



City Budget
2013

Toronto Transit Commission
Capital Budget Analyst Notes

The City of Toronto's budget is presented by program and service, in Analyst Note format. The City's Capital Budget funds major infrastructure.

2013 - 2022 Capital Program

2013 CAPITAL BUDGET ANALYST BRIEFING NOTES

BUDGET COMMITTEE NOVEMBER 29, 2012

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PART I: RECOMMENDATIONS

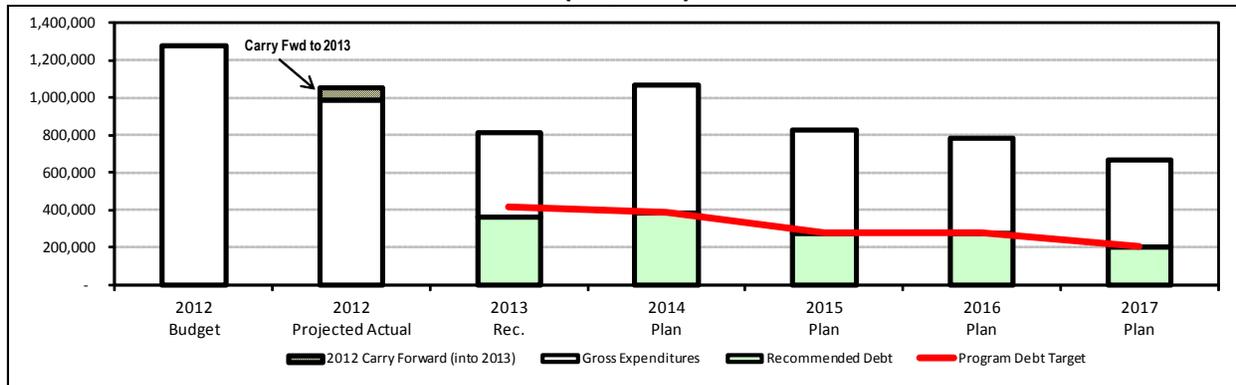
The City Manager and Acting Chief Financial Officer recommend that:

1. City Council approve the 2013 Recommended Capital Budget for the Toronto Transit Commission (TTC) with a total project cost of \$1.944 billion, and 2013 cash flow of \$879.120 million and future year commitments of \$3.526 billion comprised of the following:
 - a) New Cash Flow Funding for:
 - i) 41 new / change in scope sub-projects with a 2013 total project cost of \$1.944 billion that requires cash flow of \$185.311 million in 2013 and a future year cash flow commitment of \$273.916 million in 2014; \$239.776 million in 2015; \$294.020 million in 2016; \$183.513 million in 2017; \$157.676 million in 2018; \$193.899 million in 2019; \$150.452 million in 2020; \$113.035 million in 2021; and \$152.775 million in 2022;
 - ii) 46 previously approved sub-projects with a 2013 cash flow of \$628.424 million; and a future year cash flow commitment of \$777.796 million in 2014; \$395.284 million in 2015; \$232.162 million in 2016; \$184.301 million in 2017; \$138.752 million in 2018; and \$38.387 million in 2019;
 - b) 2012 approved cash flow for 21 previously approved sub-projects with carry forward funding from 2012 into 2013 totaling \$65.385 million.
2. City Council approve new debt service costs of \$2.009 million in 2013 and incremental debt costs of \$9.813 million in 2014, \$8.915 million in 2015, \$10.886 million in 2016, \$13.323 million in 2017, \$11.572 million in 2018, \$10.680 million in 2019, \$8.584 million in 2020, \$5.051 million in 2021 and \$4.906 million in 2022 resulting from the approval of the 2013 Recommended Capital Budget, to be included in the 2013 and future year operating budgets;
3. City Council approve the 2014-2022 Recommended Capital Plan for TTC totaling \$2.052 billion in project estimates, comprised of \$18.545 million in 2014; \$191.679 million in 2015; \$257.905 million in 2016; \$306.233 million in 2017; \$280.698 million in 2018; \$289.577 million in 2019; \$252.757 million in 2020; \$223.410 million in 2021; and \$231.664 million in 2022; and
4. City Council consider operating costs/(savings) of \$2.784 million net in 2013; (\$5.592) million net in 2014; (\$3.925) million net in 2015; (\$0.435) million net in 2016; (\$0.382) million net in 2017; (\$0.429) million net in 2018; (\$0.231) million net in 2019; (\$0.156) million net in 2020; (\$0.253) million net in 2021; and (\$0.478) million net in 2022, emanating from the approval of the 2013 Recommended Capital Budget for inclusion in the 2013 and future year operating budgets.
5. All sub-projects with third party financing be approved conditionally, subject to the receipt of such funding in 2013 and if such funding is not forthcoming, their priority and funding be reassessed by City Council relative to other City-financed priorities and needs.

6. City Council approve transfers in 2013 to provide capital funding from the following capital reserves (the amounts to include carry forward funding of 2012 unspent funds) of: \$70.617 million from the Provincial Gas Tax Revenues for Public Transit Reserve Fund (XR3018); \$17.320 million from the CSIF Reserve Fund (XR3020); and \$37.095 million in Metrolinx funding from the MoveOntario 2020 Reserve Fund (XR3025);
7. TTC staff work with the City to pursue Federal and Provincial funding, on an urgent basis, to address its SOGR, capacity building, service improvement and growth needs, and in particular, funding required for the purchase of 204 Streetcars already in production and the new LRT Replacement Maintenance and Storage Facility, which must be completed to house the new streetcars.
8. TTC assess its future fleet procurement requirements outside of the 2013-2022 10-year horizon and develop a strategy for the replacement of the next generation of Subway Cars, Streetcars and Buses intermittently over an extended period in order to minimize substantial concurrent capital costs.
9. In subsequent years, the TTC fund any further Capital Plan increases beyond established debt levels within the existing funding resources provided as the City does not have the capacity to provide any additional own-source funding above and beyond the funding provided in the 2013-2022 Recommended Capital Plan.
10. TTC quantify, develop and maintain a detailed State-of-Good-Repair backlog of its capital program to be provided to the City during the 2014 budget process.
11. City Council approve the 2013 Recommended Capital Budget for the Toronto-York Spadina Subway Extension with no new project cost, and 2013 cash flow of \$660.548 million and future year commitments of \$793.141 million comprised of the following:
 - a) New Cash Flow Funding for:
 - i) no new / change in scope sub-project with no new project cost and no cash flow in 2013 and no future year cash flow commitments;
 - ii) 1 previously approved sub-project with a 2013 cash flow of \$484.286 million; and a future year cash flow commitment of \$447.817 million in 2014; and \$345.324 million in 2015;
 - b) 2012 approved cash flow for 1 previously approved sub-project with carry forward funding from 2012 into 2013 totaling \$176.262 million.

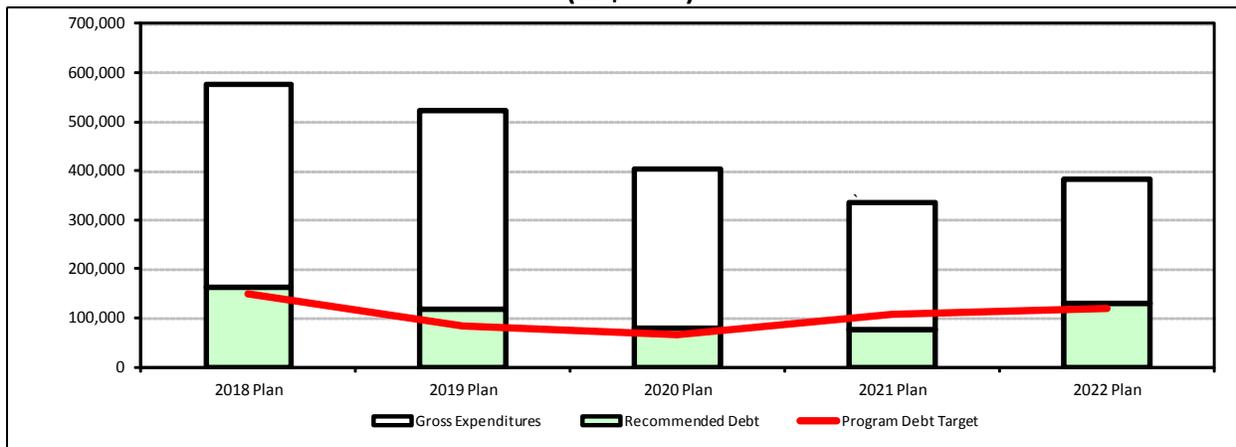
PART II: 2013 – 2022 CAPITAL PROGRAM

10-Year Capital Plan
2013 Recommended Budget, 2014 - 2017 Recommended Plan
 (In \$000s)



		2013 Rec. Budget and 2014-2017 Plan							5-Year Total Percent	
		2012		2013	2014	2015	2016	2017		2013-2017
		Budget	Projected Actual							
Gross Expenditures:										
2012 Capital Budget & Approved FY Commitments	1,278,701	989,487		628,424	777,796	395,284	232,162	184,301	2,217,967	53.2%
Recommended Changes to Approved FY Commitments									-	0.0%
2013 New/Change in Scope and Future Year Commitments				185,311	273,916	239,776	294,020	183,513	1,176,536	28.2%
2014- 2017 Capital Plan Estimates					18,545	191,679	257,905	306,233	774,362	18.6%
2-Year Carry Forward for Reapproval									-	0.0%
1-Year Carry Forward to 2013		65,385								
Total Gross Annual Expenditures & Plan	1,278,701	989,487		813,735	1,070,257	826,739	784,087	674,047	4,168,865	100.0%
Program Debt Target				416,527	389,695	279,912	281,966	205,491	1,573,591	
Financing:										
Recommended Debt				368,385	389,695	279,912	281,966	205,491	1,525,449	36.6%
Reserves/Reserve Funds	200,000			60,000	252,294	228,085	194,543	164,614	899,536	21.6%
Development Charges	26,719			42,351	16,322	12,577	14,382	15,000	100,632	2.4%
Provincial/Federal	530,564			313,113	379,846	273,789	264,500	265,834	1,497,082	35.9%
Debt Recoverable	473,710								-	0.0%
Other Revenue	47,708			29,886	32,100	32,376	28,696	23,108	146,166	3.5%
Total Financing	1,278,701			813,735	1,070,257	826,739	784,087	674,047	4,168,865	100.0%
By Project Category:										
Health & Safety										0.0%
Legislated	48,389			25,111	52,655	43,920	52,669	62,526	236,881	5.7%
SOGR	1,179,362			741,435	978,974	752,070	697,668	594,932	3,765,079	90.3%
Service Improvement	35,790			32,827	17,652	19,167	27,619	15,088	112,353	2.7%
Growth Related	15,160			14,362	20,976	11,582	6,131	1,501	54,552	1.3%
Total by Project Category	1,278,701			813,735	1,070,257	826,739	784,087	674,047	4,168,865	100.0%
Asset Value (\$) at year-end (based on insurable value and excludes land value, some below grade elements and premium for current construction standards and replacement costs)										
				13,700,000	13,700,000	13,700,000	13,700,000	13,700,000		
Yearly SOGR Backlog Estimate (not addressed by current plan)										
Accumulated Backlog Estimate (end of year)										
Backlog: Percentage of Asset Value (%)										
Debt Service Costs				8,380	47,289	55,153	19,702	31,073	161,598	
Operating Impact on Program Costs				2,784	(5,592)	(3,925)	(435)	(382)	(7,550)	
New Positions										

**10-Year Capital Plan
2018-2022 Recommended Plan
(In \$000s)**



	2018-2022 Capital Plan						10-Year Total Percent
	2018	2019	2020	2021	2022	2013-2022	
Gross Expenditures:							
2012 Capital Budget & Approved FY Commitments	138,752	38,387				2,395,106	37.5%
Recommended Changes to Approved FY Commitments						-	0.0%
2013 New/Change in Scope and Future Year Commitments	157,676	193,899	150,452	113,035	152,775	1,944,373	30.4%
2018 - 2022 Capital Plan Estimates	280,698	289,577	252,757	223,410	231,664	2,052,468	32.1%
Total Gross Annual Expenditures & Plan	577,126	521,863	403,209	336,445	384,439	6,391,947	100.0%
Program Debt Target	148,011	82,421	64,701	106,026	120,000	2,094,750	
Financing:							
Recommended Debt	162,379	117,482	80,536	77,291	131,613	2,094,750	32.8%
Reserves/Reserve Funds	114,115	115,673	59,917			1,189,241	18.6%
Development Charges	14,500	15,017	10,000	6,395		146,544	2.3%
Provincial/Federal	261,877	246,414	224,984	224,984	224,984	2,680,325	41.9%
Debt Recoverable						-	0.0%
Other Revenue	24,255	27,277	27,772	27,775	27,842	281,087	4.4%
Total Financing	577,126	521,863	403,209	336,445	384,439	6,391,947	100.0%
By Project Category:							
Health & Safety						-	0.0%
Legislated	55,196	43,785	39,997	32,570	42,990	451,419	7.1%
SOGR	516,267	475,132	360,060	300,260	338,234	5,755,032	90.0%
Service Improvement	3,455	2,946	3,152	3,615	3,215	128,736	2.0%
Growth Related	2,208					56,760	0.9%
Total by Project Category	577,126	521,863	403,209	336,445	384,439	6,391,947	100.0%
Asset Value (\$) at year-end (based on insurable value and excludes land value, some below grade elements and premium for current construction standards and replacement costs)	13,700,000	13,700,000	13,700,000	13,700,000	13,700,000		
Yearly SOGR Backlog Estimate (not addressed by current plan)							
Accumulated Backlog Estimate (end of year)							
Backlog: Percentage of Asset Value (%)							
Debt Service Costs	19,624	12,933	9,716	9,324	12,626	225,819	
Operating Impact on Program Costs	(429)	(231)	(156)	(253)	(478)	(9,097)	
New Positions						-	

10-Year Capital Plan Overview

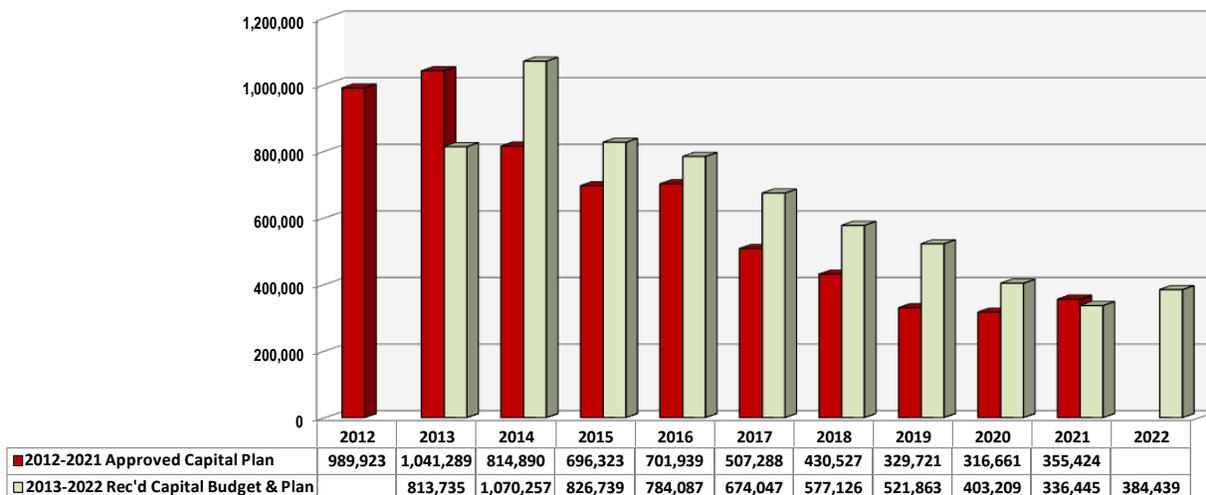
1. The Toronto Transit Commission delivers transit services to an estimated 528 million riders in 2013, using buses, subway trains, light rail vehicles (LRVs) and rapid transit trains.
 - a. The TTC is responsible for the stewardship of transit assets with a total estimated replacement value of \$13.7 billion to ensure the vehicles, subway tunnels, subway track, surface track, bridges and other facility infrastructure are maintained in a state of good repair.
 - b. TTC also maintains the inventory of other related assets including traction power feeder and distribution systems, communication systems, signal control systems, garages, stations, terminals, carhouses, commuter parking lots, non-revenue rail and automotive vehicles, administration buildings, and shop, maintenance, revenue and fare handling equipment.
2. The TTC's 10-Year Recommended Capital Plan focuses on meeting three key objectives: the replacement of existing vehicles and the addition of growth vehicles to meet ridership demand; the associated facility construction and improvements to accommodate those vehicles; and maintaining track, tunnels, bridges and buildings in a state of good repair.
3. The 2013-2022 Recommended Capital Budget and Plan of \$6.457 billion, including \$65 million of 2012 funding carried forward into 2013, provides funding to maintain the system in a state of good repair, replace fleet and build capacity to meet increased ridership.
 - a. The first five years of the Capital Plan requires \$4.169 billion of funding and the final five years requires an additional \$2.223 billion in funding. Expenditures are significantly higher in the first five years of the capital program. This results from the need to address the purchase of legacy LRVs, subway cars and buses as well as the need to accommodate these new vehicles with additional storage and improved maintenance facilities.
4. The 10-Year Capital Plan originally submitted by TTC totaled \$6.5 billion, but required \$2.8 billion of debt funding which was \$687 million over the TTC's debt target for the 10-year capital planning period. TTC then revised the capital submission by deferring \$74 million in capital projects and requested a revised 10-Year Capital Plan that totaled \$6.4 billion, requiring \$2.7 billion in debt funding. This submission still exceeded the TTC's established 10-year debt target of \$2.1 billion by \$613 million. After maximizing development charge funding for eligible projects, this offset debt by a further \$79 million resulting in a debt shortfall of \$534 million.
5. The purchase of Wheel-Trans vehicles and certain aspects of the Toronto Rocket Yard and Storage Track project will be deferred in order to meet the 10-year debt target. The TTC is confident that they will be able to meet current projected ridership demand with the reduced fleet. However, fleet levels will need to be reassessed in the future to ensure that capacity is accommodated. Wheel-Trans bus fleet procurement and subway fleet infrastructure projects have been deferred from the 2013-2022 Recommended Capital Plan by the following:

-
- a. Deferral of 58 (31 from 2020 and 27 from 2022 to post-2022) replacement Wheel-Trans accessible buses and \$34 million.
 - b. Deferral of \$40 million in project costs to extend Wilson Yard to accommodate longer trains that could potentially be procured in the future to accommodate ridership growth as part of the Toronto Rocket Yard and Storage Track Accommodation project to post-2022.
6. The 10-Year Recommended Capital Plan of \$6.392 billion will be financed by \$2.095 billion of debt, \$1.189 billion from Reserve/Reserve funds, \$146.544 million from Development Charges, \$2.680 billion from Federal/Provincial grants, and \$281.087 million from Other Revenue comprised of TTC Depreciation funding.
- a. The Capital Plan is under the debt target by \$48.142 million over the first five years but is equal to the debt target over the 10 year period with the concentration of spending for the replacement and accommodation (facilities) of TTC's subway cars, buses and streetcar fleet occurring between 2013-2017.
 - b. TTC's 10-Year Recommended Capital Budget and Plan has only been able to stay within debt affordability limits by extending the approved capital financing strategy by utilizing \$534 million of projected financing from proceeds from the use of surplus operating funds in accordance with the City's surplus management policy, the monetization of City assets and projected Provincial and Federal funding to maintain and grow the transit system as well as estimated additional contributions that will be realized from the 2013 Development Charge By-Law review. After application of this funding, TTC's Recommended Capital Plan meets the 10-year debt target.
 - c. The \$534 million in projected financing when added to the \$700 million in equivalent financing approved for the 2012-2021 Approved Capital Plan requires a total of \$1.234 billion in proceeds to be dedicated to finance TTC's Capital Plan needs until 2022.
 - d. The maximization of development charge funding for eligible projects provided \$101 million in capital financing from 2013-2017 and \$46 million from 2018-2022 to assist in reducing the City's debt requirements. This DC funding is based on current balances and projected contributions from existing DC By-Law reserves from 2004 and 2009.
7. The TTC's current fleet plan requires the replacement of streetcars, subway cars, buses and accessible buses from 2013-2022. The significant funding challenge associated with these purchases continues to severely restrain the TTC's ability to address the balance of its state of good repair program and capacity building.
- a. Concurrent with this, is the significant pressure placed on the City to fund these future purchases particularly in the absence of Federal and Provincial funding, as these funding programs expire within the next few years. New Federal and Provincial funding programs are essential to TTC's ability to maintain transit assets in a state of good repair and build capacity to meet increasing ridership growth.
8. Ridership is projected to reach 528 million in 2013 and therefore impacts TTC's bus fleet requirements. As ridership grows so does the need for additional buses to provide the associated level of service.

- a. TTC plans to purchase 153 articulated buses in 2013 and 2014 and 99 forty foot buses in 2016 and 2017. One articulated bus is equal to 1.35 forty foot bus and therefore will reduce the amount of buses needed for service and generate savings in the operating budget. An articulated bus will reduce the amount of operating positions required by 79 in 2014 and 39 in 2015. These buses will also reduce operating costs by \$5.7 million in 2014 and \$3.7 million in 2015.
 - b. However, additional buses require additional maintenance and storage space as TTC will experience major capacity issues as the buses are delivered. The 2013-2022 Recommended Capital Budget and Plan includes funding of \$80 million for the McNicoll New Bus Garage for storage capacity to accommodate additional vehicles.
9. Included in TTC's 2013-2022 Recommended Capital Plan is \$35.6 million for the Replacement of the Enterprise Resource Planning System. The full project will replace the payroll, human resources and finance systems with SAP.
10. Historically, TTC's capital program has been funded by approximately one-third City debt and two-thirds other funding, primarily Federal and Provincial. The TTC's 2013-2022 Recommended Capital Plan is comprised of 51.4% City debt and City reserves. This necessary increase in City funding is a direct result of expiring Provincial and Federal funding programs and the capital financing strategy that has allowed the City to maximize own-source funding to accommodate the TTC's capital program. However, any further increase to the TTC's capital program will need to be accommodated within existing resources as the City does not have additional internal funding capacity.

Key Changes to the 2012 - 2021 Approved Capital Plan

Changes to the 2012 -2021 Approved Capital Plan
(In \$000s)



The 2013 Recommended Capital Budget and the 2014 - 2022 Recommended Capital Plan reflects an increase of \$813.446 million from the 2012 to 2021 Approved Capital Plan.

- The major changes to the 2012-2021 Approved Capital Plan are driven by increases to project costs due to additional fleet procurement, increased fleet capacity and maintenance requirements and cost escalation based on project delays and unexpected complexities.
- The majority of the increase is required to address state-of-good-repair projects as noted below:
 - The Bus Heavy Rebuild Program has increased by \$120.274 million or 39.6% over the 9 year period due to the addition of new requirements for the hybrid maintenance program to occur at 6 years and 12 years as well as the mechanical overhaul of original Orion buses at 14/15 years.
 - The cost to purchase LRVs has increased by \$114.047 million or 17.1% from 2013-2021 based on projected ridership growth and the associated need for an additional 15 LRVs, which reverts the LRV procurement plan to the original order of 204 (from 189) and correlates once again to the Bombardier contract.
 - Due to significant cost increases for elevator contracts and increased complexities in design and construction, utility conflicts, property requirements and power upgrades, the Easier Access Phase III project has increased by \$101.122 million or 41.5% over the 9 year period and the revised total project cost has increased by \$316.337 million to \$554.591 million.
 - The LRT Replacement Maintenance and Storage Facility project has increased by \$68.126 million from 2013-2021 due to project delays arising from site issues and community concerns. This increase reflects a shift in cash flow timing from 2012 and 2013 to 2014 and 2015 only as there is no increase to the overall project cost.

- The Automatic Train Control (ATC) Resignalling project which will increase capacity on the Yonge Subway by allowing closer headways and accommodating growth and the new Toronto Rocket subway trains as well as replacement of antiquated conventional signaling on the Bloor-Danforth line, has increased by \$60.194 million from 2013-2021 due to project delays and rescheduling based on project complexities. This increase not only reflects a cash flow timing change but also a cost increase of \$60 million or 8% for escalation involving the advancement of post-2022 expenditures to 2022.
- TTC has added 99 buses based on projected ridership growth and therefore the Purchase of Buses has increased by \$58.570 million or 35.9% from 2013-2021 for the cost to purchase these additional vehicles.
- The Toronto Rocket Yard and Storage Track Accommodation project which is necessary to provide space to store the new Toronto Rocket subway trains, which will be purchased to accommodate growth in demand, has increased by \$57.942 million or 20.0% over the 9 year period due to estimated increases in contract costs and project complexities.
- The McNicoll Bus Garage is a new project and therefore increases the 2013-2022 Capital Plan by \$80 million in the 2013-2021 planning period. This project provides for an indoor storage facility for 250 buses by 2018 to manage fleet storage capacity limitations as additional buses will be delivered to accommodate the projected ridership growth. This project cost excludes the full garage capacity requirements, currently deferred to post-2022.
- The Purchase of 198 Future Wheel-Trans Buses is a new project and therefore increases the 2013-2022 Recommended Capital Plan by \$53.167 million over the 9 year period to meet increased demand and lifecycle replacement.
- In general, most other state-of-good-repair projects, such as Subway Track, Surface Track, Traction Power and Signal Systems, are increasing in costs in order to maintain the transit system.
- The 2012-2021 Approved Capital Budget and Plan has been reduced by the following projects:
 - The Fare System project has been reduced by \$115.671 million or 66.4% over the 9 year period mostly due to the reductions in Federal and Provincial CSIF funding. The management of the PRESTO project has shifted from TTC to Metrolinx and therefore the associated costs and funding will be reduced from the TTC Capital Plan and redirected to Metrolinx.
 - Subway Car Purchases has been reduced by \$43.390 million over the 2013-2021 period due to the acceleration of cash flow to 2012 based on revised payment milestones and an adjusted delivery schedule of vehicles.

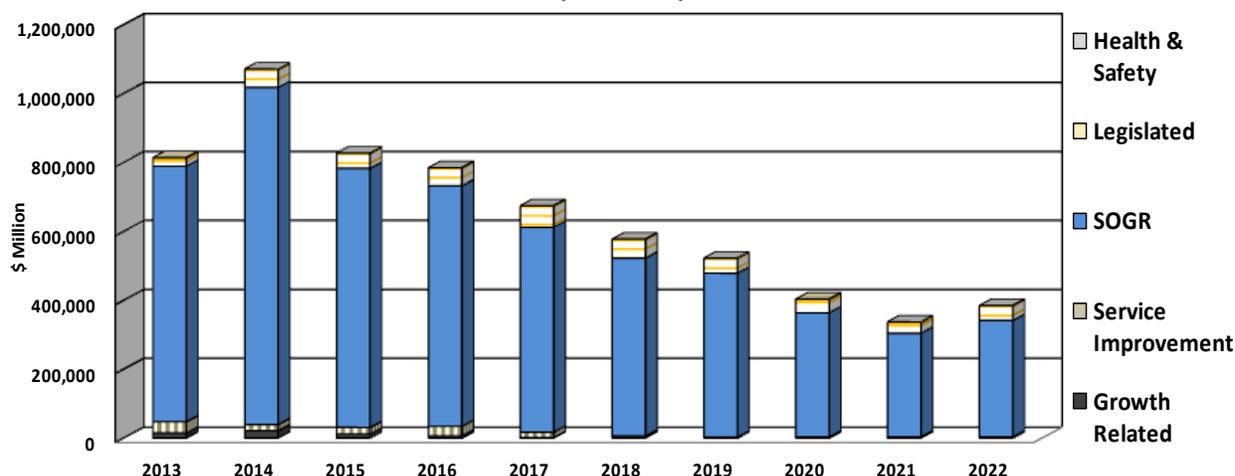
- The following chart details the key project cash flow changes to the 2012 – 2021 Approved Capital Plan.

**Summary of Project Changes
(In \$000s)**

Key Projects	Total Project Cost	2013	2014	2015	2016	2017	2018	2019	2020	2021	2013 - 2021	Revised Total Project Cost
Previously Approved												
Bus Heavy Rebuild Program	133,880	(14)	37	15	104	27,498	38,457	39,054	16,640	(1,517)	120,274	192,482
Purchase of Legacy LRVs	1,081,503	(17,760)	4,425	17,245	8,058	17,105	20,684	64,290			114,047	1,186,503
Easier Access Phase III	238,254	(19,794)	6,588	2,229	16,218	21,175	27,261	20,277	17,868	9,300	101,122	554,591
LRT Replacement Maintenance and Storage Facility	436,622	(28,300)	75,491	20,935							68,126	436,622
ATC Resignalling	407,748	(3,659)	(4,929)	7,674	18,295	18,561	10,591	13,661			60,194	708,435
YUS ATC		(3,659)	(4,929)	7,674	18,295	18,561	10,591	13,661			60,194	
BD ATC												
Replace 40' Diesel Buses or Equivalent	796,969	25,480	108,913	(42,727)	(78,811)	45,778	(15)	(16)	(16)	(16)	58,570	875,052
Toronto rocket Yard & Storage Track Accommodation	196,463	(62,821)	6,984	70,246	48,033	(4,500)					57,942	370,018
Fare System	124,852	(7,766)	(12,848)	(29,312)	(40,345)	(25,400)					(115,671)	69,342
Subway Car	944,778	(45,002)	(3,031)	(1,785)	6,428						(43,390)	944,778
Other Previously Approved	4,187,424	(71,533)	62,735	43,217	49,326	26,450	20,054	7,651	16,257	(27,855)	126,302	4,964,885
Total Previously Approved	8,548,493	(234,828)	239,436	95,411	45,601	145,228	127,623	158,578	50,749	(20,088)	607,710	10,302,708
New												
McNicoll New Bus Garage		300	10,000	30,000	30,000	9,700					80,000	80,000
Purchase of 198 Future Wheel-Trans Buses							5,023	18,461	29,683		53,167	78,079
Wilson Yard Resignalling				400	3,600	9,000	11,000	12,000	5,025		41,025	41,025
Subway Radio Antenna System			2,502	2,511	2,521	2,531	2,500	2,428			14,993	14,993
Other New		6,974	3,429	2,094	426	300	453	675	1,091	1,109	16,551	20,597
Total New		7,274	15,931	35,005	36,547	21,531	18,976	33,564	35,799	1,109	205,736	234,694
Total Changes	8,548,493	(227,554)	255,367	130,416	82,148	166,759	146,599	192,142	86,548	(18,979)	813,446	10,537,402

2013 – 2022 Recommended Capital Plan

2013–2022 Capital Plan by Project Category
(In \$000s)



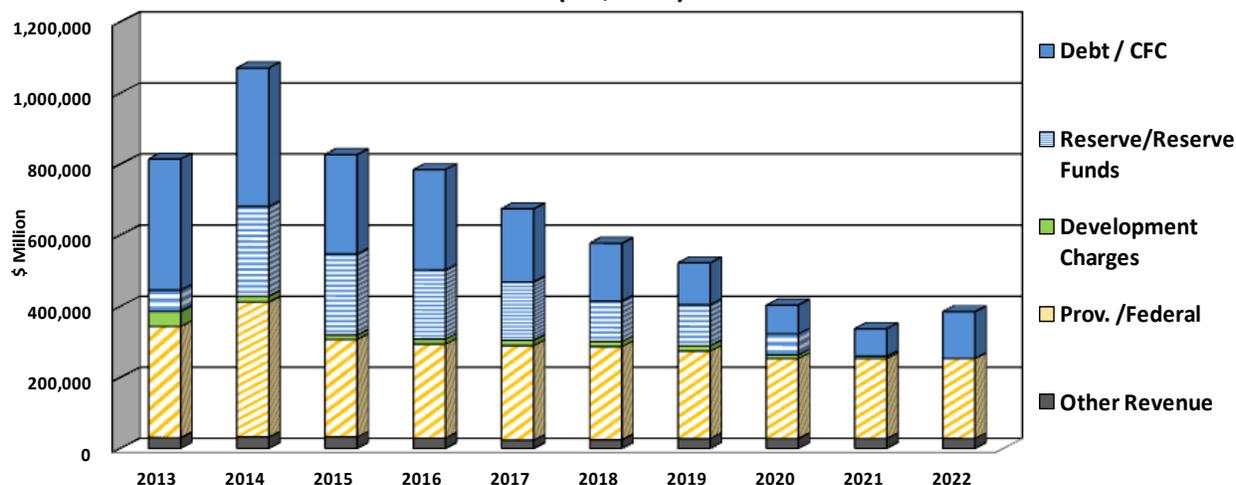
The 10-Year Recommended Capital Plan of \$6.392 billion provides \$451.419 million or 7.1% for Legislated projects; \$5.755 billion or 90.0% for State of Good Repair (SOGR) projects; \$128.736 million or 2.0% for Service Improvement projects; and \$56.760 million or 0.9% for Growth Related projects.

- The 10-Year Recommended Capital Plan reflects the need for \$4.169 billion or 65.2% of recommended expenditures to occur in the 2013-2017 period, when most of the fleet will be acquired and related new fleet facility improvements must be in place.
 - In 2018, expenditure levels continue downward as most of TTC's fleet will have been acquired and the TTC's Capital Program will focus primarily on SOGR and renewal projects.
 - The purchase of LRVs is planned to be completed in 2019 and, therefore beginning in 2020, the Capital Plan's expenditure levels decrease further.
- Capital funding requirements for Legislated projects total \$236.881 million or 5.7% of total funding in the first 5 years and \$451.419 million or 7.1% of total funding for the 10 year period of the 2013-2022 Recommended Capital Plan.
 - \$383.916 million or 85.0% of all Legislated projects' expenditures are required for the Easier Access program from 2013 – 2022, which will make progress on constructing and enhancing accessibility features to make the TTC fully accessible by 2025.
- State of Good Repair (SOGR) projects continue to drive the 2013 and future year requirements of the TTC's Capital Program.
 - \$3.765 billion in funding is recommended for SOGR projects from 2013 to 2017 representing 90.3% of all project activity in the 10-Year Recommended Capital Plan in the first 5 years. Total SOGR project spending will amount to \$5.755 billion by 2022, which equates to 90.0% of total recommended expenditures in the 10-Year Recommended Capital Plan period.

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- SOGR project spending increases and peaks in 2014 with future year cash flow funding requirements beginning to subside in 2015 and future years. This project expenditure activity trend is typical of the entire Capital Plan and is exemplified in the following key TTC SOGR projects:
 - The payment of Subway Car Purchases requires funding of \$55.007 million in 2013; \$1.969 million in 2014; \$7.898 million in 2015; and \$6.428 million in 2016.
 - The Toronto Rocket Yard and Storage Track Accommodation project requires \$26.510 million in 2013; \$104.489 million in 2014; \$129.599 million in 2015; and \$86.633 million in 2016.
 - The Purchase of 204 LRVs requires \$107.282 million in 2013; \$130.692 million in 2014; \$133.743 million in 2015; \$112.119 million in 2016; \$122.551 million in 2017; \$110.680 million in 2018; and \$64.290 million in 2019.
 - The LRT Replacement Maintenance & Storage Facility project will require expenditures of \$133.700 million in 2013; \$146.000 million in 2014; and \$20.935 million in 2015.
 - Capital funding of \$2.223 billion in the second 5 years of the 10-Year Recommended Capital Plan period is predominantly required for SOGR projects that require \$1.990 billion or 89.5% of total funding and focus on maintaining the transit system and include:
 - The Bloor-Danforth Resignalling project to replace the antiquated signaling system on the Bloor-Danforth subway line (\$251.310 million);
 - The Bus Heavy Rebuild project to overhaul bus fleet that is due for maintenance (\$179.806 million);
 - The Bridges and Tunnels project to maintain bridge and tunnel infrastructure (\$236.527 million);
 - The Subway Track and Surface Track projects to maintain and improve the state of tracks throughout the transit system (\$146.209 million and \$155.421 million respectively).
 - Service Improvement projects represent 2.0% or \$128.736 million of total expenditures in the 10-Year Recommended Capital Plan.
 - Annual capital funding required for these projects peaks in 2013 (\$32.827 million) and varies significantly in future years. More funding is required for these projects in the first 5 years as \$112.353 million is needed from 2013-2017 and \$16.383 million will be spent from 2018-2022.
 - Contributing to the trend are short term projects requiring funding from 2013-2017 of \$15.879 million for Station Modernization and other improvement projects such as the Office Space Management/Renewal Program, Subway End of Line Cleaning, Bus Facility Modifications for Hybrid Buses and Transit Priorities.
 - Growth Related projects represent 0.9% or \$56.760 million of total recommended expenditures in the 10-Year Recommended Capital Plan.
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- 2013 and future year funding for Growth Related projects is primarily dedicated to the Fare System (PRESTO) project that has cash flow spending requirements of \$52.974 million from 2013-2017 and \$0.653 million from 2018-2022 and will be substantially implemented on the TTC system in 2015 but will not be fully completed until 2017.

2013–2022 Capital Plan by Funding Source
(In \$000s)



The 10-Year Recommended Capital Plan of \$6.392 billion will be financed by \$2.095 billion of debt, \$1.189 billion from Reserve/Reserve funds, \$146.544 million from Development Charges, \$2.680 billion from Federal/Provincial grants, and \$281.087 million from Other Revenue comprised of TTC Depreciation funding.

- Debt accounts for \$1.525 billion or 36.6% of the financing for expenditures in the first 5 years of the 10-Year Recommended Capital Plan and amounts to \$2.095 billion or 32.8% of the financing of the 10-Year Recommended Capital Plan. TTC's Capital Plan is under the debt target by \$48.142 million over the first 5 years of the Capital Plan period but meets the debt target over the 10-year period.
 - Debt funding levels for TTC's 10-Year Recommended Capital Plan have been mitigated by extending the capital financing strategy that will use proceeds from the use of surplus operating funds in accordance with the City's surplus management policy, the City's asset returns and/or projected Federal and Provincial contributions to transit as well as estimated additional development charge funding arising from the 2013 Development Charge By-Law review. This financing stream is allocated to the purchase of new streetcars (LRVs) and related streetcar and subway car projects as well as select SOGR projects in order to maximize the use of TTC's other funding sources specifically dedicated to LRVs such as Federal Gas Tax and Development Charges.
 - Debt funding is predominately required during the first 5 years of the 10-Year Recommended Capital Plan planning horizon, with \$1.525 billion or 72.8% of all debt funding dedicated to 2013-2017. Debt significantly reduces beginning in 2018 reflective of the completion of TTC's purchases of buses and most streetcars and related subway and streetcar facility construction.

- Reserve and Reserve Funds constitute \$899.536 million or 21.6% of recommended financing in the first 5 years and \$1.189 billion of 18.6% over 10 years.
 - City Reserves will provide funding from the capital financing strategy including the use of surplus operating funds in accordance with the City's surplus management policy, proceeds realized from the monetization of City assets, anticipated additional Provincial and Federal funding contributions to transit and/or anticipated additional contributions arising from the 2013 Development Charge By-Law review. This funding is assumed for new streetcar and subway car related projects, which have exerted much of the pressure on the TTC's Capital Program, as well as other SOGR projects such as Bus Overhaul, Subway Car Overhaul, Subway Track, Surface Track, Bridges and Tunnels and Equipment.
- Development Charges constitute \$100.632 million or 2.4% of required funding in the first 5 years and \$146.544 million or 2.3% over the 10-year period.
 - \$100.632 million or 68.7% of all DC funding is allocated within the first five years of the 10-Year Recommended Capital Plan period, of which \$74.530 million or 74.1% will help finance the LRT Replacement Maintenance & Storage Facility and the Purchase of Buses.
 - DC funding in the second 5 years of the 10-Year Recommended Plan period is limited to \$45.912 million as the only future year projects eligible for DC funding continue to be the ATC Resignalling and Streetcar Purchase projects.
 - The recommended DC funding of \$146.544 million over the 10-year period is based on the current balances and projected contributions from the existing bylaws from 2004 and 2009.
- Federal and Provincial funding amounts to \$1.544 billion or 24.2% and \$1.136 billion or 17.8% of all recommended financing for the 2013 - 2022 Recommended Capital Budget and Plan, respectively. Combined funding from these orders of government contributes \$2.680 billion or 41.9% towards TTC's capital needs over the 10-year period.
 - Secured Federal and Provincial funding is included over the 10-Year Recommended Capital Plan period. However, due to the maximization of certain Provincial reserves in 2014, Provincial/Federal funding peaks in that year but drops significantly in 2015 with funding of \$379.846 million in 2014 and \$273.789 million in 2015. This funding continues to decrease from 2016 until 2020 as other government funding programs expire leaving only base gas tax program funding. \$1.497 billion or 55.9% of all Federal and Provincial funding will be utilized within the 2013 - 2017 period.
- Other sources of revenue, such as projects funded by the TTC through depreciation constitute \$146.166 million or 3.5% of required funding in the first 5 years and \$281.087 million or 4.4% over the 10-year period.
 - Other revenues are primarily used to fund vehicle and equipment projects.

Major Capital Initiatives by Category

Summary of Major Capital Initiatives by Category
(In \$000s)

	2013 Rec. Budget	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2013-2022 Total
Health & Safety											
N/A											
Sub-Total											
Legislated											
Easier Access Phase III	11,986	39,251	36,910	47,150	49,618	50,908	41,433	37,579	30,087	38,994	383,916
Environmental Programs	8,987	5,406	4,320	4,541	9,534	2,288	2,352	2,418	2,483	2,996	45,325
Other Legislated Projects	4,138	7,998	2,690	978	3,374	2,000				1,000	22,178
Sub-Total	25,111	52,655	43,920	52,669	62,526	55,196	43,785	39,997	32,570	42,990	451,419
State of Good Repair (SOGR)											
Purchase of Legacy LRVs	107,282	130,692	133,743	112,119	122,551	110,680	64,290				781,357
ATC Resignalling	59,091	53,196	45,123	60,118	60,469	53,133	59,380	49,948	56,213	60,000	556,671
LRT Replacement Maintenance & Storage Facility	133,700	146,000	20,935								300,635
Toronto Rocket Yard & Storage Track Accommodation	26,510	104,489	129,599	86,633							347,231
Bridges and Tunnels - Various	20,525	46,389	42,486	45,792	41,806	45,562	46,447	47,350	48,236	48,932	433,525
Subway Car Purchases	55,007	1,969	7,898	6,428							71,302
Bus Heavy Rebuild Program	33,191	47,329	46,339	47,205	73,466	64,256	67,984	30,511	13,707	3,348	427,336
Surface Track	33,293	21,571	27,705	46,465	28,004	28,425	32,793	31,630	30,825	31,748	312,459
Other SOGR Projects	272,836	427,339	298,242	292,908	268,636	214,211	204,238	200,621	151,279	194,206	2,524,516
Sub-Total	741,435	978,974	752,070	697,668	594,932	516,267	475,132	360,060	300,260	338,234	5,755,032
Service Improvements											
Finishes - Various	8,753	4,806	1,900	420							15,879
Other Service Planning	3,710	2,635	2,635	2,636	2,035	2,035	2,035	2,035	2,035	2,035	23,826
Other Buildings & Structures	9,506	9,148	14,400	19,758	13,053	911	911	1,117	1,180	1,180	71,164
Other Service Improvement Projects	10,858	1,063	232	4,805		509			400		17,867
Sub-Total	32,827	17,652	19,167	27,619	15,088	3,455	2,946	3,152	3,615	3,215	128,736
Growth Related											
Fare System	13,362	20,398	11,582	6,131	1,501	653					53,627
Other Growth Projects	1,000	578				1,555					3,133
Sub-Total	14,362	20,976	11,582	6,131	1,501	2,208					56,760
Total	813,735	1,070,257	826,739	784,087	674,047	577,126	521,863	403,209	336,445	384,439	6,391,947

The 10-Year Recommended Capital Plan supports TTC's objectives of timely project delivery, maintaining SOGR, and improving and expanding the transit system.

- TTC's 2013-2022 Recommended Capital Budget and Plan is comprised of 7.1% Legislated, 90.0% SOGR, 2.0% Service Improvement and 0.9% Growth Related projects. Listed below are the major capital initiatives by category:

State of Good Repair (SOGR); Health and Safety and Legislated Projects

- The Easier Access Phase III (\$383.916 million) – project will make modifications to subway/RT stations to ensure that they are accessible to persons with disabilities through the addition of elevators, easier access fare gates, automatic sliding doors and signage improvements. This project is spurred by the Accessibility for Ontarians with Disabilities Act (AODA) that was enacted in 2005 and requires all subway stations to be fully accessible by 2025. This project has been initiated to complete the program by the required date of 2025.
- The Purchase of Legacy LRVs project, at a cost of \$781.357 million, will provide continued funding from 2013 onwards for the purchase of 204 LRVs procured from 2012-2019 consisting of 178 replacement cars and 26 growth cars. The LRV procurement schedule

includes the delivery of 3 in 2012; 6 in 2013; 34 in 2014; 36 in 2015; 36 in 2016; 39 in 2017; 36 in 2018; and 14 in 2019.

- The ATC Resignalling project requires \$556.671 million in costs and will improve the Yonge-University Subway signaling system by replacing antiquated conventional signaling with Automatic Train Control that will increase capacity by allowing for closer train headways and replacement of the Bloor-Danforth (BD) signaling system with a new conventional system. ATC for the BD line remains partially complete with additional scope requirements beyond the 10-Year Recommended Capital Plan.
- The LRT Replacement Maintenance and Storage Facility with expenditures of \$300.635 million will enable the construction of a new maintenance and storage facility to accommodate running repairs and maintenance of up to 204 new LRVs, as well as provide yard storage capacity for 100 LRVs.
- The Toronto Rocket Yard & Storage Track Accommodation project requires \$347.231 million in expenditures and provides for the design and construction of various subway vehicle facilities and yards to ensure proper delivery, maintenance and storage of the new fixed six-car Toronto Rocket subway trains.
- Bridges and Tunnels – Various (\$433.525 million) – project will address infrastructure maintenance and improvements to bridges and tunnels to maintain these assets in a state of good repair.
- The Subway Car Purchases project, with costs of \$71.302 million, will continue to fund the purchase of 360 subway cars (60 trains at 6 cars per train) consisting of 318 replacement cars and 42 growth cars. The subway car procurement schedule includes the delivery of 78 cars (13 trains) from 2010-2011; 144 cars (24 trains) in 2012; and 138 cars (23 trains) in 2013.
- The Bus Heavy Rebuild program requires funding of \$427.336 million and will cover the mechanical and body overhaul of Commission buses to ensure they continue to provide safe, reliable service until they reach retirement. This program included mid-life overhauls on buses after approximately 9 years of service however the scope now includes a hybrid maintenance program at 6 years and 12 years for all hybrid buses as well as a 15 year mechanical overhaul program of engines on specific buses.

Service Improvement Projects

- Finishes - Various – Station Modernization (\$15.879 million) – project aims to upgrade and modernize both indoor and outdoor public spaces to provide station facilities that are in a state of good repair, maintainable and safe; more easily navigated with excellent way-finding assists at all levels; visually modern and more identifiable as a TTC transit facility; and, more easily located and identifiable in the urban context.
- The Other Service Planning – Transit Priorities project, with \$20.350 million in expenditures, provides funding for the installation of signal priority equipment for transit vehicles at signalized intersections and queue jump lanes. Both of these systems can improve travel speeds and increase route capacity.

Growth Related Projects

- The Fare System project (\$53.627 million) provides the design and build of TTC-PRESTO devices for the implementation of the PRESTO fare collection system as well as the Proof-of-Payment (POP) project which involves the installation of proof-of-payment readers on the LRVs replacing the existing streetcar fleet and also involves the installation of machines at streetcar stops.

State of Good Repair (SOGR) Backlog

- Currently the TTC does not have a detailed state of good repair backlog.
- It is recommended that the TTC quantify, develop and maintain a detailed state of good repair backlog of its capital program to be provided to the City during the 2014 budget process.

10-Year Capital Plan Impact on the Operating Budget**Operating Impact Summary
(In \$000s)**

Program Costs, Revenues and Net (\$000s)	Rec. Budget	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	20201 Plan	2022 Plan	2013-2022 Total
2013 Recommended Capital Budget											
Program Costs (Net)	2,784.0										2,784.0
Approved Positions	7.2										7.2
Recommended 10-Year Capital Plan											
Program Costs (Net)		(5,592.0)	(3,925.0)	(435.0)	(382.0)	(429.0)	(231.0)	(156.0)	(253.0)	(478.0)	(11,881.0)
Approved Positions		(75.1)	(38.7)		(2.6)	(0.7)		2.0			(115.1)
Total											
Program Cost (Net)	2,784.0	(5,592.0)	(3,925.0)	(435.0)	(382.0)	(429.0)	(231.0)	(156.0)	(253.0)	(478.0)	(9,097.0)
Approved Positions	7.2	(75.1)	(38.7)		(2.6)	(0.7)		2.0			(107.9)

Approval of the 2013 Recommended Capital Budget results in an increase of \$2.784 million in the 2013 Recommended Operating Budget primarily for the Intelligent Transportation and Technical Systems project involving staff costs, operating systems costs and maintenance fees.

The 10-Year Recommended Capital Plan will decrease future year Operating Budgets by a total of \$9.097 million net over the 2013 – 2022 period. Approved positions will decrease by 107.9 over the 10-year time frame. This is comprised of costs and savings to maintain:

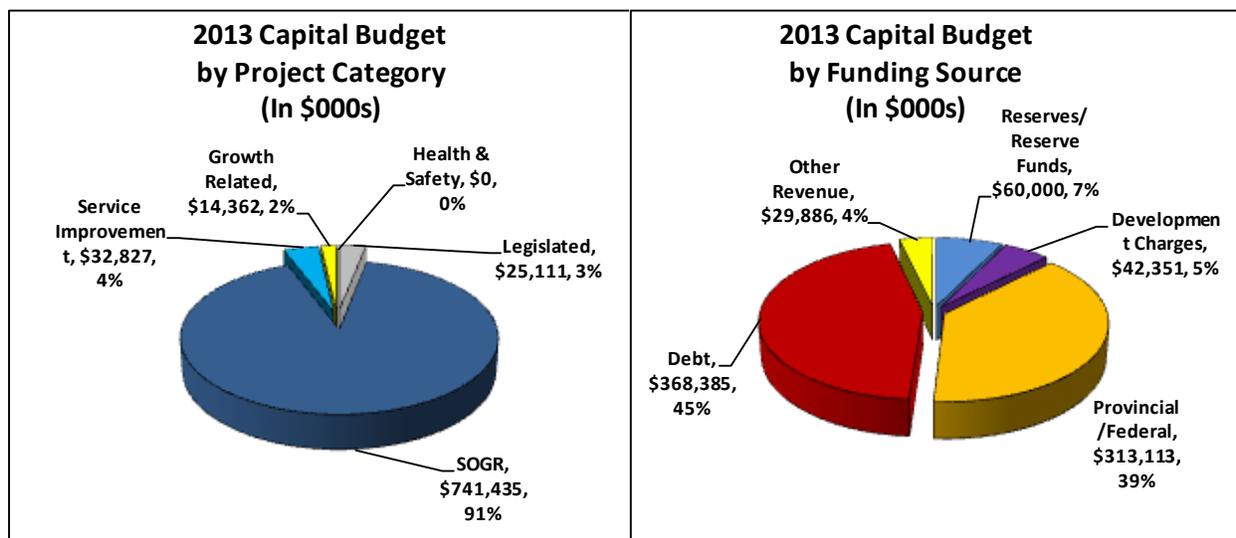
- Purchase of Articulated Buses: Combined savings of \$9.333 million from 2013 – 2022 as the articulated buses provide efficiencies in operator and maintenance requirements by operating fewer buses on certain routes.
- Other Service Planning: Combined savings of \$4.393 million from 2013 – 2022 due to the Signal Priorities project which will allow for faster round trip times for buses as well as the Automatic Passenger Counter Implementation Program that will allow for a reduction in field staff.
- Intelligent Transportation & Technical Systems: Combined costs of \$3.177 million from 2013 – 2022 for increased requirements for systems maintenance and fees.

**Net Operating Impact by Project
(In \$000s)**

Project	2013 Rec. Budget		2014 Plan		2015 Plan		2016 Plan		2017 Plan		2013 - 2017 Capital Budget Plan		2018 - 2022 Capital Plan	
	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions
Previously Approved Projects														
Replace 40' Diesel Buses or Equivalent			(5,664.0)	(79.0)	(3,669.0)	(39.0)					(9,333.0)	(118.0)		
Other Service Planning	(323.0)		(485.0)		(485.0)		(545.0)		(565.0)		(2,403.0)		(1,990.0)	
Intelligent Transportation & Technical Systems	2,796.0	5.0	221.0	1.6	122.0		4.0		6.0		3,149.0	6.6	28.0	0.1
Other Projects	311.0	2.2	336.0	2.3	107.0	0.3	106.0		177.0	(2.6)	1,037.0	2.2	415.0	1.2
New Projects - 2013														
N/A														
New Projects - Future Year														
N/A														
Total Recommended (Net)	2,784.0	7.2	(5,592.0)	(75.1)	(3,925.0)	(38.7)	(435.0)		(382.0)	(2.6)	(7,550.0)	(109.2)	(1,547.0)	1.3

PART III - 2013 RECOMMENDED CAPITAL BUDGET

2013 Capital Budget by Project Category and Funding Source



The 2013 Recommended Capital Budget, excluding funding carried forward from 2012 to 2013, requires 2013 cash flow funding of \$813.735 million.

- The 2013 Recommended Capital Budget allocates significant funding for State of Good Repair projects which account for \$741.435 million or 91.1% of the 2013 recommended expenditures. The primary focus of the 2013 Recommended Capital Budget is the repair or replacement of aging vehicles, infrastructure and facilities.
- Legislated projects represent \$25.111 million or 3.1% of the 2013 Recommended Capital Budget's expenditure activity. The Easier Access Phase III project is the most significant Legislated project, requiring funding of \$11.986 million in 2013.
- Service Improvement projects account for \$32.827 million or 4.0% of the funding included in the 2013 Recommended Capital Budget. The largest Service Improvement projects to proceed in 2013 include the Station Modernization Program project (\$8.753 million), the Subway Track project (\$6.936 million) and Other Buildings and Structures project (\$9.506 million).
- Growth Related projects represent 1.8% of the 2013 Recommended Capital Budget's expenditures. The largest Growth Related project for 2013 is the Fare System project (\$13.362 million).
- The 2013 Capital Budget for TTC is funded primarily from debt, which accounts for 45.3% or \$368.385 million of the recommended financing. This is below the debt affordability guideline of \$416.527 million set for this Program in 2013 due to an increased allocation of eligible Development Charge funding and the deferral of spending for specific projects due to delays and slippage of work.
- The 2013 Recommended Capital Budget is also financed largely by Federal and Provincial funding, which accounts for 19.1% or \$155.183 million and 19.4% or \$157.930 million

respectively. Combined funding from these orders of government represents \$313.113 million or 38.5% of the overall 2013 financing for transit.

- City reserve funding, from the capital financing strategy that uses operating surplus in accordance with the City's surplus management policy and asset monetization proceeds, contribute \$60 million or 7.4% of 2013 financing for TTC's Capital Budget. This funding is allocated to SOGR projects including the Purchase of Legacy LRVs, LRT Replacement Maintenance and Storage Facility and the Toronto Rocket Yard and Storage Track Accommodation.
- Other sources of revenue, such as projects funded by the TTC through depreciation, represent 3.7% or \$29.886 million of 2013 funding.
- Development Charges provide funding for \$42.351 million or 5.2% of the Capital Budget and have been maximized based on the eligibility of 2013 projects. Development Charge funding in 2013 has increased for the LRT Replacement Maintenance and Storage Facility and the Purchase of Buses due to an increase in eligible funding and growth buses, respectively.

2013 Recommended Cash Flow & Future Year Commitments (In \$000s)

	2013 Previously Approved Cash Flow Commits.	2013 New Cash Flow Rec'd	2013 Total Cash Flow Rec'd	2012 Carry Forwards	Total 2013 Cash Flow (Incl 2012 C/Fwd)	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total Cost
Expenditures															
Previously Approved	628,424		628,424	65,385	693,809	777,796	395,284	232,162	184,301	138,752	38,387				2,460,491
Change in Scope		723	723		723	(34,930)	3,318		9,270	5,635	28,347				12,363
New		71,184	71,184		71,184	75,989	158,928	216,042	117,030	128,441	150,687	149,563	113,035	152,775	1,333,674
New w/Future Year		113,404	113,404		113,404	232,857	77,530	77,978	57,213	23,600	14,865	889			598,336
Total Expenditure	628,424	185,311	813,735	65,385	879,120	1,051,712	635,060	526,182	367,814	296,428	232,286	150,452	113,035	152,775	4,404,864
Financing															
Debt	259,792	108,593	368,385	60,480	428,865	374,742	216,416	212,024	121,999	113,034	79,019	42,722	37,825	58,270	1,684,916
Other	16,700	13,186	29,886	752	30,638	32,100	21,688	19,580	9,330	4,846	3,573	3,816	2,566	5,000	133,137
Reserves/Res Funds	60,000		60,000		60,000	252,294	180,000	125,580	78,804	1,849	7,548	5,493			711,568
Development Charges	42,351		42,351		42,351	16,322	12,577	11,881	8,500	14,500	15,017	10,000	6,395		137,543
Provincial/Federal	249,581	63,532	313,113	4,153	317,266	376,254	204,379	157,117	149,181	162,199	127,129	88,421	66,249	89,505	1,737,700
Total Financing	628,424	185,311	813,735	65,385	879,120	1,051,712	635,060	526,182	367,814	296,428	232,286	150,452	113,035	152,775	4,404,864

- The TTC's 2013 Recommended Capital Budget is \$879.120 million, which provides funding for 2012 projects carried forward into 2013 of \$65.385 million; previously approved 2013 commitment funding of \$628.424 million; and, \$185.311 million for new/change in scope projects.
- In addition to funding previously approved projects with 2013 commitments of \$1.767 billion, approval of the 2013 Recommended Capital Budget will result in a commitment to additional future year funding for new/change in scope projects of \$273.916 million in 2014; \$239.776 million in 2015; \$294.020 million in 2016; \$183.513 million in 2017; \$157.676 million in 2018; \$193.899 million in 2019; \$150.452 in 2020; \$113.035 in 2021; and \$152.775 million in 2022.
- Key multi-year projects include the Purchase of Subway Cars, Purchase of Legacy LRVs, LRT Replacement Maintenance and Storage Facility, Toronto Rocket Yard and Storage Track

Accommodation, ATC Resignalling, Purchase of Buses, Fare System and Easier Access project.

- Ongoing projects include Bus Overhaul, Subway Track, Surface Track, Traction Power, Equipment, Bridges and Tunnels and Computer Equipment and Software and most other SOGR projects.

2013 Recommended Capital Project Highlights

The 2013 Recommended Capital Budget provides funding of \$879.120 million to:

- Complete the Wilson Complex Modifications for the Toronto Rocket (\$1.800 million), Mount Dennis Bus Facility (\$0.500 million), Queensway Bus Garage Renovations (\$0.453 million) and Kipling Station Improvements (\$0.400 million).
- Continue construction of the LRT Replacement Maintenance and Storage Facility and associated connection track on Leslie Street (\$140.000 million).
- Continue with design, procurement, installation and testing of the ATC Resignalling project for the Yonge-University-Spadina subway line (\$63.478 million).
- Continue the On-Grade Paving Rehabilitation Program by re-paving and improving commuter and employee parking lots, yards and garages and bus roadways in subway stations (\$3.993 million).
- Continue Surface Trackwork (\$41.888 million), Subway Trackwork (\$19.815 million), Easier Access program (\$18.126 million), Fire Ventilation Upgrades (\$28.210 million) and the Fare System projects (\$15.578 million).
- Continue the Purchase of Subway Cars (\$55.007 million and receipt of 138 cars), Purchase of Legacy LRVs (\$111.153 million and receipt of 6 LRVs), Bus Rebuild Program (\$33.191 million) and Toronto Rocket Yard & Storage Track Accommodation projects (\$31.794 million).
- Begin the Replacement of 40' Diesel Buses or Equivalent with the purchase of 27 articulated buses in 2013 (\$25.912 million).
- Begin the design and engineering work for the McNicoll New Bus Garage to provide additional bus storage (\$0.300 million).

2013 Recommended Capital Project Highlights
(In \$000s)

Project	2013	2014	2015	2016	2017	2013 - 2017	2018	2019	2020	2021	2022	2013 - 2022 Total
Subway Track	19,815	24,064	1,922			45,801						45,801
Surface Track	41,888	21,733	88	1,007		64,716						64,716
Traction Power	25,761	27,384	8,232			61,377						61,377
Power Distribution/Electric Systems	7,768	7,430	7,820	1,621		24,639						24,639
Communications	19,467	23,510	15,169	9,776	10,900	78,822	5,621					84,443
Signal Systems	7,726	8,863	5,691	9,171	14,371	45,822	15,303	14,865	889			76,879
Finishes	20,511	24,662	4,050	34		49,257						49,257
Equipment	20,302	24,560	25,988	24,043	26,685	121,578	4,676					126,254
Yards & Roads	5,088	16,935	13,426	7,723	6,726	49,898	3,281					53,179
On-Grade Paving Rehabilitation Program	3,993	9,859	2,868			16,720						16,720
Bridges & Tunnels	38,701	35,763	12,076			86,540	509					87,049
Fire Ventilation Upgrade	28,210	32,544	29,564	13,359	9,365	113,042	6,064	6,144	6,000	6,460	7,155	144,865
Easier Access Phase III	18,126	39,251	36,910	47,150	49,618	191,055	50,908	41,433	37,579	30,087	38,994	390,056
Replacement Wheel-Trans Vehicles	3,200					3,200	5,023	18,461	29,683		24,912	81,279
Subway Car Purchases	55,007	1,969	7,898	6,428		71,302						71,302
SRT Car Overhaul Program	4,216	1,820				6,036						6,036
Streetcar Overhaul Program	10,306	984				11,290	280	4,000	4,200	4,284	4,370	28,424
Subway Car Overhaul Program	22,159	22,204	22,760	25,855	19,963	112,941	13,662	13,948	14,297	14,591	12,344	181,783
Automotive Non-Revenue Vehicles	7,074	3,385				10,459						10,459
Rail Non-Revenue Vehicle Overhaul	845	901	1,000	931		3,677						3,677
Rail Non-Revenue Vehicles Purchase	2,813	3,531	2,675	3,798	471	13,288	4,476	2,592	2,356			22,712
Shop Equipment	4,203	3,394				7,597						7,597
Fare Handling Equipment	4,009	1,501				5,510						5,510
Environmental Programs	8,987	5,406	4,320	4,541	647	23,901						23,901
Computer Equipment & Software	16,394	19,254	20,911	23,741	9,429	89,729						89,729
Furniture & Office Equipment	314	270				584						584
Other Service Planning	3,710	2,635	1,201			7,546						7,546
Mount Dennis Bus Facility	500					500						500
Other Buildings & Structures Projects	39,867	52,988	64,918	54,273	33,118	245,164	12,246	2,173				259,583
Replace 40' Diesel Buses or Equivalent	25,912	124,060	361	15,745		166,078						166,078
Bus Heavy Rebuild Program - Overhaul	33,191	47,329				80,520						80,520
Other Maintenance Equipment	5,165	1,007				6,172						6,172
Queensway Bus Garage Renovations	453					453						453
Purchase of Legacy LRVs	111,153	130,692	133,743	112,119	122,551	610,258	110,680	64,290				785,228
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	58,360
Kipling Station Improvements	400					400						400
Fare system	15,578	21,628	12,812	7,316	1,501	58,835	653					59,488
ATC Resignalling Project	63,478	53,196	45,123	60,118	60,469	282,384	53,133	59,380	49,948	56,213	60,000	561,058
Wilson complex-Modifications for the Toronto Rocket	1,800					1,800						1,800
LRT Replacement Maintenance and Storage Facility	140,000	146,000	20,935			306,935						306,935
Toronto Rocket Yard & Storage Track Accommodation	31,794	104,489	129,599	86,633		352,515						352,515
Total (including carry forward funding)	879,120	1,051,712	635,060	526,182	367,814	3,459,888	296,428	232,286	150,452	113,035	152,775	4,404,864

PART IV: ISSUES FOR DISCUSSION

2013 Issues*Capital Financing Strategy to Mitigate Debt Requirements**Background*

- Prior to submitting the 2013-2022 Capital Plan, TTC assessed their capital needs through a series of internal budget reviews and submitted an original requested 10-Year Capital Plan that comprised of capital works that totaled \$6.466 billion in gross expenditures that would have required \$2.782 billion in new City debt funding. This requested debt funding exceeded the TTC's established 10-year debt target of \$2.095 billion by \$687 million which went beyond the City's debt capacity and, was therefore, not affordable.
- Subsequently, TTC went through an additional process to further reduce its Capital Plan submission. This resulted in a further reduction of \$74 million by deferring the Toronto Rocket Yard and Storage Track Accommodation and the Purchase of Wheel-Trans Vehicles projects. TTC submitted a revised 10-Year Capital Plan that totals \$6.392 billion in gross expenditures, requiring \$2.708 billion in new City debt funding. However, the 2013 10-Year Capital Plan requested debt funding still exceeded the TTC's established 10-year debt target of \$2.095 billion by \$613 million which, again, goes beyond the City's debt capacity and, is therefore, not affordable.

Recommended Capital Financing Strategy

- Similar to last year, in order to manage this tremendous debt need, the City is recommending the following capital financing strategy to fund increased debt requirements of \$613 million.
 - Maximized Development Charge funding for eligible growth projects resulting in an increase to DC funding of \$79 million from existing DC By-Law balances and projected contributions.
 - Applied \$534 million in assumed reserve funding to be provided from the capital financing strategy utilizing proceeds from the use of surplus operating funds in accordance with the City's surplus management policy, the monetization of City assets and additional contributions to transit from the Federal and Provincial government as well as an anticipated increase in DC funding following completion of the 2013 Development Charge By-Law review.
 - This funding, above and beyond the similar funding source applied through the 2012 budget process, has been applied as follows:

\$millions	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
Capital Financing		42	48	69	85	114	116	60			534

- With this funding provision and other maximized funding sources, TTC's debt funding over the 10 years is at target.

- Proceeds from the monetization of City assets are based on the report entitled "Monetization Potential of City Assets" from the Deputy City Manager and Chief Financial Officer and was adopted by City Council on November 29, 2011. The City owns interests in a considerable number of marketable assets, including real estate and government business enterprises. Monetization of some of these assets has the potential to offset some of the spending and debt pressures from the TTC's Capital Program.
- At its meeting of October 2, 2012, City Council adopted as amended the report entitled, "Proposed Sale of Enwave Energy Corporation." This initiative to monetize City assets, through the sale of Enwave has generated initial proceeds for contribution to the City's Capital Financing Reserve. The potential returns of additional asset sales are uncertain at this point. However, further actions recommended and contemplated in the monetization report (e.g. monetization activities regarding Toronto Hydro, and real property dispositions by Toronto Parking Authority, Real Estate Division and Build Toronto) are expected to result in cash proceeds as high as \$600 million over the remaining term of Council.
- Proceeds from the sale of Enwave and the utilization of returns/dividends from other City assets are required to finance the TTC's Recommended Capital Plan. Given the complex funding circumstances and debt shortfall that exists in various projects within the TTC capital program, \$534 million will be applied against SOGR projects such as Bus Overhaul, Subway Car Overhaul, Subway Track, Surface Track, Bridges and Tunnels and Equipment, which are crucial infrastructure projects.
- In order to maximize all funding sources and considering funding program constraints and eligible cost limitations, particularly Federal Gas Tax and Development Charges, flexibility in the allocation of the City reserve funds is reflected in the TTC's 10-Year Recommended Capital Plan. Additionally, flexibility in application of City reserve funding is consistent with the principle benefits of the Provincial and Federal Gas Tax funding allocation programs, and will ensure that TTC is able to fully utilize these funding sources in the coming years as well as justify the pursuit of further government funding for transit capital.
- TTC's 2013-2022 Recommended Capital Budget and Plan includes \$1.189 billion (includes \$655 million from the \$700 million allocated during the 2012 budget process) in reserve funding to be provided from the capital financing strategy that includes proceeds from the use of surplus operating funds in accordance with the City's surplus management policy, the monetization of City assets and additional contributions to transit from the Federal and Provincial government as well as the 2013 Development Charge By-Law review.
- Funding of \$653.804 million or 55% of the reserve funding is allocated to four key projects including the Purchase of Legacy LRVs, LRT Replacement Maintenance and Storage Facility, the Toronto Rocket Yard and Storage Track Accommodation and Automatic Train Control Resignalling. These four projects are necessary to accommodate ridership growth, increase capacity and replace, store and maintain streetcars and subway cars. Funding of \$535.436 million or 45% of the reserve funding is for state-of-good-repair projects including Bus Overhaul, Subway Car Overhaul, Subway Track, Surface Track, Bridges and Tunnels and Equipment.
- Historically, the TTC's capital program was funded by approximately one-third City debt and two-thirds other funding primarily Federal and Provincial. Given the pressure on TTC's

capital program and the reduction in certain Provincial and Federal funding sources, this funding trend has begun to erode as TTC's 2012-2021 Approved Capital Plan is comprised of 37% City debt and 11% City reserves for a total of 48% own-source funding.

- The TTC's 2013-2022 Recommended Capital Plan is comprised of 51.4% City debt and City reserves, which reflects the capital financing strategy including proceeds from the use of surplus operating funds in accordance with the City's surplus management policy, the monetization of City assets and additional contributions to transit from the Federal and Provincial government as well as an anticipated increase in DC funding following completion of the 2013 Development Charge By-Law review.
- TTC's 10-Year Recommended Capital Budget and Plan has only been able to stay within debt affordability limits by extending the approved capital financing strategy requiring the City to dedicate \$1.189 billion in future proceeds to transit capital needs. This requires fiscal discipline to ensure proceeds are applied as recommended over the 10 years. To this end, the City has maximized all funding sources while maintaining debt affordability requirements.
- It is therefore recommended that, in subsequent years, the TTC fund any further Capital Plan increases beyond established debt levels within the existing funding resources provided as the City does not have the capacity to provide any additional own-source funding above and beyond the funding provided in the 2013-2022 Recommended Capital Plan.

Projects Included in the 2013-2022 Recommended Capital Plan

- The TTC's 2013-2022 Recommended Capital Plan is driven by the purchase of new vehicles, the overhaul of existing vehicles, building of maintenance and repair facilities to house the new LRVs, buses and Toronto Rocket subway trains, automatic train control and other SOGR projects. There is \$1.858 billion recommended for vehicle purchases or overhauls, \$300.635 million for the LRT Replacement Maintenance and Storage Facility, \$255.984 million for the YUS automatic train control, \$347.231 million for the Toronto Rocket Yard and Storage Track Accommodation.
- Not including carry forward funding of \$65.385 million for 2012 projects not completed, the total recommended funding of \$6.392 billion provides funding for the following major projects:
 - Bus purchases - \$222.066 million
 - Wheel-Trans vehicle purchases - \$79.999 million
 - Subway Car purchases - \$71.302 million
 - LRV (Streetcar) purchases - \$781.357 million
 - Fare System (farecard and proof-of-payment) - \$58.502 million
 - YUS Automatic Train Control & BD Conventional Resignalling - \$556.671 million
 - Toronto Rocket Yard and Storage Track Accommodation - \$347.231 million
 - LRT Replacement Maintenance and Storage Facility - \$300.635 million

Additional Unfunded TTC Capital Projects

- The 2013-2022 Recommended Capital Budget and Plan of \$6.392 billion (excluding carry forward funding) requires debt funding of \$2.095 billion, which is equal to the debt affordability guideline. With \$4.297 billion of funding budgeted from other sources, this available debt funding is sufficient to meet the TTC's ongoing efforts to maintain its assets in a state of good repair, coupled with service improvement and system capacity projects to meet increasing ridership and increased demand to grow the transit system.
- It should be noted that in addition to the \$6.392 billion requested over the 10-year period, the TTC has identified an additional \$5.104 billion in funding for major projects which are “below-the-line” (not included) in the TTC’s 10-Year Recommended Capital Plan due to affordability constraints, but which the TTC staff believe are vital to meet future passenger growth and system safety requirements. They include:
 - AODA accessibility requirements (legislated) \$155.350 million
 - Station Modernization Program \$98.276 million
 - Yonge – Bloor Capacity Improvements \$205.003 million
 - Yonge North Subway Extension (Metrolinx priority project) \$4.208 billion
 - Finch Bus Service Improvements \$61.554 million
 - Computer Information System Improvements \$70.000 million
- Another project not included in the above is the Downtown Relief Line. The schedule and cash flow for this project is not available at this time, however this project has an estimated cost in the range of \$3.2 to \$8.3 billion depending on the scope.

TTC Fleet

- In order to address funding constraints and a debt shortfall of \$687 million based on the original TTC requested 2013 Capital Plan, TTC undertook a review of its capital needs and deferred \$74 million in project costs to address the funding shortfall. These deferrals included \$34 million and 58 Wheel-Trans buses. The 10-Year Recommended Capital Plan includes \$1.858 billion or 29% for the purchase and maintenance of vehicles, as noted below:

Light Rail Vehicles

- During the 2012 budget process, the order for 204 streetcars was reduced by 15 resulting in a revised order quantity of 189. TTC has reassessed the need for those 15 cars and, based on projected ridership growth and potential contract penalties, has reinstated the 15 cars. The revised order of 204 cars is sufficient to meet ridership demand projections for the current 10 year period.
- As cars continue to be delivered into 2019 under the current contract delivery schedule, car requirements will be reviewed again at that time to ascertain future needs and any potential order amendments that may be required (including an option that permits the purchase of additional cars).

Subway Cars

- During the 2012 budget process, TTC's Subway Car fleet plan included the purchase of 10 growth trains to arrive in 2015 due to projected ridership growth. These 10 trains were deleted from the plan as they were unaffordable. Current ridership projections indicate the requirement for these trains early in the second five years of the Capital Plan period. An option does not exist in the current contract to buy these trains and the current contract would need to be negotiated.
- TTC staff believes a price in the same range as currently being paid would be achievable, but only with a continuous production run. This would result in fleet being delivered before it was needed leading to marginal operational cost increases as well as further yard expansion. Further, TTC's ability to run these trains is dependent on having Automatic Train Control (ATC) fully implemented. While TTC staff is confident in the ATC plan, this is a large and complex system being built in an existing subway with high potential for schedule changes. Given the foregoing, TTC staff concluded it would be prudent to defer the decision to buy additional trains until a later date.
- The current fleet plan includes the continuous delivery of subway cars into 2014 as the last train sets, of the 60 ordered, begin revenue service.

TTC Conventional Buses

- During the 2012 budget process, bus procurements were reduced by 134 forty foot buses as a result of the removal of 108 peak ridership growth buses and 26 contingency buses. The majority of these reductions, 108 of 134, were contingent on the policy to reverse the Ridership Growth Strategy loading standards that was recommended in the 2012 Operating Budget. During the budget process, half of the Operating Budget peak service reductions were restored based on the reallocation of forecasted additional diesel fuel savings. Due to the retention of peak service, TTC required an estimated 54 new buses as well as additional storage capacity to accommodate these new buses. City Council therefore requested that the TTC provide appropriate financing alternatives to offset the estimated \$45 million in new capital costs and associated debt for vehicles and additional storage, and report back to the Budget Committee prior to TTC's commitment to the purchase of the vehicles.
- TTC reassessed the need for the aforementioned 54 buses and temporary storage capacity. Instead of purchasing forty foot buses in 2013, TTC has accelerated the purchase of 153 articulated buses that was approved from 2014-2016. TTC now plans to procure the articulated buses from 2013-2014, as utilization of these buses will reduce operating costs and provide better customer service.
- Based on projected ridership growth, TTC has added the procurement of 99 forty foot buses from 2016-2017. Also, due to projected capacity limitations, TTC now requires a storage and maintenance facility to accommodate the current bus fleet plan. Phase 1 of the McNicoll Bus Garage project is included in the 10-Year Recommended Capital Plan at a cost of \$80 million to provide for an indoor storage facility for 250 buses. A further \$80 million (not included in the 10-Year Recommended Capital Plan) will potentially be required for Phase 2, which includes additional indoor storage for 150 buses and a maintenance facility.

- The purchase of articulated buses will generate an annual savings of \$9.333 million in the operating budget once all 153 buses are in service. One articulated bus is equal to 1.35 forty foot bus and therefore will reduce the amount of buses needed for service and provide efficiencies in operator and maintenance requirements. These savings are reflected in the TTC operating budget outlook for 2014 and 2015.

Wheel-Trans Buses

- Based on increased demand and life cycle replacement, TTC has added the procurement of 198 Wheel-Trans accessible buses, 140 from 2018-2022 and 58 beyond 2022. The Friendly Buses will have exceeded their life expectancy, and replacing these buses with similar low-floor buses will be necessary to support Wheel-Trans' continuing efforts in providing a quality service during peak period when passenger demand is greatest.
- The bus fleet projection is based on more flexible service policies, reviewing demand, the impact of Accessibility for Ontarians with Disabilities Act (AODA), upgrading the Wheel-Trans Information System (WTIS) scheduling system, as well as equipping buses with Automatic Vehicle Location (AVL) technology.
- The Wheel-Trans fleet is comprised of low-floor buses, accessible taxis and sedans. The Collective Agreement requires the bus modal split to be 38% and deferring the acquisition of new buses for ridership growth and replacement of the existing fleet would have a significant impact on service, and compromise Wheel-Trans' ability to accommodate peak period demand. It would also limit Wheel-Trans' ability to accommodate customers with large mobility devices, as well as reduce the quality of service, add costs to the operating budget, delay planned linking of trips with the conventional service, and be in breach of the Collective Agreement.

Fleet Summary

- Included in TTC's 10-Year Recommended Capital Plan is \$1.858 billion in total gross expenditures for the purchase of 138 subway cars, 201 LRVs, 252 buses and 140 Wheel-Trans accessible buses as well as vehicle overhauls and non-revenue vehicle purchases. These new fleet commitments and associated infrastructure projects such as the LRT Replacement Maintenance and Storage Facility, the Toronto Rocket Yard and Storage Track Accommodation and the McNicoll New Bus Garage drive the TTC's capital requirements and contribute directly to the pressure on debt funding.
- However, with budgeted additional funding, the 10-Year Recommended Capital Plan supports all commitments for new vehicles being delivered from 2013-2022 including 201 LRVs (total of 204 with 3 delivered in 2012), 138 Toronto Rocket cars (total of 360), 99 forty foot diesel buses and 153 articulated buses and associated infrastructure projects. Also, included in the 10-Year Recommended Capital Plan is the procurement of 140 Wheel-Trans accessible buses from 2013-2022 (total of 198 with 58 deferred to post-2022), which will improve reliability and reduce maintenance costs for Wheel-Trans service.

Future Year Issues

Fleet Replacement Strategy

- A key issue with TTC's capital program is the timing of fleet replacement and procurement. The fleet plan includes the replacement of all streetcars from 2012-2019; replacement of all YUS line trains as well as the purchase of growth trains from 2011-2014; replacement of 400 buses from 2011-2017; and the replacement of 201 Wheel-Trans buses from 2009-2012. This replacement schedule has resulted in significant funding challenges for the TTC and the City.
- As a mitigating strategy for the future, it is again recommended that the TTC assess their future fleet requirements and overhaul programs outside of the 2013-2022 10-year horizon and develop a strategy together with the City for purchasing Subway Cars, LRVs and Buses intermittently over an extended period in order to avoid procuring the majority of the fleet in the same fiscal years in the future. It is recommended that the TTC report back on this matter to Budget Committee during the 2014 budget process. Below reflects the schedule of TTC's current fleet procurement plan:

2013-2022 Schedule of Fleet Procurement

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Purchase of Light Rail Vehicles	6	34	36	36	39	36	14			
Purchase of Buses	27	126		34	65					
Subway Car Purchases (# of cars)	138									
Replacement Wheel-Trans Vehicles						10	35	54		41

*This chart reflects an estimated procurement schedule and is subject to change over the course of 10 years.

Key Capital Projects

Toronto-York Spadina Subway Extension

- The TTC is currently constructing an extension of the Spadina Subway from Downsview station to the Vaughan Corporate Centre through a joint project involving the City of Toronto/TTC and York Region. Provincial government funding for one third of the project cost has been committed and placed in a trust fund. Funding involvement is allocated municipally on a 59.96% City / 40.04% York Region split based on recognition of municipal boundaries and responsibilities and of shared system infrastructure.
- It had been planned to use a portion of the monetization of the Toronto Hydro bond to pay for the majority of the City's share of the Spadina Subway Extension. This funding was replaced in 2010 by \$344 million in debt as part of a strategy by the City of Toronto to restructure its debt financing. Debt funding in the 2013-2022 Recommended Capital Plan totals \$150.989 million including carry forward funding from 2012.
- It is recommended that Council approve cash flow funding of \$1.454 billion including 2013 and future year commitments for the Toronto-York Spadina Subway Extension, with \$176.262 million, including funding carried forward from 2012.

- The recommended Capital Plan is based on the original project completion date of December 2015. The scheduled completion date has been adjusted to the Fall of 2016 due to delays from a construction site accident, complex utility work, design issues and contractor performance. While construction of this project is well underway and proceeding, the revised cash flow schedule will be reassessed and updated once the new budget is approved by the Executive Task Force.
- While capital funding is in place, no funding has yet been identified for transitional or ongoing incremental operating costs the TTC will incur when this capital project is complete and the subway extension is operational by the end of 2016.

Light Rail Transit Projects

- The Light Rail Transit Projects, which began in 2011 and are fully funded by Metrolinx, will construct the Eglinton Crosstown LRT, Scarborough RT, Sheppard East LRT and Finch West LRT. There is no funding in the TTC's 10-Year Recommended Capital Plan and as of October 31, 2012 the program management functions, project design, construction and community relations have transferred from the TTC Transit Expansion Department to Metrolinx. The TTC will continue to assist in the development of the design, build, operate and/or maintain functions.
- Metrolinx will acquire, own and control the assets of the Transit Projects and use the Alternative Financing and Procurement (AFP) framework managed by Infrastructure Ontario to deliver the Transit Projects. On October 3, 2012, the TTC and Metrolinx agreed to the principles of an operating arrangement for the TTC to operate the transit lines, which principles are included in the Master Agreement. Metrolinx and Infrastructure Ontario will apply a Design Build Finance Maintain (DBFM) model to deliver the Transit Projects. The City will have final authority over its infrastructure, and City staff will be included in the procurement, design and construction phases for the Transit Projects, as well as be afforded opportunities for upgrade and enhancements to City infrastructure and the public realm.
- While the Province through Metrolinx has provided capital funding for these projects, no funding has yet been identified for transitional or ongoing incremental operating costs the TTC will incur when this capital project is complete and the light rail transit lines are operational.

GTA Farecard and Proof of Payment (POP)

- The Provincial government introduced its Presto fare card in 2010 which can be used by transit passengers across the various GTA transit systems. A pilot project is in progress which involves having farecard machines available in five TTC subway stations which serve as access points for riders from the other parts of the GTA. The total project cost of \$46.738 million reflects only the City portion of the project.
- In June 2011, TTC approved the adoption of the Presto fare collection system subject to the development of acceptable operating and financial agreements. While this project was initially included for funding through the CSIF program, from the Federal Government, the TTC, City of Toronto and Ontario Government submitted a joint letter requesting that the proponenty of the project be shifted from TTC to Metrolinx. The proposal was approved and provided that the Federal portion of CSIF funding would be directed to Metrolinx and

the majority of the TTC-Presto capital costs would be financed by the Province. Metrolinx would design, build, purchase, operate, maintain and retain ownership of the TTC-Presto devices and support back-office systems required to meet TTC's fare system business requirements. Therefore, no additional City funding is required at this time in the TTC Capital Plan in order to complete this project.

- The Proof-of-Payment (POP) project is also included in the 2013-2022 Recommended Capital Plan. This project involves the installation of proof-of-payment readers on the LRVs replacing the existing streetcar fleet and also involves the installation of machines at streetcar stops. Given TTC's commitment to Presto, this project has been reduced further by \$25 million due to some overlap in equipment requirements that are included under the Presto Fare Card project. \$20.828 million in funding is currently recommended for this project. There is still a need to ensure that all payment systems integrate to mitigate against the need for reinvestments in fare collection in the future.

Key Projects to Support the New LRVs and the Toronto Rocket Subway Trains

- The purchase of new Light Rail Vehicles and Toronto Rocket Subway Trains requires additional investments in maintenance and storage facilities. As a result, 2 projects are recommended: the LRV Carhouse Facility Renewal Program (\$54.772 million; part of the Other Buildings and Structures project) to retrofit the Russell and Roncesvalles carhouses to accommodate the new LRVs and the LRT Replacement Maintenance and Storage Facilities project (\$306.935 million).
- Also associated with the new LRVs is the Streetcar Network Upgrades project (\$51.624 million), which is necessary for the modification of streetcar stops to become fully accessible and accommodate passengers with disabilities upon deployment of the new low-floor LRVs. This project includes curb cuts, island modification/reconstruction and wider platforms. The Toronto Rocket Yard and Storage Track Accommodation project (\$352.515 million) is a project which will accommodate the new subway trains.

TTC Capital Funding Needs

Pursuit of Federal and Provincial Funding

- At the beginning of this budget process, TTC was faced with a \$687 million debt shortfall. Realizing the City's financial challenges, the TTC was able to reduce its requested capital plan by \$74 million, which includes the deferral of components of the Toronto Rocket Yard and Storage Track Accommodation as well as a deferral to purchase 58 Wheel-Trans vehicles.
- The City has maximized all of its financing sources including maximizing its debt capacity and development charge funding; utilizing operating surpluses; and monetizing assets to fund transit needs within the current 10-Year Recommended Capital Plan.
- Additional Federal and Provincial funding would bridge any remaining funding gap, and would enable the TTC to proceed with its base capital program as well as commence with needed planned expansion projects.
- It is crucial that the upper orders of government assist the TTC with its capital funding needs, in order for the City and regional transit to continue to operate seamlessly. As the

majority of TTC's capital program is comprised of SOGR and projects to accommodate growth and alleviate congestion, without additional funding from other sources, there are limited options to meet TTC's base funding needs.

- It is recommended that TTC staff work with the City to pursue Federal and Provincial funding, on an urgent basis, to address its SOGR, capacity building, service improvement and growth needs; in particular funding is needed for the 204 LRVs already in production, the new LRT Replacement Maintenance and Storage Facility, which needs to be constructed in conjunction with delivery of the new LRVs, and other new streetcar, subway car and SOGR related infrastructure projects.

Status of Provincial/Federal Cost Sharing

Provincial Funding

Metrolinx

- The Provincial government in March 2008, made approximately \$599 million in transit funding commitments and payments to the City. As well, under the Metrolinx QuickWins program, the Province provided the City with \$386 million for the Automatic Train Control project and funding for 2 subway car orders. Of this \$386 million, \$189 million provided full funding for the 2009-2013 period for the Automatic Train Control, \$93 million for one third of the 234 Toronto Rocket subway car order and \$104 million for one third of the H6 Replacement subway car order. As well, \$7.1 million was received to further preliminary work on the Transit City Plan.
- This cost-share funding, as well as funding received from the Provincial government in 2007 for the CSIF, TTIP and ORSIF funding programs was placed in reserve funds to be drawn on in future years as work on eligible projects progress. Both the TTIP and ORSIF reserve funds will be depleted in 2012, however, funding from the CSIF reserve fund will still be available to fund projects included in the 2013 Recommended Capital Budget. Council authority is required each year to move these funds from the respective reserve funds to the Capital program.

Provincial Gas Tax

- In October 2004, the Province introduced gas tax funding to municipalities for public transit. Commencing at 1¢/litre, the funding is based on a province-wide 70% ridership and 30% population allocation, updated annually. The funding rate increased to 1½¢/litre, effective October 2005, and then to 2¢/litre, effective October 2006. On June 8, 2012, a letter of Agreement was signed by Provincial and Municipal parties for the 2011/12 Dedicated Gas tax allocation of \$162.2 million for public transportation of which \$91.6 million would go towards operating needs and the remainder to be applied to capital needs. Due to updated census, this is a reduction from the \$165.8 million received in 2011. The 2013 capital program maintained consistency in the continued application of \$91.6 million towards operating needs with the balance to capital, with the same funding allocations for future years to 2022.

Funding of LRVs

- On June 19, 2009 the Province of Ontario announced that it would provide one-third funding for the 204 Streetcar Project (which has been confirmed up to \$416.3 million) and this funding is expected to flow on the basis of contract milestone payments. The execution of a Transfer Payment Agreement with the Province is pending and a draft is currently under review.

*Federal Funding**Toronto-York Spadina Subway Extension*

- In September, 2008, the Federal government signed the contribution agreement for the Toronto-York Spadina Subway Extension project. This agreement commits the Federal government to providing \$622 million in funding in addition to the \$75 million which it has already provided. With the signing of this contribution agreement, the Spadina Subway Extension project is fully funded and is now proceeding.

Canada Strategic Infrastructure Fund (CSIF)

- In March 2008, the Federal government signed the CSIF contribution agreement under which it will provide the City with \$303.5 million in transit funding plus another \$46.5 million in funding for the GTA Farecard project (PRESTO). The TTC is making on-going claims for project spending that is eligible for CSIF funding.
- In 2012, the proponenty of the PRESTO project was transferred from TTC to Metrolinx. Therefore, the Federal government's portion of \$46.5 million has been removed from the CSIF agreement and instead will be directed to Metrolinx based on an approved business case for PRESTO. Since PRESTO is no longer part of the CSIF agreement with Toronto, the maximum eligible funding available from the Federal government is \$303.5 million.

Federal Gas Tax

- The permanent Federal Gas Tax allocated to Toronto is based on the City's population as a percentage of the total Provincial population using data from the 2001 census. Starting in 2010, the annual funding decreased from \$162.9 million to \$154.4 million. The funding was decreased due to a drop in the percentage that Toronto's population comprises of the total population of the Province based on the 2006 census versus the 2001 census.

Issues Referred to the 2013 Capital Budget Process*Proposed Sale of Enwave Energy Corporation*

- At its meeting of October 2, 2012, City Council adopted as amended the report entitled, "Proposed Sale of Enwave Energy Corporation." Associated with this report were various motions that have been referred to the Budget Committee for consideration. These motions include:
 1. That City Council direct that \$50 million from the proceeds of the sale of Enwave be placed in the Toronto Community Housing Corporation Major Capital Account.

2. That City Council direct that \$21.8 million of the proceeds from the sale of Enwave be used to repay the Water Capital Reserve Account to be used primarily for the basement flooding program.
 3. That City Council direct that 50 percent of the proceeds from the sale of Enwave Energy Corporation to the Toronto Community Housing Corporation, specifically to the capital repair backlog.
 4. That City Council direct that 25 percent of the proceeds from the sale of Enwave Energy Corporation to the Toronto Transit Commission (TTC), specifically for the purchase of TTC streetcars.
 5. That City Council direct that 25 percent of the proceeds from the sale of Enwave Energy Corporation to Toronto Water, specifically to the Reserve Account.
- As recommended, there is \$1.189 billion in reserve funding included in TTC's 2013-2022 Recommended Capital Plan to be provided from capital financing strategy proceeds from the use of surplus operating funds in accordance with the City's surplus management policy, the monetization of City assets and additional contributions to transit from the Federal and Provincial government as well as the 2013 Development Charge By-Law review.
 - Failure to direct \$1.189 billion in funding from those sources to TTC would result in a reduction to the TTC Capital Program which would affect critical SOGR projects.
 - TTC's transit system needs to be kept in a state-of-good-repair to ensure safety of its ridership. In order to preserve public safety, TTC's fleet and infrastructure including bridges, tunnels, tracks, stations, vehicles and facilities need to be continuously maintained.
 - Without \$1.189 billion in funding directed to the TTC, crucial projects such as the Purchase of Legacy LRVs, the Purchase of Buses and the Toronto Rocket Yard and Storage Track Accommodation would most likely need to be reduced. Reducing projects any further could induce contract penalties and/or jeopardize TTC's ability to accommodate ridership growth.
 - The capital financing strategy is not only funding part of TTC's Recommended Capital Plan but it is also providing critical support for the Transportation Recommended Capital Plan. Including the 2012 and 2013 capital financing strategies, total funding of \$1.860 billion is required from City reserve funding for the 2013-2022 10-year period.

Appendix 1

2012 Performance

2012 Key Accomplishments

In 2012, TTC accomplished the following:

- ✓ Achieved an all-time record ridership of 514 million despite a poor economy;
- ✓ Provided the highest level of service operated;
- ✓ Continued tunnel boring for the Toronto-York Spadina Subway Extension and construction of the Eglinton LRT line;
- ✓ Made significant progress in subway track replacement and rehabilitation work including the installation of a third YUS crossover north of King and Automatic Train Control (ATC) on conventional resigalling of the South Yonge line;
- ✓ Awarded Computer Based Interlocking contract (Phases 2, 3 and 4) for the York-University-Spadina Automatic Train Control Resigalling project;
- ✓ Made significant progress in surface track replacement and rehabilitation work and continued progress on signals and electrical projects including upgrades for the new LRV cars to the streetcar Overhead Contact System (OCS) on revenue service routes and at 3 yards as well as Streetcar Network Upgrade work commencement on Spadina;
- ✓ Awarded Ashbridges Bay Maintenance Facility contract in April and began facility construction including utility work with tender of the Leslie Street connection track contract to be completed in 2012;
- ✓ Received the first of the three prototype LRVs in September, with the other two scheduled for delivery before year end to develop a baseline for production vehicles to be delivered later in 2013;
- ✓ Delivery of 24 Toronto Rocket (TR) trains (144 cars) expected by the end of 2012;
- ✓ Continued monitoring new TR performance and reliability with Bombardier to address modifications and required in service improvements;
- ✓ Completed Wilson Facility Modifications and Yard Expansion work for maintenance and training facilities for new TR trains;
- ✓ Awarded various design contracts for the Toronto Rocket/T1 Rail Yard Accommodation project for various facility and yard modifications for new TR cars at Wilson (YUS line) and T1 cars consolidated on BD line;
- ✓ Delivery of 60 new 40" low floor clean diesel buses completed from January to April 2012 to complete contract quantity of these buses;
- ✓ Awarded contract in September to Nova Bus for delivery of 27 new 60' articulated buses in 2013;
- ✓ Received 91 Wheel-Trans buses to complete the current vehicle order;

- ✓ Awarded construction contract for Fire Ventilation Upgrade work at Lawrence Station;
- ✓ Added accessibility with two new elevators at St. Andrew Station in service with significant design completion at various stations;
- ✓ Completed various study work including the endorsement of the Downtown Relief Line Phase 1 work;
- ✓ PRESTO implementation work progressed including finalization of legal agreements, installation of PRESTO devices at 14 stations and extension of Open Payments pilot from initial College Station to Dundas and Bloor/Yonge stations;
- ✓ Continued pursuit of funding for capital needs with Provincial and Federal governments to maximize sources available for capital needs; and
- ✓ Expected signoff of Master Agreement with Metrolinx and Infrastructure Ontario for governance, dispute resolution and operating principles for LRT projects in Toronto by 2012 year-end.

2012 Capital Variance Review

2012 Budget to Actual Comparison (In \$000s)

2012 Approved	Actuals as of Sept. 30, 2012 (3rd Quarter Variance)		Projected Actuals at Year End		Unspent Balance	
	\$	% Spent	\$	% Spent	\$ Unspent	% Unspent
1,278,701	437,844	34.2%	989,487	77.4%	289,214	22.6%

Capital expenditures for the period ending September 30, 2012 total \$437.844 million or 34.2% of the 2012 Approved Capital Budget of \$1.279 billion.

The projected year-end spending is expected to be \$989.5 million or 77.4% of the 2012 Approved Capital Budget. The anticipated under-spending is largely attributable to the following projects:

- The LRT Replacement Maintenance and Storage Facility project's capital expenditures totaled \$24.077 million representing 17.5% of the 2012 approved cash flow of \$137.200 million during the nine months ended September 30, 2012. Project spending is lower than planned in the third quarter of 2012 and it is estimated that \$63.000 million or 45.9% of the 2012 approved cash flow will be spent by year-end. Anticipated under spending at year-end is a result of delays in awarding contracts due to community concerns and site plan issues.
- The ATC Resignalling project's capital expenditures totaled \$29.413 million representing 23.4% of the 2012 approved cash flow of \$125.688 million during the nine months ended September 30, 2012. Project spending is lower than planned in the third quarter of 2012 and it is estimated that \$53.182 million or 42.3% of the 2012 approved cash flow will be spent by year-end. Anticipated under spending at year-end is a result of work deferrals and slippages related to the complexity of the project and a delay in the shipment of equipment.
- The Toronto Rocket Yard and Storage Track Accommodation project's capital expenditures totaled \$6.027 million representing 21.6% of the 2012 approved cash flow of \$27.920

million during the nine months ended September 30, 2012. Project spending is lower than planned in the third quarter of 2012 and it is estimated that \$12.435 million or 44.5% of the 2012 approved cash flow will be spent by year-end. Anticipated under spending at year-end is a result of delays and slippage related to design and construction contract issues.

- At this point, carry forward funding is estimated at \$65.385 million, however given the rate of spending, this number will be further refined closer to the end of the year. Major projects that have had carry forward funding identified to date include:
 - Purchase of LRVs (\$3.871 million);
 - ATC Resignalling (\$4.387 million);
 - LRT Replacement Maintenance and Storage Facility (\$6.300 million); and
 - Toronto Rocket Yard and Storage Track Accommodation (\$5.284 million).

Appendix 2

10-Year Recommended Capital Plan Project Summary (In \$000s)

Project	2013	2014	2015	2016	2017	2013 - 2017	2018	2019	2020	2021	2022	2013 - 2022
Subway Track	19,815	24,064	17,996	18,879	22,074	102,828	30,870	27,675	28,506	29,275	29,883	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	322,311
Traction Power	25,761	27,384	28,954	25,031	12,084	119,214	11,032	11,282	11,326	11,561	12,255	176,670
Power Distribution/Electric Systems	7,768	7,430	7,820	7,312	7,027	37,357	5,834	6,326	5,277	5,650	5,377	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	106,832
Signal Systems	7,726	8,863	5,691	9,171	14,371	45,822	15,303	14,865	7,854	1,438	1,221	86,503
Finishes	20,511	24,662	19,768	15,320	16,223	96,484	15,721	16,029	16,165	16,452	12,244	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	241,342
Yards & Roads	5,088	16,935	13,426	7,723	6,726	49,898	3,281					53,179
On-Grade Paving Rehabilitation Program	3,993	9,859	11,057	14,361	15,058	54,328	14,597	12,460	12,834	13,219	17,670	125,108
Bridges & Tunnels	38,701	46,389	42,486	45,792	41,806	215,174	46,071	46,447	47,350	48,236	48,932	452,210
Fire Ventilation Upgrade	28,210	32,544	29,564	13,359	9,365	113,042	6,064	6,144	6,000	6,460	7,155	144,865
Easier Access Phase III	18,126	39,251	36,910	47,150	49,618	191,055	50,908	41,433	37,579	30,087	38,994	390,056
Replacement Wheel-Trans Vehicles	3,200					3,200	5,023	18,461	29,683		24,912	81,279
Subway Car Purchases	55,007	1,969	7,898	6,428		71,302						71,302
SRT Car Overhaul Program	4,216	1,820				6,036						6,036
Streetcar Overhaul Program	10,306	984				11,290	280	4,000	4,200	4,284	4,370	28,424
Subway Car Overhaul Program	22,159	22,204	22,760	25,855	19,963	112,941	13,662	13,948	14,297	14,591	12,344	181,783
Automotive 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	30,041
Rail Non-Revenue Vehicle Overhaul	845	901	1,000	931	1,061	4,738	579	606	619	501	513	7,556
Rail Non-Revenue Vehicles Purchase	2,813	3,531	2,675	3,798	471	13,288	4,476	2,592	2,356			22,712
Shop Equipment	4,203	3,394	2,296	2,969	2,936	15,798	2,673	2,708	2,543	2,724	2,555	29,001
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	21,871
Environmental Programs	8,987	5,406	4,320	4,541	9,534	32,788	2,288	2,352	2,418	2,483	2,996	45,325
Computer Equipment & Software	16,394	19,254	20,911	23,741	19,378	99,678	23,550	21,481	22,548	13,831	13,768	194,856
Furniture & Office Equipment	314	270	661	205	457	1,907	325	642	653	538	207	4,272
Other Service Planning	3,710	2,635	2,635	2,636	2,035	13,651	2,035	2,035	2,035	2,035	2,035	23,826
Mount Dennis Bus Facility	500					500						500
Other Buildings & Structures Projects	39,867	60,907	79,318	74,031	46,171	300,294	13,157	4,032	4,711	4,612	4,512	331,318
Replace 40' Diesel Buses or Equivalent	25,912	124,060	361	23,430	46,200	219,963	418	428	439	450	461	222,159
Bus Heavy Rebuild Program - Overhaul	33,191	47,329	46,339	47,205	73,466	247,530	64,256	67,984	30,511	13,707	3,348	427,336
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	14,469
Queensway Bus Garage Renovations	453					453						453
Purchase of Legacy LRVs	111,153	130,692	133,743	112,119	122,551	610,258	110,680	64,290				785,228
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	58,360
Kipling Station Improvements	400					400						400
Fare system	15,578	21,628	12,812	7,316	1,501	58,835	653					59,488
ATC Resignalling Project	63,478	53,196	45,123	60,118	60,469	282,384	53,133	59,380	49,948	56,213	60,000	561,058
Wilson complex-Modifications for the Toronto Rocket	1,800					1,800						1,800
LRT Replacement Maintenance and Storage Facility	140,000	146,000	20,935			306,935						306,935
Toronto Rocket Yard & Storage Track Accommodation	31,794	104,489	129,599	86,633		352,515						352,515
Total (including carry forwards)	879,120	1,070,257	826,739	784,087	674,047	4,234,250	577,126	521,863	403,209	336,445	384,439	6,457,332

Appendix 3
2013 Recommended Capital Budget;
2014 to 2022 Capital Plan

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2013 Recommended Capital Budget; 2014 to 2022 Capital Plan

Toronto Transit Commission

Sub- Project No. Project Name PrioritySubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By													
						2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TTC000110 Subway Track																									
1	1	Subway Track - SOGR	CW	S2	03	8,700	0	0	0	0	8,700	0	8,700	1,992	17	0	0	0	0	0	0	6,691	0	8,700	
0	6	Subway Track Improvement	CW	S4	04	6,936	0	0	0	0	6,936	0	6,936	1,588	15	0	0	0	0	0	0	5,333	0	6,936	
1	7	Subway Track - SOGR	CW	S5	03	4,179	24,064	17,996	18,879	22,074	87,192	146,209	233,401	49,672	63,628	0	0	58,298	0	0	0	61,803	0	233,401	
Sub-total						19,815	24,064	17,996	18,879	22,074	102,828	146,209	249,037	53,252	63,660	0	0	58,298	0	0	0	73,827	0	249,037	
TTC000120 Surface Track																									
1	1	Surface Track - SOGR	CW	S2	03	15,462	5,500	0	0	0	20,962	0	20,962	4,429	263	0	0	0	0	0	0	16,270	0	20,962	
0	3	Surface Track Improvement	CW	S2	04	805	24	88	1,007	0	1,924	0	1,924	191	275	0	0	580	0	0	0	878	0	1,924	
1	7	Surface Track - SOGR	CW	S5	03	25,176	16,071	27,705	46,465	28,004	143,421	155,421	298,842	62,884	76,863	0	0	108,968	0	0	0	50,127	0	298,842	
0	8	Surface Track Improvement - Scope Change	CW	S3	04	445	138	0	0	0	583	0	583	308	9	0	0	0	0	0	0	266	0	583	
Sub-total						41,888	21,733	27,793	47,472	28,004	166,890	155,421	322,311	67,812	77,410	0	0	109,548	0	0	0	67,541	0	322,311	
TTC000210 Traction Power - Various																									
1	1	Traction Power - SOGR	CW	S2	03	8,651	0	0	0	0	8,651	0	8,651	1,981	18	0	0	0	0	0	0	6,652	0	8,651	
1	6	Traction Power - SOGR	CW	S5	03	17,110	27,384	28,954	25,031	12,084	110,563	57,456	168,019	33,363	35,633	0	0	0	0	0	0	99,023	0	168,019	
Sub-total						25,761	27,384	28,954	25,031	12,084	119,214	57,456	176,670	35,344	35,651	0	0	0	0	0	0	0	105,675	0	176,670
TTC000220 Power Dist./Electric Systems - Various																									
1	1	Power Dist./Electric Systems - SOGR	CW	S2	03	7,768	3,692	0	0	0	11,460	0	11,460	2,375	171	0	0	0	0	0	0	8,914	0	11,460	
1	5	Power Dist./Electric Systems - SOGR	CW	S5	03	0	3,738	7,820	7,312	7,027	25,897	28,464	54,361	11,138	14,558	0	0	0	0	0	0	28,665	0	54,361	
Sub-total						7,768	7,430	7,820	7,312	7,027	37,357	28,464	65,821	13,513	14,729	0	0	0	0	0	0	0	37,579	0	65,821
TTC000230 Communications - Various																									
1	1	Communications - SOGR	CW	S2	03	6,839	6,000	0	0	0	12,839	0	12,839	2,535	265	0	0	0	0	0	0	10,039	0	12,839	
1	3	Communications - Legislated	CW	S2	02	2,832	0	0	0	0	2,832	0	2,832	648	6	0	0	0	0	0	0	2,178	0	2,832	
0	5	Communication - Improvement	CW	S2	04	449	371	0	0	0	820	0	820	123	16	0	0	0	0	0	0	681	0	820	
1	10	Communications - SOGR	CW	S5	03	8,122	11,959	14,202	9,684	8,726	52,693	26,010	78,703	15,286	15,376	0	0	0	0	0	0	48,041	0	78,703	
1	11	Communications - Legislated	CW	S4	02	1,225	5,180	967	92	2,174	9,638	2,000	11,638	2,105	1,229	0	0	0	0	0	0	8,304	0	11,638	
Sub-total						19,467	23,510	15,169	9,776	10,900	78,822	28,010	106,832	20,697	16,892	0	0	0	0	0	0	0	69,243	0	106,832

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2013 Recommended Capital Budget; 2014 to 2022 Capital Plan

Toronto Transit Commission

						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By												
Sub-Project No.	Project Name	Ward	Stat.	Cat.	2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other 2	Debt - Recoverable Debt	Total Financing			
TTC000240 Signal Systems - Various																									
1	1	Signal Systems - SOGR	CW	S2	03	4,560	6,063	2,224	3,571	2,395	18,813	0	18,813	3,434	2,055	0	0	0	0	0	0	13,324	0	18,813	
1	4	Signal Systems - SOGR	CW	S5	03	3,166	2,800	3,467	5,600	11,976	27,009	40,681	67,690	13,570	15,233	0	0	0	0	0	0	38,887	0	67,690	
Sub-total						7,726	8,863	5,691	9,171	14,371	45,822	40,681	86,503	17,004	17,288	0	0	0	0	0	0	52,211	0	86,503	
TTC000310 Finishes - Various																									
1	1	Finishes - SOGR	CW	S2	03	11,758	19,856	2,150	0	0	33,764	0	33,764	6,270	1,310	0	0	0	0	0	0	26,184	0	33,764	
0	3	Finishes - Improvement	CW	S2	04	8,603	4,606	1,730	0	0	14,939	0	14,939	3,011	577	0	0	0	0	0	0	11,351	0	14,939	
1	5	Finishes - SOGR	CW	S6	03	0	0	15,718	14,900	16,223	46,841	76,611	123,452	26,193	36,214	0	0	0	0	0	0	61,045	0	123,452	
0	6	Finishes - Improvement	CW	S5	04	150	200	170	420	0	940	0	940	167	150	0	0	0	0	0	0	623	0	940	
Sub-total						20,511	24,662	19,768	15,320	16,223	96,484	76,611	173,095	35,641	38,251	0	0	0	0	0	0	99,203	0	173,095	
TTC000320 Equipment - Various																									
1	1	Equipment - SOGR	CW	S2	03	10,608	18,216	6,936	7,076	0	42,836	0	42,836	7,768	4,047	0	0	0	0	0	0	31,021	0	42,836	
1	3	Equipment - Legislated	CW	S2	02	1,702	2,548	1,723	886	250	7,109	0	7,109	1,293	744	0	0	0	0	0	0	5,072	0	7,109	
2	6	Equipment - Legislated	CW	S6	02	0	0	0	0	950	950	1,000	1,950	425	551	0	0	0	0	0	0	974	0	1,950	
1	8	Equipment - SOGRS	CW	S5	03	7,992	3,796	17,329	16,081	26,435	71,633	117,814	189,447	40,442	51,635	0	0	34,115	0	0	0	63,255	0	189,447	
Sub-total						20,302	24,560	25,988	24,043	27,635	122,528	118,814	241,342	49,928	56,977	0	0	34,115	0	0	0	100,322	0	241,342	
TTC000330 Yards and Roads - Various																									
1	1	Yards and Roads - SOGRS	CW	S2	03	5,088	13,865	2,500	0	0	21,453	0	21,453	3,834	1,121	0	0	0	0	0	0	16,498	0	21,453	
0	4	Yards and Roads Expansion	CW	S2	05	0	0	0	0	0	1,151	1,151	222	232	0	0	0	0	0	0	0	697	0	1,151	
2	6	Yards and Roads - SOGRS	CW	S4	03	0	3,070	10,926	7,723	6,726	28,445	1,726	30,171	5,195	5,922	0	0	0	0	0	0	19,054	0	30,171	
0	7	Yards and Roads - Expansion	CW	S4	05	0	0	0	0	0	404	404	78	81	0	0	0	0	0	0	0	245	0	404	
Sub-total						5,088	16,935	13,426	7,723	6,726	49,898	3,281	53,179	9,329	7,356	0	0	0	0	0	0	36,494	0	53,179	
TTC000333 On-Grade Paving Rehabilitation																									
1	1	On-Grade Paving Rehabilitation - SOGR	CW	S2	03	3,993	9,859	2,868	0	0	16,720	0	16,720	3,000	1,028	0	0	0	0	0	0	12,692	0	16,720	
1	4	On-Grade Paving Rehabilitation - SOGR	CW	S6	03	0	0	8,189	14,361	15,058	37,608	70,780	108,388	23,331	32,375	0	0	0	0	0	0	52,682	0	108,388	
Sub-total						3,993	9,859	11,057	14,361	15,058	54,328	70,780	125,108	26,331	33,403	0	0	0	0	0	0	0	65,374	0	125,108

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2013 Recommended Capital Budget; 2014 to 2022 Capital Plan

Toronto Transit Commission

						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By												
Sub-Project No.	Project Name	Ward	Stat.	Cat.		2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other 2	Debt - Recoverable Debt	Total Financing		
TTC000340 Bridges and Tunnels - Various																									
1	1	Bridges and Tunnels - SOGR	CW	S2	03	29,285	30,602	12,076	0	0	71,963	0	71,963	13,721	3,899	0	0	0	0	0	0	54,343	0	71,963	
1	4	Bridges and Tunnels - SOGR	CW	S5	03	8,907	15,787	30,410	45,792	41,806	142,702	236,527	379,229	81,206	107,837	0	0	112,313	0	0	0	77,873	0	379,229	
0	5	Bridges and Tunnels - Improvement	CW	S4	04	9	0	0	0	0	9	509	518	100	103	0	0	308	0	0	0	7	0	518	
0	7	Bridges and Tunnels - Improvement	CW	S2	04	500	0	0	0	0	500	0	500	114	1	0	0	0	0	0	0	385	0	500	
Sub-total						38,701	46,389	42,486	45,792	41,806	215,174	237,036	452,210	95,141	111,840	0	0	112,621	0	0	0	132,608	0	452,210	
TTC000373 Mount Dennis Bus Facility																									
1	1	Mount Dennis Bus Facility - SOGR	CW	S2	03	500	0	0	0	0	500	0	500	114	1	0	0	0	0	0	0	385	0	500	
Sub-total						500	0	0	0	0	500	0	500	114	1	0	0	0	0	0	0	0	385	0	500
TTC000377 Queensway Bus Garage Renovations																									
1	3	Queensway Bus Garage Renovations - SOGR	CW	S2	03	453	0	0	0	0	453	0	453	104	1	0	0	0	0	0	0	348	0	453	
Sub-total						453	0	0	0	0	453	0	453	104	1	0	0	0	0	0	0	0	348	0	453
TTC000379 Fire Ventilation Upgrade																									
1	1	Fire Ventilation Upgrade - SOGR	CW	S2	03	24,000	30,000	18,838	0	0	72,838	0	72,838	13,573	5,296	0	0	0	0	0	0	53,969	0	72,838	
1	2	Fire Ventilation Upgrade - SOGR	CW	S4	03	4,210	2,544	10,726	13,359	9,365	40,204	31,823	72,027	14,714	18,444	0	0	0	0	0	0	38,869	0	72,027	
Sub-total						28,210	32,544	29,564	13,359	9,365	113,042	31,823	144,865	28,287	23,740	0	0	0	0	0	0	0	92,838	0	144,865
TTC000383 Easier Access Phase II & III																									
1	1	Easier Access Phase II & III - Legislated	CW	S2	02	9,120	30,251	29,748	4,600	0	73,719	0	73,719	12,863	8,754	0	0	0	0	0	0	52,102	0	73,719	
1	4	Easier Access Phase II & III - Legislated	CW	S4	02	9,006	9,000	7,162	42,550	49,618	117,336	199,001	316,337	66,940	86,235	0	0	0	0	0	0	163,162	0	316,337	
Sub-total						18,126	39,251	36,910	47,150	49,618	191,055	199,001	390,056	79,803	94,989	0	0	0	0	0	0	0	215,264	0	390,056
TTC000390 Other Bldgs & Structures Projects																									
1	1	Other Buildings & Structures Projects - SOGRS	CW	S2	03	27,781	40,911	34,918	24,273	23,418	151,301	14,419	165,720	30,014	22,407	0	0	0	0	0	0	113,299	0	165,720	
3	4	Other bldgs & structures projects - Expansion	CW	S2	05	1,820	578	0	0	0	2,398	0	2,398	510	28	0	0	0	0	0	0	1,860	0	2,398	
1	5	Other Buildings and Structures - Legislated	CW	S2	02	35	270	0	0	0	305	0	305	52	11	0	0	0	0	0	0	242	0	305	
1	15	Other Buildings & Structures - SOGRS	CW	S6	03	0	0	0	0	0	0	11,306	11,306	2,896	4,610	0	0	0	0	0	0	3,800	0	11,306	
0	16	Other Building & Structures - Improvement	CW	S5	04	9,506	9,148	14,400	19,758	13,053	65,865	5,299	71,164	13,048	12,619	0	0	0	0	0	0	45,497	0	71,164	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2013 Recommended Capital Budget; 2014 to 2022 Capital Plan

Toronto Transit Commission

						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By											
Sub-Project No.	Project Name	Ward	Stat.	Cat.	2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other 2	Debt - Recoverable Debt	Total Financing		
TTC000610 Environmental Programs																								
2	1	Environmental Programs - Legislated	CW	S2	02	8,987	5,406	3,405	0	0	17,798	0	17,798	3,516	966	0	0	0	0	0	13,316	0	17,798	
1	4	Environmental Programs - Legislated	CW	S5	02	0	0	915	4,541	9,534	14,990	12,537	27,527	5,595	7,372	0	0	0	0	0	14,560	0	27,527	
Sub-total						8,987	5,406	4,320	4,541	9,534	32,788	12,537	45,325	9,111	8,338	0	0	0	0	0	27,876	0	45,325	
TTC000710 Computer Equipment & Software																								
1	1	Computer Equipment & Software - SOGR	CW	S2	03	5,961	0	0	0	0	5,961	0	5,961	0	0	0	0	0	0	2,296	0	3,665	0	5,961
1	8	Computer Equipment & Software - SOGR	CW	S5	03	10,433	19,254	20,911	23,741	19,378	93,717	95,178	188,895	0	0	0	0	0	0	136,771	0	52,124	0	188,895
Sub-total						16,394	19,254	20,911	23,741	19,378	99,678	95,178	194,856	0	0	0	0	0	0	139,067	0	55,789	0	194,856
TTC000910 Furniture & Office Equipment																								
1	1	Furniture & Office Equipment - SOGR	CW	S2	03	284	0	0	0	0	284	0	284	0	0	0	0	0	0	284	0	0	0	284
1	4	Furniture & Office Equipment - SOGR	CW	S5	03	30	270	661	205	457	1,623	2,365	3,988	0	0	0	0	0	0	3,988	0	0	0	3,988
Sub-total						314	270	661	205	457	1,907	2,365	4,272	0	0	0	0	0	0	4,272	0	0	0	4,272
TTC000920 Other Service Planning																								
3	1	Other Service Planning - Improvement	CW	S2	04	3,710	1,046	0	0	0	4,756	0	4,756	1,018	51	0	0	0	0	0	3,687	0	4,756	
3	5	Other Service Planning - Improvement	CW	S5	04	0	1,589	2,635	2,636	2,035	8,895	10,175	19,070	3,928	5,143	0	0	0	0	0	9,999	0	19,070	
Sub-total						3,710	2,635	2,635	2,636	2,035	13,651	10,175	23,826	4,946	5,194	0	0	0	0	0	13,686	0	23,826	
TTC906010 Purchase of Legacy LRVs																								
0	2	Purchase of Legacy LRVs - SOGR	CW	S2	03	71,153	112,262	130,425	112,119	113,281	539,240	140,988	680,228	224,415	157,452	22,271	0	250,741	0	0	0	25,349	0	680,228
0	3	Purchase of Legacy LRVs - Scope Change	CW	S3	03	40,000	18,430	3,318	0	9,270	71,018	33,982	105,000	34,999	41,538	3,448	0	11,442	0	0	0	13,573	0	105,000
Sub-total						111,153	130,692	133,743	112,119	122,551	610,258	174,970	785,228	259,414	198,990	25,719	0	262,183	0	0	0	38,922	0	785,228
TTC906152 Broadview Station Modifications																								
0	1	Broadview Station Modifications - Improvement	CW	S2	04	270	0	0	0	0	270	0	270	62	1	0	0	0	0	0	0	207	0	270
0	2	Broadview Station Modifications Impr.Scope Change	CW	S3	04	-270	0	0	0	0	-270	0	-270	-62	-1	0	0	0	0	0	0	-207	0	-270
Sub-total						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTC906154 Commuter Parking Expansion - Short Term																								
1	1	Commuter Parking Expansion -Improv	CW	S2	04	7,934	0	0	0	0	7,934	0	7,934	1,816	17	0	0	0	0	0	0	6,101	0	7,934

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2013 Recommended Capital Budget; 2014 to 2022 Capital Plan

Toronto Transit Commission

						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By											
Sub-Project No.	Project Name	Ward	Stat.	Cat.	2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable	Total Financing		
TTC906154 Commuter Parking Expansion - Short Term																								
0 2	Commuter Parking Expansion- Scope Change	CW	S3	04	-7,934	0	0	0	0	-7,934	0	-7,934	-1,816	-17	0	0	0	0	0	0	-6,101	0	-7,934	
Sub-total					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TTC906248 Intelligent Transportation & Technical Systems																								
1 1	Intelligent Transportation Tech. Sys. - SOGR	CW	S2	03	3,377	1,922	0	0	0	5,299	0	5,299	0	0	0	0	0	0	2,982	0	2,317	0	5,299	
0 4	Intelligent Transportation Tech. Sys.- Improvement	CW	S2	04	1,245	0	0	0	0	1,245	0	1,245	0	0	0	0	0	0	480	0	765	0	1,245	
0 5	Intelligent Transportation Tech. Sys. - SOGR	CW	S4	03	4,160	4,349	3,000	10,800	2,000	24,309	26,413	50,722	0	0	0	0	0	0	33,866	0	16,856	0	50,722	
0 6	Intelligent Transportation Tech. Sys.- Improvement	CW	S4	04	454	240	0	0	0	694	400	1,094	0	0	0	0	0	0	785	0	309	0	1,094	
Sub-total					9,236	6,511	3,000	10,800	2,000	31,547	26,813	58,360	0	0	0	0	0	0	0	38,113	0	20,247	0	58,360
TTC906365 Purchase of Rail Non-Revenue Vehicle																								
1 1	Purchase of Rail Non-Revenue Vehicle - SOGR	CW	S2	03	2,088	133	0	0	0	2,221	0	2,221	499	10	0	0	0	0	0	0	1,712	0	2,221	
1 3	Purchase of Rail Non-Revenue Vehicle - Improvement	CW	S2	04	725	276	144	1,087	0	2,232	0	2,232	421	321	0	0	0	0	0	0	1,490	0	2,232	
0 6	Purchase of Rail Non-Revenue Vehicle - Improvement	CW	S4	04	0	0	0	2,711	0	2,711	0	2,711	462	687	0	0	0	0	0	0	1,562	0	2,711	
0 7	Purchase of Rail Non-Revenue Vehicle - SOGR	CW	S4	03	0	3,122	2,531	0	471	6,124	9,424	15,548	3,013	3,160	0	0	0	0	0	0	9,375	0	15,548	
Sub-total					2,813	3,531	2,675	3,798	471	13,288	9,424	22,712	4,395	4,178	0	0	0	0	0	0	0	14,139	0	22,712
TTC907198 Kipling Station Improvements																								
0 3	Kipling station - Improvements - Scope Change	CW	S3	04	400	0	0	0	0	400	0	400	0	0	0	0	0	0	0	0	400	0	400	
Sub-total					400	0	0	0	0	400	0	400	0	0	0	0	0	0	0	0	0	400	0	400
TTC907199 Islington Station Improvements																								
0 1	Islington Station Improvements	CW	S2	04	22,101	0	0	0	0	22,101	0	22,101	5,060	47	0	0	0	0	0	0	16,994	0	22,101	
0 2	Islington Station Improvements - Scope Change	CW	S3	04	-22,101	0	0	0	0	-22,101	0	-22,101	-5,060	-47	0	0	0	0	0	0	-16,994	0	-22,101	
Sub-total					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTC907200 Warden Station Improvements																								
1 2	Warden Station Improvements	CW	S2	04	3,414	0	0	0	0	3,414	0	3,414	0	0	0	0	0	0	0	0	3,414	0	3,414	
0 4	Warden Station Impro. Scope Change	CW	S3	04	-3,414	0	0	0	0	-3,414	0	-3,414	0	0	0	0	0	0	0	0	-3,414	0	-3,414	
Sub-total					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTC907625 Energy Management																								

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2013 Recommended Capital Budget; 2014 to 2022 Capital Plan

Toronto Transit Commission

						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By												
Sub-Project No.	Project Name	Ward	Stat.	Cat.	2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other 2	Debt - Recoverable Debt	Total Financing			
TTC907625 Energy Management																									
1	1	Energy Management - Improvement	CW	S2	04	1,296	0	0	0	0	1,296	0	1,296	297	3	0	0	0	0	0	0	996	0	1,296	
0	2	Energy Management Improvement Scope Change	CW	S3	04	-1,296	0	0	0	0	-1,296	0	-1,296	-297	-3	0	0	0	0	0	0	-996	0	-1,296	
Sub-total						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TTC907743 ATC Resignalling																									
0	1	ATC Resignalling - SOGR	CW	S2	03	30,222	27,696	43,623	45,740	38,456	185,737	14,634	200,371	38,638	56,981	15,242	0	20,332	0	0	0	69,178	0	200,371	
0	2	ATC Resignalling - SOGR	CW	S4	03	33,256	25,500	1,500	14,378	22,013	96,647	264,040	360,687	34,828	120,773	27,353	0	11,450	0	0	0	166,283	0	360,687	
Sub-total						63,478	53,196	45,123	60,118	60,469	282,384	278,674	561,058	73,466	177,754	42,595	0	31,782	0	0	0	235,461	0	561,058	
TTC907744 Fare System																									
0	1	Fare System - SOGR	CW	S2	03	1,230	1,230	1,230	1,185	0	4,875	0	4,875	0	0	0	0	0	0	0	0	4,875	0	4,875	
0	2	Fare System - Expansion	CW	S2	05	16,360	73,896	11,582	6,131	1,501	109,470	653	110,123	0	0	0	0	0	0	0	0	110,123	0	110,123	
0	3	Fare System - Expansion - Scope Change	CW	S3	05	-2,012	-53,498	0	0	0	-55,510	0	-55,510	0	0	0	0	0	0	0	0	-55,510	0	-55,510	
Sub-total						15,578	21,628	12,812	7,316	1,501	58,835	653	59,488	0	0	0	0	0	0	0	0	59,488	0	59,488	
TTC907748 Wilson Complex - Modifications for the Toronto R																									
1	1	Wilson Complex - Modifications for To. Rocket S3	CW	S3	03	-3,127	0	0	0	0	-3,127	0	-3,127	0	0	0	0	0	0	0	0	-3,127	0	-3,127	
0	2	Wilson Complex - Modification for the Toronto Roc	CW	S2	03	4,927	0	0	0	0	4,927	0	4,927	0	0	0	0	0	0	0	0	4,927	0	4,927	
Sub-total						1,800	0	0	0	0	1,800	0	1,800	0	0	0	0	0	0	0	0	0	1,800	0	1,800
TTC907749 LRT Replacement Maintenance & Storage Facilit																									
1	1	LRT Replacement Maintenance - Storage Facility	CW	S2	03	140,000	146,000	20,935	0	0	306,935	0	306,935	0	81,890	47,419	0	166,557	0	0	0	11,069	0	306,935	
Sub-total						140,000	146,000	20,935	0	0	306,935	0	306,935	0	81,890	47,419	0	166,557	0	0	0	11,069	0	306,935	
TTC907750 Toronto Rocket Yard & Storage Track Accommod																									
1	1	Toronto Rocket Yard - Storage Track Accommodation	CW	S2	03	31,794	104,489	42,677	0	0	178,960	0	178,960	57,000	41,205	0	0	51,347	0	0	0	29,408	0	178,960	
0	2	Toronto Rocket Yard Storage Track Accommodation	CW	S4	03	0	0	86,922	86,633	0	173,555	0	173,555	0	16,004	0	0	141,935	0	0	0	15,616	0	173,555	
Sub-total						31,794	104,489	129,599	86,633	0	352,515	0	352,515	57,000	57,209	0	0	193,282	0	0	0	45,024	0	352,515	
TTS000392 Sheppard Subway																									
4	1	Sheppard Subway - Expansion	CW	S2	05	393	0	0	0	0	393	0	393	90	1	0	0	0	0	0	0	302	0	393	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2013 Recommended Capital Budget; 2014 to 2022 Capital Plan

Toronto Transit Commission

Sub- Project No. Project Name PrioritySubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By												
						2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
<u>TTS000392 Sheppard Subway</u>																								
0	2	Sheppard Subway - Expansion - Scope Change			CW S3 05	-393	0	0	0	0	-393	0	-393	-90	-1	0	0	0	0	0	0	-302	0	-393
Sub-total						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Program Expenditure						879,120	1,070,257	826,739	784,087	674,047	4,234,250	2,223,082	6,457,332	1,139,992	1,544,486	146,544	0	1,189,241	0	281,839	0	155,230	0	6,457,332

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2013 Recommended Capital Budget; 2014 to 2022 Capital Plan

Toronto Transit Commission						Current and Future Year Cash Flow Commitments and Estimates						Current and Future Year Cash Flow Commitments and Estimates Financed By									
Sub-Project No.	Project Name	Ward	Stat. Cat.	2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable	Total Financing	
Financed By:																					
Provincial Grants & Subsidies				162,083	225,479	119,422	110,133	111,467	728,584	411,408	1,139,992	1,139,992	0	0	0	0	0	0	0	0	1,139,992
Federal Subsidy				155,183	154,367	154,367	154,367	154,367	772,651	771,835	1,544,486	0	1,544,486	0	0	0	0	0	0	0	1,544,486
Development Charges				42,351	16,322	12,577	14,382	15,000	100,632	45,912	146,544	0	0	146,544	0	0	0	0	0	0	146,544
Reserve Funds (Ind."XR" Ref.)				60,000	252,294	228,085	194,543	164,614	899,536	289,705	1,189,241	0	0	0	0	1,189,241	0	0	0	0	1,189,241
Other1 (Internal)				30,638	32,100	32,376	28,696	23,108	146,918	134,921	281,839	0	0	0	0	0	281,839	0	0	0	281,839
Debt				428,865	389,695	279,912	281,966	205,491	1,585,929	569,301	2,155,230	0	0	0	0	0	0	0	0	1,155,230	2,155,230
Total Program Financing				879,120	1,070,257	826,739	784,087	674,047	4,234,250	2,223,082	6,457,332	1,139,992	1,544,486	146,544	0	1,189,241	0	281,839	0	1,155,230	6,457,332

Status Code	Description
S2	S2 Prior Year (With 2013 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2013 and/or Future Year Cost/Cashflow
S4	S4 New - Stand-Alone Project (Current Year Only)
S5	S5 New (On-going or Phased Projects)
S6	S6 New - Future Year (Commencing in 2014 & Beyond)

Category Code	Description
01	Health and Safety C01
02	Legislated C02
03	State of Good Repair C03
04	Service Improvement and Enhancement C04
05	Growth Related C05
06	Reserved Category 1 C06
07	Reserved Category 2 C07

Appendix 4
2013 Recommended Cash Flow and
Future Year Commitments

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2013 Recommended Cash Flow and Future Year Commitments

Toronto Transit Commission

Sub- Project No. Project Name PrioritySubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By												
						2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TTC000110 Subway Track																								
1	1	Subway Track - SOGR	CW	S2	03	8,700	0	0	0	0	8,700	0	8,700	1,992	17	0	0	0	0	0	6,691	0	8,700	
0	6	Subway Track Improvement	CW	S4	04	6,936	0	0	0	0	6,936	0	6,936	1,588	15	0	0	0	0	0	5,333	0	6,936	
1	7	Subway Track - SOGR	CW	S5	03	4,179	24,064	1,922	0	0	30,165	0	30,165	5,175	1,422	0	0	4,172	0	0	0	19,396	0	30,165
Sub-total						19,815	24,064	1,922	0	0	45,801	0	45,801	8,755	1,454	0	0	4,172	0	0	0	31,420	0	45,801
TTC000120 Surface Track																								
1	1	Surface Track - SOGR	CW	S2	03	15,462	5,500	0	0	0	20,962	0	20,962	4,429	263	0	0	0	0	0	16,270	0	20,962	
0	3	Surface Track Improvement	CW	S2	04	805	24	88	1,007	0	1,924	0	1,924	191	275	0	0	580	0	0	0	878	0	1,924
1	7	Surface Track - SOGR	CW	S5	03	25,176	16,071	0	0	0	41,247	0	41,247	8,361	725	0	0	8,122	0	0	0	24,039	0	41,247
0	8	Surface Track Improvement - Scope Change	CW	S3	04	445	138	0	0	0	583	0	583	308	9	0	0	0	0	0	0	266	0	583
Sub-total						41,888	21,733	88	1,007	0	64,716	0	64,716	13,289	1,272	0	0	8,702	0	0	0	41,453	0	64,716
TTC000210 Traction Power - Various																								
1	1	Traction Power - SOGR	CW	S2	03	8,651	0	0	0	0	8,651	0	8,651	1,981	18	0	0	0	0	0	6,652	0	8,651	
1	6	Traction Power - SOGR	CW	S5	03	17,110	27,384	8,232	0	0	52,726	0	52,726	9,754	2,924	0	0	0	0	0	0	40,048	0	52,726
Sub-total						25,761	27,384	8,232	0	0	61,377	0	61,377	11,735	2,942	0	0	0	0	0	0	46,700	0	61,377
TTC000220 Power Dist./Electric Systems - Various																								
1	1	Power Dist./Electric Systems - SOGR	CW	S2	03	7,768	3,692	0	0	0	11,460	0	11,460	2,375	171	0	0	0	0	0	8,914	0	11,460	
1	5	Power Dist./Electric Systems - SOGR	CW	S5	03	0	3,738	7,820	1,621	0	13,179	0	13,179	2,221	2,225	0	0	0	0	0	0	8,733	0	13,179
Sub-total						7,768	7,430	7,820	1,621	0	24,639	0	24,639	4,596	2,396	0	0	0	0	0	0	17,647	0	24,639
TTC000230 Communications - Various																								
1	1	Communications - SOGR	CW	S2	03	6,839	6,000	0	0	0	12,839	0	12,839	2,535	265	0	0	0	0	0	10,039	0	12,839	
1	3	Communications - Legislated	CW	S2	02	2,832	0	0	0	0	2,832	0	2,832	648	6	0	0	0	0	0	2,178	0	2,832	
0	5	Communication - Improvement	CW	S2	04	449	371	0	0	0	820	0	820	123	16	0	0	0	0	0	681	0	820	
1	10	Communications - SOGR	CW	S5	03	8,122	11,959	14,202	9,684	8,726	52,693	3,621	56,314	10,103	8,233	0	0	0	0	0	37,978	0	56,314	
1	11	Communications - Legislated	CW	S4	02	1,225	5,180	967	92	2,174	9,638	2,000	11,638	2,105	1,229	0	0	0	0	0	8,304	0	11,638	
Sub-total						19,467	23,510	15,169	9,776	10,900	78,822	5,621	84,443	15,514	9,749	0	0	0	0	0	0	59,180	0	84,443

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2013 Recommended Cash Flow and Future Year Commitments

Toronto Transit Commission

Sub- Project No. Project Name PrioritySubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By											
						2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
<u>TTC000710 Computer Equipment & Software</u>																								
1	1	Computer Equipment & Software - SOGR	CW	S2	03	5,961	0	0	0	0	5,961	0	5,961	0	0	0	0	0	0	2,296	0	3,665	0	5,961
1	8	Computer Equipment & Software - SOGR	CW	S5	03	10,433	19,254	20,911	23,741	9,429	83,768	0	83,768	0	0	0	0	0	0	61,240	0	22,528	0	83,768
Sub-total						16,394	19,254	20,911	23,741	9,429	89,729	0	89,729	0	0	0	0	0	63,536	0	26,193	0	89,729	
<u>TTC000910 Furniture & Office Equipment</u>																								
1	1	Furniture & Office Equipment - SOGR	CW	S2	03	284	0	0	0	0	284	0	284	0	0	0	0	0	284	0	0	0	284	
1	4	Furniture & Office Equipment - SOGR	CW	S5	03	30	270	0	0	0	300	0	300	0	0	0	0	0	300	0	0	0	300	
Sub-total						314	270	0	0	0	584	0	584	0	0	0	0	0	584	0	0	0	584	
<u>TTC000920 Other Service Planning</u>																								
3	1	Other Service Planning - Improvement	CW	S2	04	3,710	1,046	0	0	0	4,756	0	4,756	1,018	51	0	0	0	0	0	0	3,687	0	4,756
3	5	Other Service Planning - Improvement	CW	S5	04	0	1,589	1,201	0	0	2,790	0	2,790	463	321	0	0	0	0	0	0	2,006	0	2,790
Sub-total						3,710	2,635	1,201	0	0	7,546	0	7,546	1,481	372	0	0	0	0	0	0	5,693	0	7,546
<u>TTC906010 Purchase of Legacy LRVs</u>																								
0	2	Purchase of Legacy LRVs - SOGR	CW	S2	03	71,153	112,262	130,425	112,119	113,281	539,240	140,988	680,228	224,415	157,452	22,271	0	250,741	0	0	0	25,349	0	680,228
0	3	Purchase of Legacy LRVs - Scope Change	CW	S3	03	40,000	18,430	3,318	0	9,270	71,018	33,982	105,000	34,999	41,538	3,448	0	11,442	0	0	0	13,573	0	105,000
Sub-total						111,153	130,692	133,743	112,119	122,551	610,258	174,970	785,228	259,414	198,990	25,719	0	262,183	0	0	0	38,922	0	785,228
<u>TTC906152 Broadview Station Modifications</u>																								
0	1	Broadview Station Modifications - Improvement	CW	S2	04	270	0	0	0	0	270	0	270	62	1	0	0	0	0	0	0	207	0	270
0	2	Broadview Station Modifications Impr.Scope Change	CW	S3	04	-270	0	0	0	0	-270	0	-270	-62	-1	0	0	0	0	0	0	-207	0	-270
Sub-total						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>TTC906154 Commuter Parking Expansion - Short Term</u>																								
1	1	Commuter Parking Expansion -Improv	CW	S2	04	7,934	0	0	0	0	7,934	0	7,934	1,816	17	0	0	0	0	0	0	6,101	0	7,934
0	2	Commuter Parking Expansion- Scope Change	CW	S3	04	-7,934	0	0	0	0	-7,934	0	-7,934	-1,816	-17	0	0	0	0	0	0	-6,101	0	-7,934
Sub-total						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>TTC906248 Intelligent Transportation & Technical Systems</u>																								
1	1	Intelligent Transportation Tech. Sys. - SOGR	CW	S2	03	3,377	1,922	0	0	0	5,299	0	5,299	0	0	0	0	0	0	2,982	0	2,317	0	5,299
0	4	Intelligent Transportation Tech. Sys.- Improvement	CW	S2	04	1,245	0	0	0	0	1,245	0	1,245	0	0	0	0	0	0	480	0	765	0	1,245

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2013 Recommended Cash Flow and Future Year Commitments

Toronto Transit Commission

Sub- Project No. Project Name PrioritySubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By												
						2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TTC906248 Intelligent Transportation & Technical Systems																								
0	5	Intelligent Transportation Tech. Sys. - SOGR	CW	S4	03	4,160	4,349	3,000	10,800	2,000	24,309	26,413	50,722	0	0	0	0	0	0	33,866	0	16,856	0	50,722
0	6	Intelligent Transportation Tech. Sys.- Improvement	CW	S4	04	454	240	0	0	0	694	400	1,094	0	0	0	0	0	0	785	0	309	0	1,094
Sub-total						9,236	6,511	3,000	10,800	2,000	31,547	26,813	58,360	0	0	0	0	0	0	38,113	0	20,247	0	58,360
TTC906365 Purchase of Rail Non-Revenue Vehicle																								
1	1	Purchase of Rail Non-Revenue Vehicle - SOGR	CW	S2	03	2,088	133	0	0	0	2,221	0	2,221	499	10	0	0	0	0	0	1,712	0	2,221	
1	3	Purchase of Rail Non-Revenue Vehicle - Improvement	CW	S2	04	725	276	144	1,087	0	2,232	0	2,232	421	321	0	0	0	0	0	1,490	0	2,232	
0	6	Purchase of Rail Non-Revenue Vehicle - Improvement	CW	S4	04	0	0	0	2,711	0	2,711	0	2,711	462	687	0	0	0	0	0	1,562	0	2,711	
0	7	Purchase of Rail Non-Revenue Vehicle - SOGR	CW	S4	03	0	3,122	2,531	0	471	6,124	9,424	15,548	3,013	3,160	0	0	0	0	0	9,375	0	15,548	
Sub-total						2,813	3,531	2,675	3,798	471	13,288	9,424	22,712	4,395	4,178	0	0	0	0	0	14,139	0	22,712	
TTC907198 Kipling Station Improvements																								
0	3	Kipling station - Improvements - Scope Change	CW	S3	04	400	0	0	0	0	400	0	400	0	0	0	0	0	0	0	400	0	400	
Sub-total						400	0	0	0	0	400	0	400	0	0	0	0	0	0	0	400	0	400	
TTC907199 Islington Station Improvements																								
0	1	Islington Station Improvements	CW	S2	04	22,101	0	0	0	0	22,101	0	22,101	5,060	47	0	0	0	0	0	16,994	0	22,101	
0	2	Islington Station Improvements - Scope Change	CW	S3	04	-22,101	0	0	0	0	-22,101	0	-22,101	-5,060	-47	0	0	0	0	0	-16,994	0	-22,101	
Sub-total						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTC907200 Warden Station Improvements																								
1	2	Warden Station Improvements	CW	S2	04	3,414	0	0	0	0	3,414	0	3,414	0	0	0	0	0	0	0	3,414	0	3,414	
0	4	Warden Station Impro. Scope Change	CW	S3	04	-3,414	0	0	0	0	-3,414	0	-3,414	0	0	0	0	0	0	0	-3,414	0	-3,414	
Sub-total						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTC907625 Energy Management																								
1	1	Energy Management - Improvement	CW	S2	04	1,296	0	0	0	0	1,296	0	1,296	297	3	0	0	0	0	0	996	0	1,296	
0	2	Energy Management Improvement Scope Change	CW	S3	04	-1,296	0	0	0	0	-1,296	0	-1,296	-297	-3	0	0	0	0	0	-996	0	-1,296	
Sub-total						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTC907743 ATC Resignalling																								
0	1	ATC Resignalling - SOGR	CW	S2	03	30,222	27,696	43,623	45,740	38,456	185,737	14,634	200,371	38,638	56,981	15,242	0	20,332	0	0	0	69,178	0	200,371

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2013 Recommended Cash Flow and Future Year Commitments

Toronto Transit Commission

Sub- Project No. Project Name PrioritySubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By													
						2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TTC907743 ATC Resignalling																									
0	2	ATC Resignalling - SOGR	CW	S4	03	33,256	25,500	1,500	14,378	22,013	96,647	264,040	360,687	34,828	120,773	27,353	0	11,450	0	0	166,283	0	360,687		
Sub-total						63,478	53,196	45,123	60,118	60,469	282,384	278,674	561,058	73,466	177,754	42,595	0	31,782	0	0	0	235,461	0	561,058	
TTC907744 Fare System																									
0	1	Fare System - SOGR	CW	S2	03	1,230	1,230	1,230	1,185	0	4,875	0	4,875	0	0	0	0	0	0	0	0	4,875	0	4,875	
0	2	Fare System - Expansion	CW	S2	05	16,360	73,896	11,582	6,131	1,501	109,470	653	110,123	0	0	0	0	0	0	0	0	110,123	0	110,123	
0	3	Fare System - Expansion - Scope Change	CW	S3	05	-2,012	-53,498	0	0	0	-55,510	0	-55,510	0	0	0	0	0	0	0	0	-55,510	0	-55,510	
Sub-total						15,578	21,628	12,812	7,316	1,501	58,835	653	59,488	0	0	0	0	0	0	0	0	59,488	0	59,488	
TTC907748 Wilson Complex - Modifications for the Toronto R																									
1	1	Wilson Complex - Modifications for To. Rocket S3	CW	S3	03	-3,127	0	0	0	0	-3,127	0	-3,127	0	0	0	0	0	0	0	0	-3,127	0	-3,127	
0	2	Wilson Complex - Modification for the Toronto Roc	CW	S2	03	4,927	0	0	0	0	4,927	0	4,927	0	0	0	0	0	0	0	0	4,927	0	4,927	
Sub-total						1,800	0	0	0	0	1,800	0	1,800	0	0	0	0	0	0	0	0	0	1,800	0	1,800
TTC907749 LRT Replacement Maintenance & Storage Facilit																									
1	1	LRT Replacement Maintenance - Storage Facility	CW	S2	03	140,000	146,000	20,935	0	0	306,935	0	306,935	0	81,890	47,419	0	166,557	0	0	0	11,069	0	306,935	
Sub-total						140,000	146,000	20,935	0	0	306,935	0	306,935	0	81,890	47,419	0	166,557	0	0	0	11,069	0	306,935	
TTC907750 Toronto Rocket Yard & Storage Track Accommod																									
1	1	Toronto Rocket Yard - Storage Track Accommodation	CW	S2	03	31,794	104,489	42,677	0	0	178,960	0	178,960	57,000	41,205	0	0	51,347	0	0	0	29,408	0	178,960	
0	2	Toronto Rocket Yard Storage Track Accommodation	CW	S4	03	0	0	86,922	86,633	0	173,555	0	173,555	0	16,004	0	0	141,935	0	0	0	15,616	0	173,555	
Sub-total						31,794	104,489	129,599	86,633	0	352,515	0	352,515	57,000	57,209	0	0	193,282	0	0	0	45,024	0	352,515	
TTS000392 Sheppard Subway																									
4	1	Sheppard Subway - Expansion	CW	S2	05	393	0	0	0	0	393	0	393	90	1	0	0	0	0	0	0	302	0	393	
0	2	Sheppard Subway - Expansion - Scope Change	CW	S3	05	-393	0	0	0	0	-393	0	-393	-90	-1	0	0	0	0	0	0	-302	0	-393	
Sub-total						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Program Expenditure						879,120	1,051,712	635,060	526,182	367,814	3,459,888	944,976	4,404,864	755,351	982,349	137,543	0	711,568	0	133,137	0	0,684,916	0	4,404,864	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2013 Recommended Cash Flow and Future Year Commitments

Toronto Transit Commission						Current and Future Year Cash Flow Commitments and Estimates						Current and Future Year Cash Flow Commitments and Estimates Financed By									
Sub-Project No.	Project Name	Ward	Stat. Cat.	2013	2014	2015	2016	2017	Total 2013-2017	Total 2018-2022	Total 2013-2022	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
Financed By:																					
Provincial Grants & Subsidies				162,083	222,914	88,376	69,046	69,203	611,622	143,729	755,351	755,351	0	0	0	0	0	0	0	0	755,351
Federal Subsidy				155,183	153,340	116,003	88,071	79,978	592,575	389,774	982,349	0	982,349	0	0	0	0	0	0	0	982,349
Development Charges				42,351	16,322	12,577	11,881	8,500	91,631	45,912	137,543	0	0	137,543	0	0	0	0	0	0	137,543
Reserve Funds (Ind."XR" Ref.)				60,000	252,294	180,000	125,580	78,804	696,678	14,890	711,568	0	0	0	711,568	0	0	0	0	0	711,568
Other1 (Internal)				30,638	32,100	21,688	19,580	9,330	113,336	19,801	133,137	0	0	0	0	0	133,137	0	0	0	133,137
Debt				428,865	374,742	216,416	212,024	121,999	1,354,046	330,870	1,684,916	0	0	0	0	0	0	0	0,684,916	0	1,684,916
Total Program Financing				879,120	1,051,712	635,060	526,182	367,814	3,459,888	944,976	4,404,864	755,351	982,349	137,543	0	711,568	0	133,137	0,684,916	0	4,404,864

Status Code	Description
S2	S2 Prior Year (With 2013 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2013 and/or Future Year Cost/Cashflow)
S4	S4 New - Stand-Alone Project (Current Year Only)
S5	S5 New (On-going or Phased Projects)

Category Code	Description
01	Health and Safety C01
02	Legislated C02
03	State of Good Repair C03
04	Service Improvement and Enhancement C04
05	Growth Related C05
06	Reserved Category 1 C06
07	Reserved Category 2 C07

Appendix 5

2013 Recommended Capital Project with Financing Details



CITY OF TORONTO
Appendix 5: 2013 Recommended Capital Project with Financing Details
Toronto Transit Commission
Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2013	Financing											
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable		
1	<u>TTC000340</u>	<u>Bridges and Tunnels - Various</u>														
0	7 Bridges and Tunnels - Improvement	1/1/2012	12/31/2013	500	114	1	0	0	0	0	0	0	0	385	0	
1	1 Bridges and Tunnels - SOGR	1/1/1996	12/31/2014	29,285	6,705	62	0	0	0	0	0	0	0	22,518	0	
1	4 Bridges and Tunnels - SOGR	1/1/2002	12/31/2022	8,907	2,039	19	0	0	0	0	0	0	0	6,849	0	
	Project Sub-total:			38,701	8,860	82	0	0	0	0	0	0	0	29,759	0	
1	<u>TTC000377</u>	<u>Queensway Bus Garage Renovations</u>														
1	3 Queensway Bus Garage Renovations - SOGR	1/1/2001	12/31/2013	453	104	1	0	0	0	0	0	0	0	348	0	
	Project Sub-total:			453	104	1	0	0	0	0	0	0	0	348	0	
1	<u>TTC000379</u>	<u>Fire Ventilation Upgrade</u>														
1	1 Fire Ventilation Upgrade - SOGR	1/1/1996	12/31/2015	24,000	5,495	51	0	0	0	0	0	0	0	18,454	0	
1	2 Fire Ventilation Upgrade - SOGR	1/1/2013	12/31/2022	4,210	964	9	0	0	0	0	0	0	0	3,237	0	
	Project Sub-total:			28,210	6,459	60	0	0	0	0	0	0	0	21,691	0	
1	<u>TTC000390</u>	<u>Other Bldgs & Structures Projects</u>														
0	16 Other Building & Structures - Improvement	10/17/2003	12/31/2022	9,506	2,176	20	0	0	0	0	0	0	0	7,310	0	
0	20 Other Buildings & Structure SOGR - Scope Change	1/1/2013	12/31/2013	425	97	1	0	0	0	0	0	0	0	327	0	
0	21 Other Buildings & Structures - SOGR	1/1/2013	12/31/2017	300	0	0	0	0	0	0	0	0	0	300	0	
1	1 Other Buildings & Structures Projects - SOGRS	1/1/2000	12/31/2019	27,781	6,360	59	0	0	0	0	0	0	0	21,362	0	
1	5 Other Buildings and Structures - Legislated	1/1/2002	12/31/2014	35	8	0	0	0	0	0	0	0	0	27	0	
3	4 Other bldgs & structures projects - Expansion	1/1/2001	12/31/2014	1,820	417	4	0	0	0	0	0	0	0	1,399	0	
	Project Sub-total:			39,867	9,058	84	0	0	0	0	0	0	0	30,725	0	
1	<u>TTC000414</u>	<u>Replace 40' Diesel Buses or Equivalent</u>														
1	1 Replace 40 Diesel Buses or Equivalent - SOGR	1/1/2000	12/31/2014	25,912	0	18,138	5,543	0	0	0	0	0	0	2,231	0	
	Project Sub-total:			25,912	0	18,138	5,543	0	0	0	0	0	0	2,231	0	
1	<u>TTC000415</u>	<u>Replacement of Wheel-Trans Vehicles</u>														
1	1 Replacement Wheel-Trans Vehicles	1/1/1998	12/31/2013	3,200	0	1,920	0	0	0	0	0	0	0	1,280	0	
	Project Sub-total:			3,200	0	1,920	0	0	0	0	0	0	0	1,280	0	
1	<u>TTC000421</u>	<u>Subway Car Purchases</u>														
1	1 Subway Car Purchases - SOGR	1/1/1996	12/31/2016	55,007	18,336	27,504	0	0	0	0	0	0	0	9,167	0	
	Project Sub-total:			55,007	18,336	27,504	0	0	0	0	0	0	0	9,167	0	
1	<u>TTC000432</u>	<u>Bus Heavy Rebuild Program - Overhaul</u>														
1	1 Bus Heavy Rebuild Program, Overhaul - SOGR	1/1/1996	12/31/2013	21,918	5,018	47	0	0	0	0	0	0	0	16,853	0	
1	5 Bus Heavy Rebuild Program - Overhaul SOGR	1/31/2003	12/31/2022	11,273	2,581	24	0	0	0	0	0	0	0	8,668	0	
	Project Sub-total:			33,191	7,599	71	0	0	0	0	0	0	0	25,521	0	

(Phase 2) 20-Toronto Transit Commission Sub-Project Category: 01,02,03,04,05,06,07 Type: B Sub-Project Status: S2 Type: C Sub-Project Status: S2,S3,S4,S5



CITY OF TORONTO
Appendix 5: 2013 Recommended Capital Project with Financing Details
Toronto Transit Commission
Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2013	Financing									
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
1	<u>TTC000710 Computer Equipment & Software</u>													
1	1 Computer Equipment & Software - SOGR	1/1/1996	12/31/2013	5,961	0	0	0	0	0	0	2,296	0	3,665	0
1	8 Computer Equipment & Software - SOGR	1/1/1996	12/31/2022	10,433	0	0	0	0	0	0	4,019	0	6,414	0
	Project Sub-total:			16,394	0	0	0	0	0	0	6,315	0	10,079	0
1	<u>TTC000910 Furniture & Office Equipment</u>													
1	1 Furniture & Office Equipment - SOGR	1/1/1996	12/31/2013	284	0	0	0	0	0	0	284	0	0	0
1	4 Furniture & Office Equipment - SOGR	1/1/2003	12/31/2022	30	0	0	0	0	0	0	30	0	0	0
	Project Sub-total:			314	0	0	0	0	0	0	314	0	0	0
1	<u>TTC906154 Commuter Parking Expansion - Short Term</u>													
0	2 Commuter Parking Expansion- Scope Change	1/1/2013	12/31/2013	-7,934	-1,816	-17	0	0	0	0	0	0	-6,101	0
1	1 Commuter Parking Expansion -Improv	1/1/2001	12/31/2013	7,934	1,816	17	0	0	0	0	0	0	6,101	0
	Project Sub-total:			0	0	0	0	0	0	0	0	0	0	0
1	<u>TTC906248 Intelligent Transportation & Technical Systems</u>													
0	4 Intelligent Transportation Tech. Sys.- Improvement	8/26/2002	12/31/2013	1,245	0	0	0	0	0	0	480	0	765	0
0	5 Intelligent Transportation Tech. Sys. - SOGR	1/1/2013	12/31/2022	4,160	0	0	0	0	0	0	1,602	0	2,558	0
0	6 Intelligent Transportation Tech. Sys.- Improvement	1/1/2013	12/31/2014	454	0	0	0	0	0	0	175	0	279	0
1	1 Intelligent Transportation Tech. Sys. - SOGR	8/26/2002	12/31/2014	3,377	0	0	0	0	0	0	1,301	0	2,076	0
	Project Sub-total:			9,236	0	0	0	0	0	0	3,558	0	5,678	0
1	<u>TTC906365 Purchase of Rail Non-Revenue Vehicle</u>													
1	1 Purchase of Rail Non-Revenue Vehicle - SOGR	1/1/1996	12/31/2014	2,088	478	4	0	0	0	0	0	0	1,606	0
1	3 Purchase of Rail Non-Revenue Vehicle - Improvement	1/1/1996	12/31/2016	725	166	2	0	0	0	0	0	0	557	0
	Project Sub-total:			2,813	644	6	0	0	0	0	0	0	2,163	0
1	<u>TTC907198 Kipling Station Improvements</u>													
0	3 Kipling station - Improvements - Scope Change	1/1/2013	12/31/2013	400	0	0	0	0	0	0	0	0	400	0
	Project Sub-total:			400	0	0	0	0	0	0	0	0	400	0
1	<u>TTC907625 Energy Management</u>													
0	2 Energy Management Improvement Scope Chage	1/1/2013	12/31/2013	-1,296	-297	-3	0	0	0	0	0	0	-996	0
1	1 Energy Management - Improvement	1/1/2013	12/31/2013	1,296	297	3	0	0	0	0	0	0	996	0
	Project Sub-total:			0	0	0	0	0	0	0	0	0	0	0
1	<u>TTC907743 ATC Resignalling</u>													
0	1 ATC Resignalling - SOGR	9/24/2010	12/31/2018	30,222	8,931	0	0	0	0	0	0	0	21,291	0
0	2 ATC Resignalling - SOGR	1/1/2013	12/31/2022	33,256	9,828	0	0	0	0	0	0	0	23,428	0
	Project Sub-total:			63,478	18,759	0	0	0	0	0	0	0	44,719	0



CITY OF TORONTO

Appendix 5: 2013 Recommended Capital Project with Financing Details

Toronto Transit Commission

Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2013	Financing												
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable			
1	<u>TTC907748</u>	<u>Wilson Complex - Modifications for the Toronto Roc</u>															
0	2 Wilson Complex - Modification for the Toronto Roc	11/9/2010	12/31/2013	4,927	0	0	0	0	0	0	0	0	0	0	4,927	0	
1	1 Wilson Complex - Modifications for To. Rocket S3	1/1/2013	12/31/2013	-3,127	0	0	0	0	0	0	0	0	0	0	-3,127	0	
	Project Sub-total:			1,800	0	0	0	0	0	0	0	0	0	0	1,800	0	
1	<u>TTC907749</u>	<u>LRT Replacement Maintenance & Storage Facility</u>															
1	1 LRT Replacement Maintenance - Storage Facility	10/4/2010	12/31/2017	140,000	0	44,704	36,808	0	47,419	0	0	0	0	0	11,069	0	
	Project Sub-total:			140,000	0	44,704	36,808	0	47,419	0	0	0	0	0	11,069	0	
1	<u>TTC907750</u>	<u>Toronto Rocket Yard & Storage Track Accommodation</u>															
1	1 Toronto Rocket Yard - Storage Track Accommodation	10/4/2010	12/31/2015	31,794	0	13,122	0	0	2,581	0	0	0	0	0	16,091	0	
	Project Sub-total:			31,794	0	13,122	0	0	2,581	0	0	0	0	0	16,091	0	
2	<u>TTC000383</u>	<u>Easier Access Phase II & III</u>															
1	1 Easier Access Phase II & III - Legislated	1/1/1996	12/31/2015	9,120	2,088	19	0	0	0	0	0	0	0	0	7,013	0	
1	4 Easier Access Phase II & III - Legislated	1/1/2013	12/31/2022	9,006	2,062	19	0	0	0	0	0	0	0	0	6,925	0	
	Project Sub-total:			18,126	4,150	38	0	0	0	0	0	0	0	0	13,938	0	
2	<u>TTC000610</u>	<u>Environmental Programs</u>															
2	1 Environmental Programs - Legislated	1/1/1996	12/31/2014	8,987	2,058	19	0	0	0	0	0	0	0	0	6,910	0	
	Project Sub-total:			8,987	2,058	19	0	0	0	0	0	0	0	0	6,910	0	
3	<u>TTC000920</u>	<u>Other Service Planning</u>															
3	1 Other Service Planning - Improvement	1/1/1996	12/31/2014	3,710	849	8	0	0	0	0	0	0	0	0	2,853	0	
	Project Sub-total:			3,710	849	8	0	0	0	0	0	0	0	0	2,853	0	
4	<u>TTC000330</u>	<u>Yards and Roads - Various</u>															
1	1 Yards and Roads - SOGRS	1/1/1997	12/31/2014	5,088	1,165	11	0	0	0	0	0	0	0	0	3,912	0	
	Project Sub-total:			5,088	1,165	11	0	0	0	0	0	0	0	0	3,912	0	
4	<u>TTC000373</u>	<u>Mount Dennis Bus Facility</u>															
1	1 Mount Dennis Bus Facility - SOGR	1/1/2002	12/31/2013	500	114	1	0	0	0	0	0	0	0	0	385	0	
	Project Sub-total:			500	114	1	0	0	0	0	0	0	0	0	385	0	
4	<u>TTS000392</u>	<u>Sheppard Subway</u>															
0	2 Sheppard Subway - Expansion - Scope Change	1/1/2013	12/31/2013	-393	-90	-1	0	0	0	0	0	0	0	0	-302	0	

(Phase 2) 20-Toronto Transit Commission Sub-Project Category: 01,02,03,04,05,06,07 Type: B Sub-Project Status: S2 Type: C Sub-Project Status: S2,S3,S4,S5



CITY OF TORONTO
Appendix 5: 2013 Recommended Capital Project with Financing Details
Toronto Transit Commission
Sub-Project Summary

Project/Financing				2013	Financing										
Priority	Project	Project Name	Start Date	Completion Date	Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
4	TTS000392	Sheppard Subway													
4	1	Sheppard Subway - Expansion	1/1/1996	12/31/2013	393	90	1	0	0	0	0	0	0	302	0
Project Sub-total:					0	0	0	0	0	0	0	0	0	0	0
Program Total:					879,120	162,083	155,183	42,351	0	60,000	0	30,638	0	428,865	0

Status Code Description
 S2 S2 Prior Year (With 2013 and/or Future Year Cashflow)
 S3 S3 Prior Year - Change of Scope 2013 and/or Future Year Cost(Cashflow)
 S4 S4 New - Stand-Alone Project (Current Year Only)
 S5 S5 New (On-going or Phased Projects)

Category Code Description
 01 Health and Safety C01
 02 Legislated C02
 03 State of Good Repair C03
 04 Service Improvement and Enhancement C04
 05 Growth Related C05
 06 Reserved Category 1 C06
 07 Reserved Category 2 C07

Appendix 6

2013 Reserve / Reserve Fund Review
(In \$000s)

Reserve/Reserve Fund Review - Program Specific

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2012	Contributions / (Withdrawals)										2013- 2022 Total Contributions / (Withdrawals)	
			2013 Rec. Budget	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan		
XR2109 (2009) XR2025 (2004)	Beginning Balance as of Jan. 1, 2012	69,781	69,781	4,074	256	1,239	751	2	131	117	5,515	14,912	182,857	
	Projected Contributions		16,714	17,029	17,360	17,694	18,051	18,429	18,803	19,198	19,592	19,987		
	Replace 40 Diesel Buses or Equivalent		(5,543)	(5,399)		(9,669)	(6,500)							(27,111)
	Subway Car Purchases			(312)	(2,365)	(1,023)								(3,700)
	Purchase of Streetcars				(2,212)	(3,690)	(4,000)	(10,000)	(5,817)					(25,719)
	ATC Resignalling-Variou				(8,000)		(4,500)	(4,500)	(9,200)	(10,000)	(6,395)			(42,595)
	LRT Replacement													
	Maintenance - Storage Facility		(36,808)	(10,611)										
Total Proposed Withdrawals for TTC			(42,351)	(16,322)	(12,577)	(14,382)	(15,000)	(14,500)	(15,017)	(10,000)	(6,395)		(146,544)	
Other Allocations for Waterfront and Sheppard Subway Cost Recovery			(40,070)	(4,525)	(3,800)	(3,800)	(3,800)	(3,800)	(3,800)	(3,800)	(3,800)		(71,195)	
Total Proposed Contributions / (Withdrawals)			(65,707)	(3,818)	983	(488)	(749)	129	(14)	5,398	9,397	19,987		
Total Reserve Fund Balance at Year-End		69,781	4,074	256	1,239	751	2	131	117	5,515	14,912	34,899		

* Based on the 3rd Quarter Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2012	Contributions / (Withdrawals)										2013- 2022 Total Contributions / (Withdrawals)
			2013 Rec. Budget	2014 Plan	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	
XQ0011 Capital Financing Reserve	Beginning Balance as of Jan. 1, 2012	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Contributions / (Withdrawals)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Purchase of Legacy LRVs	(34,945)	(10,000)	(81,133)	(72,327)	(51,701)	(47,022)						(262,183)
	LRT Replacement Maintenance & Storage Facility		(47,419)	(113,800)	(5,338)								(166,557)
	TR Yard and Storage Track Accommodation	(10,055)	(2,581)	(15,067)	(102,335)	(73,299)							(193,282)
	ATC Resignalling						(31,782)						(31,782)
	Bus Overhaul			(30,000)	(19,568)	(23,000)	(47,824)	(38,894)	(36,790)	(11,738)			(207,814)
	Subway Track			(4,171)	(4,094)	(4,296)	(6,762)	(18,686)	(14,977)	(5,311)			(58,297)
	Surface Track			(8,122)	(10,932)	(27,350)	(18,230)	(15,000)	(17,746)	(12,168)			(109,548)
	Bridges and Tunnels				(13,491)	(14,897)	(12,994)	(27,887)	(25,135)	(18,217)			(112,621)
Equipment							(13,648)	(13,477)	(6,990)			(34,115)	
Subway Car Overhaul Program								(7,548)	(5,493)			(13,041)	
Total Proposed Contributions / (Withdrawals)		(45,000)	(60,000)	(252,293)	(228,085)	(194,543)	(164,614)	(114,115)	(115,673)	(59,917)	-	-	(1,189,240)
Total Reserve Fund Balance at Year-End		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

* Contributions will be provided via the capital financing strategy including proceeds from the use of surplus operating funds in accordance with the City's surplus management policy, the monetization of City assets and additional contributions to transit from the Federal and Provincial government as well as an anticipated increase in Development Charge funding following completion of the 2013 Development Charge By-Law review.