 | FibreOptic Upgrade | B | 201 | - | - | - | - | 262 | 356 | 618 | 1,486 | - | 1,687 | PGAS | 1,687 |
| SOGRS | CTT006 | | | P | 8 | 193 | - | - | - | 262 | 356 | 618 | 1,486 | - | 1,687 | | |
| SOGRS | CTT006 | | | C | (193) | 193 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT006 | 6225 | Radio System Battery Replacement | B | 175 | 175 | 180 | 188 | 190 | 195 | 187 | 938 | 1,712 | - | 2,082 | PGAS | 594 |
| SOGRS | CTT006 | | | P | 13 | 191 | 192 | 198 | 200 | 202 | 204 | 996 | 2,087 | - | 2,291 | | |
| SOGRS | CTT006 | | | C | (162) | 16 | 12 | 12 | 10 | 7 | 17 | 58 | 375 | - | 229 | | |
| SOGRS | CTT006 | 6581 | Subway Station RTU's | B | - | 56 | 431 | 438 | 443 | 451 | 458 | 2,221 | 4,117 | - | 4,173 | PGAS | 574 |
| SOGRS | CTT006 | | | P | - | - | 74 | 500 | 505 | 511 | 518 | 2,108 | 4,786 | - | 4,780 | | |
| SOGRS | CTT006 | | | C | - | (58) | (37) | 82 | 82 | 80 | 60 | (113) | 669 | - | 613 | | |
| SOGRS | CTT006 | 6994 | Train Door Monitoring | B | 172 | 1,980 | 1,751 | 145 | - | - | - | 1,896 | 1,896 | - | 4,048 | PGAS | 6,270 |
| SOGRS | CTT006 | | | P | 44 | 1,947 | 1,213 | 2,652 | 414 | - | - | 4,279 | 4,279 | - | 5,270 | | |
| SOGRS | CTT006 | | | C | (128) | (93) | (538) | 2,507 | 414 | - | - | 2,363 | 2,363 | - | 2,222 | | |
| SOGRS | CTT006 | 6995 | Turnback Locations | B | 32 | 224 | 211 | - | - | - | - | 211 | 211 | - | 467 | PGAS | 508 |
| SOGRS | CTT006 | | | P | 9 | 51 | 238 | 210 | - | - | - | 448 | 448 | - | 508 | | |
| SOGRS | CTT006 | | | C | (23) | (173) | 27 | 210 | - | - | - | 237 | 237 | - | 41 | | |
| SOGRS | CTT006 | TBD | Future Communication Systems Rehabilitation Requirements | B | - | - | - | - | - | - | 4,000 | 4,000 | 20,300 | - | 20,300 | | - |
| SOGRS | CTT006 | | | P | - | - | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT006 | | | C | - | - | - | - | - | (4,000) | (4,000) | (20,300) | - | (20,300) | | | |
| SOGRS | CTT006 | 6037 | Scada Master Replacement | B | - | 1,040 | 1,174 | 932 | 841 | 345 | - | 3,292 | 3,292 | - | 4,332 | PGAS | 4,495 |
| SOGRS | CTT006 | | | P | - | 470 | 798 | 631 | 1,225 | 1,371 | - | 4,025 | 4,025 | - | 4,495 | | |
| SOGRS | CTT006 | | | C | - | (670) | (378) | (301) | 384 | 1,028 | - | 733 | 733 | - | 163 | | |
| SOGRS | CTT006 | 6241 | Fibre Cable to CIS Divisions | B | 351 | 152 | - | - | - | - | - | - | - | - | 593 | PGAS | 539 |
| SOGRS | CTT006 | | | P | 275 | 234 | 30 | - | - | - | - | 30 | 30 | - | 539 | | |
| SOGRS | CTT006 | | | C | (76) | 82 | 30 | - | - | - | - | 30 | 30 | - | 96 | | |
| SOGRS | CTT006 | 6145 | Subway Car PA Amplifier Replacement | B | 223 | 82 | - | - | - | - | - | - | - | - | 305 | PGAS | 305 |
| SOGRS | CTT006 | | | P | 216 | 87 | - | - | - | - | - | - | - | - | 305 | | |
| SOGRS | CTT006 | | | C | (9) | 5 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT006 | 6198 | Garage / Carhouse Public Address & Intercoms | B | 3,004 | 496 | - | - | - | - | - | - | - | - | 3,500 | PGAS | 5,000 |
| SOGRS | CTT006 | TBD | | P | 3,013 | 487 | - | - | - | - | - | - | - | 5,000 | | | |
| SOGRS | CTT006 | | | C | 9 | (9) | - | - | - | - | - | - | 1,500 | - | 1,500 | | |
| IMPROV | CTT006 | 6838 | Commuter Parking Lots CCTV | B | 275 | 358 | - | - | - | - | - | - | - | - | 633 | PGAS | 656 |
| IMPROV | CTT006 | | | P | 4 | - | 281 | 371 | - | - | - | 652 | 652 | - | 656 | | |
| IMPROV | CTT006 | | | C | (271) | (358) | 281 | 371 | - | - | - | 652 | 652 | - | 23 | | |
| SOGRS | CTT006 | 6807 | PAX Phone Replacement | B | 1,710 | 337 | - | - | - | - | - | - | - | - | 2,047 | PGAS | 2,047 |
| SOGRS | CTT006 | | | P | 1,487 | 560 | - | - | - | - | - | - | - | - | 2,047 | | |
| SOGRS | CTT006 | | | C | (223) | 223 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT006 | 6031 | Conventional Radio System Modifications | B | 892 | 241 | - | - | - | - | - | - | - | - | 923 | PGAS | 935 |
| SOGRS | CTT006 | | | P | 570 | 85 | - | - | - | - | - | - | - | - | 935 | | |
| SOGRS | CTT006 | | | C | (112) | (176) | - | - | - | - | - | - | - | - | (289) | | |
| SOGRS | CTT006 | 6806 | Replacement of Collector's Booth Annunciation | B | 1,187 | - | - | - | - | - | - | - | - | - | 1,187 | PGAS | 1,190 |
| SOGRS | CTT006 | | | P | 1,186 | 24 | - | - | - | - | - | - | - | - | 1,190 | | |
| SOGRS | CTT006 | | | C | (21) | 24 | - | - | - | - | - | - | - | - | 3 | | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)**

APPENDIX B

| Category | CTT No. | WD # | DESCRIPTION | CITY | PROBABLE | | | | | | | 2013-2017 | 2013-2022 | PG&T 2022 | EFC | FUNDING PROGRAM* | CITY Approval Request | |
|---------------------------------|---------|------|--|------|----------|----------|---------|---------|---------|--------|--------|-----------|-----------|-----------|---------|------------------|-----------------------|---------|
| | | | | | to 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | | | | | | | |
| New Projects | | | | | | | | | | | | | | | | | | |
| SOGRS | CTT006 | New | Transit Control ICS and SCADA Integration | B | - | - | - | - | - | - | - | - | - | - | - | PGAS | 494 | |
| SOGRS | CTT006 | | | P | - | - | - | 151 | 210 | 133 | - | 494 | 494 | - | 494 | | | |
| SOGRS | CTT006 | | | C | - | - | - | 151 | 210 | 133 | - | 494 | 494 | - | 494 | | | |
| SOGRS | CTT006 | New | Subway Radio Antenna System (SRAS) Overhaul | B | - | - | - | - | - | - | - | - | - | - | - | PGAS | 14,993 | |
| SOGRS | CTT006 | | | P | - | - | - | 2,502 | 2,511 | 2,521 | 2,531 | 10,065 | 14,993 | - | 14,993 | | | |
| SOGRS | CTT006 | | | C | - | - | - | 2,502 | 2,511 | 2,521 | 2,531 | 10,065 | 14,993 | - | 14,993 | | | |
| SOGRS | CTT006 | New | Passenger Assist Intercom Upgrade (DWA) | B | - | - | - | - | - | - | - | - | - | - | - | PGAS | 2,808 | |
| SOGRS | CTT006 | | | P | - | - | - | - | - | - | - | - | 2,808 | - | 2,808 | | | |
| SOGRS | CTT006 | | | C | - | - | - | - | - | - | - | - | 2,808 | - | 2,808 | | | |
| Sub-Total Communications | | | | | SB | 48,337 | 19,272 | 17,537 | 12,150 | 5,661 | 4,236 | 11,529 | 50,513 | 78,245 | - | 145,854 | | |
| | | | | | SP | 42,061 | 17,825 | 19,467 | 23,510 | 15,169 | 9,776 | 10,900 | 78,822 | 108,832 | 910 | 167,828 | | 144,329 |
| | | | | | SC | (6,276) | (1,447) | 1,930 | 11,360 | 10,108 | 5,540 | (629) | 28,309 | 28,587 | 910 | 21,774 | | |
| 2.4 Signal Systems | | | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | | |
| SOGRS | CTT142 | 7733 | YUS ATC Resignalling | B | 120,088 | 91,870 | 62,750 | 57,625 | 35,949 | 27,445 | 8,909 | 192,678 | 195,700 | - | 407,748 | Metrolinx | 407,748 | |
| SOGRS | CTT142 | | | P | 86,076 | 61,301 | 63,478 | 52,898 | 43,623 | 45,740 | 27,470 | 233,007 | 260,371 | - | 407,748 | | | |
| SOGRS | CTT142 | | | C | (34,012) | (30,569) | 728 | (4,929) | 7,674 | 18,295 | 18,561 | 40,329 | 64,581 | - | - | | | |
| SOGRS | CTT008 | 6615 | Continuous Speed Control System | B | 43,547 | 2,852 | 2,909 | 621 | - | - | - | 3,530 | 3,530 | - | 49,729 | PGAS | 51,083 | |
| SOGRS | CTT008 | | | P | 43,401 | 1,879 | 2,263 | 3,123 | 397 | - | - | 5,803 | 5,803 | - | 51,083 | GTIP <2007 | 51,083 | |
| SOGRS | CTT008 | | | C | (148) | (773) | (626) | 2,502 | 397 | - | - | 2,273 | 1,354 | - | 1,354 | | | |
| SOGRS | CTT008 | 6610 | Switch Machine Replacement / Refurbishment | B | 14,139 | 800 | 435 | 849 | 689 | 664 | 794 | 3,231 | 6,045 | - | 20,984 | | 16,076 | |
| SOGRS | CTT008 | | | P | 14,192 | 800 | 435 | 649 | 689 | 654 | 794 | 3,231 | 6,670 | - | 21,882 | | | |
| SOGRS | CTT008 | | | C | 53 | - | - | - | - | - | - | 625 | - | - | 676 | | | |
| SOGRS | CTT008 | 6616 | Subway Signal System Alterations | B | 12,080 | 552 | 514 | 526 | - | - | - | 1,040 | 1,040 | - | 13,672 | | 13,672 | |
| SOGRS | CTT008 | | | P | 12,185 | 552 | 514 | 421 | - | - | - | 935 | 935 | - | 13,672 | | | |
| SOGRS | CTT008 | | | C | 105 | - | - | (105) | - | - | - | (105) | - | - | - | | | |
| SOGRS | CTT008 | 7044 | Streetcar Tracks with & Controllers Rehabilitation & Replacement | B | 2,443 | 889 | 2,525 | 2,546 | 2,600 | 2,539 | 2,105 | 12,324 | 12,324 | - | 15,656 | GTIP 2010> | 15,656 | |
| SOGRS | CTT008 | | | P | 2,135 | 889 | 1,025 | 2,546 | 2,600 | 2,539 | 2,413 | 11,132 | 12,632 | - | 15,656 | | | |
| SOGRS | CTT008 | | | C | (308) | - | (1,500) | - | - | - | 308 | (1,192) | 308 | - | - | | | |
| SOGRS | CTT008 | 6005 | Signal Cable Replacement | B | 1,948 | 418 | 430 | 443 | 458 | 470 | 482 | 2,281 | 4,332 | - | 6,784 | GTIP 2010> | 2,595 | |
| SOGRS | CTT008 | | | P | 1,192 | 428 | 521 | 458 | 471 | 480 | 493 | 2,421 | 5,015 | - | 6,833 | | | |
| SOGRS | CTT008 | | | C | 148 | 10 | 91 | 13 | 15 | 10 | 11 | 140 | 683 | - | 839 | | | |
| SOGRS | CTT008 | 7729 | Replace Signal Instrument Cases | B | 1,381 | 425 | 255 | 197 | 201 | 219 | 218 | 1,090 | 2,018 | - | 3,824 | GTIP 2010> | 4,241 | |
| SOGRS | CTT008 | | | P | 1,138 | 604 | 465 | 291 | 296 | 271 | 248 | 1,571 | 2,499 | - | 4,241 | | | |
| SOGRS | CTT008 | | | C | (243) | 179 | 210 | 94 | 95 | 52 | 30 | 481 | 481 | - | 417 | | | |
| SOGRS | CTT008 | 7730 | Trainstop Replacement | B | 12,552 | 984 | 643 | - | - | - | - | 643 | 643 | - | 14,179 | FGT | 14,405 | |
| SOGRS | CTT008 | | | P | 12,330 | 1,200 | 875 | - | - | - | - | 875 | 875 | - | 14,405 | | | |
| SOGRS | CTT008 | | | C | (222) | 216 | 232 | - | - | - | - | 232 | 232 | - | 226 | | | |
| SOGRS | CTT008 | 6252 | Yard Interchange Signal Upgrades | B | 597 | 780 | 736 | 487 | - | - | - | 1,223 | 1,223 | - | 2,600 | | 2,600 | |
| SOGRS | CTT008 | | | P | 299 | 980 | 834 | 487 | - | - | - | 1,321 | 1,321 | - | 2,600 | | | |
| SOGRS | CTT008 | | | C | (298) | 200 | 98 | - | - | - | - | 98 | 98 | - | - | | | |
| SOGRS | CTT008 | TBD | Signalling of Davisville Yard | B | - | - | - | - | 1,418 | 1,422 | 1,400 | 4,240 | 7,040 | - | 7,040 | | 7,040 | |
| SOGRS | CTT008 | | | P | - | - | - | - | 1,422 | 1,423 | 1,423 | 2,845 | 7,040 | - | 7,040 | | | |
| SOGRS | CTT008 | | | C | - | - | - | - | (1,418) | - | 23 | (1,395) | - | - | - | | | |
| SOGRS | CTT008 | 6438 | SRT Loop Cable and Axle Counter Replacement | B | 497 | 863 | 624 | - | - | - | - | 624 | 624 | - | 1,714 | | 1,739 | |
| SOGRS | CTT008 | | | P | 164 | 891 | 774 | - | - | - | - | 774 | 774 | - | 1,739 | | | |
| SOGRS | CTT008 | | | C | (243) | 118 | 150 | - | - | - | - | 150 | 150 | - | 26 | | | |
| SOGRS | CTT142 | TBD | Bloor-Danforth ATC Resignalling | B | - | - | - | 500 | 1,500 | 14,378 | 32,999 | 49,377 | 240,687 | 190,778 | 431,465 | | 300,687 | |
| SOGRS | CTT142 | | | P | - | - | - | 500 | 1,500 | 14,378 | 32,999 | 49,377 | 300,687 | 130,778 | 431,465 | | | |
| SOGRS | CTT142 | | | C | - | - | - | - | - | - | - | - | 80,000 | (80,000) | - | | | |
| SOGRS | CTT008 | 6033 | Zone Control Panel Rehabilitation | B | 1,725 | 289 | - | - | - | - | - | - | - | - | 2,014 | GTIP 2010> | 2,014 | |
| SOGRS | CTT008 | | | P | 1,736 | 278 | - | - | - | - | - | - | - | - | 2,014 | TS <2008 | 2,014 | |
| SOGRS | CTT008 | | | C | 11 | (11) | - | - | - | - | - | - | - | - | - | | | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)**

APPENDIX B

| Category | CTT No. | WO # | DESCRIPTION | CITY to 2011 | PROBABLE 2012 | CITY | | | | | | 2013-2017 | 2013-2022 | POST 2022 | EFC | FUNDING PROGRAM * | CITY Approval Request | |
|-----------------------------------|---------|------|--|-----------------|------------------|----------|---------|---------|--------|---------|--------|-----------|-----------|-----------|---------|----------------------|-----------------------------|---------|
| | | | | | | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | | | | | | | 2019 |
| SOGRS | CTT008 | 6440 | Bloor Danforth and Greenwood Yard Capacity Study | B | 199 | 61 | - | - | - | - | - | - | - | - | - | 280 | | |
| SOGRS | CTT008 | | | P | 37 | 237 | - | - | - | - | - | - | - | - | - | 274 | | 274 |
| | CTT008 | | | C | (162) | 176 | - | - | - | - | - | - | - | - | - | 14 | | |
| SOGRS | CTT008 | 6434 | Event Recorder Replacement | B | 72 | 139 | - | - | - | - | - | - | - | - | - | 211 | | |
| SOGRS | CTT008 | | | P | 72 | - | 890 | 849 | 175 | - | 1,814 | 1,914 | - | - | - | 1,996 | | 1,996 |
| | CTT008 | | | C | - | (139) | - | 890 | 849 | 175 | 1,814 | 1,914 | - | - | - | 1,775 | | |
| New Projects | | | | | | | | | | | | | | | | | | |
| SOGRS | CTT008 | New | Wilson Yard Resignalling | B | - | - | - | - | - | - | - | - | - | - | - | - | PGAS | |
| SOGRS | CTT008 | | | P | - | - | - | - | 400 | 3,600 | 9,000 | 13,000 | 41,025 | - | - | 41,025 | | 41,025 |
| | CTT008 | | | C | - | - | - | - | 400 | 3,600 | 9,000 | 13,000 | 41,025 | - | - | 41,025 | | 41,025 |
| Sub-Total Signal Systems | | | | | | | | | | | | | | | | | | |
| | SB | | | | 210,278 | 100,540 | 71,821 | 63,564 | 42,802 | 47,157 | 46,907 | 272,281 | 475,298 | 190,778 | - | 978,860 | | |
| | SP | | | | 174,957 | 69,847 | 71,204 | 62,059 | 50,814 | 69,289 | 74,840 | 328,206 | 647,561 | 130,778 | - | 1,023,243 | | 882,841 |
| | SC | | | | (35,318) | (30,593) | (617) | (1,535) | 8,612 | 22,132 | 27,933 | 55,925 | 172,285 | (60,000) | - | 46,353 | | |
| 2.5 Energy Management | | | | | | | | | | | | | | | | | | |
| IMPROV | CTT139 | 6905 | Communications Infrastructure Upgrade | B | 251 | - | - | - | - | - | - | - | - | - | - | 251 | FGT | |
| IMPROV | CTT139 | | | P | 44 | 16 | - | - | - | - | - | - | - | - | - | 60 | | 60 |
| | CTT139 | | | C | (207) | 16 | - | - | - | - | - | - | - | - | - | (191) | | |
| IMPROV | CTT139 | 6906 | Facility Energy Conservation | B | 3,073 | - | - | - | - | - | - | - | - | - | - | 3,073 | FGT | |
| IMPROV | CTT139 | | | P | 2,783 | 393 | - | - | - | - | - | - | - | - | - | 3,176 | | 3,176 |
| | CTT139 | | | C | (290) | 393 | - | - | - | - | - | - | - | - | - | 103 | | |
| IMPROV | CTT139 | 6030 | Remote Metering Implementation | B | 455 | - | - | - | - | - | - | - | - | - | - | 455 | FGT | |
| IMPROV | CTT139 | | | P | 366 | 53 | - | - | - | - | - | - | - | - | - | 419 | | 419 |
| | CTT139 | | | C | (69) | 53 | - | - | - | - | - | - | - | - | - | (36) | | |
| IMPROV | CTT139 | 6907 | Efficient Lighting | B | 880 | - | - | - | - | - | - | - | - | - | - | 880 | FGT | |
| IMPROV | CTT139 | | | P | 878 | 174 | - | - | - | - | - | - | - | - | - | 1,052 | | 1,052 |
| | CTT139 | | | C | (2) | 174 | - | - | - | - | - | - | - | - | - | 172 | | |
| Sub-Total Finishes | | | | | | | | | | | | | | | | | | |
| | SB | | | | 4,859 | - | - | - | - | - | - | - | - | - | - | 4,859 | | |
| | SP | | | | 4,071 | 636 | - | - | - | - | - | - | - | - | - | 4,707 | | 4,707 |
| | SC | | | | (568) | 636 | - | - | - | - | - | - | - | - | - | 48 | | |
| BUILDINGS & STRUCTURES | | | | | | | | | | | | | | | | | | |
| 3.1 Finishes | | | | | | | | | | | | | | | | | | |
| Annual Programs | | | | | | | | | | | | | | | | | | |
| SOGRS | CTT010 | 6963 | Roofing Rehabilitation Program | B | 36,983 | 17,039 | 14,729 | 14,037 | 14,692 | 15,396 | 15,857 | 74,911 | 120,280 | - | 174,312 | ISF <2011 | | |
| SOGRS | CTT010 | | | P | 32,826 | 7,621 | 10,446 | 17,784 | 16,069 | 13,765 | 14,902 | 72,966 | 145,255 | - | 165,862 | | | 68,777 |
| | CTT010 | | | C | (4,057) | (9,418) | (4,283) | 3,747 | 1,177 | (1,631) | (955) | (1,945) | 24,985 | - | 11,460 | | | |
| SOGRS | CTT010 | 6964 | Masonry Structure Restoration | B | 4,865 | 738 | 604 | 828 | 852 | 658 | 434 | 3,778 | 5,845 | - | 11,248 | PTCT <2008 | | |
| SOGRS | CTT010 | | | P | 5,033 | 631 | 370 | 570 | 570 | 570 | 570 | 2,850 | 5,687 | - | 11,351 | FGT >2009 | | 6,604 |
| | CTT010 | | | C | 168 | (107) | (434) | (258) | (282) | (288) | 138 | (1,128) | 42 | - | 103 | | | |
| Existing Projects | | | | | | | | | | | | | | | | | | |
| SOGRS | CTT010 | 7883 | Overhead Doors | B | 5,192 | 577 | 695 | 325 | 992 | 407 | - | 2,419 | 2,419 | - | 8,188 | PTCT <2008 | | |
| SOGRS | CTT010 | | | P | 4,537 | 817 | 875 | 1,185 | 913 | 315 | 501 | 3,789 | 3,824 | - | 9,178 | FGT >2009 | | 9,178 |
| | CTT010 | | | C | (655) | 240 | 180 | 860 | (79) | (92) | 501 | 1,370 | 1,405 | - | 990 | | | |
| IMPROV | CTT010 | 6582 | Station Modernization Program | B | 19,760 | 8,135 | 8,657 | 4,324 | - | - | - | 12,981 | 12,981 | - | 40,876 | ISF <2011 | | |
| IMPROV | CTT010 | | | P | 17,462 | 8,475 | 9,793 | 4,806 | 1,900 | 420 | - | 15,879 | 15,879 | - | 41,816 | | | 41,816 |
| | CTT010 | | | C | (2,298) | 340 | 96 | 482 | 1,900 | 420 | - | 2,898 | 2,898 | - | 940 | | | |
| IMPROV | CTT010 | 6537 | Cumberland Entrance to Bay Station | B | 1,200 | - | - | - | - | - | - | - | - | - | - | 1,200 | SECTION 37 | |
| IMPROV | CTT010 | | | P | 1,106 | 94 | - | - | - | - | - | - | - | - | - | 1,200 | & 4E | |
| | CTT010 | | | C | (94) | 94 | - | - | - | - | - | - | - | - | - | - | | 1,200 |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

APPENDIX B

| Category | CTT No. | WO # | DESCRIPTION | CITY | PROBABLE | | | | | | | 2013-2017 | 2013-2022 | POST 2022 | EFC | FUNDING PROGRAM * | CITY Approval Request |
|------------------------------|---------|------|--|------|----------|---------|---------|---------|--------|---------|--------|-----------|-----------|-----------|---------|-------------------|-----------------------|
| | | | | | to 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | | | | | | |
| SOGRS | CTT010 | 6403 | Subway Station Ceiling Replacement Program | B | - | 250 | 250 | 250 | 250 | 250 | 250 | 1,250 | 2,250 | - | 2,500 | | 434 |
| SOGRS | CTT010 | | | P | - | 50 | 57 | 317 | 318 | 250 | 250 | 1,200 | 2,450 | - | 2,500 | | |
| | CTT010 | | | C | - | (200) | (183) | 67 | 66 | - | - | (50) | 200 | - | - | | |
| Sub-Total Finishes | | | | SB | 68,000 | 26,739 | 25,135 | 19,764 | 16,966 | 16,911 | 16,541 | 95,337 | 143,585 | - | 238,324 | | |
| | | | | SP | 61,064 | 17,698 | 20,511 | 24,862 | 19,768 | 15,320 | 16,223 | 96,484 | 173,095 | - | 251,847 | | 120,009 |
| | | | | SC | (6,936) | (9,051) | (4,624) | 4,898 | 2,782 | (1,991) | (318) | 1,147 | 29,510 | - | 13,523 | | |
| 3.2 Equipment | | | | | | | | | | | | | | | | | |
| Annual Programs | | | | | | | | | | | | | | | | | |
| SOGRS | CTT012 | 6912 | Subway Escalator Overhaul Program | B | 41,984 | 8,028 | 8,108 | 7,103 | 7,224 | 7,304 | 7,523 | 37,262 | 89,200 | - | 119,213 | CSIF <2008 | 60,253 |
| SOGRS | CTT012 | | | P | 40,791 | 7,326 | 7,354 | 4,782 | 7,141 | 7,893 | 7,752 | 34,722 | 76,492 | - | 124,609 | ISF <2011 | |
| | CTT012 | | | C | (1,193) | (703) | (754) | (2,321) | (83) | 389 | 229 | (2,540) | 7,292 | - | 5,396 | | |
| SOGRS | CTT012 | 6965 | Subway Pump Replacement Program | B | 4,336 | 2,455 | 1,898 | 1,352 | 857 | 791 | 895 | 5,393 | 8,053 | - | 14,844 | PGAS | 13,906 |
| SOGRS | CTT012 | | | P | 3,709 | 3,158 | 3,800 | 3,239 | 3,000 | 3,000 | 3,000 | 16,039 | 47,937 | - | 54,604 | | |
| | CTT012 | | | C | (627) | 703 | 2,102 | 1,887 | 2,143 | 2,209 | 2,305 | 16,646 | 39,884 | - | 39,980 | | |
| Existing Projects | | | | | | | | | | | | | | | | | |
| LEGIS | CTT012 | 594X | Fall Prevention Systems | B | 5,551 | 1,760 | 1,569 | 1,393 | 981 | 275 | - | 4,218 | 4,218 | - | 11,529 | PGAS | 13,479 |
| LEGIS | CTT012 | | | P | 5,515 | 2,344 | 1,007 | 1,728 | 1,013 | 128 | 950 | 4,829 | 5,820 | - | 13,479 | | |
| | CTT012 | | | C | (236) | 584 | (562) | 332 | 32 | (150) | 950 | 602 | 1,602 | - | 1,950 | | |
| SOGRS | CTT012 | 590X | Bus Cleaning Equipment Program | B | 5,842 | 2,583 | 1,373 | 1,734 | 2,050 | 1,683 | - | 8,840 | 6,840 | - | 15,265 | PGAS | 15,265 |
| SOGRS | CTT012 | | | P | 5,769 | 495 | 350 | 869 | 2,081 | 2,042 | 1,600 | 5,942 | 9,001 | - | 15,265 | | |
| | CTT012 | | | C | (73) | (2,088) | (1,023) | (865) | 31 | 359 | 1,600 | 102 | 2,161 | - | - | | |
| SOGRS | CTT012 | 6281 | Elevator Overhaul | B | 4,310 | 419 | 981 | 1,681 | 1,221 | - | - | 3,883 | 3,883 | - | 8,612 | ISF <2011 | 9,824 |
| SOGRS | CTT012 | | | P | 4,130 | 523 | 841 | 1,080 | 994 | 924 | 600 | 4,429 | 5,171 | - | 9,824 | | |
| | CTT012 | | | C | (180) | 104 | (140) | (801) | (227) | 924 | 600 | 556 | 1,288 | - | 1,212 | | |
| SOGRS | CTT012 | 6050 | Bus Hoist Replacement | B | 6,143 | 1,972 | 5,144 | 6,042 | 2,443 | 4,888 | 9,888 | 28,413 | 61,046 | - | 69,161 | PGAS | 69,161 |
| SOGRS | CTT012 | | | P | 5,086 | 2,751 | 2,801 | 5,183 | 4,943 | 4,896 | 9,888 | 28,711 | 61,344 | - | 69,161 | | |
| | CTT012 | | | C | (1,957) | 759 | (2,343) | 141 | 2,500 | - | 298 | 298 | 298 | - | - | | |
| SOGRS | CTT012 | 6483 | Subway Machine Rooms Air Conditioning Systems | B | 843 | 1,811 | 1,518 | 1,697 | 1,326 | 1,434 | 575 | 6,550 | 7,125 | - | 9,879 | PGAS | 9,879 |
| SOGRS | CTT012 | | | P | 562 | 797 | 1,002 | 1,393 | 1,579 | 2,009 | 1,193 | 7,173 | 8,520 | - | 9,879 | | |
| | CTT012 | | | C | (281) | (1,114) | (516) | (304) | 253 | 572 | 618 | 623 | 1,395 | - | - | | |
| SOGRS | CTT012 | 6178 | Bus Washtracks | B | 465 | 1,379 | 2,250 | 2,275 | 861 | - | - | 5,128 | 5,128 | - | 7,000 | PGAS | 7,000 |
| SOGRS | CTT012 | | | P | 568 | 215 | 1,552 | 1,913 | 804 | 846 | 702 | 5,917 | 6,217 | - | 7,000 | | |
| | CTT012 | | | C | 73 | (1,164) | (898) | (382) | 203 | 846 | 702 | 491 | 1,091 | - | - | | |
| SOGRS | CTT012 | 6181 | Escalator Replacement Program | B | 800 | 1,305 | 2,835 | 2,800 | 1,800 | 1,750 | 1,395 | 10,350 | 14,825 | - | 16,930 | PGAS | 8,396 |
| SOGRS | CTT012 | | | P | 699 | 600 | 430 | 2,553 | 3,723 | 1,750 | 1,700 | 10,156 | 16,931 | - | 18,230 | | |
| | CTT012 | | | C | (101) | (705) | (2,205) | (247) | 1,823 | - | 335 | (194) | 2,108 | - | 1,300 | | |
| LEGIS | CTT012 | 6465 | Diesel Emission Control Equipment | B | 276 | 915 | 813 | 813 | 511 | - | - | 2,437 | 2,437 | - | 5,628 | PGAS | 3,628 |
| LEGIS | CTT012 | | | P | 89 | 300 | 585 | 823 | 710 | 761 | 250 | 3,239 | 3,239 | - | 3,628 | | |
| | CTT012 | | | C | (187) | (615) | (118) | 10 | (101) | 761 | 250 | 802 | 802 | - | - | | |
| IMPRCV | CTT012 | 6014 | Wheel Monitoring System | B | 542 | 1,310 | 160 | - | - | - | - | 160 | 160 | - | 2,012 | PGAS | 2,012 |
| IMPRCV | CTT012 | | | P | 207 | 1,135 | 970 | - | - | - | - | 870 | 670 | - | 2,012 | | |
| | CTT012 | | | C | (336) | (175) | 510 | - | - | - | - | 510 | 510 | - | - | | |
| SOGRS | CTT012 | 7872 | Ventilation Upgrade and Modifications - Arrow Road & Malvern Bus Garages | B | 9,182 | - | - | - | - | - | - | - | - | - | 9,182 | PGAS | 9,182 |
| SOGRS | CTT012 | | | P | 8,853 | 328 | - | - | - | - | - | - | - | - | 9,182 | | |
| | CTT012 | | | C | (329) | 329 | - | - | - | - | - | - | - | - | - | | |
| Sub-Total Equipment | | | | SB | 50,304 | 24,038 | 26,248 | 26,820 | 19,314 | 18,133 | 20,045 | 110,632 | 182,913 | - | 287,255 | | |
| | | | | SP | 75,778 | 19,953 | 23,302 | 24,580 | 25,988 | 24,043 | 27,835 | 122,526 | 241,542 | - | 337,073 | | 221,855 |
| | | | | SC | (4,526) | (4,065) | (5,947) | (2,330) | 6,674 | 5,910 | 7,680 | 11,665 | 58,429 | - | 49,818 | | |
| 3.3 Yards & Roads | | | | | | | | | | | | | | | | | |
| Annual Programs | | | | | | | | | | | | | | | | | |
| SOGRS | CTT018 | 6967 | On-Grade Paving Rehabilitation Program | B | 20,951 | 7,500 | 11,587 | 8,562 | 11,225 | 18,074 | 8,616 | 58,084 | 102,905 | - | 131,356 | PTCT <2008 | 37,770 |
| SOGRS | CTT018 | | | P | 18,614 | 5,304 | 3,993 | 9,859 | 11,057 | 14,361 | 15,056 | 54,328 | 125,108 | - | 149,028 | ISF <2011 | |
| | CTT018 | | | C | (2,337) | (2,196) | (7,594) | 1,297 | (186) | (3,713) | 6,442 | (3,736) | 22,203 | - | 17,670 | | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)**

APPENDIX B

| Category | CTT No. | WO # | DESCRIPTION | CITY | PROBABLE | | | | | | | 2013-2017 | 2013-2022 | POST 2022 | EFC | FUNDING PROGRAM * | CITY Approval Request | |
|--|---------|------|--|------|----------|----------|----------|----------|---------|---------|---------|-----------|-----------|-----------|---------|-------------------|-----------------------|---------|
| | | | | | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | | |
| CAPENH | CTT015 | 6384 | Streetcar Network Upgrades for LRV | B | 1,510 | 5,552 | 7,701 | 12,257 | 12,007 | 3,976 | 4,739 | 40,740 | 42,366 | - | 50,428 | GTIP 2006> | 57,953 | |
| CAPENH | CTT015 | | | P | 964 | 5,365 | 5,088 | 18,935 | 13,426 | 7,723 | 6,728 | 49,898 | 51,624 | - | 57,953 | | | |
| CAPENH | CTT015 | | | C | (548) | (1,187) | (2,613) | 4,878 | 1,359 | 3,747 | 1,987 | 9,158 | - | 7,525 | | | | |
| EXPAN | CTT015 | 7879 | Bus Rapid Transit (BRT) - Spadina Subway to York University/Steeles Avenue | B | 34,026 | - | - | - | - | - | - | - | - | 4,553 | 38,579 | CSIF | 34,584 | |
| EXPAN | CTT015 | | | P | 32,572 | 457 | - | - | - | - | - | - | 1,856 | 3,996 | 38,579 | GTIP 2010> | | |
| EXPAN | CTT015 | | | C | (1,454) | 457 | - | - | - | - | - | - | 1,555 | (556) | - | | | |
| SOGRS | CTT015 | 6052 | Roncesvalles Accessible Streetcar/LRV Platforms | B | 1,338 | - | - | - | - | - | - | - | - | - | 1,338 | | 1,125 | |
| SOGRS | CTT015 | | | P | 1,125 | - | - | - | - | - | - | - | - | - | 1,125 | | | |
| SOGRS | CTT015 | | | C | (211) | - | - | - | - | - | - | - | - | - | (211) | | | |
| IMPROV | CTT064 | 6973 | Transit Shelters & Loops | B | 3,051 | - | - | - | - | - | - | - | - | - | 3,051 | GTIP 2010> | 3,051 | |
| IMPROV | CTT064 | | | P | 2,229 | 822 | - | - | - | - | - | - | - | - | 3,051 | | | |
| IMPROV | CTT064 | | | C | (822) | 822 | - | - | - | - | - | - | - | - | - | | | |
| IMPROV | CTT124 | 6086 | Commuter Parking Expansion - Short Term Improvements Phase | B | 7,491 | - | - | - | - | - | - | - | - | - | 7,491 | PGAS | 7,500 | |
| IMPROV | CTT124 | | | P | 7,300 | 200 | - | - | - | - | - | - | - | - | 7,500 | | | |
| IMPROV | CTT124 | | | C | (191) | 200 | - | - | - | - | - | - | - | - | 9 | | | |
| Sub-Total Yards & Roads | | | | | SB | 68,365 | 14,952 | 19,288 | 20,818 | 23,292 | 22,050 | 13,355 | 98,804 | 145,271 | 4,553 | 232,241 | | 141,883 |
| | | | | | SP | 62,804 | 12,148 | 9,081 | 28,794 | 24,483 | 22,084 | 21,784 | 104,226 | 178,287 | 3,996 | 257,234 | | |
| | | | | | SC | (5,561) | (1,904) | (10,207) | 3,975 | 1,191 | 34 | 8,428 | 5,422 | 33,016 | (558) | 24,993 | | |
| 3.4 Bridges & Tunnels | | | | | | | | | | | | | | | | | | |
| Annual Programs | | | | | | | | | | | | | | | | | | |
| SOGRS | CTT020 | 6974 | Structural Paving Rehabilitation Program | B | 15,460 | 5,499 | 8,428 | 5,025 | 5,000 | 7,000 | 7,000 | 32,451 | 60,451 | - | 81,410 | PTCT <2008 | 30,237 | |
| SOGRS | CTT020 | | | P | 15,509 | 3,153 | 3,568 | 8,907 | 8,178 | 7,995 | 7,000 | 34,748 | 69,748 | - | 88,410 | ISF <2011 | | |
| SOGRS | CTT020 | | | C | 49 | (2,349) | (4,858) | 2,982 | 3,176 | 995 | - | 2,287 | 9,297 | - | 7,000 | | | |
| SOGRS | CTT020 | 6128 | Maintenance of Joint TTC / Toronto Transportation Bridges | B | 11,505 | 1,526 | 1,526 | 1,220 | 1,400 | 1,600 | 1,800 | 7,546 | 15,907 | - | 28,938 | PTCT <2008 | 15,232 | |
| SOGRS | CTT020 | | | P | 10,960 | 1,526 | 1,526 | 1,220 | 1,400 | 1,600 | 1,800 | 7,546 | 18,131 | - | 30,817 | ISF <2011 | | |
| SOGRS | CTT020 | | | C | (545) | - | - | - | - | - | - | - | 2,224 | - | 1,679 | | | |
| SOGRS | CTT020 | 6975 | Bridges / Structures Maintenance Program | B | 40,584 | 14,055 | 7,989 | 8,365 | 8,883 | 8,302 | 7,602 | 40,921 | 71,327 | - | 129,256 | PTCT <2008 | 88,412 | |
| SOGRS | CTT020 | | | P | 39,303 | 13,289 | 9,359 | 9,470 | 8,300 | 10,886 | 8,462 | 46,277 | 84,293 | - | 133,886 | ISF <2011 | | |
| SOGRS | CTT020 | | | C | (4,581) | (775) | 1,370 | 1,105 | (393) | 2,354 | 889 | 5,359 | 12,956 | - | 7,600 | | | |
| SOGRS | CTT020 | 6123 | Tunnel & Station Leak Remediation Program | B | 56,417 | 2,738 | 2,815 | 2,951 | 3,097 | 4,200 | 4,500 | 17,583 | 37,613 | - | 98,766 | PTCT <2008 | 64,383 | |
| SOGRS | CTT020 | | | P | 54,275 | 3,317 | 3,357 | 3,434 | 3,513 | 5,134 | 3,594 | 19,032 | 44,414 | - | 102,006 | ISF <2011 | | |
| SOGRS | CTT020 | | | C | (2,142) | 879 | 542 | 483 | 416 | 934 | (908) | 1,489 | 8,801 | - | 5,238 | | | |
| SOGRS | CTT020 | 6813 | Structure Rehabilitation Program | B | 71,370 | 19,521 | 18,692 | 19,215 | 19,753 | 20,306 | 20,875 | 98,841 | 189,333 | - | 279,224 | CSIF <2009 | 104,467 | |
| SOGRS | CTT020 | | | P | 62,048 | 11,812 | 13,528 | 17,081 | 17,545 | 18,077 | 18,450 | 84,681 | 197,947 | - | 271,805 | | | |
| SOGRS | CTT020 | | | C | (8,324) | (7,709) | (5,164) | (2,134) | (2,208) | (2,229) | (2,425) | (14,180) | 9,514 | - | (7,419) | | | |
| SOGRS | CTT020 | 6581 | Prince Edward Viaduct - Beam Replacement | B | 6,668 | 1,483 | 1,528 | 2,000 | 2,100 | 2,300 | 2,500 | 10,428 | 21,714 | - | 28,865 | ISF <2011 | 11,358 | |
| SOGRS | CTT020 | | | P | 6,347 | 1,483 | 1,528 | 2,000 | 2,100 | 2,300 | 2,500 | 10,428 | 24,716 | - | 32,546 | PTCT <2008 | | |
| SOGRS | CTT020 | | | C | (321) | - | - | - | - | - | - | - | 3,092 | - | 2,681 | | | |
| Existing Projects | | | | | | | | | | | | | | | | | | |
| SOGRS | CTT020 | 7888 | Precast Tunnel Liner Rehabilitation | B | 42,198 | 7,881 | 7,389 | 400 | - | - | - | 7,789 | 7,789 | - | 57,888 | CSIF <2009 | 58,118 | |
| SOGRS | CTT020 | | | P | 40,811 | 6,354 | 5,328 | 5,177 | 1,450 | - | - | 11,953 | - | - | 59,118 | ISF <2011 | | |
| SOGRS | CTT020 | | | C | (1,387) | (1,327) | (2,063) | 4,777 | 1,450 | - | - | 4,184 | 4,164 | - | 1,450 | | | |
| IMPROV | CTT020 | TBD | Structure Maintenance Database Upgrade | B | - | - | 509 | - | - | - | - | 509 | 1,018 | - | 1,018 | | 1,018 | |
| IMPROV | CTT020 | | | P | - | - | 509 | - | - | - | - | 509 | 1,018 | - | 1,018 | | | |
| IMPROV | CTT020 | | | C | - | - | - | - | - | - | - | - | - | - | - | | | |
| Sub-Total Bridges & Tunnels | | | | | SB | 244,502 | 52,503 | 48,874 | 39,176 | 40,013 | 43,708 | 44,277 | 216,048 | 404,152 | - | 701,157 | | 354,225 |
| | | | | | SP | 226,251 | 40,825 | 38,701 | 46,389 | 42,488 | 45,792 | 41,806 | 215,174 | 452,210 | - | 719,386 | | |
| | | | | | SC | (18,251) | (11,878) | (10,173) | 7,213 | 2,473 | 2,084 | (2,471) | (674) | - | 18,229 | | | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

APPENDIX B

| Category | CTT No. | WO # | DESCRIPTION | CITY to 2011 | PROBABLE 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2013-2017 | 2013-2022 | POST 2022 | EPC | FUNDING PROGRAM * | CITY Approval Request | |
|--|---------|------|---|-----------------|------------------|----------|----------|---------|---------|--------|-----------|-----------|-----------|-----------|----------------------|-----------------------------|---------|
| 3.2 Buildings and Structures Projects | | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | |
| SOGRS | CTT024 | 577x | Fire Ventilation Upgrade | B | 105,891 | 26,285 | 39,915 | 38,183 | 17,234 | 9,278 | 10,432 | 113,042 | 137,710 | 214,767 | 488,643 | CSIF | 281,031 |
| SOGRS | CTT024 | | | P | 110,017 | 26,149 | 28,210 | 32,544 | 29,564 | 13,359 | 9,365 | 113,042 | 144,865 | 207,612 | 488,643 | | |
| | CTT024 | | | C | 136 | (139) | (11,705) | (3,939) | 12,330 | 4,081 | (1,087) | - | 7,155 | (7,155) | - | | |
| LEGIS | CTT028 | 585X | Easier Access Phase III | B | 151,126 | 22,251 | 31,780 | 32,663 | 34,681 | 30,932 | 28,443 | 158,499 | 243,800 | 45,423 | 485,800 | ISF <2011 | |
| LEGIS | CTT028 | | | P | 148,559 | 15,978 | 18,128 | 39,251 | 36,910 | 47,150 | 49,818 | 191,055 | 390,058 | 88,572 | 653,463 | PTCT <2008 | 554,561 |
| | CTT028 | | | C | (2,567) | (6,275) | (13,654) | 6,588 | 2,229 | 16,218 | 21,175 | 32,556 | 146,256 | 50,449 | 137,883 | | |
| EXPAN | CTT035 | 530X | Sheppard Subway - Yonge to Don Mills | B | 997,616 | 1,240 | - | - | - | - | - | - | - | - | 988,858 | | |
| EXPAN | CTT035 | | | P | 965,616 | 3,240 | - | - | - | - | - | - | - | - | 988,858 | | 988,858 |
| | CTT035 | | | C | (2,000) | 2,000 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT038 | 598X | Birchmount Garage Renovations | B | 29,722 | - | - | - | - | - | - | - | - | - | 29,722 | FGT / PTCT | |
| SOGRS | CTT038 | | | P | 28,877 | 45 | - | - | - | - | - | - | - | - | 29,722 | | 29,722 |
| | CTT038 | | | C | (45) | 45 | - | - | - | - | - | - | - | - | - | | |
| CAPENH | CTT109 | 669 | Mount Dennis Bus Garage | B | 98,740 | 500 | - | - | - | - | - | - | - | - | 99,240 | PGAS | |
| CAPENH | CTT109 | | | P | 97,273 | 1,467 | 500 | - | - | - | - | 500 | 500 | - | 99,240 | | 99,240 |
| | CTT109 | | | C | (1,467) | 967 | 500 | - | - | - | - | 500 | 500 | - | - | | |
| SOGRS | CTT115 | 574x | Birchmount Bus Garage Repair Bay Modifications | B | 23,055 | 109 | - | - | - | - | - | - | - | - | 23,155 | ISF <2011 | |
| SOGRS | CTT115 | | | P | 22,154 | 1,001 | - | - | - | - | - | - | - | - | 23,155 | | 23,155 |
| | CTT115 | | | C | (901) | 901 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT118 | 575x | Queensway Bus Garage Renovations | B | 13,340 | 10,433 | 453 | - | - | - | - | 453 | 453 | - | 24,226 | PTCT / FGT | |
| SOGRS | CTT118 | | | P | 15,321 | 8,452 | 453 | - | - | - | - | 453 | 453 | - | 24,226 | | 24,226 |
| | CTT118 | | | C | 1,981 | (1,981) | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT123 | 7240 | Eglinton Bus Terminal Replacement | B | 10,755 | - | - | - | - | - | 375 | 375 | 375 | 57,787 | 68,917 | | |
| SOGRS | CTT123 | | | P | 10,558 | 391 | - | - | - | - | - | - | - | - | 10,947 | | 10,947 |
| | CTT123 | | | C | (169) | 391 | - | - | - | (375) | (375) | (375) | (57,787) | (57,787) | (57,970) | | |
| CAPENH | CTT128 | 7010 | Wilson Yard - Fleet Accommodation | B | 14,945 | - | - | - | - | - | - | - | - | - | 14,945 | PGAS | |
| CAPENH | CTT128 | | | P | 14,889 | 56 | - | - | - | - | - | - | - | - | 14,945 | | 14,945 |
| | CTT128 | | | C | (58) | 58 | - | - | - | - | - | - | - | - | - | | |
| IMPROV | CTT130 | 551x | Kipling Station Improvements - East Entrance and PPUDD | B | 12,837 | - | - | - | - | - | - | - | - | - | 12,837 | COST SHARING | |
| IMPROV | CTT130 | | | P | 11,723 | 1,264 | 400 | - | - | - | - | 400 | 400 | - | 13,387 | AGREEMENT | 13,387 |
| | CTT130 | | | C | (914) | 1,264 | 400 | - | - | - | - | 400 | 400 | - | 750 | GOMTASFP | |
| IMPROV | CTT131 | 552x | Islington Station Improvements | B | 3,444 | - | - | - | - | - | - | - | - | - | 3,444 | COST SHARING | |
| IMPROV | CTT131 | | | P | 3,153 | 291 | - | - | - | - | - | - | - | - | 3,444 | AGREEMENT/ | 3,444 |
| | CTT131 | | | C | (261) | 291 | - | - | - | - | - | - | - | - | - | LARFOTIP | |
| SOGRS | CTT143 | 6096 | Platform Edge Doors - YUS Line | B | - | - | - | - | - | - | - | - | 550,000 | 550,000 | - | | |
| SOGRS | CTT143 | | | P | - | - | - | - | - | - | - | - | - | - | - | | |
| | CTT143 | | | C | - | - | - | - | - | - | - | - | (550,000) | (550,000) | - | | |
| SOGRS | CTT144 | 584X | Wilson Complex - Modifications for the Toronto Rocket | B | 94,320 | 4,130 | - | - | - | - | - | - | - | - | 98,450 | PGAS/FGT | |
| SOGRS | CTT144 | | | P | 91,146 | 2,377 | 1,800 | - | - | - | - | 1,800 | 1,800 | - | 95,323 | | 95,323 |
| | CTT144 | | | C | (3,174) | (1,753) | 1,800 | - | - | - | - | 1,800 | 1,800 | - | (3,127) | | |
| SOGRS | CTT145 | 6339 | Ashbridges Bay Streetcar Maintenance & Storage Facility (formerly LRT Replacement M & SF) | B | 66,913 | 137,200 | 162,000 | 70,508 | - | - | - | 232,509 | 232,509 | - | 438,822 | FGT | |
| SOGRS | CTT145 | | | P | 66,887 | 83,000 | 140,000 | 146,000 | 20,935 | - | - | 306,935 | 306,935 | - | 436,622 | | 436,622 |
| | CTT145 | | | C | (226) | (74,200) | (22,000) | 75,491 | 20,935 | - | - | 74,426 | 74,426 | - | - | | |
| SOGRS | CTT148 | 6559 | Toronto Rocket / T1 Rail Yard Accommodation | B | 6,780 | 26,400 | 89,331 | 97,505 | 59,353 | 38,600 | 4,500 | 286,289 | 289,289 | 316,234 | 630,703 | | |
| SOGRS | CTT148 | | | P | 4,867 | 12,638 | 31,794 | 104,469 | 129,599 | 93,855 | 32,978 | 392,515 | 392,515 | 276,234 | 686,252 | | 410,018 |
| | CTT148 | | | C | (1,913) | (13,764) | (57,537) | 6,884 | 70,248 | 55,055 | 28,478 | 103,228 | 103,228 | (40,000) | 47,548 | | |
| SOGRS | CTT110 | 7233 | Electrical Substation Upgrade and Leak Remediation | B | 2,121 | 622 | 294 | 496 | 250 | 131 | - | 1,171 | 1,171 | - | 3,944 | | |
| SOGRS | CTT110 | | | P | 1,992 | 610 | 453 | 528 | 333 | - | - | 1,314 | 1,314 | - | 4,016 | | 4,016 |
| | CTT110 | | | C | (229) | 158 | 159 | 32 | 83 | (131) | - | 143 | 143 | - | 72 | | |
| SOGRS | CTT110 | 8175 | Patten Building Modifications | B | 5,625 | - | - | - | - | - | - | - | - | - | 5,625 | FGT | |
| SOGRS | CTT110 | | | P | 5,595 | 30 | - | - | - | - | - | - | - | - | 5,625 | | 5,625 |
| | CTT110 | | | C | (30) | 30 | - | - | - | - | - | - | - | - | - | | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2012-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)**

APPENDIX B

| Category | CTT No. | WD # | DESCRIPTION | B | CITY 2011 | PROBABLE 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2013-2017 | 2013-2022 | POST 2022 | EPC | FUNDING PROGRAM * | CITY Approval Request |
|----------------------------------|---------|------|--|---|--------------|------------------|---------|---------|---------|---------|-------|-----------|-----------|-----------|----------|----------------------|-----------------------------|
| | | | | | | | | | | | | | | | | | |
| SDGRS | CTT110 | 8202 | Gas Detection Systems | B | 5,199 | 508 | 100 | 100 | - | - | 2,751 | 2,951 | 2,951 | - | 8,659 | FGT | 8,659 |
| SDGRS | CTT110 | | | P | 4,753 | 955 | 100 | 100 | - | - | 2,751 | 2,951 | 2,951 | - | 8,659 | | |
| | CTT110 | | | C | (446) | 448 | - | - | - | - | - | - | - | - | - | | |
| CAPENH | CTT110 | 8204 | Scarborough Centre Station - New Control Area Equipment | B | 44 | 762 | 250 | - | - | - | - | 250 | 250 | - | 1,058 | | 1,258 |
| CAPENH | CTT110 | | | P | 51 | 755 | 450 | - | - | - | - | 450 | 450 | - | 1,258 | | 1,258 |
| | CTT110 | | | C | 7 | (7) | 200 | - | - | - | - | 200 | 200 | - | 200 | | 200 |
| SDGRS | CTT110 | 6398 | Surface Way Buildings Replacement | B | 607 | 380 | 380 | 360 | 9,288 | 9,288 | - | 19,258 | 19,258 | - | 20,223 | | 20,223 |
| SDGRS | CTT110 | | | P | 604 | 850 | 600 | 250 | 4,919 | 8,000 | 5,000 | 18,769 | 18,769 | - | 20,223 | | 20,223 |
| | CTT110 | | | C | (3) | 490 | 240 | (110) | (4,349) | (1,268) | 5,000 | (487) | (487) | - | - | | - |
| SDGRS | CTT110 | 6097 | LRV Carhouse Facility Renewal Program (formerly Carhouse Modifications - New LRV Program) | B | 8,878 | 19,233 | 11,128 | 8,369 | 10,342 | 10,898 | 4,198 | 42,903 | 48,789 | - | 74,900 | PGT | 74,900 |
| SDGRS | CTT110 | | | P | 8,762 | 13,868 | 7,058 | 8,356 | 11,333 | 17,473 | 8,653 | 52,873 | 54,772 | - | 75,400 | ISF <2011 | 75,400 |
| | CTT110 | | | C | (116) | (5,367) | (4,070) | 1,987 | 991 | 6,575 | 4,487 | 9,970 | 5,683 | - | 500 | | 500 |
| SDGRS | CTT110 | 8525 | Subway Ventilation Shaft Grating System Replacement | B | 151 | 511 | 497 | 207 | 204 | 205 | 209 | 1,322 | 2,412 | - | 3,074 | | 3,074 |
| SDGRS | CTT110 | | | P | 172 | 490 | 497 | 207 | 204 | 205 | 209 | 1,322 | 2,412 | - | 3,074 | | 3,074 |
| | CTT110 | | | C | 21 | (21) | - | - | - | - | - | - | - | - | - | | - |
| SDGRS | CTT110 | 6505 | Industrial Facility Requirements | B | 1,644 | 2,037 | 437 | 731 | 2,000 | - | - | 3,188 | 3,188 | 44,570 | 51,638 | PGT | 51,638 |
| SDGRS | CTT110 | | | P | 1,645 | 400 | 750 | 751 | 437 | 731 | 2,000 | 4,669 | 4,669 | 15,312 | 22,027 | | 22,027 |
| | CTT110 | | | C | (218) | (1,837) | 313 | 20 | (1,583) | 731 | 2,000 | 1,501 | 1,501 | (29,258) | (29,812) | | (29,812) |
| Facility Renewal Projects | | | | | | | | | | | | | | | | | |
| IMPROV | CTT110 | 7873 | Office Space Management/Renewal Program | B | 17,987 | 1,905 | 875 | 3,071 | 2,075 | 850 | 850 | 7,721 | 11,121 | - | 31,013 | PGAS / FGT | 31,013 |
| IMPROV | CTT110 | | | P | 17,023 | 1,935 | 1,342 | 823 | 2,520 | 2,285 | 2,185 | 9,166 | 12,555 | - | 31,813 | | 31,813 |
| | CTT110 | | | C | (864) | 30 | 467 | (2,248) | 445 | 1,435 | 1,335 | 1,434 | 1,434 | - | 300 | | 300 |
| SDGRS | CTT110 | 8194 | Building Facility Renewal Program | B | 4,243 | 928 | 551 | 650 | 548 | 547 | 351 | 2,547 | 3,947 | - | 9,116 | FGT / PTCT | 9,116 |
| SDGRS | CTT110 | | | P | 4,388 | 1,446 | 643 | 594 | 359 | 358 | 351 | 2,305 | 3,632 | - | 9,466 | | 9,466 |
| | CTT110 | | | C | 145 | 520 | 92 | 44 | (189) | (189) | - | (242) | (315) | - | 350 | | 350 |
| SDGRS | CTT110 | 6165 | Bus Garage/Stops Facility Renewal Program | B | 15,785 | 2,573 | 1,707 | 661 | 488 | 681 | 539 | 4,095 | 9,738 | - | 28,097 | ISF <2011 | 28,097 |
| SDGRS | CTT110 | | | P | 13,510 | 3,996 | 1,990 | 1,938 | 1,493 | 1,823 | 1,714 | 8,926 | 15,580 | - | 32,598 | | 32,598 |
| | CTT110 | | | C | (2,478) | 1,123 | 283 | 1,255 | 975 | 1,142 | 1,175 | 4,830 | 5,844 | - | 4,489 | | 4,489 |
| SDGRS | CTT110 | 8196 | Subway Carhouse / Shop Facility Renewal Program | B | 18,417 | 1,377 | 3,293 | 150 | 100 | 100 | 350 | 3,993 | 5,822 | - | 25,819 | ISF <2011 | 25,819 |
| SDGRS | CTT110 | | | P | 18,146 | 2,072 | 3,434 | 2,496 | 332 | 394 | 394 | 7,020 | 10,117 | - | 30,335 | | 30,335 |
| | CTT110 | | | C | (271) | 895 | 141 | 2,315 | 232 | 294 | 44 | 3,027 | 4,295 | - | 4,719 | | 4,719 |
| SDGRS | CTT110 | 8197 | Subway Facility Renewal Program | B | 8,074 | 1,309 | 1,217 | 772 | 495 | 422 | 304 | 3,210 | 4,406 | - | 13,789 | ISF <2011 | 13,789 |
| SDGRS | CTT110 | | | P | 8,228 | 851 | 2,084 | 1,700 | 1,496 | 25 | 100 | 5,385 | 7,395 | - | 16,484 | PTCT <2008 | 16,484 |
| | CTT110 | | | C | 154 | (458) | 847 | 928 | 1,001 | (397) | (204) | 2,175 | 2,879 | - | 2,875 | | 2,875 |
| SDGRS | CTT110 | 6597 | Collector Booth Renewal | B | 241 | 858 | 784 | - | - | - | - | 784 | 784 | - | 1,861 | | 1,861 |
| SDGRS | CTT110 | | | P | 210 | 336 | 851 | 484 | - | - | - | 1,315 | 1,315 | - | 1,861 | | 1,861 |
| | CTT110 | | | C | (31) | (520) | 87 | 464 | - | - | - | 551 | 551 | - | - | | - |
| SDGRS | CTT110 | 7256 | McBrien Building Renovations | B | 4,018 | 961 | 1,000 | 3,000 | 2,000 | - | - | 8,000 | 6,000 | - | 10,977 | | 10,977 |
| SDGRS | CTT110 | | | P | 3,917 | 346 | 598 | 346 | - | - | - | 944 | 944 | - | 5,207 | | 5,207 |
| | CTT110 | | | C | (86) | (815) | (402) | (2,654) | (2,000) | - | - | (5,056) | (5,056) | - | (5,770) | | (5,770) |
| SDGRS | CTT110 | 8548 | Duncan Shop - Ventilation Upgrade | B | 1,087 | 875 | 8,154 | 5,084 | 2,546 | - | - | 13,784 | 13,784 | - | 15,748 | | 15,748 |
| SDGRS | CTT110 | | | P | 437 | 450 | 780 | 450 | 5,500 | 8,500 | 1,829 | 14,859 | 14,859 | - | 15,748 | | 15,748 |
| | CTT110 | | | C | (650) | (425) | (5,374) | (4,634) | 2,954 | 8,500 | 1,829 | 1,075 | 1,075 | - | - | | - |
| SDGRS | CTT110 | 8852 | Design and Install/ Replace Parts Domes | B | 119 | 474 | 445 | - | - | - | - | 445 | 445 | - | 1,038 | | 1,038 |
| SDGRS | CTT110 | | | P | 95 | 132 | 375 | - | - | - | 369 | 811 | 811 | - | 1,038 | | 1,038 |
| | CTT110 | | | C | (24) | (342) | (70) | - | - | 87 | 369 | 368 | 368 | - | - | | - |
| SDGRS | CTT110 | 6651 | Skylights Replacement Project (formerly: Glencalm and Scarborough Centre Roof Structure and Skylights) | B | 405 | 724 | 2,338 | 4,893 | 2,795 | - | - | 10,026 | 10,026 | - | 11,155 | | 11,155 |
| SDGRS | CTT110 | | | P | 168 | 858 | 1,588 | 5,098 | 4,210 | 400 | 458 | 11,750 | 11,750 | - | 12,905 | | 12,905 |
| | CTT110 | | | C | (206) | 232 | (752) | 203 | 1,415 | 400 | 458 | 1,724 | 1,724 | - | 1,750 | | 1,750 |
| SDGRS | CTT110 | 8870 | Revenue Operations Facility | B | 8,685 | 2,000 | - | - | - | - | - | - | - | - | 10,895 | | 10,895 |
| SDGRS | CTT110 | | | P | 493 | 1,400 | 5,360 | 8,700 | 5,200 | - | - | 19,200 | 19,200 | - | 21,093 | | 21,093 |
| | CTT110 | | | C | (8,202) | (600) | 5,300 | 8,700 | 5,200 | - | - | 19,200 | 19,200 | - | 10,398 | | 10,398 |
| EXPAN | CTT110 | 8875 | Downtown Relief Line Study | B | 2,028 | - | - | - | - | - | - | - | - | - | 2,028 | | 2,028 |
| EXPAN | CTT110 | | | P | 488 | 1,560 | 1,000 | - | - | - | - | 1,000 | 1,000 | - | 3,028 | | 3,028 |
| | CTT110 | | | C | (1,560) | 1,560 | 1,000 | - | - | - | - | 1,000 | 1,000 | - | 1,000 | | 1,000 |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

APPENDIX B

| CATEGORY | CTT No. | HO # | DESCRIPTION | | CITY to 2011 | PROBABLE 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2015-2017 | 2015-2022 | POST 2022 | EFC | FUNDING PROGRAM * | CITY Approval Request |
|----------|---------|------|---|---|-----------------|------------------|---------|---------|-------|-------|-------|-----------|-----------|-----------|---------|-------------------------|-----------------------------|
| LEGIS | CTT110 | 6676 | AODA Facility Modifications Study | B | - | 50 | 255 | - | - | - | - | 255 | 255 | - | 305 | | |
| LEGIS | CTT110 | | | P | - | - | 35 | 270 | - | - | - | 305 | 305 | - | 305 | | 305 |
| | CTT110 | | | C | - | (50) | (220) | 270 | - | - | - | 50 | 50 | - | - | | |
| SOGRS | CTT110 | 6110 | Fire Main Replacement | B | 230 | 2,000 | 5,090 | 2,770 | - | - | - | 7,770 | 7,770 | - | 10,000 | | |
| SOGRS | CTT110 | | | P | 213 | 1,187 | 3,370 | 5,830 | 1,700 | - | - | 10,900 | 10,900 | - | 12,300 | | 12,300 |
| | CTT110 | | | C | (17) | (813) | (1,630) | 3,060 | 1,700 | - | - | 3,130 | 3,130 | - | 2,300 | | |
| SOGRS | CTT110 | 6115 | 1900 Yonge Computer Room Relocation | B | 100 | 150 | 2,100 | - | - | - | - | 2,100 | 11,000 | - | 11,250 | | |
| SOGRS | CTT110 | | | P | - | - | 50 | 100 | - | - | 2,200 | 2,350 | 11,250 | - | 11,250 | | 11,250 |
| | CTT110 | | | C | (100) | (150) | (2,050) | 100 | - | - | 2,200 | 250 | 250 | - | - | | |
| SOGRS | CTT110 | 6149 | Retrofit of Carhouse and Shop Traction Power Pendant System - Davisville/Greenwood | B | 150 | 1,150 | 7,150 | 8,750 | 8,800 | - | - | 20,700 | 20,700 | - | 22,000 | | |
| SOGRS | CTT110 | | | P | 98 | 528 | 1,189 | 5,879 | 7,000 | 5,770 | 1,756 | 21,374 | 21,374 | - | 22,000 | | 22,000 |
| | CTT110 | | | C | (52) | (622) | (5,881) | (1,071) | 200 | 5,770 | 1,756 | 674 | 674 | - | - | | |
| SOGRS | CTT110 | 6159 | Wilson Garage Ventilation Upgrades | B | 152 | - | - | - | - | - | - | - | - | - | 152 | | |
| SOGRS | CTT110 | | | P | 81 | 71 | 368 | 132 | - | - | - | 500 | 500 | - | 652 | | 652 |
| | CTT110 | | | C | (71) | 71 | 368 | 132 | - | - | - | 500 | 500 | - | 500 | | |
| IMPROV | CTT110 | 6285 | Yonge - Bloor Capacity Improvements | B | 250 | 750 | - | - | - | - | - | - | - | - | 1,000 | | |
| IMPROV | CTT110 | | | P | 13 | 487 | 500 | - | - | - | - | 500 | 500 | - | 1,000 | | 1,000 |
| | CTT110 | | | C | (237) | (263) | 500 | - | - | - | - | 500 | 500 | - | - | | |
| SOGRS | CTT110 | 6051 | New Articulated Bus Hoists and Modifications | B | - | 478 | 2,445 | 2,387 | - | - | - | 4,842 | 4,842 | - | 5,320 | | |
| SOGRS | CTT110 | | | P | - | 478 | 995 | 3,132 | 715 | - | - | 4,842 | 4,842 | - | 5,320 | | 5,320 |
| | CTT110 | | | C | - | - | (1,450) | 735 | 715 | - | - | - | - | - | - | | |
| SOGRS | CTT110 | TBD | Replacement of Halon Protection Systems | B | - | - | - | - | - | - | 148 | 148 | 2,193 | 612 | 2,805 | | |
| SOGRS | CTT110 | | | P | - | - | - | - | - | - | 148 | 148 | 2,805 | - | 2,805 | | 2,805 |
| | CTT110 | | | C | - | - | - | - | - | - | - | - | 612 | (612) | - | | |
| IMPROV | CTT110 | 6207 | Bus Facility Modifications - Hybrid Buses | B | 2,873 | - | - | - | - | - | 2,215 | 2,215 | 2,215 | - | 5,088 | FGT | |
| IMPROV | CTT110 | | | P | 2,560 | 313 | - | - | - | - | 2,215 | 2,215 | 2,215 | - | 5,088 | | 5,088 |
| | CTT110 | | | C | (313) | 313 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT110 | 6395 | Victoria Park Bus Terminal Replacement | B | 36,213 | - | - | - | - | - | - | - | - | - | 36,213 | PGT | |
| SOGRS | CTT110 | | | P | 36,931 | (718) | - | - | - | - | - | - | - | - | 36,213 | ISF <2011 | 36,213 |
| | CTT110 | | | C | 718 | (718) | - | - | - | - | - | - | - | - | - | | |
| LEGIS | CTT110 | 6472 | Subway Asbestos Decontamination Facility | B | 3,907 | - | - | - | - | - | - | - | - | - | 3,907 | FGT | |
| LEGIS | CTT110 | | | P | 3,889 | 18 | - | - | - | - | - | - | - | - | 3,907 | | 3,907 |
| | CTT110 | | | C | (18) | 18 | - | - | - | - | - | - | - | - | - | | |
| IMPROV | CTT110 | 6098 | Subway Station Public Washroom Improvements | B | 1,691 | - | - | - | - | - | - | - | - | - | 1,691 | | |
| IMPROV | CTT110 | | | P | 1,469 | 222 | - | - | - | - | - | - | - | - | 1,691 | | 1,691 |
| | CTT110 | | | C | (222) | 222 | - | - | - | - | - | - | - | - | - | | |
| IMPROV | CTT110 | 6535 | Duncan Shop - Steam Jenny and Electrical Upgrade | B | 4,291 | - | - | - | - | - | - | - | - | - | 4,291 | | |
| IMPROV | CTT110 | | | P | 4,130 | 161 | - | - | - | - | - | - | - | - | 4,291 | | 4,291 |
| | CTT110 | | | C | (161) | 161 | - | - | - | - | - | - | - | - | - | | |
| IMPROV | CTT110 | 6206 | Station Improvements | B | 1,047 | 75 | - | - | - | - | - | - | - | 1,488 | 2,608 | FGT / PTCT | |
| IMPROV | CTT110 | | | P | 1,039 | 83 | - | - | - | - | - | - | - | - | 1,122 | | 1,122 |
| | CTT110 | | | C | (8) | 8 | - | - | - | - | - | - | - | (1,488) | (1,488) | | |
| SOGRS | CTT110 | 6282 | Wheel Trans Facility Renewal | B | 9,088 | 364 | - | - | - | - | - | - | 4,819 | - | 14,269 | ISF <2011 | |
| SOGRS | CTT110 | | | P | 8,087 | 1,843 | - | - | - | - | 4,339 | 4,339 | 4,339 | - | 14,269 | PTCT <2008 | 14,269 |
| | CTT110 | | | C | (999) | 1,479 | - | - | - | - | 4,339 | 4,339 | (480) | - | - | | |
| EXPAN | CTT110 | 6334 | Yonge North Subway Extension | B | 5,305 | 467 | - | - | - | - | - | - | - | - | 5,772 | YORK 75% TORONTO 25% | 5,772 |
| EXPAN | CTT110 | | | P | 4,039 | 913 | 820 | - | - | - | - | 820 | 820 | - | 5,772 | | 5,772 |
| | CTT110 | | | C | (1,268) | 446 | 820 | - | - | - | - | 820 | 820 | - | - | | |
| IMPROV | CTT110 | 6592 | Lawrence-Allen Revitalization Project Study | B | 302 | - | - | - | - | - | - | - | - | - | 302 | | |
| IMPROV | CTT110 | | | P | 183 | 119 | - | - | - | - | - | - | - | - | 302 | | 302 |
| | CTT110 | | | C | (119) | 119 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT110 | 6660 | Temporary Bus Storage and Maintenance Facility Study | B | 250 | - | - | - | - | - | - | - | - | - | 250 | | |
| SOGRS | CTT110 | | | P | 164 | 86 | - | - | - | - | - | - | - | - | 250 | | 250 |
| | CTT110 | | | C | (88) | 86 | - | - | - | - | - | - | - | - | - | | |
| | | | New Projects | | | | | | | | | | | | | | |
| SOGRS | CTT110 | 6650 | Collector Booth Security Improvements | B | - | - | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT110 | | | P | - | 1,142 | 1,483 | - | - | - | - | 1,483 | 1,483 | - | 2,625 | | 2,625 |
| | CTT110 | | | C | - | 1,142 | 1,483 | - | - | - | - | 1,483 | 1,483 | - | 2,625 | | 2,625 |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

APPENDIX B

| Category | CTT No. | INV# | DESCRIPTION | CITY | PROBABLE | 2013 | 2014 | 2015 | 2016 | 2017 | 2015-2017 | 2015-2022 | POST 2022 | EPC | FUNDING PROGRAM | CITY Approval Request |
|--|---------|------|--|---------|-----------|----------|-----------|---------|----------|----------|-----------|-----------|-----------|-----------|-----------------|-----------------------|
| | | | | to 2011 | 2012 | | | | | | | | | | | |
| IMPROV | CTT110 | New | Subway End of Line Cleaning | B | - | - | - | - | - | - | - | - | - | - | - | - |
| IMPROV | CTT110 | | | P | - | - | 606 | 547 | 547 | - | - | 1,700 | 1,700 | - | 1,700 | 1,700 |
| | CTT110 | | | C | - | - | 606 | 547 | 547 | - | - | 1,700 | 1,700 | - | 1,700 | 1,700 |
| SOGRS | CTT110 | New | CNE Streetcar Loop Barrier | B | - | - | - | - | - | - | - | - | - | - | - | - |
| SOGRS | CTT110 | | | P | - | - | 300 | 2,450 | 1,050 | - | - | 3,800 | 3,800 | - | 3,800 | 3,800 |
| | CTT110 | | | C | - | - | 300 | 2,450 | 1,050 | - | - | 3,800 | 3,800 | - | 3,800 | 3,800 |
| Sub-Total Buildings & Structures Projects | | | | SB | 1,772,710 | 272,067 | 371,839 | 275,241 | 151,179 | 101,912 | 55,633 | 955,804 | 1,101,979 | 1,233,879 | 4,380,634 | |
| | | | | SP | 1,742,923 | 176,614 | 260,650 | 373,191 | 288,326 | 198,196 | 128,432 | 1,226,994 | 1,488,842 | 598,030 | 4,006,409 | |
| | | | | SC | (29,787) | (95,453) | (110,989) | 67,950 | 115,147 | 96,283 | 72,799 | 271,190 | 386,894 | (635,849) | (374,225) | |
| VEHICLES | | | | | | | | | | | | | | | | |
| REVENUE VEHICLES | | | | | | | | | | | | | | | | |
| 4.11 Purchase of Buses | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | |
| SOGRS | CTT111 | 6085 | Purchase of 85 Replacement 40' LF Clean Diesel Buses or Equiv | B | 18,893 | 31,562 | - | - | - | - | - | - | - | - | 50,255 | |
| SOGRS | CTT111 | | | P | 17,635 | 32,098 | - | - | - | - | - | - | - | - | 49,731 | 49,731 |
| | CTT111 | | | C | (1,059) | 534 | - | - | - | - | - | - | - | - | (524) | |
| SOGRS | CTT111 | 6368 | Purchase of 120 Replacement 40' LF Diesel Buses or Equivalent (2010) | B | 59,777 | - | - | - | - | - | - | - | - | - | 59,777 | OBRP |
| SOGRS | CTT111 | | | P | 59,244 | - | - | - | - | - | - | - | - | - | 58,244 | 59,244 |
| | CTT111 | | | C | (533) | - | - | - | - | - | - | - | - | - | (533) | |
| SOGRS | CTT111 | TBD | Future Purch of Replacement LF Clean Diesel Buses (27 - 60' Artic Buses in 2013, 126 - 80' Artic Buses in 2014, 10 - 40' Buses in 2016 & 65 - 40' Buses in 2017) | B | - | - | 339 | 15,147 | 43,088 | 102,241 | 422 | 161,237 | 183,055 | - | 163,035 | |
| SOGRS | CTT111 | | | P | - | - | 25,912 | 124,080 | 361 | 7,406 | 46,118 | 203,857 | 206,053 | - | 206,053 | 149,972 |
| | CTT111 | | | C | - | - | 25,573 | 108,613 | (42,727) | (94,835) | 45,896 | 42,820 | 43,018 | - | 43,018 | |
| Wheel Trans | | | | | | | | | | | | | | | | |
| SOGRS | CTT045 | 6556 | Purchase of 201 Wheel-Trans Buses | B | 42,880 | 24,694 | 3,542 | - | - | - | - | 3,542 | 3,542 | - | 70,916 | FGT / ORSIF |
| SOGRS | CTT045 | | | P | 35,291 | 32,425 | 3,200 | - | - | - | - | 3,200 | 3,200 | - | 70,916 | OBRP <2010 |
| | CTT045 | | | C | (7,389) | 7,731 | (342) | - | - | - | - | (342) | (342) | - | - | |
| New Projects | | | | | | | | | | | | | | | | |
| SOGRS | CTT045 | New | Purchase of 198 Future Wheel-Trans Buses | B | - | - | - | - | - | - | - | - | - | - | - | |
| SOGRS | CTT045 | | | P | - | - | - | - | - | - | - | - | 112,079 | - | 112,079 | 112,079 |
| | CTT045 | | | C | - | - | - | - | - | - | - | - | 112,079 | - | 112,079 | |
| Sub-Total Purchase of Buses | | | | SB | 121,150 | 58,256 | 3,881 | 15,147 | 43,088 | 102,241 | 422 | 164,779 | 186,577 | - | 343,853 | |
| | | | | SP | 112,170 | 84,521 | 29,112 | 124,080 | 361 | 7,406 | 46,118 | 207,057 | 211,332 | - | 498,023 | |
| | | | | SC | (8,980) | 8,265 | 25,231 | 108,613 | (42,727) | (94,835) | 45,896 | 42,278 | 154,755 | - | 154,040 | |
| 4.12 Purchase of Subway Cars | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | |
| SOGRS | CTT046 | 6231 | Purchase of 234 New Subway Cars (H4 & H5 Replacement & Growth) | B | 610,779 | 35,270 | - | 3,776 | - | - | - | 3,776 | 3,776 | - | 649,825 | CSIF/Metrolinx |
| SOGRS | CTT046 | | | P | 589,337 | 58,712 | - | - | 3,776 | - | - | 3,776 | 3,776 | - | 649,825 | FGT |
| | CTT046 | | | C | (21,442) | 21,442 | - | (3,776) | 3,776 | - | - | - | - | - | - | |
| SOGRS | CTT046 | 6002 | Replacement of 126 H6 Subway Cars | B | 30,204 | 153,833 | 100,009 | 1,224 | 9,683 | - | - | 110,916 | 110,916 | - | 294,953 | Metrolinx/FGT |
| SOGRS | CTT046 | | | P | 26,064 | 201,363 | 55,007 | 1,969 | 4,122 | 5,428 | - | 67,526 | 67,526 | - | 294,953 | |
| | CTT046 | | | C | (4,140) | 47,530 | (45,002) | 745 | (5,861) | 6,428 | - | (43,390) | (43,390) | - | - | |
| Sub-Total Purchase of Subway Cars | | | | SB | 640,983 | 189,103 | 100,009 | 5,000 | 9,683 | - | - | 114,692 | 114,692 | - | 944,778 | |
| | | | | SP | 615,401 | 258,075 | 55,007 | 1,969 | 7,898 | 6,428 | - | 71,302 | 71,302 | - | 944,778 | |
| | | | | SC | (25,582) | 68,972 | (45,002) | (3,031) | (1,765) | 6,428 | - | (43,390) | (43,390) | - | - | |
| 4.13 Bus Overhaul | | | | | | | | | | | | | | | | |
| Annual Programs | | | | | | | | | | | | | | | | |
| SOGRS | CTT112 | 6688 | Orion VII Bus Rebuild Program | B | 1,689 | 16,467 | 33,205 | 47,282 | 48,324 | 47,101 | 45,985 | 219,890 | 303,714 | - | 321,870 | ORSIF/PGAS |
| SOGRS | CTT112 | | | P | 1,054 | 17,069 | 33,191 | 47,329 | 48,339 | 47,205 | 73,466 | 247,330 | 247,330 | - | 445,459 | |
| | CTT112 | | | C | (635) | 602 | (14) | 37 | 15 | 104 | 27,498 | 27,640 | 123,822 | - | 123,889 | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

APPENDIX B

| Category | CTT No. | WD # | DESCRIPTION | CITY to 2011 | PROBABLE 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2013-2017 | 2013-2022 | POST 2022 | EFC | FUNDING PROGRAM * | CITY Approval Request | |
|-------------------------------------|---------|------|---|-----------------|------------------|---------|--------|--------|--------|--------|-----------|-----------|-----------|---------|----------------------|-----------------------------|---------|
| IMPROV | CTT112 | 6568 | Installation of Operator Protection Barriers on TTC Surface | B | 7,100 | - | - | - | - | - | - | - | - | 7,100 | PGAS | 7,100 | |
| IMPROV | CTT112 | | Vehicles | P | 6,532 | 568 | - | - | - | - | - | - | - | 7,100 | | | |
| | CTT112 | | | C | (568) | 568 | - | - | - | - | - | - | - | - | | | |
| SOGRS | CTT112 | 6010 | Bus Ergonomics | B | 2,893 | - | - | - | - | - | - | - | - | 2,893 | PGAS | 2,278 | |
| SOGRS | CTT112 | | | P | 2,054 | 222 | - | - | - | - | - | - | - | 2,278 | | | |
| SOGRS | CTT112 | | | C | (829) | 222 | - | - | - | - | - | - | - | (807) | | | |
| Sub-Total Bus Overhaul | | | | SB | 11,872 | 16,487 | 33,205 | 47,262 | 46,324 | 47,101 | 45,968 | 219,890 | 303,714 | - | 331,653 | | |
| | | | | SP | 9,840 | 17,859 | 33,191 | 47,329 | 48,339 | 47,205 | 73,466 | 247,530 | 427,336 | - | 454,835 | | |
| | | | | SC | (2,032) | 1,982 | (14) | 37 | 15 | 104 | 27,498 | 27,640 | - | 122,822 | | | |
| 4.14 SRT Car Overhaul | | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | |
| SOGRS | CTT049 | 6058 | SRT Life Extension Overhaul | B | - | 4,551 | 4,743 | - | - | - | 4,743 | 4,743 | - | 9,294 | | 8,741 | |
| SOGRS | CTT049 | | | P | - | 2,705 | 4,216 | 1,820 | - | - | 6,036 | 6,036 | - | 8,741 | | | |
| SOGRS | CTT049 | | | C | - | (1,848) | (527) | 1,820 | - | - | 1,293 | 1,293 | - | (653) | | | |
| SOGRS | CTT049 | 6236 | 20-Year SRT Car Overhaul | B | 9,295 | - | - | - | - | - | - | - | - | 9,295 | ORSIF/PGAS | 9,295 | |
| SOGRS | CTT049 | | | P | 9,188 | 107 | - | - | - | - | - | - | - | 9,295 | | | |
| SOGRS | CTT049 | | | C | (107) | 107 | - | - | - | - | - | - | - | - | | | |
| Sub-Total SRT Car Overhaul | | | | SB | 9,295 | 4,551 | 4,743 | - | - | - | 4,743 | 4,743 | - | 18,588 | | | |
| | | | | SP | 9,188 | 2,812 | 4,216 | 1,820 | - | - | 6,036 | 6,036 | - | 18,038 | | | |
| | | | | SC | (107) | (1,739) | (527) | 1,820 | - | - | 1,293 | 1,293 | - | (553) | | | |
| 4.15 Streetcar Overhaul | | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | |
| SOGRS | CTT050 | 6036 | Overhaul of 198 Canadian Light Rail Vehicles (CLRVs) | B | 35,500 | 9,445 | 8,829 | - | - | - | 8,829 | 8,829 | - | 53,774 | ORSIF/PGAS | 56,033 | |
| SOGRS | CTT050 | | | P | 34,721 | 10,022 | 10,306 | 984 | - | - | 11,290 | 11,290 | - | 56,033 | | | |
| SOGRS | CTT050 | | | C | (779) | 577 | 1,477 | 984 | - | - | 2,461 | 2,461 | - | 2,258 | | | |
| SOGRS | CTT050 | TBD | New LRVs Overhaul | B | - | - | - | - | 280 | - | 280 | 17,134 | 9,233 | 28,367 | | 17,134 | |
| SOGRS | CTT050 | | | P | - | - | - | - | - | - | 17,134 | 11,397 | 28,531 | | | | |
| SOGRS | CTT050 | | | C | - | - | - | - | (280) | - | (280) | 2,164 | 2,164 | | | | |
| Sub-Total Streetcar Overhaul | | | | SB | 35,500 | 9,445 | 8,829 | - | - | 280 | - | 9,109 | 25,983 | 9,233 | 80,141 | | |
| | | | | SP | 34,721 | 10,022 | 10,306 | 984 | - | - | 11,290 | 28,424 | 11,397 | 84,564 | | | |
| | | | | SC | (779) | 577 | 1,477 | 984 | - | (280) | 2,161 | 2,461 | 2,164 | 4,423 | | | |
| 4.16 Subway Car Overhaul | | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | |
| SOGRS | CTT051 | 7339 | T1 Subway Cars - 10 Year Overhaul | B | 39,886 | 5,980 | - | - | - | - | - | - | - | 45,846 | ORSIF/PGAS | 44,282 | |
| SOGRS | CTT051 | | | P | 39,563 | 4,719 | - | - | - | - | - | - | - | 44,282 | | | |
| SOGRS | CTT051 | | | C | (323) | (1,241) | - | - | - | - | - | - | - | (1,584) | | | |
| SOGRS | CTT051 | 6070 | T1 Subway Cars - 15 Year Overhaul | B | 1,819 | 10,801 | 21,395 | 22,204 | 22,790 | 24,217 | 11,580 | 102,158 | 102,158 | - | 114,576 | PGAS | 114,278 |
| SOGRS | CTT051 | | | P | 310 | 11,346 | 22,199 | 22,204 | 22,790 | 24,217 | 11,293 | 102,820 | 102,820 | - | 114,278 | | |
| SOGRS | CTT051 | | | C | (1,509) | 745 | 784 | - | - | - | (300) | 464 | 464 | - | (300) | | |
| SOGRS | CTT051 | TBD | T1 Subway Cars - 20 Year Overhaul | B | - | - | - | - | - | 255 | 3,842 | 3,897 | 44,700 | 6,739 | 51,439 | | 51,137 |
| SOGRS | CTT051 | | | P | - | - | - | - | - | 258 | 4,713 | 4,971 | 51,137 | - | 51,137 | | |
| SOGRS | CTT051 | | | C | - | - | - | - | - | 3 | 1,071 | 1,074 | 6,437 | (6,739) | (302) | | |
| SOGRS | CTT051 | TBD | TR Subway Cars - 6 Year Overhaul | B | - | - | - | - | 584 | 3,873 | 4,457 | 21,811 | - | 21,811 | | 25,066 | |
| SOGRS | CTT051 | | | P | - | - | - | - | 1,380 | 3,970 | 5,350 | 25,068 | - | 25,068 | | | |
| SOGRS | CTT051 | | | C | - | - | - | - | 796 | 97 | 893 | 3,255 | - | 3,255 | | | |
| SOGRS | CTT051 | TBD | Ridership Growth (10 Trains) Overhaul | B | - | - | - | - | - | - | - | 320 | 2,935 | 3,255 | | - | |
| SOGRS | CTT051 | | | P | - | - | - | - | - | - | - | - | - | - | | | |
| SOGRS | CTT051 | | | C | - | - | - | - | - | - | - | (320) | (2,935) | (3,255) | | | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

APPENDIX B

| Category | CTT No. | WO # | DESCRIPTION | CITY | PROBABLE | CITY | | | | | | | 2013-2017 | 2013-2022 | POST 2022 | EFC | FUNDING PROGRAM * | CITY Approval Request |
|---|---------|---------|--|-----------|-----------------|----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|------------------|----------------|-------------------|-----------------------|
| | | | | | | to 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | | | | | | |
| New Projects | | | | | | | | | | | | | | | | | | |
| SGRS | CTT051 | New | TR Subway Cars - 12 Year Overhaul | B | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SGRS | CTT051 | | | P | - | - | - | - | - | - | - | - | 960 | 45,540 | 46,200 | | | 860 |
| SGRS | CTT051 | | | C | - | - | - | - | - | - | - | - | 960 | 45,540 | 46,200 | | | |
| SGRS | CTT051 | New | T1 Subway Cars - 25 Year Overhaul | B | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SGRS | CTT051 | | | P | - | - | - | - | - | - | - | - | 2,300 | 20,646 | 22,946 | | | 2,300 |
| SGRS | CTT051 | | | C | - | - | - | - | - | - | - | - | 2,300 | 20,646 | 22,946 | | | |
| Sub-Total Subway Car Overhaul | | | | SB | 41,705 | 16,561 | 21,395 | 22,204 | 22,760 | 25,058 | 19,095 | 110,510 | 168,987 | 0,674 | 236,627 | | | |
| | | | | SP | 39,873 | 16,085 | 22,159 | 22,204 | 22,760 | 25,855 | 19,993 | 112,941 | 161,783 | 66,186 | 303,907 | | | 237,721 |
| | | | | SC | (1,832) | (496) | 764 | - | - | 799 | 888 | 2,431 | 12,796 | 56,512 | 66,960 | | | |
| 4.18 Purchase of Streetcars | | | | | | | | | | | | | | | | | | |
| SGRS | CTT122 | 6437 | Purchase of 204 Light Rail Vehicles (LRVs) | B | 297,552 | 118,641 | 125,042 | 126,267 | 118,498 | 104,061 | 105,448 | 577,314 | 687,310 | - | 1,081,503 | Prov Gov't 1/3 | | |
| SGRS | CTT122 | | | P | 264,635 | 136,640 | 111,153 | 130,692 | 133,743 | 112,119 | 122,551 | 610,258 | 785,228 | - | 1,188,503 | commitment | 1,186,503 | |
| SGRS | CTT122 | | | C | (32,917) | 19,999 | (13,889) | 4,425 | 17,245 | 8,058 | 17,105 | 32,844 | 117,918 | - | 105,000 | PGAS | | |
| Sub-Total Purchase of Streetcars | | | | SB | 297,552 | 118,641 | 125,042 | 126,267 | 118,498 | 104,061 | 105,448 | 577,314 | 687,310 | - | 1,081,503 | | | 1,186,503 |
| | | | | SP | 264,635 | 136,640 | 111,153 | 130,692 | 133,743 | 112,119 | 122,551 | 610,258 | 785,228 | - | 1,188,503 | | | |
| | | | | SC | (32,917) | 19,999 | (13,889) | 4,425 | 17,245 | 8,058 | 17,105 | 32,844 | 117,918 | - | 105,000 | | | |
| NON-REVENUE VEHICLES | | | | | | | | | | | | | | | | | | |
| 4.21 Purchase Automotive Non-Revenue Vehicles | | | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | | |
| SGRS | CTT052 | Various | Purchase Replacement Automotive Non-Revenue Vehicles | B | 3,181 | 8,268 | 3,251 | 1,844 | 4,873 | 2,883 | 1,884 | 14,535 | 22,071 | - | 31,520 | Debn | | |
| SGRS | CTT052 | | | P | 825 | 5,699 | 5,639 | 3,355 | 4,914 | 3,001 | 2,047 | 18,936 | 28,358 | - | 34,871 | | 15,489 | |
| SGRS | CTT052 | | | C | (2,356) | (579) | 2,358 | 1,491 | 241 | 118 | 163 | 4,401 | 6,285 | - | 3,351 | | | |
| SGRS | CTT052 | Various | Purchase Additional Automotive Non-Revenue Vehicles | B | 2,000 | 862 | - | - | - | - | - | - | - | - | 2,882 | Debn | | |
| SGRS | CTT052 | | | P | 7 | 2,620 | 1,435 | 50 | 200 | - | - | 1,685 | 1,685 | - | 4,312 | | 4,112 | |
| SGRS | CTT052 | | | C | (1,693) | 1,738 | 1,435 | 50 | 200 | - | - | 1,685 | 1,685 | - | 1,430 | | | |
| Sub-Total Purchase Automotive Non-Revenue Vehicles | | | | SB | 5,181 | 7,150 | 3,251 | 1,844 | 4,873 | 2,883 | 1,884 | 14,535 | 22,071 | - | 34,402 | | | 19,601 |
| | | | | SP | 832 | 8,310 | 7,074 | 3,385 | 5,114 | 3,001 | 2,047 | 20,621 | 30,041 | - | 36,163 | | | |
| | | | | SC | (4,349) | 1,160 | 3,823 | 1,541 | 441 | 118 | 163 | 6,096 | 7,970 | - | 4,781 | | | |
| 4.22 Rail Non-Revenue Vehicle Overhaul | | | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | | |
| SGRS | CTT053 | 7744 | Workcar Overhaul Program | B | 2,735 | 597 | 410 | 420 | 519 | 448 | 458 | 2,255 | 4,198 | - | 7,530 | PGAS | | |
| SGRS | CTT053 | | | P | 2,091 | 733 | 395 | 420 | 519 | 448 | 458 | 2,210 | 4,666 | - | 7,480 | | 3,809 | |
| SGRS | CTT053 | | | C | (644) | 138 | (45) | - | - | - | - | (45) | 468 | - | (40) | | | |
| SGRS | CTT053 | 6093 | Rebuild ST-1 | B | 288 | 700 | - | - | - | - | - | - | - | - | 988 | PGAS | | |
| SGRS | CTT053 | | | P | 288 | 1,100 | - | - | - | - | - | - | - | - | 1,368 | | 1,368 | |
| SGRS | CTT053 | | | C | - | 400 | - | - | - | - | - | - | - | - | 400 | | | |
| SGRS | CTT053 | TBD | Replace H-1 Equipment | B | - | - | 480 | 481 | 481 | 483 | 485 | 2,410 | 2,410 | - | 2,410 | | 2,410 | |
| SGRS | CTT053 | | | P | - | 10 | 480 | 481 | 481 | 483 | 475 | 2,400 | 2,400 | - | 2,410 | | 2,410 | |
| SGRS | CTT053 | | | C | - | 10 | - | - | - | - | (10) | (10) | - | - | | - | | |
| SGRS | CTT053 | TBD | Replace H1 Trucks | B | - | - | - | - | - | - | 118 | 118 | 480 | - | 480 | | 480 | |
| SGRS | CTT053 | | | P | - | - | - | - | - | - | 128 | 128 | 480 | - | 480 | | 480 | |
| SGRS | CTT053 | | | C | - | - | - | - | - | - | 10 | 10 | - | - | | - | | |
| Sub-Total Rail Non-Revenue Vehicle Overhaul | | | | SB | 3,003 | 1,297 | 890 | 901 | 1,000 | 931 | 1,061 | 4,783 | 7,098 | - | 11,398 | | | 7,877 |
| | | | | SP | 2,356 | 1,843 | 845 | 901 | 1,000 | 931 | 1,081 | 4,738 | 7,556 | - | 11,758 | | | |
| | | | | SC | (644) | 546 | (45) | - | - | - | - | (45) | 458 | - | 360 | | | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)**

APPENDIX B

| Category | CTT No. | WO # | DESCRIPTION | CITY | PROBABLE | 2013 | 2014 | 2015 | 2016 | 2017 | 2013-2017 | 2013-2022 | POST 2022 | EFC | FUNDING PROGRAM | CITY Approval Request | |
|--|---------|---------|--|---------|----------|-------|-------|-------|---------|-------|-----------|-----------|-----------|---------|-----------------|-----------------------|--------|
| | | | | to 2011 | 2012 | | | | | | | | | | | | |
| 4.23 Purchase Rail Non-Revenue Vehicles | | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | |
| SOGRS | CTT054 | 6223 | RT-19/20: Replacement of Flatcars with 1,500 lb. Crane | B | 3,270 | - | - | - | - | - | - | - | - | 3,270 | FGT | 3,270 | |
| SOGRS | CTT054 | | | P | 3,166 | 104 | - | - | - | - | - | - | - | 3,270 | | | |
| | | | | C | (104) | 104 | - | - | - | - | - | - | - | - | | | |
| IMPROV | CTT054 | 6497 | Vacuum Workcar | B | 2,045 | - | - | - | 984 | - | 984 | 984 | - | 3,029 | FGT | 3,029 | |
| IMPROV | CTT054 | | | P | 2,028 | - | 725 | 276 | - | - | 1,001 | 1,001 | - | 3,028 | | | |
| | | | | C | (17) | - | 725 | 276 | (984) | - | 17 | 17 | - | - | | | |
| IMPROV | CTT054 | 8468 | DC/AC Inverter Upgrade | B | 951 | - | - | - | - | - | - | - | - | 951 | FGT | 951 | |
| IMPROV | CTT054 | | | P | 846 | 305 | - | - | - | - | - | - | - | 951 | | | |
| | | | | C | (305) | 305 | - | - | - | - | - | - | - | - | | | |
| IMPROV | CTT054 | 5688 | 800VDC Air Compressors (7) | B | 799 | 231 | - | - | - | - | - | - | - | 1,030 | FGT | 1,030 | |
| IMPROV | CTT054 | | | P | 323 | 707 | - | - | - | - | - | - | - | 1,030 | | | |
| | | | | C | (478) | 478 | - | - | - | - | - | - | - | - | | | |
| IMPROV | CTT054 | 6107 | Electric Flatcar - Tunnel Leaks | B | - | 954 | - | - | - | - | - | - | - | 954 | | 954 | |
| IMPROV | CTT054 | | | P | 314 | 550 | - | - | - | - | - | - | - | 954 | | 954 | |
| | | | | C | 314 | (314) | - | - | - | - | - | - | - | - | | | |
| IMPROV | CTT054 | TBD | Geometric/NDT Track Inspection Workcar | B | - | - | - | 144 | 3,798 | - | 3,842 | 3,842 | - | 3,942 | | 3,942 | |
| IMPROV | CTT054 | | | P | - | - | - | - | 144 | 3,798 | - | 3,842 | - | 3,942 | | 3,942 | |
| | | | | C | - | - | - | (144) | (3,854) | 3,798 | - | - | - | - | | | |
| IMPROV | CTT054 | 5598 | Electric Combination Flatcars - Structures (3) | B | 2,136 | 430 | - | - | - | - | - | - | - | 2,566 | FGT | 2,566 | |
| IMPROV | CTT054 | | | P | 1,729 | 837 | - | - | - | - | - | - | - | 2,566 | | 2,566 | |
| | | | | C | (407) | 407 | - | - | - | - | - | - | - | - | | | |
| SOGRS | CTT054 | TBD | Replace RT 7 Locomotive | B | - | - | - | - | - | 471 | 471 | 4,711 | - | 4,711 | | 4,711 | |
| SOGRS | CTT054 | | | P | - | - | - | - | - | 471 | 471 | 4,711 | - | 4,711 | | 4,711 | |
| | | | | C | - | - | - | - | - | - | - | - | - | - | | | |
| SOGRS | CTT054 | 6780 | Replace RT-43/44 and RT-14/15(Formerly 45/46) | B | - | 96 | 1,171 | 1,075 | - | - | 2,246 | 2,246 | - | 2,342 | | 2,342 | |
| SOGRS | CTT054 | | | P | - | 98 | 1,171 | 1,075 | - | - | 2,246 | 2,246 | - | 2,342 | | 2,342 | |
| | | | | C | - | - | - | - | - | - | - | - | - | - | | | |
| SOGRS | CTT054 | TBD | Replace RT 41 Tie Tamper | B | - | - | - | - | 942 | 4,711 | 5,653 | 5,653 | - | 5,653 | | 5,653 | |
| SOGRS | CTT054 | | | P | - | 25 | 917 | 2,180 | 2,531 | - | 5,628 | 5,628 | - | 5,653 | | 5,653 | |
| | | | | C | - | 25 | 917 | 2,180 | 2,531 | (942) | (4,711) | (25) | - | - | | | |
| SOGRS | CTT054 | TBD | Replace RT16/RT17 Tunnel Washer | B | - | - | - | - | - | - | - | 5,184 | - | 5,184 | | 5,184 | |
| SOGRS | CTT054 | | | P | - | - | - | - | - | - | - | 5,184 | - | 5,184 | | 5,184 | |
| | | | | C | - | - | - | - | - | - | - | - | - | - | | | |
| Sub-Total Purchase Rail Non-Revenue Vehicles | | | | SB | 9,201 | 1,621 | 1,171 | 1,219 | 4,782 | 942 | 5,182 | 13,296 | 22,720 | - | 33,542 | | 33,542 |
| | | | | SP | 8,206 | 2,624 | 2,813 | 3,531 | 2,875 | 3,798 | 471 | 13,288 | 22,712 | - | 33,542 | | |
| | | | | SC | (995) | 1,003 | 1,842 | 2,312 | (2,107) | 2,856 | (4,711) | (8) | (8) | - | - | | |
| TOOLING, MACHINERY & EQUIPMENT | | | | | | | | | | | | | | | | | |
| 5.1 Shop Equipment | | | | | | | | | | | | | | | | | |
| Annual Programs | | | | | | | | | | | | | | | | | |
| Bus Maintenance | | | | | | | | | | | | | | | | | |
| SOGRS | CTT055 | 6723 | Bus Maintenance Shop Equipment | B | 2,503 | 614 | 912 | 1,004 | 725 | 1,006 | 801 | 4,448 | 7,852 | - | 11,069 | Depn | 6,236 |
| SOGRS | CTT055 | 6725 | | P | 650 | 2,330 | 1,732 | 1,524 | 1,119 | 1,404 | 1,242 | 7,021 | 13,321 | - | 16,301 | | |
| | | | | C | (1,853) | 1,416 | 820 | 520 | 394 | 398 | 441 | 2,573 | 5,669 | - | 5,232 | | |
| Rail Cars & Shops | | | | | | | | | | | | | | | | | |
| SOGRS | CTT055 | 6724 | Rail Cars & Shops - Shop Equipment | B | 2,958 | 569 | 1,549 | 830 | 987 | 1,028 | 1,140 | 5,534 | 10,304 | - | 13,531 | Depn | 4,577 |
| SOGRS | CTT055 | 6728 | | P | 2,082 | 591 | 1,401 | 493 | 593 | 630 | 899 | 3,816 | 7,491 | - | 10,174 | | |
| | | | | C | (569) | 22 | (148) | (337) | (394) | (441) | (1,715) | (2,813) | - | (3,357) | | | |
| Vehicle Engineering - Rubber Tired Shop Equipment | | | | | | | | | | | | | | | | | |
| SOGRS | CTT055 | Various | Vehicle Engineering - Shop Equipment | B | 455 | 726 | 476 | 694 | 532 | 612 | 471 | 3,085 | 4,969 | - | 5,180 | Depn | 2,998 |
| SOGRS | CTT055 | | | P | 11 | 1,028 | 802 | 1,157 | 518 | 693 | 425 | 3,585 | 5,970 | - | 7,009 | | |
| | | | | C | (474) | 302 | 326 | 163 | (14) | 81 | (49) | 510 | 1,001 | - | 829 | | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

APPENDIX B

| Category | CTT No. | WG # | DESCRIPTION | CITY | PROBABLE | | | | | | | 2013-2017 | 2013-2022 | POST 2022 | EFC | FUNDING PROGRAM * | CITY Approval Request | |
|--|---------|------|---|------|----------|---------|---------|----------|----------|----------|----------|-----------|-----------|-----------|----------|-------------------|-----------------------|--------|
| | | | | | to 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | | | | | | | |
| Miscellaneous | | | | | | | | | | | | | | | | | | |
| SGRS | CTT055 | 6726 | Wheel-Trans Shop Equipment | B | 186 | 40 | 40 | 40 | 30 | 30 | 30 | 170 | 280 | - | 516 | Depn | 170 | |
| SGRS | CTT055 | | | P | 50 | 40 | 40 | 40 | 30 | 30 | 30 | 170 | 330 | - | 420 | | | |
| | CTT055 | | | C | (136) | - | - | - | - | - | - | - | 40 | - | (96) | | | |
| SGRS | CTT055 | 6976 | Materials Management - Warehouse & Material Handling Equipm | B | 1,038 | 352 | 34 | 180 | 36 | 208 | 362 | 818 | 1,434 | - | 3,724 | Depn | 3,002 | |
| SGRS | CTT055 | | | P | 2,081 | 647 | 84 | 180 | 36 | 212 | 540 | 1,052 | 1,745 | - | 4,483 | | | |
| | CTT055 | | | C | 153 | 295 | 50 | - | - | 8 | 178 | 254 | 311 | - | 759 | | | |
| IMPROV | CTT055 | 6429 | Vigil Vanguard Driver Training System | B | 392 | 144 | 144 | - | - | - | - | 144 | 144 | - | 680 | Depn | 666 | |
| IMPROV | CTT055 | | | P | 378 | 144 | 144 | - | - | - | - | 144 | 144 | - | 686 | | | |
| | CTT055 | | | C | (14) | - | - | - | - | - | - | - | - | - | (14) | | | |
| Sub-Total Shop Equipment & Major Tools | | | | | SB | 5,182 | 2,745 | 3,155 | 3,048 | 2,310 | 2,882 | 2,504 | 14,198 | 24,703 | - | 35,700 | | |
| | | | | | SP | 5,272 | 4,780 | 4,203 | 3,394 | 2,258 | 2,969 | 2,938 | 15,798 | 29,001 | - | 39,053 | | 17,643 |
| | | | | | SC | (2,890) | 2,035 | 1,048 | 348 | (14) | 87 | 132 | 1,696 | 4,208 | - | 3,353 | | |
| 5.2 Revenue & Fare Handling Equipment | | | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | | |
| SGRS | CTT056 | 7737 | Turnstile Replacement | B | 2,680 | 1,380 | 1,389 | 1,422 | 1,460 | 1,496 | 1,648 | 7,413 | 15,044 | - | 19,084 | Depn | 6,757 | |
| SGRS | CTT056 | | | P | 2,380 | 1,422 | 1,454 | 1,501 | 1,545 | 1,586 | 1,648 | 7,732 | 17,585 | - | 21,988 | | | |
| | CTT056 | | | C | (300) | 62 | 65 | 79 | 85 | 90 | - | 316 | 2,522 | - | 2,284 | | | |
| SGRS | CTT056 | 6025 | Revenue Processing Equipment | B | 1,888 | 20 | - | - | - | 250 | 250 | 500 | 1,250 | - | 3,138 | Depn | 1,844 | |
| SGRS | CTT056 | | | P | 1,124 | - | 820 | - | - | 250 | 250 | 1,320 | 2,570 | - | 3,694 | | | |
| | CTT056 | | | C | (744) | (20) | 820 | - | - | - | - | 820 | 1,320 | - | 558 | | | |
| SGRS | CTT056 | 6164 | Token Vending Machine Replacement | B | 776 | 280 | - | - | - | - | - | - | - | - | 1,058 | Depn | 542 | |
| SGRS | CTT056 | | | P | 542 | - | - | - | - | - | - | - | - | - | 542 | | | |
| | CTT056 | | | C | (234) | (280) | - | - | - | - | - | - | - | - | (514) | | | |
| EXPAN | CTT056 | 6612 | Revenue Operations Business Continuity | B | - | 600 | - | - | - | - | - | - | - | - | 600 | Depn | 600 | |
| EXPAN | CTT056 | | | P | - | - | 600 | - | - | - | - | - | - | - | 600 | | | |
| | CTT056 | | | C | - | (600) | 600 | - | - | - | - | - | - | - | - | | | |
| SGRS | CTT056 | 7576 | Vending Machine Project | B | 9,240 | - | - | - | - | - | - | - | - | - | 9,240 | Depn | 10,375 | |
| SGRS | CTT056 | | | P | 8,612 | 828 | 1,135 | - | - | - | - | - | 1,135 | - | 10,375 | | | |
| | CTT056 | | | C | (828) | 828 | 1,135 | - | - | - | - | - | 1,135 | - | 1,135 | | | |
| Sub-Total Revenue & Fare Handling Equipment | | | | | SB | 14,564 | 2,280 | 1,389 | 1,422 | 1,460 | 1,746 | 1,808 | 7,513 | 16,264 | - | 33,118 | | |
| | | | | | SP | 12,658 | 2,050 | 4,096 | 1,501 | 1,545 | 1,636 | 1,596 | 10,787 | 21,871 | - | 35,570 | | 20,215 |
| | | | | | SC | (1,806) | (210) | 2,620 | 79 | 85 | 90 | - | 2,874 | 5,577 | - | 3,461 | | |
| 5.3 Other Maintenance Equipment | | | | | | | | | | | | | | | | | | |
| Annual Programs | | | | | | | | | | | | | | | | | | |
| SGRS | CTT113 | 6671 | Plant Maintenance Department Equipment | B | 1,457 | 618 | 526 | 431 | 401 | 420 | 425 | 2,203 | 3,903 | - | 5,978 | Depn | 3,753 | |
| SGRS | CTT113 | | | P | 656 | 1,129 | 1,087 | 601 | 666 | 695 | 600 | 3,819 | 6,619 | - | 8,704 | | | |
| | CTT113 | | | C | (501) | 511 | 541 | 170 | 285 | 265 | 175 | 1,416 | 2,716 | - | 2,726 | | | |
| SGRS | CTT113 | TBD | Rail Infrastructure Department Equipment | B | 2,283 | 525 | 431 | 431 | 451 | 445 | 445 | 2,183 | 3,963 | - | 6,771 | Depn | 7,141 | |
| SGRS | CTT113 | | | P | 1,870 | 757 | 4,098 | 408 | 406 | 420 | 429 | 5,750 | 7,650 | - | 10,487 | | | |
| | CTT113 | | | C | (413) | 242 | 3,667 | (25) | (25) | (25) | (25) | 3,597 | 3,597 | - | 3,716 | | | |
| Sub-Total Other Maintenance Equipment | | | | | SB | 3,740 | 1,143 | 957 | 882 | 832 | 865 | 870 | 4,388 | 7,866 | - | 12,749 | | |
| | | | | | SP | 2,828 | 1,896 | 5,165 | 1,007 | 1,072 | 1,105 | 1,020 | 9,369 | 14,466 | - | 19,191 | | 10,894 |
| | | | | | SC | (914) | 753 | 4,208 | 145 | 240 | 240 | 150 | 4,583 | 6,603 | - | 6,442 | | |
| 5.4 FARE SYSTEM | | | | | | | | | | | | | | | | | | |
| TTC/GTA Farecard | | | | | | | | | | | | | | | | | | |
| EXPAN | CTT141 | 6385 | TTC/GTA Farecard Project | B | 7,589 | 3,552 | 16,720 | 26,325 | 29,170 | 36,935 | 19,665 | 128,815 | 128,815 | - | 139,056 | C/SIF | 46,738 | |
| EXPAN | CTT141 | | | P | 5,528 | 2,552 | 12,100 | 14,930 | 7,520 | 4,110 | - | 38,860 | 38,860 | - | 48,738 | G/TIP 2010> | | |
| | CTT141 | | | C | (2,063) | (1,000) | (4,820) | (11,395) | (21,650) | (32,825) | (19,665) | (90,155) | (90,155) | - | (93,218) | | | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

APPENDIX B

| Category | CTT No. | WD # | DESCRIPTION | CITY to 2011 | PROBABLE 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2013-2017 | 2013-2022 | POST 2022 | EFC | FUNDING PROGRAM * | CITY Approval Request |
|--|---------|------|---|-----------------|------------------|---------|---------|----------|----------|----------|-----------|-----------|-----------|-----|----------------------|-----------------------------|
| POP Legacy | | | | | | | | | | | | | | | | |
| SOGRS | CTT141 | 8388 | POP Legacy Fare Collection | B | - | 125 | 2,360 | 4,470 | 8,085 | 9,190 | 5,785 | 29,870 | 29,870 | - | 29,995 | |
| SOGRS | CTT141 | | | P | - | 125 | 1,230 | 1,230 | 1,230 | 1,185 | - | 4,875 | 4,875 | - | 5,000 | 5,000 |
| | CTT141 | | | C | - | - | (1,130) | (3,240) | (6,855) | (8,005) | (5,785) | (24,995) | (24,995) | - | (24,995) | |
| EXPAN | CTT141 | 6390 | POP Legacy Infrastructure | B | 191 | 1,925 | 3,278 | 3,881 | 4,869 | 1,438 | 1,471 | 14,835 | 15,488 | - | 17,604 | 17,604 |
| EXPAN | CTT141 | | | P | 161 | 1,490 | 2,248 | 5,468 | 4,062 | 2,021 | 1,501 | 15,300 | 15,953 | - | 17,604 | 17,604 |
| | CTT141 | | | C | (30) | (435) | (1,030) | 1,787 | (807) | 485 | 30 | 465 | 465 | - | - | |
| Sub-Total Other Maintenance Equipment | | | | SB | 7,780 | 5,602 | 22,358 | 34,478 | 42,124 | 47,881 | 26,901 | 173,520 | 174,173 | - | 187,555 | |
| | | | | SP | 5,887 | 4,167 | 15,578 | 21,828 | 12,812 | 7,318 | 1,501 | 58,835 | 59,488 | - | 69,342 | 69,342 |
| | | | | SC | (2,093) | (1,435) | (8,780) | (12,648) | (29,312) | (40,345) | (25,400) | (114,685) | (114,685) | - | (118,213) | |
| ENVIRONMENTAL ISSUES | | | | | | | | | | | | | | | | |
| 5.1 Environmental Programs | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | |
| LEGIS | CTT058 | 6142 | Subway Asbestos Removal Program | B | 37,881 | 4,877 | 4,882 | 2,524 | 2,625 | 2,165 | 2,228 | 14,822 | 24,063 | - | 66,801 | PGAS |
| LEGIS | CTT058 | | | P | 35,067 | 5,114 | 5,147 | 3,110 | 2,764 | 3,015 | 3,078 | 17,144 | 29,681 | - | 69,862 | 48,438 |
| | CTT058 | | | C | (2,794) | 237 | 185 | 586 | 169 | 850 | 852 | 2,822 | 5,618 | - | 3,061 | |
| LEGIS | CTT058 | | Various Garage Subsurface Remediation Program | B | 28,479 | 7,008 | 6,380 | 270 | - | - | - | 6,650 | 6,650 | - | 42,135 | PGAS |
| LEGIS | CTT058 | | | P | 27,281 | 2,887 | 1,882 | 1,748 | 1,528 | 1,528 | 6,456 | 13,116 | 13,116 | - | 43,384 | 43,384 |
| | CTT058 | | | C | (1,188) | (4,019) | (4,518) | 1,478 | 1,528 | 1,528 | 6,456 | 6,468 | 6,468 | - | 1,249 | |
| LEGIS | CTT058 | 7775 | PCB Contaminated Electrical Equipment Elimination | B | 4,988 | - | - | - | - | - | - | - | - | - | 4,988 | PGAS |
| LEGIS | CTT058 | | | P | 4,950 | 38 | - | - | - | - | - | - | - | - | 4,988 | 4,988 |
| | CTT058 | | | C | (38) | 38 | - | - | - | - | - | - | - | - | - | |
| LEGIS | CTT058 | 7236 | Storage Tank Replacements | B | 14,009 | 4,924 | 400 | - | - | - | - | 400 | 400 | - | 19,333 | PGAS |
| LEGIS | CTT058 | | | P | 13,110 | 4,065 | 1,978 | 550 | - | - | - | 2,528 | 2,528 | - | 19,733 | 19,733 |
| | CTT058 | | | C | (899) | (828) | 1,578 | 550 | - | - | - | 2,128 | 2,128 | - | 400 | |
| Sub-Total Environmental Programs | | | | SB | 85,337 | 16,807 | 11,762 | 2,704 | 2,625 | 2,165 | 2,228 | 21,572 | 31,113 | - | 133,257 | |
| | | | | SP | 80,408 | 12,234 | 8,987 | 3,408 | 4,320 | 4,541 | 3,534 | 32,788 | 45,328 | - | 137,997 | 116,543 |
| | | | | SC | (4,829) | (4,573) | (2,775) | 2,612 | 1,885 | 2,379 | 7,308 | 11,216 | 14,212 | - | 4,710 | |
| COMPUTER EQUIPMENT & SOFTWARE | | | | | | | | | | | | | | | | |
| 7.1 CORPORATE SYSTEMS | | | | | | | | | | | | | | | | |
| Annual Programs | | | | | | | | | | | | | | | | |
| SOGRS | CTT061 | 6601 | IT Infrastructure | B | 19,581 | 5,435 | 5,386 | 5,123 | 8,764 | 6,393 | 6,500 | 30,146 | 58,815 | - | 83,841 | Depn |
| SOGRS | CTT061 | | | P | 16,806 | 8,120 | 5,854 | 5,123 | 6,764 | 6,393 | 6,500 | 30,634 | 65,760 | - | 90,506 | 35,703 |
| | CTT061 | | | C | (2,985) | 2,685 | 488 | - | - | - | - | 488 | 6,865 | - | 8,565 | |
| SOGRS | CTT061 | 6602 | End User Computing | B | 12,585 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 15,000 | 27,000 | - | 42,585 | Depn |
| SOGRS | CTT061 | | | P | 11,107 | 4,478 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 15,000 | 30,000 | - | 45,888 | 21,585 |
| | CTT061 | | | C | (1,478) | 1,478 | - | - | - | - | - | - | 3,000 | - | 3,000 | |
| SOGRS | CTT061 | 8608 | Network Infrastructure | B | 4,580 | 772 | 779 | 665 | 1,149 | 936 | 1,573 | 5,302 | 10,651 | - | 18,003 | Depn |
| SOGRS | CTT061 | | | P | 4,808 | 797 | 879 | 965 | 1,149 | 936 | 1,120 | 5,049 | 12,118 | - | 17,723 | 7,449 |
| | CTT061 | | | C | 228 | 25 | 100 | 100 | - | - | (453) | (253) | 1,487 | - | 1,720 | |
| SOGRS | CTT061 | 6945 | CADD Hardware & Software | B | 1,526 | 228 | 280 | 255 | 263 | 243 | 300 | 1,321 | 2,591 | - | 4,345 | Depn |
| SOGRS | CTT061 | | | P | 1,498 | 233 | 280 | 255 | 263 | 243 | 300 | 1,321 | 2,824 | - | 4,655 | 2,248 |
| | CTT061 | | | C | (28) | 5 | - | - | - | - | - | - | 333 | - | 310 | |
| SOGRS | CTT061 | 8619 | Oracle Replacement (Voice Mail & IVR) | B | 250 | 340 | - | - | - | - | - | - | - | - | 590 | Depn |
| SOGRS | CTT061 | | | P | 102 | 275 | 210 | - | - | - | - | 210 | 210 | - | 590 | 590 |
| | CTT061 | | | C | (148) | (82) | 210 | - | - | - | - | 210 | 210 | - | - | |
| SOGRS | CTT061 | 8085 | Account Payable SOGR | B | 11,681 | - | - | - | - | - | - | - | - | - | 11,681 | Depn |
| SOGRS | CTT061 | | | P | 10,922 | 759 | - | - | - | - | - | - | - | - | 11,681 | 11,681 |
| | CTT061 | | | C | (759) | 759 | - | - | - | - | - | - | - | - | - | |
| SOGRS | CTT061 | 6369 | Consolidated Business Applications | B | 1,681 | 600 | 550 | 550 | 250 | 250 | 250 | 1,850 | 3,150 | - | 5,431 | Depn |
| SOGRS | CTT061 | | | P | 1,251 | 1,030 | 730 | 370 | 250 | 250 | 250 | 1,850 | 4,700 | - | 6,981 | 3,381 |
| | CTT061 | | | C | (430) | 430 | 180 | (180) | - | - | - | - | 1,550 | - | 1,550 | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

APPENDIX B

| Category | CTT No. | WG # | DESCRIPTION | | CITY to 2011 | PROBABLE 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2013-2017 | 2013-2022 | POST 2022 | EFC | FUNDING PROGRAM | CITY Approval Request | |
|---|---------|------|--|----|-----------------|------------------|---------|---------|--------|--------|---------|-----------|-----------|-----------|---------|--------------------|-----------------------------|--------|
| SGRS | CTT061 | 6624 | Advances Hardware Software | B | 501 | 100 | 300 | 300 | 300 | 300 | 300 | 1,500 | 2,689 | - | 3,300 | Depn | 4,730 | |
| SGRS | CTT061 | | | P | 340 | 390 | 400 | 400 | 400 | 400 | 400 | 2,000 | 4,600 | - | 4,730 | | | |
| SGRS | CTT061 | | | C | (161) | 280 | 100 | 100 | 100 | 100 | 100 | 500 | 1,301 | - | 1,430 | | | |
| SGRS | CTT061 | 7505 | Corporate Document Management | B | 1,218 | 900 | 2,250 | 3,579 | 1,000 | 1,100 | - | 7,929 | 7,929 | - | 10,047 | Depn | 10,047 | |
| SGRS | CTT061 | | | P | 1,080 | 1,850 | 2,250 | 2,163 | 1,825 | 879 | - | 7,117 | 7,117 | - | 10,047 | | | |
| SGRS | CTT061 | | | C | (138) | 950 | - | (1,418) | 925 | (221) | - | (812) | (812) | - | - | | | |
| SGRS | CTT061 | 7307 | Data Warehouse | B | 177 | 500 | 500 | 3,300 | 1,000 | 3,600 | - | 8,400 | 8,400 | - | 9,077 | Depn | 9,154 | |
| SGRS | CTT061 | | | P | 77 | 50 | 550 | 3,300 | 1,577 | 3,600 | - | 9,027 | 9,027 | - | 9,154 | | | |
| SGRS | CTT061 | | | C | (100) | (450) | 50 | - | 577 | - | - | 627 | 627 | - | 77 | | | |
| SGRS | CTT061 | 6288 | MAXIMO Upgrade | B | 2,345 | 895 | - | - | - | - | - | - | - | - | - | 3,043 | Depn | 3,040 |
| SGRS | CTT061 | | | P | 2,412 | 828 | - | - | - | - | - | - | - | - | 3,043 | | | |
| SGRS | CTT061 | | | C | 67 | (87) | - | - | - | - | - | - | - | - | - | | | |
| SGRS | CTT061 | 6404 | Bar Coding Upgrade | B | 1,000 | - | - | - | - | - | - | - | - | - | - | 1,000 | Depn | 1,250 |
| SGRS | CTT061 | | | P | 768 | 482 | - | - | - | - | - | - | - | - | 1,250 | | | |
| SGRS | CTT061 | | | C | (232) | 482 | - | - | - | - | - | - | - | - | 250 | | | |
| SGRS | CTT061 | 6182 | Security Key Database | B | 112 | 583 | - | - | - | - | - | - | - | - | - | 705 | Depn | 705 |
| SGRS | CTT061 | | | P | 109 | 157 | 439 | - | - | - | - | 439 | 439 | - | 705 | | | |
| SGRS | CTT061 | | | C | (3) | (438) | 439 | - | - | - | - | 439 | 439 | - | - | | | |
| SGRS | CTT061 | 6976 | Corporate Security Crimes Database | B | 28 | 358 | - | - | - | - | - | - | - | - | - | 385 | Depn | 385 |
| SGRS | CTT061 | | | P | 28 | 93 | 279 | - | - | - | - | 279 | 279 | - | 385 | | | |
| SGRS | CTT061 | | | C | - | (278) | 279 | - | - | - | - | 279 | 279 | - | - | | | |
| SGRS | CTT061 | 6312 | Operations Computer Infrastructure | B | 1,972 | 968 | 624 | 563 | 568 | 596 | 568 | 2,887 | 5,299 | - | 8,237 | Depn | 4,428 | |
| SGRS | CTT061 | | | P | 1,421 | 1,628 | 701 | 778 | 663 | 1,040 | 568 | 3,770 | 7,280 | - | 10,229 | | | |
| SGRS | CTT061 | | | C | (551) | 562 | 77 | 215 | 117 | 474 | - | 883 | 1,981 | - | 1,992 | | | |
| SGRS | CTT061 | 6532 | Work Car Utilization (Track & Structures) | B | 400 | - | - | - | - | - | - | - | - | - | - | 400 | Depn | 400 |
| SGRS | CTT061 | | | P | - | 158 | 242 | - | - | - | - | 242 | 242 | - | 400 | | | |
| SGRS | CTT061 | | | C | (400) | 158 | 242 | - | - | - | - | 242 | 242 | - | - | | | |
| SGRS | CTT061 | TBD | 7.1 Legacy System Life Cycle Review/Replacements | B | - | 1,000 | 1,000 | 400 | - | 2,000 | - | 3,400 | 3,400 | - | 4,400 | Depn | 900 | |
| SGRS | CTT061 | | | P | - | - | - | 800 | - | 2,000 | 2,240 | 5,140 | 5,140 | - | 5,140 | | | |
| SGRS | CTT061 | | | C | - | (1,000) | (1,000) | 500 | - | - | 2,240 | 1,740 | 1,740 | - | 740 | | | |
| SGRS | CTT061 | 6470 | ERP - System Replacement | B | 100 | 400 | - | - | - | - | - | - | 15,000 | 20,000 | 35,500 | Depn | 36,000 | |
| SGRS | CTT061 | | | P | - | 400 | 600 | 2,000 | 5,000 | 5,000 | 5,000 | 17,600 | 35,600 | - | 36,000 | | | |
| SGRS | CTT061 | | | C | (100) | - | 800 | 2,000 | 5,000 | 5,000 | 5,000 | 17,600 | 20,600 | (20,000) | 500 | | | |
| SGRS | CTT061 | 6489 | 7.1 Future IT Application Requirements | B | - | - | - | - | - | - | 2,240 | 2,240 | 12,240 | - | 12,240 | Depn | 10,000 | |
| SGRS | CTT061 | | | P | - | - | - | - | - | - | - | - | 10,000 | - | 10,000 | | | |
| SGRS | CTT061 | | | C | - | - | - | - | - | - | (2,240) | (2,240) | (2,240) | - | (2,240) | | | |
| Sub-Total Corporate Systems | | | | SB | 58,745 | 15,888 | 14,829 | 17,935 | 14,292 | 18,588 | 14,731 | 79,975 | 157,274 | 20,000 | 252,907 | | 183,674 | |
| | | | | SP | 52,527 | 21,418 | 19,394 | 19,254 | 20,911 | 23,741 | 19,378 | 99,678 | 194,656 | - | 268,801 | | | |
| | | | | SC | (7,218) | 5,530 | 1,765 | 1,319 | 6,919 | 5,353 | 4,647 | 19,703 | 37,582 | (20,000) | 15,894 | | | |
| 7.2 INTELLIGENT TRANSPORTATION & TECHNICAL SYSTEMS | | | | | | | | | | | | | | | | | | |
| Existing Projects | | | | | | | | | | | | | | | | | | |
| SGRS | CTT125 | 8885 | CIS - State of Good Repair | B | 30,479 | 3,200 | 1,421 | - | - | - | - | 1,421 | 1,421 | - | 35,100 | PGT 2010-> | 35,100 | |
| SGRS | CTT125 | | | P | 29,412 | 3,200 | 2,488 | - | - | - | - | 2,488 | 2,488 | - | 35,100 | TS <2009 | | |
| SGRS | CTT125 | | | C | (1,067) | - | 1,067 | - | - | - | - | 1,067 | 1,067 | - | - | | | |
| SGRS | CTT125 | 8953 | Vehicle Work Order Systems Replacement | B | 24,750 | 4,000 | 1,549 | - | - | - | - | 1,549 | 1,849 | - | 30,298 | Depn | 30,298 | |
| SGRS | CTT125 | | | P | 24,863 | 3,060 | 2,060 | 316 | - | - | - | 2,376 | 2,376 | - | 30,298 | | | |
| SGRS | CTT125 | | | C | 113 | (840) | 511 | 316 | - | - | - | 827 | 827 | - | - | | | |
| SGRS | CTT125 | 8594 | Inventory Replacement | B | 13,649 | - | - | - | - | - | - | - | - | - | - | 13,649 | Depn | 13,649 |
| SGRS | CTT125 | | | P | 13,358 | 50 | 241 | - | - | - | - | 241 | 241 | - | 13,649 | | | |
| SGRS | CTT125 | | | C | (291) | 50 | 241 | - | - | - | - | 241 | 241 | - | - | | | |
| SGRS | CTT125 | 8057 | Purchasing Module Replacement | B | 14,315 | 500 | - | - | - | - | - | - | - | - | - | 14,815 | Depn | 14,815 |
| SGRS | CTT125 | | | P | 12,887 | 1,300 | 628 | - | - | - | - | 628 | 628 | - | 14,815 | | | |
| SGRS | CTT125 | | | C | (1,428) | 800 | 628 | - | - | - | - | 628 | 628 | - | - | | | |
| SGRS | CTT125 | 8177 | Safety Database Consolidation | B | 800 | 260 | 400 | - | - | - | - | 400 | 900 | - | 1,960 | Depn | 1,960 | |
| SGRS | CTT125 | | | P | 653 | 142 | 114 | 551 | - | - | - | 865 | 1,165 | - | 1,960 | | | |
| SGRS | CTT125 | | | C | (147) | (118) | (286) | 551 | - | - | - | 265 | 265 | - | - | | | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

APPENDIX B

| Category | CTT No. | WO # | DESCRIPTION | | CITY to 2011 | PROBABLE 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2013-2017 | 2013-2022 | POST 2022 | EPC | FUNDING PROGRAM * | CITY Approval Request |
|---|---------|------|---|----|-----------------|------------------|---------|-------|-------|--------|---------|-----------|-----------|-----------|---------|----------------------|-----------------------------|
| SOGRS | CTT125 | 6180 | CBT Course Delivery and Development | B | 1,601 | 425 | 604 | 370 | - | - | - | 974 | 1,474 | - | 3,500 | Depn | 3,500 |
| SOGRS | CTT125 | | | P | 1,475 | 451 | 304 | 770 | - | - | - | 1,074 | 1,574 | - | 3,500 | | |
| | CTT125 | | | C | (128) | 28 | (300) | 400 | - | - | - | 100 | 100 | - | - | | |
| IMPROV | CTT125 | 6313 | Next Vehicle Arrival System | B | 7,194 | 783 | - | - | - | - | - | - | - | - | 7,977 | Depn | 9,477 |
| IMPROV | CTT125 | | | P | 5,052 | 1,598 | 1,599 | 240 | - | - | - | 1,839 | 1,839 | - | 9,477 | | |
| | CTT125 | | | C | (1,142) | 503 | 1,599 | 240 | - | - | - | 1,839 | 1,839 | - | 1,500 | | |
| SOGRS | CTT125 | 6614 | 7.2 Legacy System Life Cycle Review/Replacements | B | - | 2,000 | 2,500 | 4,834 | 3,000 | 6,000 | - | 16,134 | 17,134 | - | 19,134 | Depn | 21,434 |
| SOGRS | CTT125 | | | P | - | - | - | 4,834 | 3,000 | 10,800 | 2,000 | 20,434 | 21,434 | - | 21,434 | | |
| | CTT125 | | | C | - | (2,000) | (2,500) | - | - | 4,800 | 2,000 | 4,300 | 4,300 | - | 2,300 | | |
| SOGRS | CTT125 | 6015 | Enterprise Geospatial Information - Phase 2 | B | 848 | 202 | - | - | - | - | - | - | - | - | 1,050 | Depn | 1,050 |
| SOGRS | CTT125 | | | P | 493 | 557 | - | - | - | - | - | - | - | - | 1,050 | | |
| | CTT125 | | | C | (355) | 355 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT125 | 6021 | Automated Customer Notification Phase 2 | B | 1,049 | - | - | - | - | - | - | - | - | - | 1,049 | Depn | 1,049 |
| SOGRS | CTT125 | | | P | 758 | 291 | - | - | - | - | - | - | - | - | 1,049 | | |
| | CTT125 | | | C | (291) | 291 | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT125 | 6626 | RSEM Software | B | 350 | 350 | - | - | - | - | - | - | - | - | 700 | Depn | 700 |
| SOGRS | CTT125 | | | P | - | 158 | 542 | - | - | - | - | 542 | 542 | - | 700 | | |
| | CTT125 | | | C | (350) | (192) | 542 | - | - | - | - | 542 | 542 | - | - | | |
| IMPROV | CTT125 | 6642 | IBCS Narrowcasting | B | - | - | 100 | - | - | - | - | - | 500 | - | 500 | Depn | 500 |
| IMPROV | CTT125 | | | P | - | - | 100 | - | - | - | - | 100 | 500 | - | 500 | | |
| | CTT125 | | | C | - | - | 100 | - | - | - | - | 100 | - | - | - | | |
| SOGRS | CTT125 | TBD | Wheel-Trans Integration of AVL with GIRO Acces and IVR Syst | B | - | 4,534 | 760 | - | - | - | - | 760 | 760 | - | 5,294 | Depn | 5,294 |
| SOGRS | CTT125 | | (Transferred from 4.11 Purchase of 201 Wheel-Trans Buses) | P | - | 4,534 | 760 | - | - | - | - | 760 | 760 | - | 5,294 | | |
| | CTT125 | | | C | - | - | - | - | - | - | - | - | - | - | - | | |
| SOGRS | CTT125 | TBD | 7.2 Future IT Application Requirements | B | - | - | - | - | - | - | 4,800 | 4,800 | 24,213 | - | 24,213 | Depn | 24,413 |
| SOGRS | CTT125 | | | P | - | - | - | - | - | - | - | - | 24,413 | - | 24,413 | | |
| | CTT125 | | | C | - | - | - | - | - | - | (4,800) | (4,800) | 200 | - | 200 | | |
| | | | New Projects | | | | | | | | | | | | | | |
| SOGRS | CTT125 | New | PVM KM4 Upgrade | B | - | - | - | - | - | - | - | - | - | - | - | Depn | 400 |
| SOGRS | CTT125 | | | P | - | - | 400 | - | - | - | - | 400 | 400 | - | 400 | | |
| | CTT125 | | | C | - | - | 400 | - | - | - | - | 400 | 400 | - | 400 | | |
| Sub-Total Intelligent Transportation and Technical Systems | | | | SB | 95,035 | 16,254 | 7,234 | 5,004 | 3,000 | 8,000 | 4,800 | 26,038 | 47,551 | - | 159,240 | | |
| | | | | SP | 89,951 | 15,329 | 9,236 | 6,511 | 3,000 | 10,800 | 2,000 | 31,547 | 58,360 | - | 163,640 | | 163,640 |
| | | | | SC | (5,084) | (925) | 2,002 | 1,507 | - | 4,800 | (2,800) | 5,509 | 10,408 | - | 4,400 | | |
| OTHER | | | | | | | | | | | | | | | | | |
| 9.1 Furniture & Office Equipment | | | | | | | | | | | | | | | | | |
| Annual Programs | | | | | | | | | | | | | | | | | |
| SOGRS | CTT062 | 6979 | Graphic Services Equipment Replacement | B | 1,166 | 915 | 210 | 163 | 552 | 93 | 341 | 1,359 | 3,019 | - | 5,100 | Depn | 2,359 |
| SOGRS | CTT062 | | | P | 1,071 | 915 | 210 | 163 | 552 | 93 | 341 | 1,359 | 3,092 | - | 5,078 | | |
| | CTT062 | | | C | (95) | - | - | - | - | - | - | - | 73 | - | (22) | | |
| SOGRS | CTT062 | 6946 | Furniture & Office Equipment | B | 842 | 102 | 104 | 107 | 109 | 112 | 118 | 548 | 1,046 | - | 1,790 | Depn | 845 |
| SOGRS | CTT062 | | | P | 541 | 93 | 104 | 107 | 109 | 112 | 118 | 548 | 1,180 | - | 1,814 | | |
| | CTT062 | | | C | (101) | (9) | - | - | - | - | - | - | 134 | - | 24 | | |
| SOGRS | CTT062 | 6649 | Purchase of Replacement enveloping/inserting Machine for Pay Statements | B | 130 | - | - | - | - | - | - | - | - | - | 130 | Depn | 130 |
| SOGRS | CTT062 | | | P | - | 130 | - | - | - | - | - | - | - | - | 130 | | |
| | CTT062 | | | C | (130) | 130 | - | - | - | - | - | - | - | - | - | | |
| Sub-Total Other - Furniture & Office Equipment | | | | SB | 1,898 | 1,017 | 314 | 270 | 661 | 205 | 457 | 1,907 | 4,065 | - | 7,020 | | |
| | | | | SP | 1,612 | 1,138 | 314 | 270 | 661 | 205 | 457 | 1,907 | 4,272 | - | 7,022 | | 3,334 |
| | | | | SC | (328) | 121 | - | - | - | - | - | - | 207 | - | 2 | | |

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$000's)**

APPENDIX B

| Category | CTT No. | WO # | DESCRIPTION | CITY | PROBABLE | | | | | | | 2013-2017 | 2013-2022 | POST 2022 | EPC | FUNDING PROGRAM* | CITY Approval Request |
|---|---------|------|---|------|-----------|-----------|-----------|-----------|---------|---------|---------|-----------|-----------|-----------|------------|------------------|-----------------------|
| | | | | | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | | | | | | |
| OTHER | | | | | | | | | | | | | | | | | |
| 9.2 Service Planning | | | | | | | | | | | | | | | | | |
| Annual Programs | | | | | | | | | | | | | | | | | |
| IMPROV | CTT063 | 8391 | Transit Priorities | B | 3,893 | - | 2,035 | 2,035 | 2,035 | 2,035 | 2,035 | 10,175 | 20,350 | - | 24,243 | PGAS | 7,963 |
| IMPROV | CTT063 | | | P | 1,636 | 2,257 | 2,035 | 2,035 | 2,035 | 2,035 | 2,035 | 10,175 | 20,350 | - | 24,243 | | |
| | CTT063 | | | C | (2,257) | 2,257 | - | - | - | - | - | - | - | - | - | | |
| Existing Projects | | | | | | | | | | | | | | | | | |
| IMPROV | CTT063 | 7551 | Automatic Passenger Counting (APC) Implementation Program | B | 2,836 | 1,024 | 1,030 | - | - | - | - | 1,030 | 1,030 | - | 4,890 | PGAS | 4,890 |
| IMPROV | CTT063 | | | P | 1,783 | 2,032 | 1,075 | - | - | - | - | 1,075 | 1,075 | - | 4,890 | | |
| | CTT063 | | | C | (1,052) | 1,008 | 45 | - | - | - | - | 45 | 45 | - | - | | |
| IMPROV | CTT063 | 6382 | Construct BRT Lines on the Avenues - Environmental | B | 771 | 388 | 388 | 388 | 388 | 388 | - | 1,562 | 1,562 | - | 2,711 | PGAS | 2,711 |
| IMPROV | CTT063 | | | P | 310 | - | 600 | 600 | 600 | 601 | - | 2,401 | 2,401 | - | 2,711 | | |
| | CTT063 | | | C | (461) | (388) | 212 | 212 | 212 | 213 | - | 849 | 849 | - | - | | |
| Sub-Total Other - Service Planning | | | | SB | 7,500 | 1,412 | 3,453 | 2,423 | 2,423 | 2,423 | 2,035 | 12,757 | 22,932 | - | 31,844 | | |
| | | | | SP | 3,729 | 4,289 | 3,710 | 2,635 | 2,635 | 2,636 | 2,035 | 13,651 | 23,828 | - | 31,844 | | 15,564 |
| | | | | SC | (3,771) | 2,877 | 257 | 212 | 212 | 213 | - | 894 | 894 | - | - | | |
| TOTAL - BASE CAPITAL PROGRAM | | | | | 4,423,673 | 1,079,777 | 1,041,288 | 814,890 | 686,323 | 701,939 | 607,288 | 3,761,729 | 6,194,062 | 1,468,117 | 12,185,829 | | |
| | | | | | 4,198,279 | 1,034,268 | 878,820 | 1,060,287 | 796,739 | 746,085 | 697,243 | 4,178,144 | 6,436,228 | 811,609 | 12,479,372 | | 9,612,825 |
| | | | | | (225,394) | (45,519) | (162,469) | 246,367 | 100,416 | 43,146 | 189,955 | 416,415 | 1,241,164 | (666,508) | 313,743 | | |
| COMPL | | | Various Completed Project Items - details available from Finance Capital Accounting | CB | 934,723 | - | - | - | - | - | - | - | - | - | 934,723 | | 931,380 |
| COMPL | | | | CP | 931,380 | - | - | - | - | - | - | - | - | - | 931,380 | | |
| | | | | CC | (3,343) | - | - | - | - | - | - | - | - | - | (3,343) | | |
| TOTAL - BASE CAPITAL PROGRAM | | | | | 5,358,396 | 1,079,777 | 1,041,288 | 814,890 | 686,323 | 701,939 | 607,288 | 3,761,729 | 6,194,062 | 1,468,117 | 13,100,352 | | |
| | | | | | 5,129,659 | 1,034,268 | 878,820 | 1,060,287 | 796,739 | 746,085 | 697,243 | 4,178,144 | 6,436,228 | 811,609 | 13,410,752 | | 10,543,805 |
| | | | | | (228,737) | (45,519) | (162,469) | 246,367 | 100,416 | 43,146 | 189,955 | 416,415 | 1,241,164 | (666,508) | 310,400 | | |

* Funding programs noted for project items are subject to change. They reflect program involvement but do not necessarily represent full funding by source nor ongoing involvement. Base Capital Program currently excludes amendments for 24 additional buses and bus storage facility which need to be addressed.

**CAPITAL BUDGET SUBMISSION
FOR PRESENTATION TO THE COMMISSION SEPTEMBER 27, 2012**

**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
PROGRAM AND PROJECT DETAILED LISTING
(\$'000's)**

APPENDIX B

| Category | CTT No. | WO # | DESCRIPTION | CITY | | PROBABLE | | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020-2021 | 2021-2022 | POST 2022 | EPC | FUNDING PROGRAM | CITY Approval Request |
|--|---------|------|--|-----------|------------------|------------------|------------------|------------------|------------------|-----------------|-----------------|------------------|------------------|------------------|-------------------|------------------|-----------|------------------|-----------------|-----------------------|
| | | | | to 2011 | 2012 | 2013 | 2014 | | | | | | | | | | | | | |
| TORONTO YORK SPADINA SUBWAY EXTENSION - TO VAUGHAN CORPORATE CENTRE | | | | | | | | | | | | | | | | | | | | |
| | CTT134 | 568X | Toronto York Spadina Subway Extension | B | 871,280 | 685,463 | 622,883 | 330,672 | 323,893 | - | - | - | - | - | 1,277,428 | 1,277,428 | - | 2,534,171 | MO TruSt/BCF | 2,534,171 |
| | CTT134 | | | P | 575,763 | 604,719 | 660,548 | 447,817 | 345,324 | - | - | - | - | - | 1,453,689 | 1,453,689 | - | 2,834,171 | | |
| | CTT134 | | | C | (95,517) | (80,744) | 37,665 | 117,145 | 21,431 | - | - | - | - | - | 176,261 | 176,261 | - | - | | |
| | | | Sub-Total Spadina Subway Extension to VCC | SB | 871,280 | 685,463 | 622,883 | 330,672 | 323,893 | - | - | - | - | - | 1,277,428 | 1,277,428 | - | 2,634,171 | | |
| | | | | SP | 575,763 | 604,719 | 660,548 | 447,817 | 345,324 | - | - | - | - | - | 1,453,689 | 1,453,689 | - | 2,634,171 | | |
| | | | | SC | (95,517) | (80,744) | 37,665 | 117,145 | 21,431 | - | - | - | - | - | 176,261 | 176,261 | - | - | | |
| | | | TOTAL TTC - BASE CAPITAL PROGRAM & TYSSE | | 6,029,676 | 1,765,240 | 1,664,162 | 1,145,662 | 1,020,216 | 701,539 | 607,288 | 5,039,167 | 6,471,490 | 1,468,117 | 16,734,923 | | | | | |
| | | | | | 8,705,422 | 1,638,977 | 1,539,388 | 1,808,074 | 1,142,063 | 746,086 | 697,243 | 5,631,833 | 7,388,915 | 811,609 | 16,044,923 | | | | | |
| | | | | | (324,254) | (126,263) | (124,784) | 362,512 | 121,847 | 43,146 | 189,955 | 592,676 | 1,417,425 | (656,608) | 310,400 | | | | | |
| | | | TOTAL TTC - BASE CAPITAL PROGRAM & TYSSE | | | | | | | | | | | | | | | | | 13,178,076 |
| WATERFRONT INITIATIVES COORDINATED BY TORONTO WATERFRONT REVITALIZATION CORPORATION | | | | | | | | | | | | | | | | | | | | |
| | 563X | | Union Station New Platform | | 38,761 | 57,354 | 26,805 | 16,530 | - | - | - | - | - | 43,335 | 43,335 | - | 139,450 | WT | 139,450 | |
| | | | | | 43,367 | 39,000 | 28,000 | 27,000 | 3,083 | - | - | - | - | 58,083 | 58,083 | - | 139,450 | | | |
| | | | | | 4,806 | (19,354) | 1,195 | 10,470 | 3,083 | - | - | - | - | 14,748 | 14,748 | - | - | | | |
| | 542X | | Environmental Assessment - East Bayfront Streetcar and Station Expansion | | 1,042 | - | - | - | - | - | - | - | - | - | - | - | 1,042 | WT | 1,042 | |
| | | | | | 1,042 | - | - | - | - | - | - | - | - | - | - | - | 1,042 | | | |
| | | | | | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| | 543X | | East Bayfront Streetcar and Station Expansion | | 4,002 | 4,041 | 9,824 | 57,217 | 75,579 | 89,066 | 22,984 | 254,770 | 254,770 | - | 282,813 | 282,813 | 290,093 | 294,000 | WT | 294,000 |
| | | | | | 3,844 | 283 | - | - | - | - | - | - | - | - | 290,093 | 294,000 | - | - | | |
| | | | | | (958) | (3,778) | (9,824) | (57,217) | (75,579) | (89,066) | (22,984) | (254,770) | (254,770) | 290,093 | 31,187 | - | - | | | |
| | TBD | | Purchase 6 Additional LRT Cars - East Bayfront Streetcar Line | | - | 1,380 | 3,120 | - | - | 31,520 | - | 34,840 | 34,840 | - | 36,000 | 36,000 | - | 36,000 | WT | 36,000 |
| | | | | | - | - | 1,380 | 3,120 | - | 31,520 | - | 36,000 | 36,000 | - | 36,000 | 36,000 | - | - | | |
| | | | | | - | (1,380) | (1,789) | 3,120 | - | (31,520) | - | 31,520 | 1,360 | 1,360 | - | - | - | - | | |
| | 541X | | West Don Lands Streetcars | | 1,045 | 150 | 3,729 | - | - | - | - | 3,729 | 3,729 | - | 4,824 | 4,824 | - | 4,824 | WT | 4,824 |
| | | | | | 1,081 | 1,979 | 1,593 | 1,112 | - | - | - | 2,705 | 2,705 | - | 5,745 | 5,745 | - | - | | |
| | | | | | 16 | 1,829 | (2,136) | 1,112 | - | - | - | (1,024) | (1,024) | - | 821 | 821 | - | - | | |
| | TBD | | Purchase 5 Additional LRT Cars - West Donlands Streetcar Line | | - | 1,133 | 2,800 | - | 26,267 | - | - | 28,867 | 28,867 | - | 30,000 | 30,000 | - | 30,000 | WT | 30,000 |
| | | | | | - | - | 1,133 | 2,800 | - | 26,267 | - | 30,000 | 30,000 | - | 30,000 | 30,000 | - | - | | |
| | | | | | - | (1,133) | (1,467) | 2,800 | (26,267) | - | - | 1,133 | 1,133 | - | - | - | - | - | | |
| | TBD | | Purchase 4 Additional LRT Cars - Bremner Blvd Streetcar Line | | - | 908 | 2,080 | - | - | - | 21,014 | 23,094 | 23,094 | - | 24,000 | 24,000 | - | 24,000 | WT | 24,000 |
| | | | | | - | - | 908 | 2,080 | - | - | - | 2,988 | 2,988 | - | 24,000 | 24,000 | - | - | | |
| | | | | | - | (908) | (1,174) | 2,080 | - | - | (21,014) | (20,106) | 908 | - | - | - | - | - | | |
| | TBD | | Port Lands Streetcar Expansion | | - | - | - | - | - | - | - | - | - | 188,145 | 188,145 | - | 188,145 | WT | 188,145 | |
| | | | | | - | - | - | - | - | - | - | - | - | 188,145 | 188,145 | - | - | | | |
| | | | | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | Total Waterfront Initiatives | | 44,850 | 64,944 | 48,258 | 73,747 | 101,846 | 120,596 | 43,998 | 388,435 | 398,435 | 188,145 | 896,374 | | | | | |
| | | | | | 49,114 | 40,242 | 32,992 | 35,912 | 3,083 | 26,287 | 31,520 | 129,774 | 150,788 | 478,238 | 718,382 | | | | | |
| | | | | | 4,284 | (24,702) | (15,285) | (37,835) | (98,763) | (94,319) | (12,478) | (268,861) | (237,647) | 290,093 | 32,008 | | | | | |

TTC 2013-2017 CAPITAL PROGRAM REQUIREMENTS & SOURCES OF FUNDING

Assumptions: Expenditures based on proposed 2013-2022 Capital Program - Updated Blue Pages Version re Commission Meeting September 27, 2012.

Based on TTC 2013-2022 Gross Budget - Final Submissions September 7, 2012

| \$ millions | 2012-2021 | | | | | | 2013-2022 | | | | | | |
|--|--------------|------------|--------------|------------|------------|------------|--------------|--------------|------------|------------|------------|------------|------------|
| | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2012-2016 | 2013-2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
| PROPOSED BUDGET | | | | | | | | | | | | | |
| Council Approved 2012-2021 Gross Budget - Jan 17/12 | 1,080 | 1,041 | 815 | 696 | 702 | 507 | 4,334 | 3,762 | 431 | 330 | 317 | 355 | - |
| Preliminary Request 2013-2022 Gross Budget - September 7, 2012 | 1,034 | 879 | 1,060 | 797 | 745 | 697 | 4,515 | 4,178 | 577 | 522 | 421 | 336 | 401 |
| CHANGE FROM APPROVED | (48) | (162) | 245 | 100 | 43 | 190 | 181 | 416 | 147 | 192 | 104 | (19) | 401 |
| Note: decision made August 30th to remove \$125,259 million from the 2022 approved project budget amounts and to push them to post-2022, resulting in an increased variance of the proposed from the approved 2013-2022 capital budget | | | | | | | | | | | | | |
| PROPOSED CURRENT BUDGET REQUEST | | | | | | | | | | | | | |
| State-of-Good-Repair / Safety | 956 | 798 | 960 | 720 | 698 | 620 | 4,100 | 3,765 | 616 | 475 | 378 | 301 | 355 |
| Legislative | 31 | 33 | 53 | 44 | 53 | 63 | 214 | 245 | 56 | 44 | 40 | 33 | 43 |
| Improvement | 29 | 27 | 10 | 8 | 10 | 6 | 84 | 61 | 3 | 3 | 3 | 3 | 3 |
| Capacity Enhancement | 8 | 6 | 17 | 13 | 8 | 7 | 52 | 51 | 2 | - | - | - | - |
| Expansion | 10 | 17 | 20 | 12 | 6 | 2 | 65 | 56 | 2 | - | - | - | - |
| Vehicles | 519 | 276 | 337 | 220 | 207 | 266 | 1,558 | 1,305 | 201 | 174 | 101 | 35 | 64 |
| Infrastructure / Other | 515 | 603 | 723 | 577 | 538 | 432 | 2,957 | 2,873 | 376 | 348 | 319 | 301 | 337 |
| Total Gross Base Capital Program Request | 1,034 | 879 | 1,060 | 797 | 745 | 697 | 4,515 | 4,178 | 577 | 522 | 421 | 336 | 401 |

| 2012-2021 | 2013-2022 |
|-----------|-----------|
| 6,274 | 5,194 |
| 7,088 | 6,435 |
| 795 | 1,241 |
| 6,389 | 5,789 |
| 448 | 459 |
| 103 | 76 |
| 60 | 53 |
| 69 | 59 |
| 2,336 | 1,882 |
| 4,732 | 4,553 |
| 7,088 | 6,435 |

| Proposed Capital Program Budget | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2012-2016 | 2013-2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|---|--------------|-------------|--------------|------------|------------|------------|--------------|--------------|------------|------------|------------|-------------|------------|
| Proposed Capital Program Budget | 1,034 | 879 | 1,060 | 797 | 745 | 697 | 4,515 | 4,178 | 577 | 522 | 421 | 336 | 401 |
| Funding Sources | | | | | | | | | | | | | |
| Ontario Rolling Stock Infrastructure Funding ³ | 14 | - | - | - | - | - | 14 | - | - | - | - | - | - |
| Golden Horseshoe Transit Investment Partnerships (GTIP/TTIP) ³ | 3 | - | - | - | - | - | 3 | - | - | - | - | - | - |
| Provincial gas tax ⁴ | 75 | 71 | 71 | 71 | 71 | 71 | 357 | 353 | 71 | 71 | 71 | 71 | 71 |
| Canada Strategic Infrastructure Fund (CSIF) ⁵ | 10 | 17 | - | - | - | - | 28 | 17 | - | - | - | - | - |
| Capital Reserve ⁶ | - | - | 58 | - | - | - | 58 | 58 | - | - | - | - | - |
| Metroinx Quick Wins ⁷ | 148 | 37 | 43 | 14 | 2 | - | 244 | 97 | - | - | - | - | - |
| 204 LRV Funding ⁸ | 46 | 37 | 44 | 45 | 37 | 41 | 208 | 203 | 37 | 21 | - | - | - |
| Total Provincial Funding | 296 | 162 | 215 | 129 | 110 | 111 | 913 | 728 | 108 | 92 | 71 | 71 | 71 |
| Base Federal Gas Tax - 5 cent (population) ⁹ | 154 | 154 | 154 | 154 | 154 | 154 | 772 | 772 | 154 | 154 | 154 | 154 | 154 |
| Canada Strategic Infrastructure Fund (CSIF) ⁵ | 18 | 1 | - | - | - | - | 19 | 1 | - | - | - | - | - |
| Infrastructure Stimulus Funding (ISF) ¹⁰ | 0 | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Total Federal Funding | 173 | 155 | 154 | 154 | 154 | 154 | 791 | 773 | 154 | 154 | 154 | 154 | 154 |
| TTC Internal (depreciation) ¹¹ | 28 | 31 | 32 | 32 | 29 | 23 | 151 | 147 | 24 | 27 | 28 | 28 | 28 |
| Other Reserves / Funding Partners | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Development charges ¹² | 23 | 15 | 18 | 9 | 10 | 11 | 75 | 63 | 5 | - | - | - | - |
| Total Other Funding | 51 | 46 | 50 | 41 | 39 | 34 | 226 | 210 | 29 | 27 | 28 | 28 | 28 |
| City Debt Target - CFO Recommended | 353 | 417 | 390 | 280 | 282 | 205 | 1,721 | 1,674 | 148 | 82 | 65 | 108 | 120 |
| City Carryforward - Deferred Debt Issued ¹³ | 189 | 80 | - | - | - | - | 249 | 80 | - | - | - | - | - |
| Sub-Total City / Other Funding | 593 | 622 | 440 | 321 | 321 | 240 | 2,197 | 1,844 | 177 | 110 | 92 | 134 | 148 |
| City Funding - Reserve Funds (Asset Monetization) ¹⁴ | 45 | 80 | 210 | 180 | 125 | 80 | 620 | 655 | - | - | - | - | - |
| Total City / Other Funding | 638 | 692 | 650 | 501 | 446 | 320 | 2,817 | 2,499 | 177 | 110 | 92 | 134 | 148 |
| Total Funding | 1,107 | 900 | 1,020 | 784 | 710 | 536 | 4,621 | 4,000 | 439 | 356 | 317 | 359 | 373 |
| Funding Shortfall/(Surplus) | (72) | (21) | 41 | 12 | 35 | 112 | (6) | 178 | 138 | 166 | 103 | (22) | 28 |

| 2012-2021 | 2013-2022 |
|-----------|-----------|
| 14 | - |
| 3 | - |
| 711 | 706 |
| 28 | 17 |
| 58 | 58 |
| 244 | 97 |
| 307 | 262 |
| 1,355 | 1,140 |
| 1,544 | 1,544 |
| 19 | 1 |
| 0 | - |
| 1,563 | 1,544 |
| 282 | 282 |
| - | - |
| 91 | 68 |
| 373 | 349 |
| 2,328 | 2,095 |
| 249 | 60 |
| 2,950 | 2,505 |
| 700 | 655 |
| 3,650 | 3,160 |
| 5,878 | 5,844 |
| 491 | 691 |

Pending Amendments:

Project Changes / New Project Additions:

| | | | | | | | | | | | | | | |
|--|--|--|--|--|-------------|-------------|-------------|-------------|--|--|--|--|-------------|-------------|
| Additional Buses for Service Growth - 24 buses in 2016 | | | | | 16.0 | 0.1 | 16.0 | 16.1 | | | | | 16.1 | 16.1 |
| Temporary Bus Storage Facility | | | | | | 80.0 | - | 80.0 | | | | | 80.0 | 80.0 |
| Sub-total Project Expenditure Amendments | | | | | 16.0 | 80.1 | 16.0 | 96.1 | | | | | 96.1 | 96.1 |

Funding changes:

| | | | | | | | | | | | | | | |
|---|--|--|--|--|-------------|-------------|-------------|-------------|--|--|--|--|-------------|-------------|
| City Debt impact Only - to be confirmed | | | | | | 0.0 | - | 0.0 | | | | | 0.0 | 0.0 |
| Sub-total Funding Amendments | | | | | | 0.0 | - | 0.0 | | | | | 0.0 | 0.0 |
| Net Change - Further Shortfall | | | | | 16.0 | 80.1 | 16.0 | 96.1 | | | | | 96.1 | 96.1 |

Updated Shortfall Projection - September 27, 2012

| | | |
|------------|------------|------------|
| 276 | 687 | 688 |
|------------|------------|------------|

2012-2021 CAPITAL PROGRAM

SHORTFALL REDUCTION PLAN

| | |
|---|----------------------|
| • 60 TR Subway Cars – deleted | \$161 Million |
| • Wilson Yard – deferred | 182 Million |
| • ATC BD – deferred | 150 Million |
| • Buses – reduce 134 | 50 Million |
| • Temporary Bus Storage Capacity – delete | 23 Million |
| • 204 LRV order – reduce 15 | 71 Million |
| • Fire Ventilation – deferred work | 39 Million |
| • On-Grade Paving – defer work | 50 Million |
| • Collector Booth Renewal – delete mods | 8 Million |
| • Other | <u>(9 Million)</u> |
| | <u>\$725 Million</u> |

————→ Remaining shortfall of \$807 million in September



**TORONTO TRANSIT COMMISSION 2013-2022 CAPITAL BUDGET
UNFUNDED PROJECTS - EXPANSION AND OTHER**

APPENDIX E

(\$000's)

| DESCRIPTION | 2013 | 2014 | 2015 | 2016 | 2017 | 2013-2017 | 2013-2022 | POST 2022 | EFC |
|---|---------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|------------------|
| AODA | | | | | | | | | |
| AODA Requirements - TTC Buses | 250 | 250 | 250 | - | - | 750 | 750 | - | 750 |
| AODA Requirements - Streetcars | - | 2,794 | 410 | 410 | 410 | 4,024 | 6,074 | 3,279 | 9,353 |
| AODA Requirements - Subway Cars | - | - | - | - | 142 | 142 | 426 | - | 426 |
| AODA Built Environment Standard Requirements | - | - | 2,040 | 2,720 | 14,360 | 19,120 | 148,100 | 851,900 | 1,000,000 |
| Other | | | | | | | | | |
| Eglinton Bus Terminal Replacement | 100 | 100 | - | - | - | 200 | 200 | 57,770 | 57,970 |
| University Subway Stations Renaissance BTL | 225 | 525 | 3,800 | 6,510 | 2,700 | 13,760 | 13,760 | - | 13,760 |
| Station Modernization Program BTL | 4,871 | 10,866 | 14,704 | 19,100 | 17,534 | 67,075 | 98,276 | - | 98,276 |
| Transit Shelters & Loops - BTL | 583 | 583 | 583 | 583 | 583 | 2,915 | 5,247 | - | 5,247 |
| Commuter Parking Expansion RGS - Kipling and Islington Parking BTL | 5,069 | 3,209 | - | - | - | 8,278 | 8,278 | - | 8,278 |
| New Shelters for Streetcar Islands | 128 | 3,062 | 10,401 | 41 | 933 | 14,565 | 24,339 | - | 24,339 |
| Platform Edge Doors - Bloor Danforth Line - BTL | - | - | - | - | - | - | - | 613,529 | 613,529 |
| Platform Edge Doors - YUS Line - BTL | - | - | - | - | - | - | - | 550,000 | 550,000 |
| Park Lawn Loop | 15,000 | - | - | - | - | 15,000 | 15,000 | - | 15,000 |
| Station Signage Upgrades | 400 | 1,450 | 2,200 | 1,200 | - | 5,250 | 5,250 | - | 5,250 |
| Sound Barrier Wall at Eglinton/Allen - BTL | 385 | 1,067 | - | - | - | 1,452 | 1,452 | - | 1,452 |
| Lighting in Open Cut - Subway Right of Way - BTL | - | 265 | 2,000 | 2,950 | 3,335 | 8,550 | 12,250 | - | 12,250 |
| Bremner Streetcar Expansion BTL | - | - | - | - | - | - | - | 238,695 | 238,695 |
| Purchase 4 Additional LRT Cars - Bremner Blvd Streetcar Line | 906 | 2,080 | - | - | - | 2,986 | 24,000 | - | 24,000 |
| Islington Station Improvements - BTL | - | - | - | - | - | - | 59,525 | - | 59,525 |
| Warden (Phase 1 & 2) - BTL | 1,350 | 2,538 | 2,538 | - | - | 6,426 | 6,426 | 48,756 | 55,182 |
| Secure Bicycle Parking | 294 | 309 | 319 | 330 | 345 | 1,597 | 6,823 | - | 6,823 |
| McNicoll New Bus Garage | 300 | 20,000 | 45,000 | 44,000 | 10,700 | 120,000 | 120,000 | - | 120,000 |
| McBrien Building Renovations - BTL | - | 4,000 | 5,430 | 8,005 | 8,005 | 25,440 | 33,445 | - | 33,445 |
| Bar Coding Upgrade Phase II | 1,000 | 1,000 | 221 | - | - | 2,221 | 2,221 | - | 2,221 |
| Handheld Device Technology Implementation | 250 | 250 | - | - | - | 500 | 500 | - | 500 |
| CIS SOGR (Phase II) | 2,000 | 4,200 | 3,800 | - | - | 10,000 | 70,000 | 40,000 | 110,000 |
| Next Vehicle Arrival System (Phase 2) | - | 2,025 | 2,025 | 2,025 | 2,973 | 9,048 | 9,048 | - | 9,048 |
| Fire Ventilation Upgrade - BTL | - | - | - | - | - | - | - | 1,492,879 | 1,492,879 |
| Bus Expansion | | | | | | | | | |
| Finch Bus Service Improvements | 6,641 | 20,687 | 24,665 | 9,561 | - | 61,554 | 61,554 | - | 61,554 |
| Bus Network Plan Improvements | 192 | 1,036 | 1,663 | 1,462 | 1,072 | 5,425 | 7,960 | - | 7,960 |
| Bus Rapid Transit (BRT) - Yonge Street from Finch Station to Steeles Avenue - BTL | 107 | 107 | 2,721 | 9,325 | 11,661 | 23,921 | 25,639 | - | 25,639 |
| Subway Capacity | | | | | | | | | |
| Yonge - Bloor Capacity Improvements - BTL | 513 | 14,863 | 15,375 | 52,378 | 52,378 | 135,507 | 205,003 | - | 205,003 |
| Downtown Relief Line Study - TPAP Studies | 3,500 | 1,500 | - | - | - | 5,000 | 5,000 | - | 5,000 |
| Subway Extension | | | | | | | | | |
| Yonge North Subway Extension - BTL | 5,778 | 36,487 | 121,568 | 462,609 | 616,198 | 1,242,640 | 4,207,506 | - | 4,207,506 |
| Total - Unfunded Projects | 49,842 | 135,253 | 261,713 | 623,209 | 743,329 | 1,813,346 | 5,184,052 | 3,896,808 | 9,080,860 |