



Toronto 2015 BUDGET

CAPITAL ANALYST NOTES



Toronto Transit Commission

2015 – 2024 CAPITAL BUDGET AND PLAN OVERVIEW

The Toronto Transit Commission delivers transit services to an estimated 545 million riders in 2015, using buses, subway trains, rapid transit trains, light rail vehicles (LRVs), and the new streetcars that began service in the fall of 2014.

The TTC is responsible for the stewardship of transit assets with a total estimated replacement value of \$14.5 billion to ensure that vehicles, subway tunnels, subway track, surface track, bridges and other facility infrastructure are maintained in a state of good repair.

The TTC's 10-Year Capital Plan that totals \$6.663 billion in funding 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. In addition to TTC's base capital program are projects focused on transit expansion including the Toronto-York Spadina Subway Extension and the Scarborough Subway Extension.

Highlights

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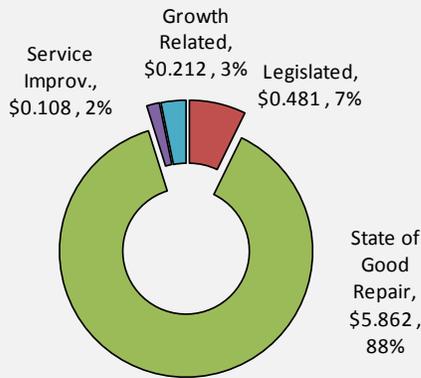
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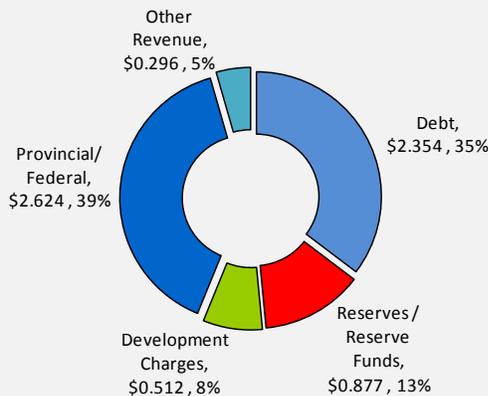
Capital Spending and Financing

2015-2024 Capital Budget and Plan by Expenditures Category (\$Billions)



\$6.663 Billion

2015-2024 Capital Budget and Plan by Funding Source (\$Billions)



\$6.663 Billion

Where does the money go?

The 2015–2024 Recommended Capital Budget and Plan totals \$6.663 billion, excluding carry forward funding, for major capital projects such as:

- Leslie Barns Streetcar Maintenance and Storage Facility (\$166.899 million)
- Toronto Rocket Yard and Storage Track Accommodation (\$435.775 million)
- McNicoll Bus Garage Facility (\$177.884 million)
- ATC Resignalling (\$592.855 million)
- Purchase of 860 Buses (\$635.849 million)
- Purchase of 204 LRVs (\$548.945 million)

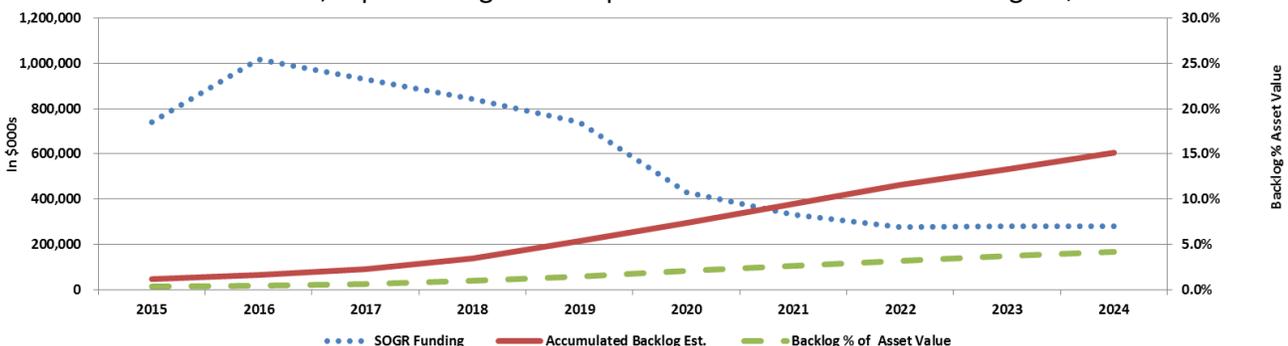
Where does the money come from?

The 10-Year Recommended Capital Plan requires new debt funding of \$2.354 billion, which is above the debt guideline by \$508 million over the 10-year planning period as a result of additional cash flows to address transit needs that were previously unfunded.

- Debt funding of \$2.345 billion comprises 35.3% of the TTC's 10-year capital funding.
- Other sources of funding include Provincial (\$980.464 million or 14.7%), Federal (\$1.644 billion or 24.7%), Development Charges (\$511.664 million or 7.7%) that have been increased by \$138.844 million from the previous 10-Year Capital Plan, Reserves (\$876.947 million or 13.2%), and Other Revenue (\$296.439 million or 4.4%).

State of Good Repair Backlog

The 10-Year Recommended Capital Plan's spending on State of Good Repair is \$5.862 billion. Despite this level of funding, the TTC SOGR backlog is anticipated to increase from 0.2% as a percentage of asset value in 2014 to 4.2% in 2024, representing an anticipated accumulated SOGR backlog of \$603.0 million.



Key Challenges & Priority Actions

Capital Plan Affordability – The TTC identified 10-Year Capital Plan requirements that totalled \$9.3 billion that required \$4.703 billion of debt funding which was \$2.858 billion over the TTC's established debt target for the 10-year capital planning period.

TTC's 10-Year Capital Plan of \$6.663 is comprised of:

- ✓ Debt target funding of \$1.845 billion.
- ✓ Increased debt funding by \$508 million.
- ✓ Increased Development Charge funding by \$139 million.
- ✓ \$2.350 billion in remaining unfunded capital projects, which is decreased from \$2.526 billion identified as part of the 2014 Budget Process.
- ✓ \$296.464 million in funding for SOGR projects initially identified as unfunded.

2015 Capital Budget Highlights

The 2015 Recommended Capital Budget for TTC of \$1.077 billion, including carry forward funding, will:

- ✓ Begin the replacement of *Orion Hybrid Bus Components* (\$13.4 million), begin new scope work on *Union Station's* second platform (\$4.6 million), upgrade streetcars to comply with legislative requirements (\$3.2 million), and begin the *Life Extension Overhaul of 30 Articulated Light Rail Vehicles* (\$5.1 million).
- ✓ Continue SOGR maintenance work on:
 - *Subway Track* (\$24.0 million);
 - *Surface Track* (\$23.5 million);
 - *Bridges & Tunnels* (\$47.5 million);
 - *Subway Car Overhaul* (\$31.5 million); and
 - *Information Technology System – Infrastructure* (\$46.4 million).
- ✓ Continue to purchase 204 LRVs, 360 Subway Cars, and 105 Buses and make progress on *Leslie Barns Streetcar Maintenance and Storage Facility, Toronto Rocket Yard and Storage Track Accommodation, ATC Resignalling, Easier Access Phase III and Fire Ventilation.*

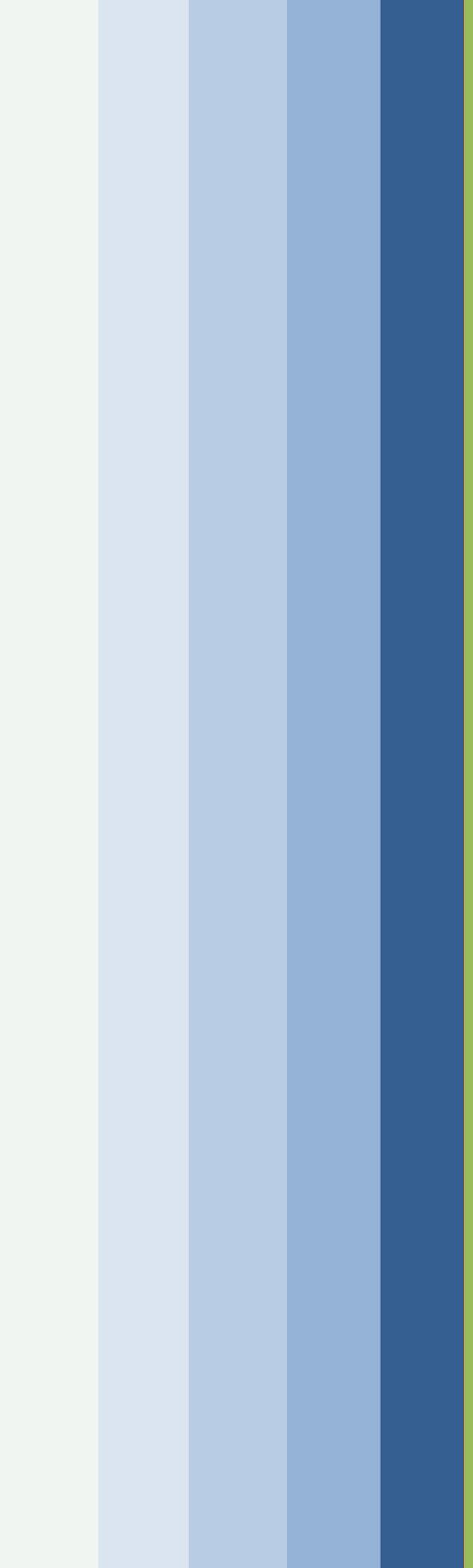


Recommendations

The City Manager and Chief Financial Officer recommend that:

1. City Council approve the 2015 Recommended Capital Budget for the Toronto Transit Commission (TTC) with a total project cost of \$1.666 billion, and 2015 cash flow of \$1.077 billion and future year commitments of \$4.447 billion comprised of the following:
 - a) New Cash Flow Funds for:
 - i. 47 new / change in scope sub-projects with a 2015 total project cost of \$1.666 billion that results in a cash flow increases of \$13.714 million in 2015 and future year cash flow commitments of \$368.963 million in 2016; \$258.478 million for 2017; \$278.163 million for 2018; \$213.930 million for 2019; \$219.882 million for 2020; \$115.429 million for 2021; \$38.667 million for 2022; \$74.049 million for 2023; and \$84.820 million for 2024;
 - ii. 51 previously approved sub-projects with a 2015 cash flow of \$807.752 million; and future years cash flow commitments of \$767.735 million in 2016; \$656.069 million for 2017; \$475.963 million for 2018; \$410.674 million for 2019; \$170.963 million for 2020; \$81.463 million for 2021; \$100.552 million for 2022; \$73.368 million for 2023; and \$71.693 million for 2024; and
 - b) 2014 approved cash flow for 25 previously approved sub-projects with carry forward funding from 2014 into 2015 totalling \$255.891 million.
2. City Council approve increases / (decreases) in new debt service costs of (\$1.678) million in 2015 and incremental debt costs of (\$7.039) million in 2016, \$6.355 million for 2017; \$11.852 million for 2018; \$14.208 million for 2019; \$6.772 million for 2020; \$0.803 million for 2021; (\$0.416) million for 2022; (\$2.827) million for 2023; and \$0.068 million for 2024; resulting from the approval of the 2015 Recommended Capital Budget, to be included in the 2015 and future year operating budgets.
3. City Council approve the 2016-2024 Recommended Capital Plan for TTC totalling \$1.381 billion in project estimates, comprised of \$13.709 million in 2016; \$149.933 million for 2017; \$239.766 million for 2018; \$245.098 million for 2019; \$146.857 million for 2020; \$151.127 million for 2021; \$148.323 million for 2022; \$145.561 million for 2023; and \$140.360 million in 2024.
4. City Council consider the operating costs (savings) of (\$1.814) million net in the 2015, \$0.036 million net in 2016; \$1.838 million net in 2017; \$0.029 million net in 2018; (\$0.675) million in 2019; (\$0.067) million in 2020; \$0.149 million in 2021; \$0.118 million in 2022; \$0.112 million in 2023; and \$0.142 million in 2024 resulting from the approval of the 2015 Recommended Capital Budget for inclusion in the 2015 and future year operating budgets.
5. City Council approve a transfer in 2015 to provide capital funding from the capital reserve (the amount to include carry forward funding of 2014 unspent funds) of \$71.224 million from the Provincial Gas Tax Revenues for Public Transit Reserve Fund (XR3018).
6. City Council direct TTC to assess its future fleet procurement requirements outside of the 2015-2024 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.

7. City Council direct TTC to maintain the State-of-Good-Repair (SOGR) backlog, developed during the 2015-2024 Capital Planning process, and to review the SOGR backlog each year during future budget processes to ensure that critical SOGR work is being performed.
8. City Council direct TTC to work with the City's Information Technology and Financial Planning Divisions on leveraging SAP technology.
9. City Council direct TTC staff to report back to Budget Committee prior to the 2016 budget process to identify the full operating impacts from the SAP-ERP Implementation Program, and the PRESTO fare system.
10. City Council direct the TTC, City Manager, and City CFO to pursue a tri-party partnership between the Federal government, Provincial government, and the City of Toronto for a dedicated, long-term, stable funding plan to address its rolling stock, SOGR, capacity building, service improvement and growth needs.
11. City Council approve the 2015 Capital Budget for the Toronto-York Spadina Subway Extension with no new project cost, and 2015 cash flow of \$444.180 million and future year commitments of \$445.830 million comprised of the following:
 - a) New Cash Flow Funding for:
 - i. 1 previously approved sub-project with a 2015 cash flow of \$444.180 million; and a future year cash flow commitment of \$445.830 million in 2016.
 - b) 2015 approved cash flow for 1 previously approved sub-project with carry forward funding from 2014 into 2015 totalling \$298.297 million.
 - c) City Council consider operating costs of \$13.599 million net in 2016, \$13.130 million net in 2017, \$0.240 million net in 2018 resulting from the approval of the Toronto-York Spadina Subway Extension 2015 Recommended Capital Budget for inclusion in the 2015 and future year operating budgets.
12. City Council approve the 2015 Capital Budget for the Scarborough Subway Extension with a total project cost of \$37.204 million, and 2015 cash flow of \$50.258 million and no future year commitments comprised of the following:
 - a) New Cash Flow Funding for:
 - i. 1 previously approved sub-project with a 2015 cash flow of \$37.204 million in 2015; and no future year cash flow commitments.
 - b) 2015 approved cash flow for 1 previously approved sub-project with carry forward funding from 2014 into 2015 totalling \$13.054 million.
 - c) City Council direct the TTC to seek City Council approval of any additional cash flow funding in 2015 and cash flow funding commitments for 2016-2024 as cash flows between 2016-2024 will be budgeted as planned forecasts with no authority to spend.
 - d) City Council approve the 2016-2024 Capital Plan for the Scarborough Subway Extension totalling \$3.372 in project estimates, comprised of \$120.118 million in 2016; \$185.550 million in 2017; \$268.162 million in 2018; \$756.903 million in 2019; \$711.403 million in 2020; \$618.395 million in 2021; \$464.992 million in 2022; \$215.273 million in 2023; and \$31.000 million in 2024.



Part I:

10-Year Capital Plan

10 Year Capital Plan

Table 1a
2015 Recommended Budget, 2016-2019 Recommended Capital Plan

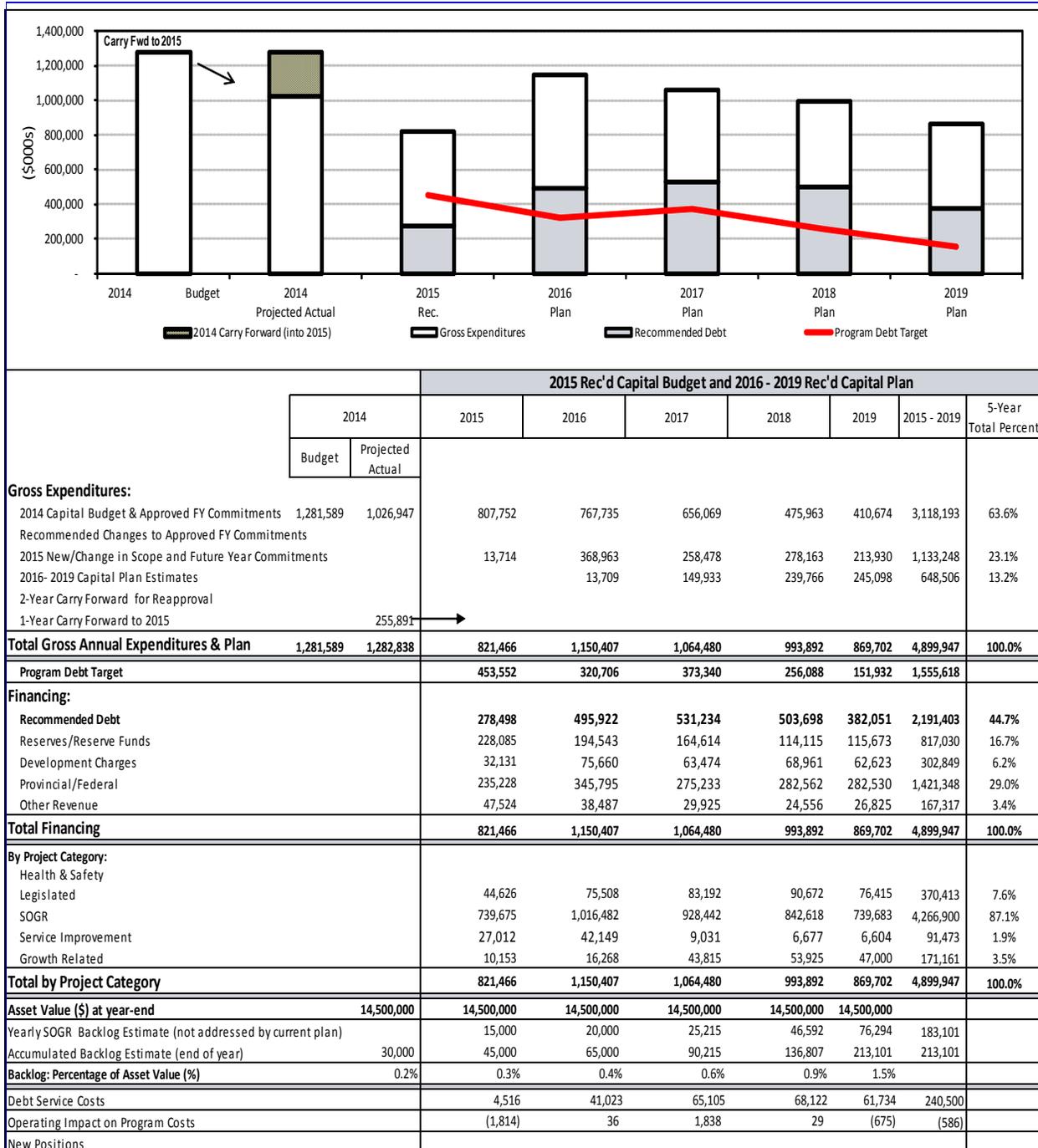
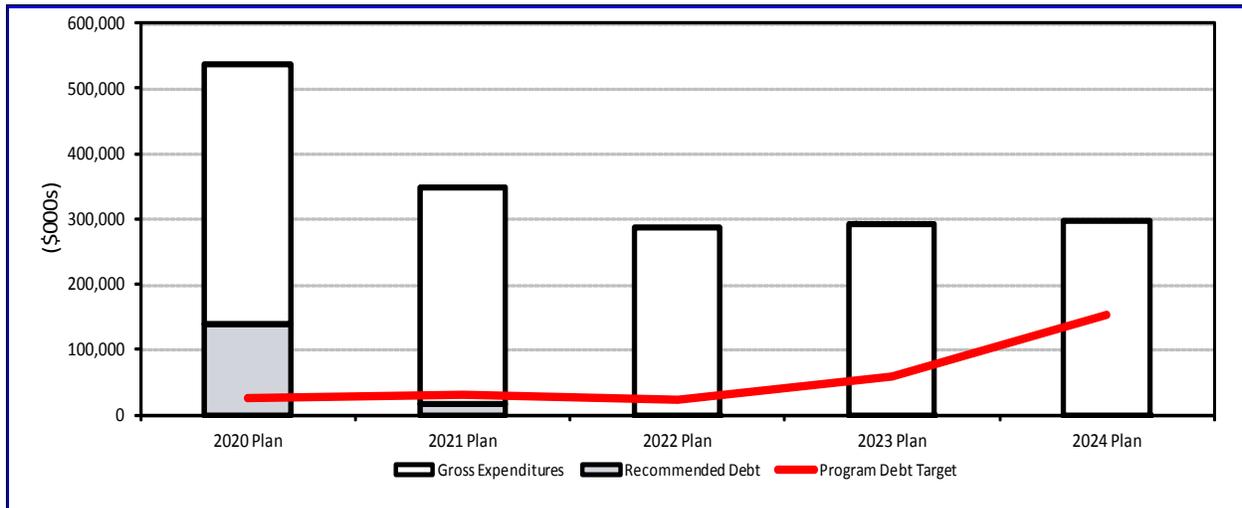


Table 1b
2020 - 2024 Recommended Capital Plan



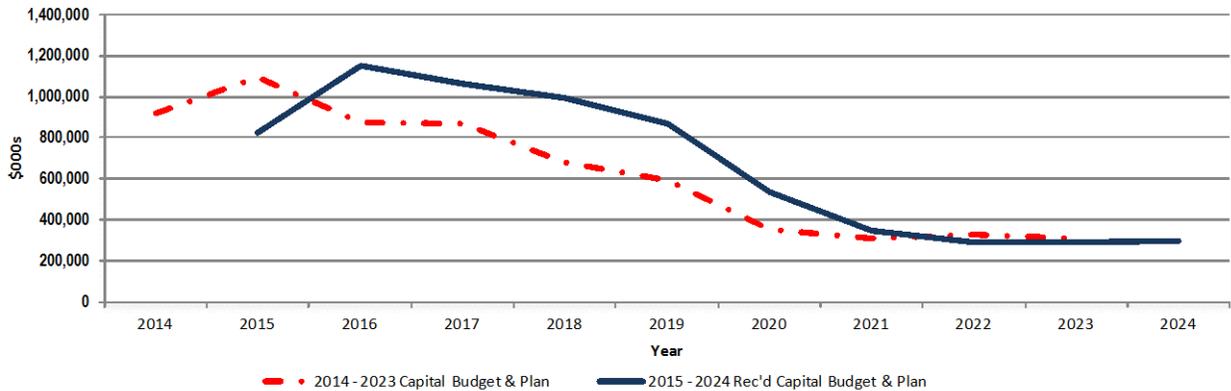
	2020 - 2024 Rec'd Capital Plan						
	2020	2021	2022	2023	2024	2015 - 2024	10-Year Total Percent
Gross Expenditures:							
2014 Capital Budget & Approved FY Commitments	170,963	81,463	100,552	73,368	71,693	3,616,232	54.3%
Recommended Changes to Approved FY Commitments							
2015 New/Change in Scope and Future Year Commitments	219,882	115,429	38,667	74,049	84,820	1,666,095	25.0%
2020 - 2024 Capital Plan Estimates	146,857	151,127	148,323	145,561	140,360	1,380,734	20.7%
Total Gross Annual Expenditures & Plan	537,702	348,019	287,542	292,978	296,873	6,663,061	100.0%
Program Debt Target	25,195	30,213	23,810	58,578	152,000	1,845,414	
Financing:							
Recommended Debt	140,317	17,151	1,166	1,837	1,901	2,353,775	35.3%
Reserves/Reserve Funds	59,917					876,947	13.2%
Development Charges	65,775	64,760	19,139	24,610	34,531	511,664	7.7%
Provincial/Federal	248,307	238,645	238,645	238,646	238,645	2,624,236	39.4%
Other Revenue	23,386	27,463	28,592	27,885	21,796	296,439	4.4%
Total Financing	537,702	348,019	287,542	292,978	296,873	6,663,061	100.0%
By Project Category:							
Health & Safety							
Legislated	63,965	14,446	10,450	9,782	12,273	481,329	7.2%
SOGR	428,343	330,987	274,497	280,388	280,410	5,861,525	88.0%
Service Improvement	4,394	2,585	2,595	2,808	4,191	108,046	1.6%
Growth Related	41,000					212,161	3.2%
Total by Project Category	537,702	348,018	287,542	292,978	296,874	6,663,061	100.0%
Asset Value(\$) at year-end	14,500,000	14,500,000	14,500,000	14,500,000	14,500,000		
Yearly SOGR Backlog Estimate (not addressed by current plan)	81,798	83,077	85,554	69,372	70,090		
Accumulated Backlog Estimate (end of year)	294,899	377,976	463,530	532,902	602,992		
Backlog: Percentage of Asset Value (%)	2.0%	2.6%	3.2%	3.7%	4.2%		
Debt Service Costs	43,722	14,348	1,833	173	248	300,824	
Operating Impact on Program Costs	(67)	149	118	112	142	(132)	
New Positions							

Key Changes to the 2014 - 2023 Approved Capital Plan

The 2015 Recommended Capital Budget and the 2016 - 2024 Recommended Capital Plan reflects an increase of \$338.030 million in capital funding from the 2014 to 2023 Approved Capital Plan.

The table and chart below provide a breakdown of the \$338.030 million or 5.3% increase in the Capital Program on an annual basis from 2014 to 2024.

Chart 1
Changes to the 2014 -2023 Approved Capital Plan (In \$000s)



(\$000s)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	10-Year Total
2014 - 2023 Capital Budget & Plan	916,108	1,092,737	877,596	868,406	682,066	590,578	352,328	309,992	327,971	307,249		6,325,031
2015 - 2024 Rec'd Capital Budget & Plan		821,466	1,150,407	1,064,480	993,892	869,702	537,702	348,019	287,542	292,978	296,873	6,663,061
Change %		-24.8%	31.1%	22.6%	45.7%	47.3%	52.6%	12.3%	-12.3%	-4.6%		5.3%
Change \$		-271,271	272,811	196,074	311,826	279,124	185,374	38,027	-40,429	-14,271		338,030

The 2015 Capital Budget and the 2016-2024 Capital Plan reflects an increase of \$338.030 million from the 2014-2023 Approved Capital Plan.

This change is driven by the increase of \$957.265 million for the nine common years of the Capital Plans (2015-2023) as reflected in Table 2 on the following page. This significant increase in capital funding arises from the following:

- A concerted effort to identify additional funding capacity within City funding sources to continue to make advancements on unfunded TTC priority projects through an increase in debt funding of \$508 million above the originally established debt target, which also enabled the TTC to leverage an additional \$139 million in development charge funding primarily based on the funding eligibility of added / increased capital projects now included in the 10-Year Recommended Capital Plan.
- In addition to the increased level of capital funding, changes to the 2014 – 2023 Approved Capital Plan have also occurred as a result of TTC capital projects that have been reprioritized, with increases to project costs to address additional fleet procurement, increases to fleet capacity, maintenance requirements, and escalation in costs based on project delays and unexpected complexities.

A summary of project changes for the years 2015 to 2023 totalling \$957.265 million are provided in Table 2 below:

Table 2
Summary of Project Changes (In \$000s)

\$000s	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2015 - 2023 Total
2014 - 2023 Capital Budget & Plan	916,108	1,092,737	877,596	868,406	682,066	590,578	352,328	309,992	327,971	307,249		5,408,923
2015 - 2024 Rec'd Capital Budget & Plan		807,530	1,136,809	1,064,480	993,892	869,702	537,702	348,019	287,542	292,978	296,873	6,338,654
Capital Budget & Plan Changes (2015 - 2023)		(285,207)	259,213	196,074	311,825	279,124	185,374	38,027	(40,429)	(14,271)		957,265

Project Description	Total Project	2015	2016	2017	2018	2019	2020	2021	2022	2023	2015-2023	2024	Revised Total Project
Previously Approved													
Subway Track	356,233	(16,991)	27,248	(4,551)	5,458	5,468	(1,523)	(1,514)	(1,504)	(1,494)	10,597	21,586	388,416
Surface Track	481,888	(891)	16,470	847	6,036	(3,305)	(5,000)	(10,000)	(10,000)	(10,000)	(15,843)	23,523	489,568
Communications	171,416	(14,550)	9,309	9,382	5,303	4,139	3,926	760	2,860	2,803	23,932	5,829	201,177
Signal Systems	187,042	9,853	9,351	4,674	(28)	(4,636)	(5,025)				14,189	1,290	202,521
Finishes	228,487	692	2,634	5,609	(3,289)	(20,921)	(9,600)	(10,000)	(10,501)	(10,000)	(55,376)	800	173,911
Equipment	306,023	3,630	16,585	17,622	(285)	7,417	9,209	3,562	(674)	(441)	56,625	7,376	370,024
Yards & Roads	113,807	(4,704)	(1,930)	(2,458)	(2,367)	11,522	11,544				11,607		125,414
On-Grade Paving Rehabilitation Program	116,026	(1,755)	10,491	6,555	3,037	(13,833)	(11,000)	(11,000)	(10,998)	(7,000)	(35,503)		80,523
Fire Ventilation Upgrade	280,739	1,762	15,318	18,580	35,116	17,804	(6,000)	(6,460)	(7,155)		68,965		349,704
Easier Access Phase III	359,609	(6,239)	1,915	1,789	13,251	48,266	40,620	3,807			103,409		463,018
Replacement Wheel-Trans Vehicles	78,079				(5,023)	(18,461)	(29,683)		(24,912)		(78,079)		
Subway Car Purchases	1,174,548	(22,964)	14,495	(12,542)							(21,011)		1,153,537
Subway Car Overhaul Program	216,294	(10,002)	3,141	12,192	1,267	3,099	2,745	1,834	119		14,395	12,454	243,143
Automotive Non-Revenue Vehicles	36,236	2,152	625	711	2,578	353	1,393	4,621	2,090	3,873	18,396	1,964	56,596
Environmental Programs	121,510	(172)	4,713	5,992	5,916	5,556	2,921	1,805	2,994	2,620	32,345	5,790	159,645
Information Technology System-Infrastructure	564,282	3,825	10,157	8,435	507	3,482	2,836	(125)	690	1,825	31,632	14,048	609,962
Other Service Planning	34,439	561	3,595	1,759	2,361	1,760	1,760	1,760	1,760	1,760	17,076	2,035	53,550
Other Buildings & Structures Projects	474,329	(22,440)	18,971	24,190	22,561	25,689	10,011	(4,976)	(3,320)	(5,280)	65,406	777	540,512
Purchase of Buses	250,105	(8,028)	31,599	25,125	59,607	62,088	61,211	60,125	63,001	65,979	420,707	69,098	739,910
Bus Heavy Rebuild Program	539,233	(8,263)	(560)	(4,672)	(7,645)	(18,563)	(31,744)	(37,389)	(27,503)	(44,508)	(180,847)		358,386
Fare System	51,988	(8,002)	(1,813)	(442)	3,496	(6,763)	(1,800)				(15,324)		36,664
ATC Resignalling Project	863,522	(53,801)	(2,306)	(6,316)	30,529	21,096	(5,123)	(13,076)	(8,847)	(9,062)	(46,906)	58,090	874,706
Leslie Barns	496,622	(12,169)	(2,003)	3,000	2,900						(8,272)		488,350
Toronto Rocket Yard and Storage Accommodation Track	423,518	(45,348)	(11,990)	8,229	29,293	5,898	53,411	43,013			82,506		506,024
McNicoll Bus Garage Facility	79,700	(4,463)	(16,000)	1,100	31,547	47,000	41,000				100,184		179,884
Other previously approved		(115,006)	17,974	14,426	25,793	65,733	32,950	(11,037)	(13,454)	(10,119)	7,260	65,213	
Total Previously Approved		(333,313)	177,989	139,236	267,919	249,888	169,039	15,710	(45,354)	(19,044)	622,070	289,873	
New													
AODA Compliance Upgrades		2,224	3,377	1,356	1,155						8,112		8,112
AODA Requirements - Streetcars		3,204	410	410	410	410	410	410	410	410	6,484	2,869	9,353
Life Extension Overhaul of 30 Articulated Light Rail Vehicles (ALRVs)		5,114	9,772	8,614			633	649			24,782		24,782
T1 CCTV Camera System		142	2,015	2,382	2,397	378					7,314		7,314
Upgrade H4 Workcars to ECAM		310	1,170	1,170	1,170	1,170	1,170	1,170	1,170	1,170	9,670	880	10,550
Paper Vacuum Workcar		2,400	3,600								6,000		6,000
Vacuum Excavator		1,198	3,500	2,302							7,000		7,000
Customer Management		3,600	4,600	4,400	2,400						15,000		15,000
Purchase 50 Buses for Customer Service Initiatives		13,936	13,598								27,534		27,534
Opportunities to Improve Transit Service		2,400	2,400	2,400	2,400	2,400					12,000		12,000
Backflow Preventers		273	1,740	2,657	2,929	3,188	2,913	2,640	2,722	2,625	21,687	2,671	24,358
Wilson Garage Ventilation Upgrades		530	705	6,763	7,556	7,656	10,056	16,894			50,160		50,160
Union Station - New Scope		4,600	6,400								11,000		11,000
Supply of Orion VII Hybrid Bus Components		13,359	20,767	19,567	20,054	11,193					84,940		84,940
WT Friendly Bus Rebuild Program		800	2,010	2,170	2,220	1,700					8,900		8,900
Other New Projects		7,953	18,758	2,647	1,215	1,141	1,153	554	623	568	34,612	580	
Total New		62,043	94,822	56,838	43,906	29,236	16,335	22,317	4,925	4,773	335,195	7,000	
Total Changes		(271,270)	272,811	196,074	311,825	279,124	185,374	38,027	(40,429)	(14,271)	957,265	296,873	

* Revised total project cost include costs to 2024.

Significant Capital Project Changes in TTC:

The following previously approved TTC capital projects have been allocated increased funding to address key priorities outlined below:

- The *Easier Access Phase III* project has been increased by \$103.409 million or 28.8% as this project includes constructing and enhancing accessibility features (i.e. installation of elevators at TTC stations) to make the TTC fully accessible by 2025. This requirement, as a result of Provincial legislation, is very costly and funded by debt and Provincial subsidies. Cash flow funding from 2018 – 2020 that were previously included in the list of unfunded projects has now been added to the 10-Year Recommended Capital Plan to ensure the TTC can continue to make advancements on this project. Cash flow funding from 2021-2024 is still placed below the line due to funding constraints with the goal of procuring future funding from the Province to help support this Provincially mandated project.

- The *McNicoll Bus Garage Facility* project has been increased by \$100.2 million or 125.7% to support the implementation of Phase 2 of the project. Cash flow funding from 2014-2020 that was previously included in the list of unfunded projects has now been added to the 10-Year Recommended Capital Plan. Unfunded projects are discussed in further detail in Part III (Issues for Discussion – Capital Plan Affordability). The McNicoll Bus Garage Facility project's purpose is to accommodate growing ridership and expanding bus fleet needs by providing indoor storage for 250 buses and a maintenance facility.
- The *Toronto Rocket Yard and Storage Track Accommodation* project provides storage space for the new Toronto Rocket (TR/T1) subway trains. The project has increased by \$82.506 million or 19.5% over the 9 year period for cost estimate changes to tracks for expansion and alterations, as well as additional scope of work to wheel lathes and runaround track.
- TTC has added 810 buses based on projected ridership growth and to maintain an 18 year life cycle program, resulting in the *Purchase of Buses* project to increase by \$420.707 million or 168.2% from 2015-2023 for the cost to purchase these additional vehicles.

Significant reductions have been made to the following project costs:

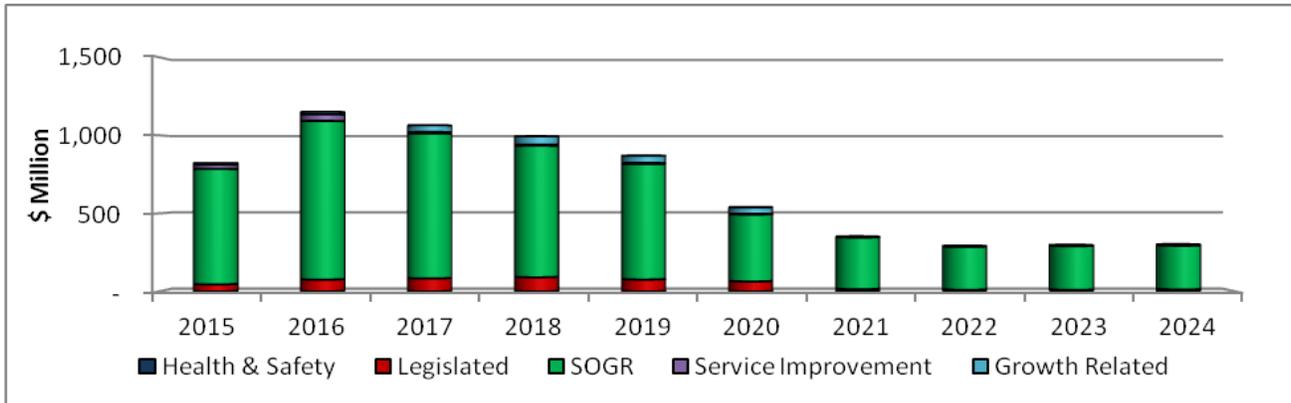
- \$256.061 million of funding from 2020-2024 for the *Bus Heavy Rebuild Program* has been removed from the 10-Year Recommended Capital Plan and placed "below the line" based on a reprioritization of capital projects and a lack of available funding (as detailed in Part III (Issues for Discussion – Capital Plan Affordability)), contributing to the overall reduction of the project by \$180.847 million or 33.5% over the 9 year period.
- All of the project costs associated with the *Replacement of Wheel-Trans Vehicles* between the years 2018-2022 have been removed from the 10-Year Recommended Capital Plan and placed "below the line" due to funding constraints (as detailed in Part III (Issues for Discussion – Capital Plan Affordability)). This has driven the overall reduction of the project by \$78.079 million or 100% over the 9 year period.
- The *Finishes* project has decreased by \$55.376 million or 24.2% over the 9 year period mostly due to project costs being removed from the 10-Year Recommended Capital Plan and placed "below the line" based on a reprioritization of capital projects and a lack of available funding (as detailed in Part III (Issues for Discussion – Capital Plan Affordability)).

New projects totaling \$335.195 million have been added to the 2014 – 2023 Approved Capital Plan:

- A new project to *Supply Orion VII Hybrid Bus Components* to maintain the 18 year life span of the Hybrid Buses accounts for \$84.940 million or 9.1% of the total Capital Plan increase over the 9 year period.
- *Upgrades to the Ventilation at Wilson Garage* to improve air quality at the facility will require funding of \$50.160 million or 5.4% of the total Capital Plan increase over the 9 year period.
- The *Life Extension Overhaul of 30 Articulated Light Rail Vehicles (ALRVs)* program accounts for \$24.782 million or 2.7% of the total Capital Plan increase over the 9 year period. The program will extend the life of the ALRVs up to 10 years so the vehicles can continue to provide safe, reliable and cost-effective service until they reach retirement. The overhaul is scheduled to take place in years 2015-2017.

- An additional \$27.534 million has been added for the purchase of 50 Growth Buses in 2015 and 2016 to support transit service enhancements included in the 2015 Recommended Operating Budget.

Chart 2
2015 – 2024 Capital Plan by Project Category



As illustrated in the chart above, the 10-Year Recommended Capital Plan for the TTC of \$6.663 billion predominately provides funding for State of Good Repair projects, which represent 88% of total funding over the 10-year period.

- The TTC has identified \$9.013 billion (excluding carry forwards of \$255.891 million) in capital needs for the 2015-2024 period. The City has been able to identify \$6.663 billion in available funding to address these needs, resulting in \$2.350 billion in unfunded pressures. Unfunded pressures are discussed in further detail in Part III (Issues for Discussion – Capital Plan Affordability). Chart 2 represents the available funding for the TTC's most immediate needs.
- The 10-Year Recommended Capital Plan reflects the need for \$4.900 billion or 73.5% to change of expenditures to occur in the 2015-2019 period, when most of the fleet needs will be acquired and related new fleet facility improvements must be in place.
- Of the recommended expenditures in the first 5-year period, \$4.267 billion or 88% of funding is required to maintain assets in a state of good repair. Major SOGR projects include the *Purchase of LRVs* (\$506.141 million), the *Yonge-University-Spadina (YUS) ATC Resignalling* project (\$286.549 million), the *Bus Heavy Rebuild Program* (\$360.493 million) and the *Toronto Rocket Yard and Storage Track Accommodation* project (\$339.351 million).
- Legislated projects account for 7.3% or \$481.329 million of total funding for the 10-year period of which \$267.190 million or 55.5% is for the *Easier Access* program; a program designated to construct and enhance accessibility features to make the TTC fully accessible by 2025.
- Growth related projects(3.2% or \$212.161 million), including the *McNicoll Bus Garage Facility*, and service improvement projects (1.2% or \$80.512 million), including the *Purchase of 50 Buses* for customer service initiatives, account for the remaining 4.4% of total funding.

Table 3
Summary of Capital Projects by Category (In \$000s)

	Total App'd Cash Flows to Date*	2015 Budget	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2015 - 2024 Total	Rec'd Total Project Cost
Total Expenditures by Category													
Legislated													
Yards and Roads		2,011	6,716	12,515	13,665	13,422	11,544					59,873	
Easier Access Phase III	200,057	26,316	43,263	49,007	55,886	48,291	40,620	3,807				267,190	467,247
Environmental Programs		7,044	12,307	14,875	15,920	10,158	7,589	6,638	6,240	5,676	5,790	92,237	
Other Buildings and Structures		400	1,740	2,657	2,929	3,188	2,913	2,640	2,722	2,625	2,671	24,485	
Other Legislated Projects		8,855	11,482	4,138	2,272	1,356	1,299	1,361	1,488	1,481	3,812	37,544	
Sub-Total		44,626	75,508	83,192	90,672	76,415	63,965	14,446	10,450	9,782	12,273	481,329	
State of Good Repair													
Subway Track			45,075	16,408	25,149	61,399	18,634	19,444	20,096	20,738	21,586	248,529	
Surface Track		18,848	48,834	27,019	36,573	19,699	26,530	20,712	21,638	22,430	23,523	265,806	
Traction Power		13,743	19,947	19,509	16,344	16,071	11,628	11,536	12,212	14,175	14,305	149,470	
Power Distribution/Electric Systems		8,041	8,831	9,917	10,234	5,887	5,645	5,623	5,599	5,454	5,746	70,977	
Communications		17,034	27,585	23,961	15,882	10,391	6,183	2,833	5,141	5,119	5,829	119,958	
Signal Systems		16,949	19,354	19,423	17,523	10,229	2,829	1,438	1,221	1,252	1,290	91,508	
Finishes		8,615	18,611	20,348	10,761	1,921	1,362	925	853	800	800	64,996	
Equipment		18,527	35,499	40,049	29,334	29,267	31,070	23,667	15,395	9,337	6,633	238,778	
Bridges & Tunnels		46,429	56,975	46,193	40,591	34,409	33,994	36,245	36,971	37,698	32,368	401,873	
Fire Ventilation Upgrade	199,089	28,926	25,377	27,345	44,980	26,948						153,576	352,665
Subway Car Purchases	987,344	151,081	23,156	10,367								184,604	1,171,948
Subway Car Overhaul Program		15,870	30,755	34,627	17,361	17,463	17,085	16,475	12,517	12,140	12,454	186,747	
Computer Equipment & Software		46,373	82,517	73,368	58,071	32,774	27,884	18,706	18,358	15,713	14,048	387,812	
Other Buildings & Structures Projects		15,079	66,230	81,574	64,908	48,608	32,449	17,743	806	601	77	328,075	
Replace 40' Diesel Buses or Equivalent		27,889	62,592	71,631	59,607	62,088	61,211	60,125	63,001	65,979	69,098	603,221	603,221
Bus Heavy Rebuild Program - 18 Year/Mid Life		52,639	70,856	91,621	79,579	60,063						354,758	
Purchase of Streetcars	637,558	11,804	116,901	126,439	125,547	125,450	42,804					548,945	1,186,503
YUS ATC Resignalling Project	270,667	45,360	79,895	76,114	53,954	31,226	5,619					292,168	562,835
BD ATC Resignalling Project	130,778	500	1,500	14,178	26,799	29,467	34,977	36,872	47,366	50,938	58,090	300,687	431,465
Leslie Barns Streetcar Maintenance and Storage Facility	339,723	115,500	45,499	3,000	2,900							166,899	506,622
Toronto Rocket Yard & Storage Track													
Accommodation	70,616	34,398	69,296	54,856	77,805	102,996	53,411	43,013				435,775	506,391
SAP-ERP Implementation Program	1,000	3,000	21,394	18,905	11,454	7,661						62,414	63,414
Other State of Good Repair Projects		43,070	39,803	21,590	17,262	5,667	15,028	15,630	13,323	18,014	14,562	203,949	
Sub-Total		739,675	1,016,482	928,442	842,618	739,684	428,343	330,987	274,497	280,388	280,409	5,861,525	
Service Improvements													
Replace 40' Diesel Buses or Equivalent		13,936	13,598									27,534	27,534
Other Service Planning		3,836	6,570	5,835	5,636	5,035	2,635	2,035	2,035	2,035	2,035	37,687	
Other Buildings and Structures		8,292	16,788	2,779	831	1,359	1,539	330	330	543	700	33,491	
Other Service Improvement Projects		948	5,193	417	210	210	220	220	230	230	1,456	9,334	
Sub-Total		27,012	42,149	9,031	6,677	6,604	4,394	2,585	3,113	16,004	18,011	108,046	
Growth Related													
Fare System	18,392	5,598	10,365	7,665	4,678							28,306	46,698
McNicoll Bus Garage	3,116	537	4,000	36,100	49,247	47,000	41,000					177,884	181,000
Other Growth Related Projects		4,018	1,903	50								5,971	
Sub-Total		10,153	16,268	43,815	53,925	47,000	41,000					212,161	
Total Expenditures by Category		821,466	1,150,407	1,064,480	993,892	869,703	537,702	348,018	288,060	306,174	310,693	6,663,061	

*Life to Date approved cash flows are provided for multi-year capital projects with cash flow approvals prior to 2015, excluding ongoing capital projects (i.e. Annual Subway Track Rehabilitation Program)

2015-2024 Recommended Capital Projects

The 10-Year Recommended Capital Plan supports TTC objectives of timely project delivery, maintaining SOGR, and improving and expanding the transit system. Listed below are the major capital projects by category:

Legislated Projects

- *Easier Access Phase III* (\$267.190 million)
 - Funding of \$267.190 million is recommended for this project to 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.

- Provincial legislation requires this project to be completed by 2025; however due to funding constraints, \$164.652 million has been placed "below the line" and is not included in the 2015-2024 Capital Plan. TTC and the City will pursue Provincial funding to help alleviate the pressure this program exerts on the City's ability to fund the TTC Capital Program.

State of Good Repair (SOGR) Projects

- *Purchase of Streetcars*
 - Funding of \$671.687 million (total project cost of \$1.187 billion), will provide for the continued purchase of 204 LRVs procured from 2012-2020. The current LRV procurement schedule has been adjusted to account for a delay in the delivery of the vehicles by the manufacturer, as well as the cash flow funds in this Recommended Capital Plan. The current delivery schedule, which is subject to change, includes the delivery 27 vehicles in 2015, 35 in 2016, 39 in 2017, 40 in 2018, 40 in 2019, and 14 in 2020.
- *ATC Resignalling*
 - The project requires \$324.944 million in costs to improve the YUS Line and \$300.687 million to improve the Bloor-Danforth (BD) Subway signaling system to replace antiquated conventional signaling with Automatic Train Control that will increase capacity by allowing for closer train headways. ATC for the BD line includes additional scope requirements beyond the 10-Year Capital Plan period as the work for this project has been delayed until the *YUS ATC Resignalling* project is significantly completed by 2019.
- *Leslie Barns Streetcar Maintenance and Storage Facility*
 - The total cost for this project is \$506.622 million, of which \$166.899 million of expenditures to occur in the 2015 to 2018 period. This project encompasses 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 that is anticipated to open July 2015.
- *Toronto Rocket Yard & Storage Track Accommodation*
 - Funding of \$435.775 million (total project cost of \$506.391 million) will provide 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*
 - Funding of \$402.905 million is required to address infrastructure maintenance and improvements to bridges and tunnels to maintain these assets in a state of good repair.
- *Subway Car Purchases*
 - Funding of \$184.604 million (total project cost of \$1.172 billion), will continue the purchase of 360 subway cars (60 trains at 6 cars per train) and 60 growth subway cars (10 trains). The subway car procurement schedule includes 168 cars (28 trains) from 2010-2012; 114 cars (19 trains) in 2013; and 78 cars (13 trains) in 2014. The 60 growth subway cars are scheduled to be delivered in 2015.

- *Bus Heavy Rebuild Program*
 - The program is based on an 18 year life cycle and requires funding of \$362.280 million to conduct the mechanical and body overhaul of Commission buses to ensure they continue to provide safe, reliable service until they reach retirement. This program includes mid-life overhauls on buses after approximately 9 years of service, a maintenance program at 6 and 12 years for all hybrid buses, and a 15 year mechanical overhaul program of engines on specific buses.
- Information Technology System-Infrastructure
 - Funding of \$387.812 million will provide for a variety of IT projects including work to reengineer business processes and implement SAP, an Enterprise Resource Planning (ERP) system, which will integrate TTC's financial information with the City of Toronto (\$62.414 million), and upgrade and improve the CAD (Computer Aided Dispatch)/AVL (Automatic Vehicle Location) System to provide operational improvement for surface vehicles and upgrade customer service (\$94.000 million).

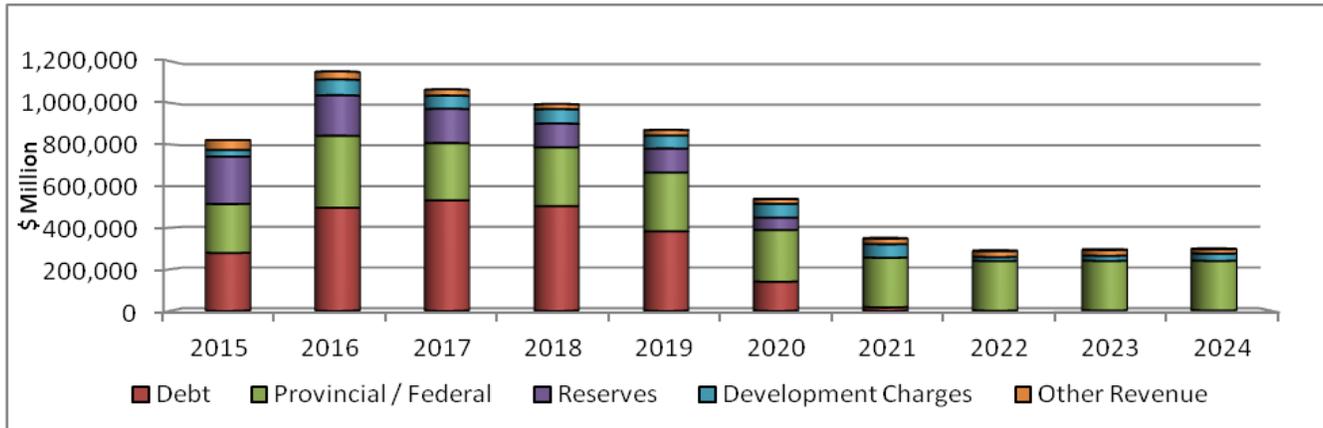
Service Improvement Projects

- *Other Buildings and Structures*
 - \$11.000 million in funding will provide a secondary subway platform to Union Subway station and modify the existing concourse level to accommodate the flow of future walking traffic.
- *Other Service Planning*
 - \$12.000 million in funding will address *Transit Priority Measures* that focus on presenting more predictable and consistent travel times for riders. The project encompasses the implementation of transit signal priority technology and the construction of queue-jump lanes to allow for buses approaching an intersection to move directly to the lane to pass the queue of stationary traffic.
- *Purchase of Buses*
 - \$27.534 million in funding to purchase 50 additional buses to accommodate ridership growth and facility service enhancements.

Growth Related Projects

- *Fare System*
 - Funding of \$28.306 million will deliver the design and build of TTC-PRESTO devices for the implementation of the PRESTO fare collection system.
- *McNicoll Bus Garage Facility*
 - Funding of \$177.884 million will provide for the construction of an indoor storage and maintenance facility for 250 buses to accommodate ridership growth and expanding bus fleet.

Chart 3
2015 – 2024 Capital Plan by Funding Source (In \$000s)



The 10-Year Recommended Capital Plan of \$6.663 billion will be financed by the following sources:

- Debt, which accounts for \$2.354 billion or 35.3% of the financing over the 10-year period.
 - The TTC has identified \$9.013 billion (excluding carry forwards of \$255.891 million) in capital needs for the 2015-2024 period. The City has been able to identify \$6.663 billion in available funding to address these needs, resulting in \$2.350 billion in unfunded capital work. Unfunded capital work is discussed in further detail in Part III (Issues for Discussion – Capital Plan Affordability).
 - The 2015-2024 Recommended Capital Plan reflected an added by \$508 million debt investment to fund priority projects initially identified as unfunded that total \$490.086 million, as well as subsidize a decrease in anticipated Provincial Gas Tax of \$18.276 million over the 10-Year Plan. This shortfall in anticipated Provincial Gas Tax is discussed in further detail in Part III (Issues for Discussion – Capital Plan Affordability).
 - Debt funding has been accelerated to 2015-2019 to fund the most immediate needs. Due to the acceleration of future year debt, the TTC is over the original established debt guideline by \$635.786 million in the first 5 year period and below the debt guideline by \$127.424 million from 2020-2024.
 - The timing of TTC's required debt funding places significant pressure on the City's financing costs and on the 15% debt servicing guideline threshold.
- Reserves constitute \$817.030 million or 16.7% of required funding in the first 5 years and \$876.947 million or 13.2% over the 10-year period.
 - City Reserves will provide funding from the Capital Financing Strategy which includes the use of surplus operating funds in accordance with the City's surplus management policy, Build Toronto and one-time TPA dividends and anticipated contributions from the Federal/Provincial government.
 - 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 *Bridges and Tunnels, Equipment, Subway Track, Other Buildings and Structures, and Signal Systems.*

- Development Charges (DCs) represent \$302.849 million or 6.2% of required funding in the first five years and \$511.664 or 7.7% over the 10-year period.
 - DC funding has increased by \$138.844 million or 39.1% from the 2014-2023 Approved Capital Plan to accommodate the increasing need of funding recommended for growth related projects, such as the *McNicoll Bus Garage Facility* and the *Purchase of Buses*. These projects have been reviewed to ensure that development charge funding is applied to the fullest extent based on project eligibility and funding available under rates approved as part of the 2013 DC By-law.
 - As a result of increased DC funding, the remaining portion of the cost of 165 of 380 buses totaling \$138.844 million has been included in the 2015-2024 Recommended Capital Plan that was previously an unfunded priority.
- Federal and Provincial funding amounts to \$1.644 billion or 24.8% and \$980.464 million or 14.8% of all financing for the 2015 - 2024 Capital Budget and Plan, respectively. Combined funding from these 2 orders of government contributes \$2.624 billion or 39.5% to TTC's capital needs over the 10-year period.
 - As part of the Capital Financing Strategy, it is anticipated that both Federal and Provincial funding programs will resume.
- Capital financing from other sources of revenue is predominately comprised of funding by the TTC through depreciation, which constitutes \$277.267 million applied evenly over the 10-year period. Also included in this funding category is \$19.172 million in Capital from Current funding contributed directly from the TTC Operating Budget towards the purchase of 50 buses in 2015 and 2016 that will accommodate ridership growth and support service enhancements included in the 2015 Recommended Operating Budget.

State of Good Repair (SOGR) Backlog

Chart 4
SOGR Funding & Backlog (In \$000s)



The 10-Year Recommended Capital Plan dedicates \$5.862 billion to SOGR spending over the 10-Year Capital Plan, of which \$4.267 million or 72.8% of spending is in the first five years.

- The replacement value of TTC’s assets is estimated at \$14.5 billion, based on replacement costs, incorporating bridges, tunnels, buildings, yards, roads, and subway and surface track. A large portion of TTC’s infrastructure is more than 50 years old.
- At the end 2014, TTC had a backlog of SOGR work for infrastructure renewal estimated at \$30 million, representing 0.2% of the asset replacement value. A backlog of TTC’s SOGR capital projects was established in the 2014-2023 Approved Capital Plan. The following was used to establish and maintain the accumulated backlog of SOGR projects for the TTC.
 - TTC's annual capital spend rate is typically around 70%. The City's Financial Planning staff analyzed TTC's capacity to spend by project based on historical spending and identified opportunities to reduce cash flow funding and timing for various SOGR projects based on TTC's spending rate. The cash flow funding being reduced was placed "below the line" to establish an SOGR backlog.
 - Most ongoing SOGR programs are being funded in the TTC's 2015-2024 Recommended Capital Plan. The projects below have been reduced based on TTC's capacity to spend. Driving the SOGR backlog is TTC's inability to spend 100% of approved cash flow funding each year on certain projects. The backlog represents SOGR funding that may not be spent and therefore may not affect the completion of required SOGR work in any given year. The SOGR backlog is managed and revisited each year to ensure critical SOGR work is funded.
- The delay of significant investments in infrastructure renewal projects will increase the backlog of SOGR work to \$602.992 million by year-end 2024, representing 4.2% of the asset replacement value.
- The state of good repair backlog by asset category is presented in the table below:

**Table 4
SOGR Backlog by Asset Category (In \$000s)**

Total	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
State of Good Repair Funding	739,675	1,016,482	928,442	842,618	739,684	428,343	330,987	274,497	280,388	280,409
Accumulated Backlog Est. (yr end)	45,000	65,000	90,215	136,807	213,101	294,899	377,976	463,530	532,902	602,992
Backlog % Asset Value	0.3%	0.4%	0.6%	0.9%	1.5%	2.0%	2.6%	3.2%	3.7%	4.2%
Asset Value	14,500,000	14,500,000	14,500,000	14,500,000	14,500,000	14,500,000	14,500,000	14,500,000	14,500,000	14,500,000
Subway Track										
State of Good Repair Funding		45,075	16,408	25,149	61,399	18,634	19,444	20,096	20,738	21,586
Accumulated Backlog Est. (yr end)		5,000	10,000	15,000	20,000	32,000	44,000	56,000	68,000	80,000
Surface Track										
State of Good Repair Funding	18,848	48,834	27,019	36,573	19,699	26,530	20,712	21,638	22,430	23,523
Accumulated Backlog Est. (yr end)	15,000	20,000	25,000	30,000	35,000	40,000	50,000	60,000	70,000	80,000
Traction Power										
State of Good Repair Funding	13,743	19,947	19,509	16,344	16,071	11,628	11,536	12,212	14,175	14,305
Accumulated Backlog Est. (yr end)	15,000	20,000	25,000	30,000	35,000	35,000	35,000	35,000	35,000	35,000
Finishes										
State of Good Repair Funding	8,615	18,611	20,348	10,761	1,921	1,362	925	853	800	800
Accumulated Backlog Est. (yr end)				3,757	23,245	43,245	63,245	83,746	93,746	101,687
Equipment										
State of Good Repair Funding	18,527	35,499	40,049	29,334	29,267	31,070	23,667	15,395	9,337	6,633
Accumulated Backlog Est. (yr end)	5,000	5,000	5,159	7,051	9,194	11,176	13,576	20,636	26,756	33,381
Bridges and Tunnels										
State of Good Repair Funding	46,429	56,975	46,193	40,591	34,409	33,994	36,245	36,971	37,698	32,368
Accumulated Backlog Est. (yr end)	10,000	15,000	20,000	25,000	34,475	48,548	63,148	77,748	92,348	106,948
On-Grade Paving										
State of Good Repair Funding	6,315	16,873	13,705	11,692						
Accumulated Backlog Est. (yr end)				3,088	17,608	33,608	49,608	65,606	77,606	89,786
Other Buildings and Structures										
State of Good Repair Funding	15,079	66,230	81,574	64,908	48,608	32,449	17,743	806	601	77
Accumulated Backlog Est. (yr end)			5,056	22,911	38,579	51,322	59,399	64,794	69,446	76,190
Other SOGR Projects										
State of Good Repair Funding	612,119	708,438	663,637	607,266	528,310	272,676	200,715	166,526	174,609	181,117
Accumulated Backlog Est. (yr end)										

10-Year Capital Plan: Net Operating Budget Impact

Table 5
Net Operating Impact Summary (In \$000s)

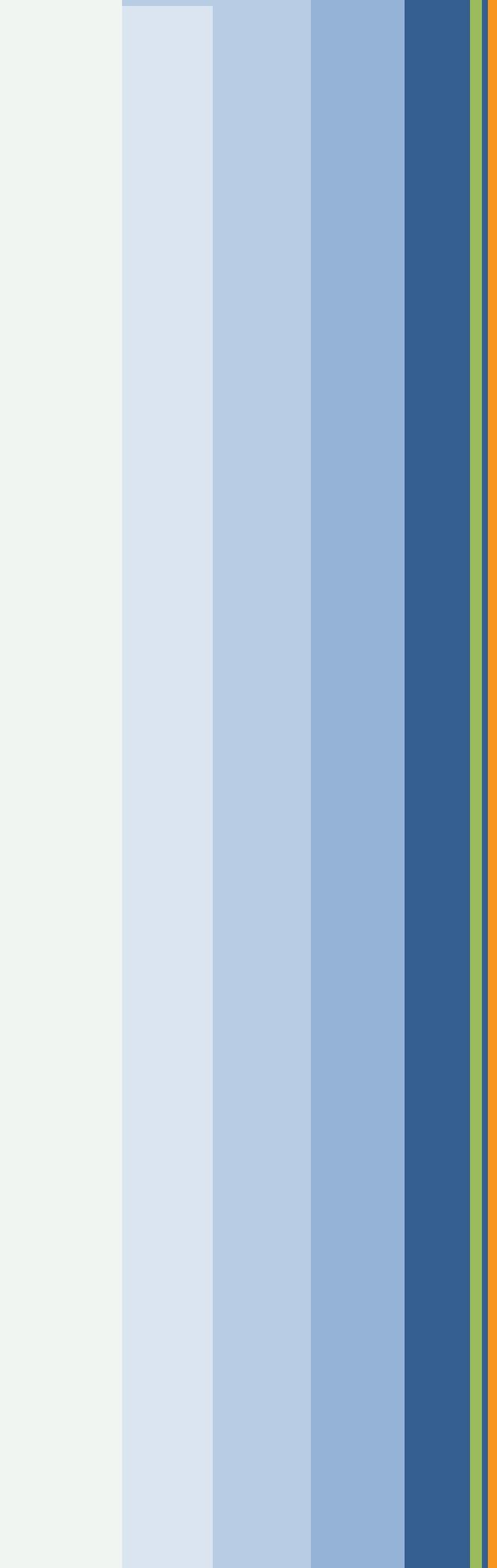
Projects	2015 Rec'd Budget		2016 Plan		2017 Plan		2018 Plan		2019 Plan		2015 - 2019		2015 - 2024	
	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions
Previously Approved														
Fare System	682.0	9.9	(613.0)	(7.0)	13.0		1.0		(784.0)	(10.0)	(701.0)	(7.1)	(701.0)	(7.1)
Communications	144.0	1.0	236.0	2.6	103.0	1.0	(78.0)	-	(80.0)		325.0	4.6	308.0	4.6
Signal Systems	110.0	0.3	57.0	0.2	110.0	0.6	17.0		16.0		310.0	1.1	398.0	1.1
Equipment	59.0		1.0		1.0		1.0		1.0		63.0		68.0	
Fire Ventilation Upgrade	16.0								8.0		24.0		40.0	
Purchase of Articulated Buses	(5,400.0)	(61.1)		(1.4)							(5,400.0)	(62.5)	(5,400.0)	(62.5)
Subway Car Overhaul Program			(3.0)		(3.0)		(3.0)		(3.0)		(12.0)		(28.0)	
Fare Handling Equipment	(212.0)	(3.0)									(212.0)	(3.0)	(212.0)	(3.0)
Information Technology System - Infrastructure	2,659.0	29.1	320.0	3.7	1,600.0	11.0			3.0		4,579.0	46.8	4,579.0	48.3
Easier Access Phase III	42.0	0.8			31.0	0.7	125.0	2.4	73.0	1.5	271.0	5.4	648.0	12.8
Other Service Planning	86.0	(3.0)	38.0	(2.0)	(17.0)	(2.0)	(34.0)	(2.0)	94.0		167.0	(9.0)	167.0	(9.0)
Total Recommended (Net)	(1,814.0)	(26.0)	36.0	(3.9)	1,838.0	11.3	29.0	0.4	(675.0)	(5.5)	(586.0)	(23.7)	(133.0)	(14.8)

The 10-Year Recommended Capital Plan will reduce future year Operating Budgets by a total of \$0.133 million net over the 2015 – 2024 period, as shown in the table above.

Approved permanent positions will decrease by 14.8 over the 10-year period. This is comprised of savings arising from completed capital projects, including:

- *Purchase of Articulated Buses:* The TTC continues to receive its new fleet of 153 articulated buses that will reduce annual operating costs by approximately \$5.4 million once all of these vehicles are introduced into service. The articulated buses provide efficiencies in operator and maintenance requirements by operating fewer buses on certain routes. These vehicles began servicing customers in 2014.
- *Fare System:* Combined savings of \$0.701 million from 2015-2024 as PRESTO electronic fare devices are implemented across transit stations. Once completed, savings in the operating costs will occur through saving experienced by other TTC fare collection operating savings.
- *Information Technology System-Infrastructure:* Combined costs of \$4.579 million from 2015-2024 will be required to increase systems maintenance, licensing, and fees.
- *Communications:* Combined cost of \$0.308 million from 2015-2024 mostly from the *Train Door Monitoring* project will be realized. Once completed, this project will eventually allow for one person train operation, thereby reducing the number of operators required for subway service.

It is recommended that City Council direct TTC staff to report back to Budget Committee prior to the 2016 budget process to identify the full operating impacts from the SAP-ERP Implementation Program, and the PRESTO fare system.

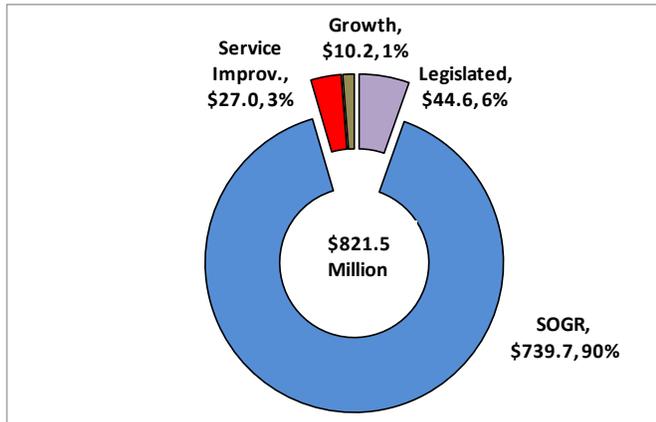


Part II: 2015 Capital Budget

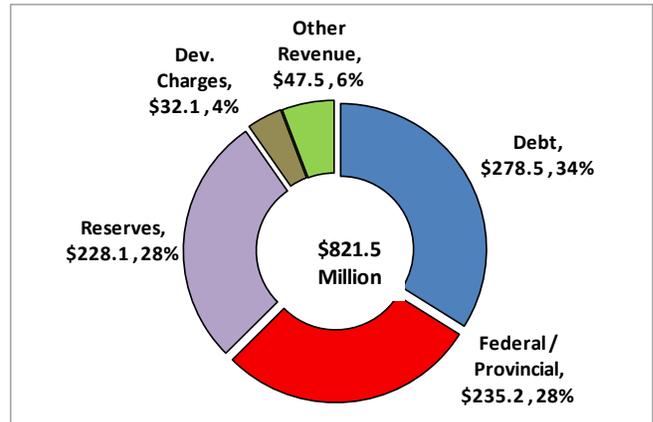
2015 Recommended Capital Budget

2015 Capital Budget by Project Category and Funding Source

2015 Capital Budget by Project Category (\$Millions)



2015 Capital Budget by Funding Source (\$Millions)



The 2015 Recommended Capital Budget, excluding funding carried forward from 2014 to 2015, requires cash flow funding of \$821.466 million.

The 2015 Capital Budget expenditures are allocated into the following categories:

- *Legislated* (\$44.626 million, 5.4%)
 - The *Easier Access Phase III* project is the most significant Legislated project, requiring funding of \$26.316 million in 2015.
- *State of Good Repair (SOGR)* (\$739.675 million, 90.0%)
 - The *Purchase of Subway Cars* is the largest SOGR project requiring funding in 2015 of \$151.081 million, followed by the *Leslie Barns Streetcar and Maintenance Facility* project requiring funding of \$115.508 million in 2015.
- *Service Improvements* (\$27.012 million, 3.3%)
 - The purchase of 50 additional buses to accommodate customer service initiatives is the largest *Service Improvement* project, requiring funding of \$13.936 million in 2015.
- *Growth* (\$10.153 million, 1.2%)
 - The largest Growth Related project for 2015 is the *Fare System – PRESTO* project for \$5.598 million)

The 2015 Recommended Capital Budget is financed primarily by:

- *Debt* (\$278.498 million, 33.9%)
 - Debt funding is below the debt affordability guideline of \$453.552 million due to the deferral of spending for specific projects as a result of delays and slippage of work.
- *Reserves* (\$228.085 million, 27.8%)
 - City reserves contribute from the Capital Financing Strategy. This funding is allocated to various SOGR projects including *Leslie Barns Streetcar Maintenance and Storage Facility*, and the *Toronto Rocket Yard and Storage Track Accommodation*.
- *Provincial and Federal Grants and Subsidies* (\$235.238 million, 28.6%)
 - Provincial funding of \$83.028 million or 10.3% and Federal funding of \$152.2 million or 18.8% goes towards major projects such as *Leslie Barns Streetcar and Maintenance Facility*, the *Purchase of Buses*, and the *Easier Access* project.
- *Development Charges* (\$32.131 million, 3.9%), and *Other Revenues* (\$47.524 million, 5.8%) fund the remaining 2015 Capital Budget.

Table 6
2015 Recommended Cash Flow & Future Year Commitments (In \$000s)

	2013 and Prior Year Carry Forwards	2014 Carry Forwards	2015 Rec'd Cash Flow	Total 2015 Cash Flow (Incl 2014 C/Fwd)	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total 2015 Rec'd Cash Flow & FY Commits
Expenditures														
Previously Approved		255,891	807,752	1,063,643	767,735	656,069	475,963	410,674	170,963	81,463	100,552	73,368	71,693	3,872,123
Change in Scope			(97,170)	(97,170)	(2,627)	46,988	81,592	47,023	70,415	45,380	(28,062)	4,644	12,774	180,957
New			27,971	27,971	140,084	92,980	160,549	143,557	127,311	70,049	66,729	69,405	72,046	970,681
New w/Future Year			82,913	82,913	231,506	118,510	36,022	23,350	22,156					514,457
Total Expenditure		255,891	821,466	1,077,357	1,136,698	914,547	754,126	624,604	390,845	196,892	139,219	147,417	156,513	5,538,218
Financing														
Debt		241,723	278,498	520,221	486,282	449,225	368,620	234,720	95,100	3,898	200	574	200	2,159,040
Reserves/Reserve Funds			228,085	228,085	190,474	150,358	74,121	74,745	21,987					739,770
Development Charges			32,131	32,131	75,660	63,474	68,961	60,863	64,015	63,000	17,379	22,850	32,771	501,104
Provincial/Federal		14,168	235,228	249,396	345,795	231,199	227,807	235,925	198,491	129,994	121,640	123,993	123,542	1,987,782
Other Revenue			47,524	47,524	38,487	20,291	14,617	18,351	11,252					150,522
Total Financing (including carry forward funding)		255,891	821,466	1,077,357	1,136,698	914,547	754,126	624,604	390,845	196,892	139,219	147,417	156,513	5,538,218

Approval of the 2015 Recommended Capital Budget of \$1.077 billion will result in the following:

- \$255.891 million in 2014 funding will be carried forward into 2015 for various projects, including \$122.742 million for the *Purchase of Streetcars* as a result from a delay in the manufacturers delivery schedule, \$32.776 million for the *YUS ATC Resignalling* project due to construction delays experienced, \$23.964 million for *Subway Track*, and \$15.627 million for the *Subway Car Overhaul Program*.
- New cash flow funding of \$110.884 million is required for the 2015 cash flow funding requirements for various projects, including *Signal Systems* (\$10.191 million), *Bridges and Tunnels* (\$9.158 million), *Bus Heavy Rebuild Program* (\$14.159 million), *Other Maintenance Equipment* (\$7.408 million), and *Information Technology System – Infrastructure* (\$8.225 million).
- Recommended multi-year funding of \$1.077 billion in 2015, which will require future year commitments of \$4.461 billion from 2016 to 2024, is predominately for the *Purchase of Subway Cars*, the *Leslie Barns Streetcar Maintenance and Storage Facility*, and the *Toronto Rocket Yard and Storage Track Accommodation* as these initiatives will continue in 2015 and are anticipated to be completed in future years. Delays in projects, including the *Purchase of Subway Cars*, the *Toronto Rocket Yard and Storage Track Accommodation*, and the *McNicoll Bus Garage Facility*, have resulted in 2015 cash flows being deferred into 2016-2024.

2015 Recommended Capital Project Highlights

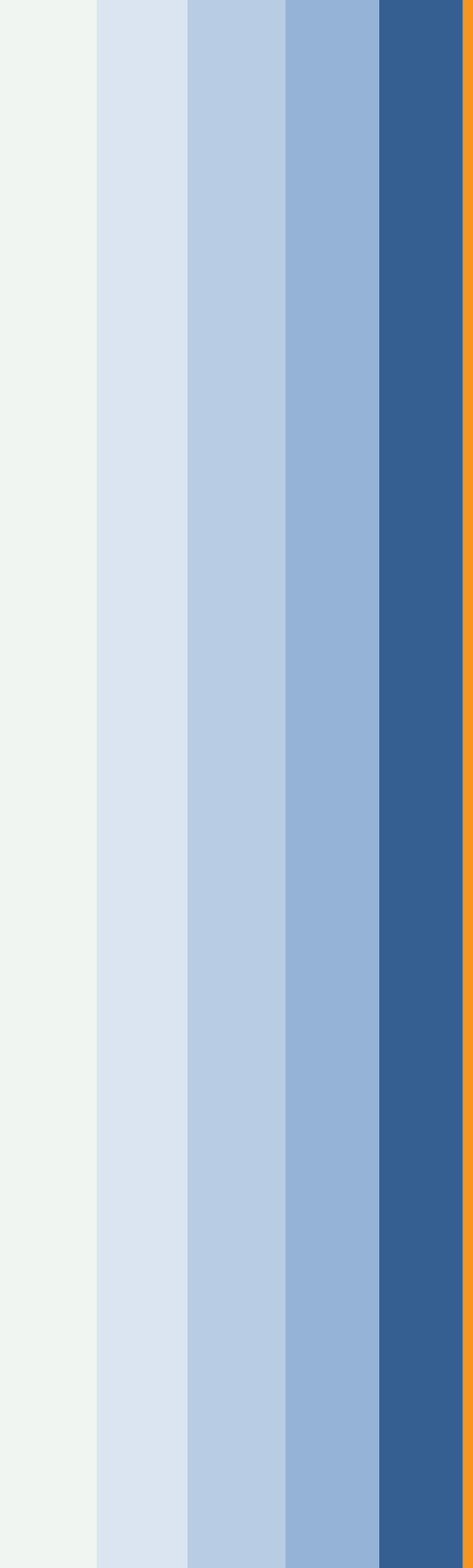
Table 7
2015 Recommended Capital Project Highlights (in \$000s)

Project	Total Project Cost	2015	2016	2017	2018	2019	2015 - 2019	2020	2021	2022	2023	2024	2015 - 2024 Total
ATC Resignalling Project - YUS	562,835	78,136	79,895	76,114	53,954	31,226	319,325	5,619					324,944
ATC Resignalling Project - BD	431,465	500	1,500	14,178	26,799	29,467	72,444	34,977	36,872	47,366	50,938	58,090	300,687
Automotive Non-Revenue Vehicles	55,296	12,743	6,615				19,358						19,358
Bridges and Tunnels	734,482	47,461	56,975	39,453			143,889						143,889
Bus Overhaul	453,902	55,626	75,056	6,425			137,107						137,107
Communications	208,915	24,778	30,933	23,237	10,882	6,252	96,082	2,257	2,073	2,281	2,167		104,860
Easier Access Phase III	489,811	26,316	43,263	49,007	55,886	48,291	222,763	40,620	3,807				267,190
Environmental Programs	156,103	7,727	12,307	14,875	11,894	2,944	49,747						49,747
Equipment	370,695	19,450	38,823	42,510	22,243	12,173	135,199	12,544	10,430	6,815	6,871	6,730	178,589
Fare Handling Equipment	41,173	5,916	1,840				7,756						7,756
Fare System	51,698	10,802	11,188	8,308	5,271		35,569						35,569
Finishes	224,030	9,218	18,798	20,564	10,403		58,983						58,983
Fire Ventilation Upgrade	380,398	28,926	25,377	27,345	44,980	26,948	153,576						153,576
Furniture & Office Equipment	6,425	391	209				600						600
Information Technology Systems	613,467	46,373	82,517	73,368	58,071	32,774	293,103	25,127					318,230
Leslie Barns Streetcar Maintenance & Storage Facility	506,622	115,500	45,499	3,000	2,900		166,899						166,899
McNicoll Bus Garage Facility	181,000	537	4,000	36,100	49,247	47,000	136,884	41,000					177,884
On-Grade Paving Rehabilitation Program	83,420	7,030	16,873	13,705	11,692		49,300						49,300
Other Buildings and Structures	646,122	26,789	80,291	86,224	67,837	51,795	312,936	35,362	20,383	3,528	3,226	2,748	378,183
Other Maintenance Equipment	28,549	11,679	1,452				13,131						13,131
Other Service Planning	54,012	8,891	7,520	6,035	2,766	200	25,412	200	200	200	200	200	26,412
Power Distribution / Electric Systems	154,948	8,541	9,032	9,917	152		27,642						27,642
Purchase of LRVs	1,186,503	134,546	116,901	126,439	125,547	125,450	628,883	42,804					671,687
Queensway Bus Garage Renovations	24,226	787	750				1,537						1,537
Rail Non-Revenue Vehicle Overhaul	26,821	5,048	2,132	1,763	1,291	1,294	11,528	1,266	1,170	1,170	1,170	880	17,184
Rail Non-Revenue Vehicle Purchase	47,290	7,727	18,249	4,992	4,476	2,592	38,036	2,356					40,392
Replace 40' Diesel Buses or Equivalent	768,030	46,919	76,190	71,631	59,607	62,088	316,435	61,211	60,125	63,001	65,979	69,098	635,849
Sheppard Subway	968,856	3,706					3,706						3,706
Signal Systems	203,808	18,297	15,285	14,749	16,964	10,229	75,524	2,829	1,438	1,221	872		81,884
Streetcar Overhaul	127,993	8,318	10,182	8,614			27,114	633	906	1,120	3,854	5,097	38,724
Subway Car Overhaul	322,267	31,497	30,755	34,627	17,361	17,463	131,703	17,085	16,475	12,517	12,140	12,454	202,374
Subway Car Purchases	2,292,854	151,081	23,156	10,367			184,604						184,604
Subway Track	383,020	23,964	40,772	6,826			71,562						71,562
Surface Track	487,226	23,537	49,841				73,378						73,378
Tools and Shop Equipment	46,922	8,520	4,366				12,886						12,886
Toronto Rocket Yard & Storage Track Accommodation	977,306	34,398	69,296	54,856	77,805	102,996	339,351	53,411	43,013				435,775
Traction Power	337,278	22,209	19,947	16,803	2,433		61,392						61,392
Transit Shelters & Loops	6,240	237	243				480					1,216	1,696
Wilson Complex - Modifications for the TR/T1s	95,323	425	921				1,346						1,346
Yards and Roads	117,636	2,811	7,749	12,515	13,665	13,422	50,162	11,544					61,706
Total (including carry forward funding)	14,854,967	1,077,357	1,136,698	914,547	754,126	624,604	4,507,332	390,845	196,892	139,219	147,417	156,513	5,538,218

The 2015 Recommended Capital Budget, including \$255.891 million of funds carried forward from 2014 into 2015, provides funding of \$1.077 billion to:

- Begin the *Replacement of Orion VII Hybrid Bus Components* project (\$13.359 million) to maintain the 18 year lifespan of hybrid buses, the *Life Extension Overhaul of 30 Articulated Light Rail Vehicles* (\$5.114 million), the construction of the second platform at *Union Station* (\$4.600 million) and the *Purchase of 50 Buses* to improve customer service (\$13.936 million).
- Continue making progress on ongoing capital projects such as:
 - ✓ The *Purchase of 186 Subway Cars* (\$143.305 million), *Purchase of 204 Streetcars* (\$134.546 million), and the *Bus Heavy Rebuild Program* (\$42.267 million) to accommodate ridership growth and replace and maintain the existing, aging fleet.
 - ✓ The construction of the *Leslie Barns Streetcar Maintenance and Storage Facility* and associated connection track on Leslie Street that is anticipated to open July 2015 (\$115.500 million), and the *Toronto Rocket Yard & Storage Track Accommodation* (\$34.398 million).
 - ✓ Continue with the design, procurement, installation and testing of the *ATC Resignalling* project for the Yonge-University-Spadina subway line (\$78.136 million).

- ✓ Continue *Surface Track* work (\$23.537 million), *Subway Track* work (\$23.964 million), *Traction Power* work (\$22.209 million), the *Easier Access* program (\$26.316 million) and *Fire Ventilation Upgrades* (\$28.926 million).
- ✓ Continue *Bridges and Tunnel* work (\$47.461 million), updating *Information Technology System-Infrastructure* projects (\$46.373 million), including the SAP-ERP Implementation Program and the CAD/AVL System.
- Complete the *Sheppard Subway* (\$3.706 million), the *Purchase of 55 Low Floor Diesel Buses* (\$32.983 million), and the remaining *Purchase of 234 Subway Cars* (\$7.776 million).



Part III:

Issues for Discussion

Issues for Discussion

Issues Impacting the 2015 Capital Budget

Capital Plan Affordability

- In June 2014, the TTC submitted a requested 10-Year Capital Plan (revised upwards in October 2014) of \$9.013 billion (excluding carry forward funding of \$255.891 million) that exceeded the City established 10-year debt target by \$2.858 billion.

(In \$000s)	2015	2016	2017	2018	2019	2015-2019	2020	2021	2022	2023	2024	2015-2024
Recommended Debt	349,949	548,951	573,877	581,970	518,225	2,572,972	544,080	361,287	535,884	348,053	341,038	4,703,314
Debt Target	453,552	320,706	373,340	256,088	151,932	1,555,618	25,195	30,213	23,810	58,578	152,000	1,845,414
(Under)/Over Debt Target	(103,603)	228,245	200,537	325,882	366,293	1,017,354	518,885	331,074	512,074	289,475	189,038	2,857,900

- TTC and City staff re-evaluated capital requirements and examined all funding opportunities in order to reduce the capital plan request and debt requirements to align with the City's debt target affordability.
- The TTC's 10-Year Recommended Capital Plan of \$6.663 billion is based on the following major changes:
 - Reallocated \$2.350 billion in unfunded capital projects "below the line";
 - Increased debt funding by \$508 million or 27.5% above the 10-year debt target of \$1.845 billion; and
 - Increased Development Charge funding by \$138.844 million primarily based on the added eligibility for development charge funding for projects that have been introduced as a result of increased debt funding.

Below the Line:

- While the City has made significant advancements on further reducing unfunded TTC priority projects, the table below details the remaining \$2.350 billion of projects in the 2015-2024 Capital Plan submission that could not be funded with the 2015-2024 Recommended Capital Plan and therefore has been placed "below the line":

Project (\$000s)	2015	2016	2017	2018	2019	2015 - 2019	2020	2021	2022	2023	2024	2015 - 2024 Total
Purchase of 372 Replacement Subway Cars				249	524	773	584	1,523	293,407	161,569	158,376	616,232
Purchase of 201 Replacement Wheel-Trans Buses				13,900	23,600	37,500	14,400	26,000	22,400			100,300
Purchase of 99 Buses for Customer Service Initiatives			2,678	17,531	18,261	38,470	22,954	20,042	7,882			89,348
Purchase of 60 New LRVs for Growth	52,755					52,755	198,776	107,636	7,161			366,328
Bus Heavy Rebuild Program						-	42,232	37,504	57,862	57828	60635	256,061
Easier Access Phase III							43,048	47,393	42,696		31,515	164,652
Train Door Monitoring System - T1 & TR	3,696	33,029	14,750			51,475						51,475
Fire Ventilation Upgrade					17,495	17,495	43,019	25,306	13,059	14,751	18,521	132,151
Capacity to Spend Opportunities												
Subway Track		5,000	5,000	5,000	5,000	20,000	12,000	12,000	12,000	12,000	12,000	80,000
Surface Track	5,000	5,000	5,000	5,000	5,000	25,000	5,000	10,000	10,000	10,000	10,000	70,000
Traction Power	5,000	5,000	5,000	5,000	5,000	25,000						25,000
Finishes				3,757	19,488	23,245	20,000	20,000	20,501	10,000	7,941	101,687
Equipment			159	1,892	2,143	4,194	1,982	2,400	7,060	6,120	6,625	28,381
Bridges and Tunnels	5,000	5,000	5,000	5,000	9,475	29,475	14,073	14,600	14,600	14,600	14,600	101,948
On-Grade Paving				3,088	14,520	17,608	16,000	16,000	15,998	12,000	12,180	89,786
Other Buildings & Structures			5,056	17,855	15,668	38,579	12,743	8,077	5,395	4,652	6,744	76,190
Sub-Total: Capacity to Spend Opportunities	15,000	20,000	25,215	46,592	76,294	183,101	81,798	83,077	85,554	69,372	70,090	572,992
Total	71,451	53,029	42,643	78,272	136,174	381,569	403,763	344,136	534,718	346,216	339,137	2,349,539

- In order to replace the current *T1 subway cars* in service, TTC requires funding of \$616.232 million with the majority of the funding required in the last 5 years of the 10-year period, with an additional \$1.121 billion needed Post-2024. This is being placed below the line as this commitment is not required until 2022. By 2025, the T1 subway car fleet will be reaching the end of its useful life after 30 years of revenue service. To avoid excessive maintenance costs, replacement vehicles must be ordered well in advance to ensure timely arrival consistent with the retiring fleet.
- The TTC currently operates *201 Wheel-Trans Buses*. The 2015-2024 Capital Plan submission included the purchase of an additional 201 new buses from 2018-2022 to replace the current fleet. This request is being placed below the line as this commitment is not required until 2018. To avoid any delays, replacement vehicles must be ordered well in advance to ensure timely arrival to ensure Wheel-Trans can continue to meet service requirements and accommodate ridership growth.
- The *Purchase of 99 Buses* to improve service levels, at a cost of \$89.348 million over the 10-year period, is being placed below the line due to funding constraints. The purpose of these buses is solely for improving the existing loading standards.
- 60 additional LRVs, based on ridership growth projections, were requested at a cost of \$366.328 million from 2015-2022. This request has been placed below the line due to funding constraints. However, as the whole fleet replacement occurs once a generation (a large order is needed to obtain a cost-effective price), it would be cost-effective to add these 60 vehicles to the existing order of 204 LRVs and take advantage of the volume pricing.
- TTC operates buses for 18 years. The TTC submission was based on incorporating mechanical rebuilds after 6 and 12 years in service, with the body structure work occurring at the bus midlife, 9 years. In addition, a hybrid overhaul program is scheduled after 12 years of bus life for all Hybrid buses which includes the replacement of major Hybrid components for these vehicles. Due to affordability constraints, scheduled overhauls and a supply of Hybrid component parts in years 2020-2024 have been placed below the line.
- The *Easier Access* project includes constructing and enhancing accessibility features (i.e. installation of elevators at TTC stations) to make the TTC fully accessible by 2025. This requirement, established by Provincial legislation, is very costly. Required cash flows of \$164.652 million for this project are being placed below the line from 2021-2024, with a further \$22.564 million required Post-2024.
- TTC requires \$51.475 million to implement Train Door Monitoring on the TR/T1 subway cars in the first 3 years of the 10-year period. Due to funding constraints, this project has been placed below the line.
- The Fire Ventilation Upgrade project provides for the upgrade of the subway ventilation system and construction of second exits at subway stations to improve health and safety throughout the subway system. As this is not a mandated project, \$132.151 million from 2019 to 2024 of cash flows for this project is being placed "below the line". TTC staff will undertake a planning phase to re-assess the fire ventilation portion and establish an achievable project delivery plan that will recommend a project implementation strategy, budget and schedule.

- Capacity to Spend Opportunities
 - The TTC's annual capital spending rate is approximately 70%. The purpose of moving these project costs "below the line" are to account for the TTC's project spending rate and provide sufficient funding based on the ability to spend. As a result, the projects placed below the line will be treated as unmet SOGR needs, or backlog.
- The City will continue to seek a tri-party partnership between the Federal and Provincial governments for a dedicated, long-term, stable funding plan to address its \$2.350 billion of unfunded TTC capital projects for rolling stock, capacity to spend, service improvement and growth needs.

Increased Debt Funding

- It is recommended that City Council approve an additional \$508 million in debt to fund priority projects initially identified as unfunded that total \$490.086 million as well as to offset a decrease in anticipated Provincial Gas Tax of \$18.276 million over the 10-Year Plan.
 - TTC and City staff re-evaluated capital requirements and prioritized seven projects, totalling \$490.086 million over the 10-year period, deemed mandatory to implement that were not included in the 2014 – 2023 Approved Capital Plan. The projects in the table below have now been included in the 2015-2024 Recommended Capital Budget and Plan based on the increased debt funding:

Project (\$000s)	2015	2016	2017	2018	2019	2015 - 2019	2020	2021	2022	2023	2024	2015 - 2024 Total
McNicoll Bus Garage Facility - Phase 2				13,000	47,000	60,000	41,000					101,000
SMS Work Order System			2,000	2,000	5,000	9,000	5,000					14,000
Easier Access - Phase III			100	6,805	16,242	23,147	29,150					52,297
Bloor-Danforth ATC Resignalling										43,834	58,090	101,924
Purchase of 380 LF 40 ft Diesel Buses								60,125	63,001	57,444		180,570
Environmental Programs							7,589	6,638	6,240	5,676	5,790	31,933
Purchase of 50 Buses for Customer Service Initiatives		8,362				8,362						8,362
Total	-	8,362	2,100	21,805	68,242	100,509	82,739	66,763	69,241	106,954	63,880	490,086

- In October 2004, the Province introduced gas tax funding to municipalities for public transit. Commencing at 1¢ per litre, the funding is based on a province-wide 70% ridership and 30% population allocation, updated annually.
- The 2014/2015 Provincial Gas Tax program announced funding will be \$162.824 million; \$1.828 million lower than forecasted, with no change to the Provincial allocation formula. The decrease in funding is a result of an overall decrease in gas consumption in Ontario. This shortfall, \$18.276 million over the 10-Year Plan, will be addressed through increased debt.
- Falling gas prices may also impact future gas tax funding for the Provincial, Federal governments.

Increased Development Charge Funding

- Development Charge (DC) funding has increased by \$138.844 million or 39.1% for the 10-Year Plan resulting from:
 - DC funding for Phase 2 of the McNicoll Bus Garage Facility accounts for \$56.396 million or 40.6% of the increased DC funding. A portion of the \$100 million in increased project cost

over the 10-Year Plan are eligible for DCs as the bus garage has the capacity to store 250 buses that will be used to accommodate both service and projected ridership growth needs. The revised funding sources for the project include \$59.780 million or 33.6% from recommended debt, \$71.396 million or 40.1% from DCs, and \$46.708 million or 26.3% in Federal Gas Tax. Federal Gas Tax is applied against the replacement portion of the assumed buses that will be stored at the facility.

- The Purchase of 755 Buses from 2016-2024 account for \$82.448 million or 59.4% of the increased DC funding. Of the 755 bus order, 100 buses will be purchased to accommodate ridership growth. The funding sources for this bus purchases are \$62.564 million or 10.9% from recommended debt, \$82.448 million or 14.3% in development charges, \$376.031 million or 65.4% from Federal Gas Tax, and \$54.289 million or 9.4% from Provincial Gas Tax. Federal and Provincial Gas Tax funding is applied solely towards the replacement portion of the vehicles purchased.
- As a result of increased DC funding, 165 of the *Purchase of 380 Buses* totalling \$138.844 million is included in the 2015-2024 Recommended Capital Plan that was previously placed "below the line."

Capital Financing Strategy

- TTC's 2015-2024 Recommended Capital Budget and Plan includes \$876.947 million 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, Build Toronto and one-time TPA dividends and anticipated contributions from the Federal/Provincial government.
- \$271.715 million or 31.0% of the reserve funding is allocated to three key projects:
 - the *Purchase of Streetcars* (\$85.223 million);
 - *Leslie Barns Streetcar Maintenance and Storage Facility* (\$67.961 million); and
 - *Toronto Rocket Yard and Storage Track Accommodation* (\$118.531 million).
- These three projects are necessary to accommodate ridership growth, increase capacity and replace, store and maintain streetcars and subway cars.
- The following table identifies the projects funded by the Capital Financing Strategy in the 2015-2024 TTC 10-Year Capital Plan.

Project (\$000s)	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2015-2024 Total
	Bridges & Tunnels	44,321	49,845	21,841	12,780	5,575					
Bus Overhaul	14,441	7,907									22,348
Equipment	17,444	22,238	22,295	28,965							90,942
Fire Ventilation Upgrade			2,269		9,144						11,413
Leslie Barns Streetcar & Maintenance Storage Facility	56,423	11,538									67,961
Other Buildings & Structures	26,670		13,071	12,355	19,636	1,974					73,706
Purchase of Streetcars		28,963	31,665		13,625	10,970					85,223
Signal Systems	13,940	6,174	14,749	16,963	10,229	2,829					64,884
Subway Car Overhaul Program		23,327	2,461	5,935	6,061	6,214					43,998
Subway Track			13,474	19,000	35,353						67,827
Surface Track	8,350					26,530					34,880
Toronto Rocket Yard & Storage Track Accomodation	34,398	41,578	23,953	4,452	14,150						118,531
Traction Power	12,098	2,973	6,321			11,400					32,792
Yards and Roads			12,515	13,665	1,900						28,080
Total	228,085	194,543	164,614	114,115	115,673	59,917					876,947

- Historically the TTC's capital program has been funded by approximately one-third City debt and two-thirds primarily from Federal and Provincial funding. Given the funding pressure from TTC's capital program, and the reduction in certain Provincial and Federal funding sources, this funding trend has begun to erode. The table below reflects a trend experienced in the last three TTC Capital Plans that, on average, the City has contributed to 55.0% of the funding for this program, 16.2% is funded from Provincial sources, 24.5% from Federal sources, and the remainder from other revenue sources.

Funding Source (\$000s)	Capital Budget and Plan						Average
	Approved				Recommended		
	2013-2022		2014-2023		2015-2024		
	\$	%	\$	%	\$	%	
Provincial	1,135,839	17.8%	1,023,082	16.2%	980,464	14.7%	16.2%
Federal	1,544,486	24.2%	1,547,018	24.5%	1,643,772	24.7%	24.4%
City							
Debt	2,094,750	32.8%	2,002,046	31.7%	2,353,775	35.3%	
Reserves	1,189,241	18.6%	1,129,241	17.9%	876,947	13.2%	
Development Charges	146,544	2.3%	357,220	5.6%	511,664	7.7%	
Sub-Total: City	3,430,535	53.7%	3,488,507	55.2%	3,742,386	56.2%	55.0%
Other Revenue	281,087	4.3%	266,424	4.1%	296,439	4.4%	4.4%
Total Funding	6,391,947		6,325,031		6,663,061		

- Despite the approved Capital Financing Strategy, and the City maximizing all available funding sources, a dedicated, long-term, stable funding plan from the Provincial and Federal governments is required for the TTC to continue to address base capital funding requirements.
- It is recommended that City Council direct the TTC, City Manager, and City CFO to pursue a tri-party partnership between the Federal government, Provincial government, and the City of Toronto for a dedicated, long-term, stable funding plan to address its rolling stock, SOGR, capacity building, service improvement and growth needs.

Additional Unfunded TTC Capital Projects Not Included Below the Line

- The 2015-2024 Recommended Capital Budget and Plan of \$6.663 (excluding carry forward funding) requires debt funding of \$2.354 billion, with \$4.291 billion of funding budgeted from other sources. Available funding is insufficient to meet the TTC's ongoing efforts to maintain its assets in a state of good repair, and to improve service and system capacity to meet increased ridership demands and growth in the transit system.
- In addition to \$2.350 billion in unfunded capital priority projects included in the TTC 10-Year Capital Plan, TTC has identified \$4.419 billion (including post 2024 of \$2.759 billion) in funding for major projects, which due to affordability constraints, are not included in the 2015-2024 Recommended Capital Plan nor are they on the list of unfunded priority projects held "below the line." Therefore, the total TTC unmet needs will amount to \$6.796 billion in the future. The TTC believes the funding for these additional projects are vital to meet future passenger growth and system safety requirements. The major projects include:
 - a) Fire Ventilation Upgrades (\$1.493 billion);
 - b) Yonge-Bloor Capacity Improvements (\$1.052 billion);
 - c) Platform Edge Doors for the Bloor-Danforth Subway Line (\$613.529 million);
 - d) Platform Edge Doors for the YUS Subway Line (\$550.000 million);
 - e) Bremner Streetcar Expansion (\$253.232 million);
 - f) Station Modernization Program for the University Subway Station Renaissance (\$128.100 million); and
 - g) Redundant Elevators at Key Transfer Stations (\$100.000 million).

Issues Impacting the 10-Year Capital Plan*Fleet Replacement Strategy*

- A key issue with TTC's capital program is the timing of fleet replacement and procurement. The fleet plan requires the replacement of all streetcars from 2012-2020; replacement of all YUS line trains, as well as the purchase of growth trains from 2011-2017; purchase of 480 buses from 2015-2019; 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 City Council direct the TTC to assess their future fleet requirements and overhaul programs outside of the 10-year (2015-2024) 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 City Council directs the TTC to report back on this matter to Budget Committee during the 2016 Budget process.
- The following table reflects the schedule of TTC's current fleet procurement plan:

Vehicle	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Purchase of Light Rail Vehicles (LRVs)	27	35	39	40	40	14				
Purchase of Buses	82	121	111	110	110	110	100	85	90	90
Purchase of Subway Cars	60									
Replacement of Wheel-Trans Vehicles										

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

Key Transit Expansion Capital Projects

Toronto-York Spadina Subway Extension

- The TTC is 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. Municipal funding is allocated 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 Toronto-York 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 2015-2024 Capital Plan totals \$87.835 million including carry forward funding from 2014.
- It is recommended that Council approve cash flow funding of \$890.009 million including 2015 and future year commitments for the Toronto-York Spadina Subway Extension, with \$298.297 million in funding carried forward from 2014 into 2015.
- The 2015-2024 Capital Plan is based on a completion date of the fall of 2016. The status of the Toronto-York Spadina Subway Extension is as follows:
 - The in-service date was initially targeted for the fall of 2016, however the project is facing serious schedule challenges. Work on the major facility contracts is advancing, with three stations, York University, Steeles West (Pioneer Village), and Hwy 407 not maintaining schedule. Efforts to have these station contractors improve their schedule performance are intense and have been ongoing for some time.
 - A peer review was conducted by APTA in late 2014 largely to assess schedule and budget challenges. The TTC is expected to prepare a report to the Commission at the end of January 2015 which will make recommendations to mitigate schedule challenges.
 - In addition, a consulting firm was retained to conduct a thorough in depth analysis of the project and is expected to present its findings at the end of January 2015.

Light Rail Transit Projects

- The Light Rail Transit Projects, which began in 2011, will construct the Eglinton Crosstown LRT, Sheppard East LRT and Finch West LRT. As the projects are fully funded by Metrolinx, there is no funding in the TTC's 10-Year Recommended Capital Plan.

- As of October 31, 2012, the program management functions, project design, construction and community relations were 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 that the TTC will incur when this capital project is complete and the light rail transit lines are operational.

Scarborough Subway Extension

- At its meeting of October 8-11, 2013, City Council adopted as amended item CC39.5 "Scarborough Rapid Transit Options: Reporting on Council Terms and Conditions." This action approved the removal of the Scarborough LRT from the Master Agreement with Metrolinx and accepted the redirection of a minimum of \$1.48 billion (in 2010 dollars) of Provincial funding to the City, for the purpose of the construction of the Scarborough Subway Extension.
- The total estimated cost for the Scarborough Subway Extension is \$3.56 billion (expressed in inflated dollars, or \$2.5 billion in 2010 dollars). Current funding commitments received for the construction of the subway extension are as follows:
 - Provincial government - \$1.99 billion (expressed in inflated dollars, or \$1.48 billion in 2010 dollars);
 - Federal government - \$660 million (expressed in inflated dollars);
 - As a result, the net amount that the City will be required to fund is estimated at \$910 million (inflated dollars). The City will fund its share of the project through a combination of property taxes with increases of 0.5% approved in 2014; and additional incremental increases of 0.5% in 2015 and 0.6% in 2016 (for a total increase of 1.6% by 2016), and Development Charges.
- The following table reflects the current capital project plan for the Scarborough Subway Extension identifying the timing of proposed cash flows and anticipated funding:

Description (\$000s)	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Post 2024	Total Project
TOTAL GROSS ANNUAL EXPENDITURES AND PLAN												
SCARBOROUGH SUBWAY EXTENSION												
Scarborough Subway	20,704	101,118	167,550	252,162	741,903	697,403	605,395	451,992	207,773	31,000	13,500	3,291,930
SRT Life Extension	16,500	19,000	18,000	16,000	15,000	14,000	13,000	7,500				132,000
SRT Decommissioning & Demolition											123,000	123,000
1-Year Carry to 2015 (Scarborough Subway)	13,054											13,070
TOTAL GROSS ANNUAL EXPENDITURES AND PLAN	50,258	120,118	185,550	268,162	756,903	711,403	618,395	464,992	215,273	31,000	136,500	3,560,000
FINANCING												
Property Tax - Debt	15,000	85,000	8,000	2,500	108,000	106,000	93,500	69,000	18,500	4,000	26,750	536,250
Property Tax - CFC (Scarborough Transit RF)	35,258	35,118	30,873	30,680	27,571	20,039	12,927	7,416	3,082	2,494	1,846	208,750
Development Charges			8,591	14,416	37,045	34,938	30,759	21,529	9,967	1,435	6,320	165,000
Federal Funding			34,382	54,690	145,254	136,823	119,589	91,163	47,061	5,744	25,293	660,000
Provincial Funding			103,704	165,876	439,033	413,603	361,621	275,884	136,663	17,326	76,290	1,990,000
TOTAL FINANCING	50,258	120,118	185,550	268,162	756,903	711,403	618,395	464,992	215,273	31,000	136,499	3,560,000

- It is recommended City Council approve the 2015 Capital Budget for the Scarborough Subway Extension with a total project cost of \$37.204 million, 2015 cash flow of \$50.258 million, and no future year commitments.
- It is recommended that the TTC seek City Council approval of any additional cash flow funding in 2015 and cash flow funding commitments for 2016-2024 as cash flows between 2016-2024 will be budgeted as planned forecasts with no authority to spend.
- It is also recommended that City Council approve the 2016-2024 Capital Plan for the Scarborough Subway Extension totalling \$3.372 in project estimates, comprised of \$120.118 million in 2016; \$185.550 million in 2017; \$268.162 million in 2018; \$756.903 million in 2019; \$711.403 million in 2020; \$618.395 million in 2021; \$464.992 million in 2022; \$215.273 million in 2023; and \$31.000 million in 2024.

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 has provided 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 were depleted in 2012, and funding from the CSIF reserve fund is planned to be depleted in 2016. 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. In the fall of 2014 a letter of Agreement was

signed by Provincial and Municipal parties for the 2014/15 Dedicated Gas tax allocation of \$162.824 million for City of Toronto public transportation of which \$91.6 million would go towards operating needs and the remainder to be applied to capital needs. In 2015, the application of gas tax funding is maintained at prior years levels, with the continued application of \$91.6 million towards the operating needs, the balance of \$71.224 million is applied to the capital program, and the same funding allocations for years 2016-2024.

Funding of LRVs

- On June 19, 2009 the Province of Ontario announced that it would provide one-third of the funding towards the purchase of 204 streetcars, to a maximum of \$416.3 million. This funding is expected to flow on the basis of contract milestone payments. The 10-Year Capital Plan accounts for \$208.806 million of this funding to be applied against the *Purchase of 204 LRVs*.

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 Toronto-York Spadina Subway Extension project is fully funded and is scheduled to be completed in late 2016.

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 (applying 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 Ontario population (based on the 2006 census versus the 2001 census).

Appendices:

Appendix 1

2014 Performance

2014 Key Accomplishments

Among the project activity currently underway, the following are TTC's accomplishments in 2014:

- Customer journey (ridership) was 535 million in 2014. Daily ridership frequently tops 1.8 million, putting ever-increasing strain on the network and reinforcing the need for sustained investment;
- Provided the highest level of service operated;
- On February 28, 2013, the TTC launched its first Customer Charter, committing the TTC to specific improvements in 2013, focusing on five themes: cleanliness, better information, improved responsiveness, more accessible and modern, and the renewal of vehicles. It reflects a renewed customer-focus, established by the TTC's Five Year Corporate Plan introduced in 2013. The 2014 Customer Charter includes 39 initiatives that continue to move TTC closer to achieving its vision for the TTC – "a transit system that makes Toronto proud";
- On April 30, 2014, the TTC Board approved the 2014-2018 Accessibility Plan requesting that the TTC Chair and CEO, as part of the City-TTC Transit Funding Task Force, seek reinstatement of full funding for the TTC's Easier Access (EAIII) Program;
- Easier Access project: TTC's Easier Access Program will make all subway stations accessible to everyone, regardless of their level of mobility. To date, 32 of 69 stations are fully accessible. Elevators at Dufferin Station were opened for service on November 24, 2014. The elevator construction at Lawrence West Station is expected to be completed in 2014. Work to make stations accessible is on-going at Woodbine, St. Clair West, and Ossington Stations. The contract for Coxwell Station was awarded in August 2014 and construction on-site is expected to commence in November 2014. The next station scheduled for completion and be fully accessible is Lawrence West in December 2014;
- In accordance with the Accessibility for Ontarians with Disabilities Act (AODA), all TTC vehicles have been equipped with priority seating designated for use by a person with a disability or a physical limitation. Priority seating is being further enhanced with bolder information decals. The TTC is enhancing accessibility with blue seats that clearly identify priority seating areas on its vehicles for persons with disabilities, the elderly and expectant mothers. Blue priority seating, was first introduced on the new articulated buses and will be expanded to all TTC vehicles over the next two years;
- Enhanced accessibility has been undertaken at Dufferin Station which was reopened to the public on November 24, 2014. This includes the opening of 3 new elevators, an accessible fare gate and farebox, sliding automatic doors and improved signage and lighting. Other key improvements include: two second exits, new wall, ceiling and stair finishes, canopies over Dufferin sidewalks, an expanded bus bay and dedicated bus stop lanes;
- Of 153 Artic Buses, 11 delivered in 2013 with the remaining of 142 in 2014. The TTC is currently in the process of procuring 55 Artic Buses for delivery in 2015;

- On April 30, 2014, the Board approved the award of a contract worth \$32.6 million to Nova Bus (a Division of Volvo Group Canada Inc.) for the purchase of 55, 12-metre (40-foot), low-floor, clean-diesel buses for delivery in 2015. The additional vehicles are required to improve customer service and vehicle reliability, while also addressing future ridership growth;
- As of November 28, 2014, 57 Toronto Rocket (TR) trains (342 cars of 420 cars) were accepted into revenue service. These trains will replace the TTC's oldest subway cars (increasing the capacity by 8%), most of which date back to the 1970s, and will allow the TTC to meet future ridership demands once the Spadina Subway Extension opens for revenue service. The Toronto Rockets and the re-signalling of the YUS Subway, when completed, will ultimately allow the TTC to improve subway train headways (time between trains) up to 90 seconds, as well as carry more people;
- Continued monitoring of the new Toronto Rocket performance and reliability with Bombardier to address modifications and required in service improvements;
- Based on the prototype test result of three low floor streetcars, a baseline vehicle configuration has been established and production manufacturing of the vehicles is commencing. The first production vehicle was delivered on May 31, 2014; the second vehicle arrived on TTC property on July 4, 2014. Despite an 8 week labour strike at the Bombardier Plant, the launch of the new streetcars into revenue service remained on schedule and service was launched successfully on August 31, 2014 on the 510 Spadina route. The third car went into revenue service along the Spadina route on Nov. 30, 2014. All three vehicles are now equipped with PRESTO Smart Card technology. A total of 204 new vehicles will be rolled out over the next five years along the following scheduled streetcars routes:
 - 2015: 511 Bathurst and 509 Harbourfront;
 - 2015-16: 505 Dundas;
 - 2016-17: 501 Queen, 508 Lakeshore and 504 King;
 - 2018-19: 512 St Clair, 502 Downtowner, 503 Kingston Road and 506 Carlton;
- On December 8, 2014, TTC announced that Proof-of-Payment and all-door boarding on the 504 King Streetcar will go into effect on January 1, 2015 in an effort to Improve service and reliability for almost 60,000 daily riders of the King streetcar, the TTC's busiest surface route;
- On August 19, 2014, TTC Board approved in principle a transit service improvement report entitled, Opportunities to Improve Transit Service in Toronto. The report outlines nine bus and streetcar service initiatives that can be implemented in a short- to medium-timeframe that would improve quality, reliability, comfort and convenience of transit service in Toronto:
 - Implementing all-door boarding and proof-of-payment on all streetcar routes;
 - Reducing wait times and crowding on bus and streetcar routes;
 - Establishing a city-wide network of 10-minute-or-better bus and streetcar services;
 - Expanding the Express route network with new and improved express bus routes;
 - Implementing more transit priority measures;
 - Adding resources to improve service reliability and route performance;
 - Operating all routes all day, every day across the city;
 - Changing the one-trip-per-fare to a two-hour-travel-privilege-per-fare;
 - Expanding the overnight bus and streetcar network;

- TTC is continuing to work with Metrolinx to expand the PRESTO technology across the system. The PRESTO electronic fare collection system is currently available at 15 stations: Kipling, Islington, Spadina, Downsview, Finch, Don Mills, Yorkdale, York Mills, St George, Queen's Park, St Patrick, Union, Dundas, College and Bloor-Yonge Stations;
- To date, 77 Station Information Screens (SIS) LCD installed in 63 stations. Of 5 stations remaining, 2 screens at Lawrence East and McCowan stations completed and will be commissioned in the first week of 2015 with 3 screens at Union, Dufferin and Woodbine stations be completed in 2015;
- On November 18, 2014, the TTC and BAI Canada announced that free Wi-Fi is available at Union, King, Queen and Dundas subway stations. St. George, Bay, Bloor-Yonge, Wellesley, and College Stations are also on the list of subway stations equipped with free Wi-Fi. All stations in the downtown lower loop of Line 1, plus Spadina Station, will have Wi-Fi available in advance of the Toronto 2015 Pan/Parapan Am Games hosted in Toronto;
- Made significant progress in replacement and rehabilitation work including, subway/surface track, streetcar traction power cables, signal system back up power supply, subway station breakers;
- Construction activities at Leslie Barns including utility upgrade work are well advanced following the recently installed high capacity storm sewer in the area. A northbound lane on Leslie Street from Commissioners Street to Lake Shore Boulevard was re-opened for vehicle use on December 1, 2014. Track installation is complete on Leslie Street between Easter Avenue and Mosley Street;
- The new second platform at Union Station, south concourse fareline/collectors booths and moat doors were opened to the public on August 18, 2014. The existing centre platform and concourse above is undergoing a full structural rehabilitation and finishing to match the new platform. The project is on schedule for completion in advance of the Pan Am/ParaPan Am games;
- McNicoll Bus Garage Facility Draft Environmental Project Report approved by Board on July 23, 2014. On August 28, 2014 City Council approved the McNicoll Bus Garage Draft Environmental Report and authorized submission of the completed Report to the Ministry of the Environment as part of the Transit Project Assessment Process;
- Toronto-York Spadina Subway Extension: On April 24, 2014, track work completed in Downsview Park Station southbound. Track installation in the new tunnels is well underway. The first major milestone has resulted in the installation of track in both tunnels from Sheppard West Station (existing Downsview Station) to the crossover, located south of Finch West Station. While work to complete concreting within the tunnels is nearing completion, the design of the various systems components, including traction power, signalling, communications, etc. are complete or well underway. On-site deliveries of some systems equipment, including transformers and switchgears have started;
- On December 16, 2014, The TTC announced the implementation of two new payment options for TTC customers at all subway station collector booths to include debit or credit cards when purchasing 10 or more tokens and any passes starting on January 1, 2015; and
- Continued pursuit of funding for capital needs with the Provincial and Federal levels of government to maximize sources available for capital needs.

2014 Financial Performance

Table 8
2014 Budget Variance Analysis (In \$000's)

2014 Approved	As of Aug. 30, 2014		Projected Actuals at Year End		Unspent Balance	
	\$	% Spent	\$	% Spent	\$ Unspent	% Unspent
1,281,589	494,646	38.6%	933,860	72.9%	347,729	27.1%

* Based on Third Quarter Capital Variance Report

2014 Experience

Capital expenditures for the eight months ending August 30, 2014 totalled \$494.646 million or 38.6% of the 2014 Approved Capital Budget of \$1.282 billion. TTC has projected to spend \$933.860 million or 72.9% of the 2014 Approved Capital Budget by year end.

The Program spent \$494.646 million as of the end of the eight months on the following projects that are on track:

- The *Purchase of Streetcars* project's capital expenditures totalled \$3.8 million representing 2% of the 2014 approved cash flow of \$197.4 million (including additional carry forward funding of \$61.7 million) during the eight-month period ended August 30, 2014. Project spending is significantly lower than planned in the period and is estimated that \$37.4 million, or 19%, of the 2014 approved cash flow will be spent by year-end.
 - Anticipated under spending at year-end is the result of a delay in the vehicle delivery schedule due vehicle design changes and a labour dispute at the manufacturing facility. Program efforts are underway to ensure a smooth launch and transition to the new fleet for TTC customers.
- The *Subway Track* project's capital expenditures totalled \$16.0 million representing 24% of the 2014 approved cash flow of \$66.6 million (including additional carry forward funding of \$5.9 million) during the eight-month period ended August 30, 2014. Project spending is lower than planned in this period and is estimated that \$29.8 million, or 45%, of the 2014 approved cash flow will be spent by year-end.
 - Anticipated under spending at year-end is a result of scheduling delays on the Davisville Area Rehabilitation project (DARP); construction and commission of DARP may be deferred to 2016.

The rate of spending for the eight month period ending August 30, 2014 reflects delays in the following projects:

- The *Easier Access* project's capital expenditures totalled \$11.2 million representing 51% of the 2014 approved cash flow of \$22.0 million during the eight-month period ended August 30, 2014. It is estimated that \$22.6 million, or 103%, of the 2014 approved cash flow will be spent by year-end. Anticipated over spending at year-end is a result of costs slipping into 2014 from 2013 and property acquisition issues.
 - An in-year adjustment requiring Council authority will be necessary to reallocate cash flows between projects. This project includes constructing and enhancing accessibility features to make the TTC fully accessible by 2025. In 2014, continued progress will be made at Woodbine Station, Ossington Station and Coxwell Station. Elevator construction at both Dufferin Station and Lawrence West Station is expected to be completed by year-end.

- The *Leslie Barns LRT Maintenance and Storage Facility* project's capital expenditures totalled \$77.9 million representing 63% of the 2014 approved cash flow of \$123.2 million (including a decrease in carry forward funding of \$10.1 million) during the eight months ended August 30, 2014. It is estimated that \$133.32 million, or 108%, of the 2014 approved cash flow will be spent by year-end. Anticipated over spending at year-end is a result of timing of annual cash flows.
 - An in-year adjustment requiring Council authority will be necessary to reallocate cash flows between projects. In 2014, significant progress has been made at the main facility and car house, with both sites nearing completion.
- The *Toronto Rocket Yard and Storage Track Accommodation* project's capital expenditures totalled \$19.9 million representing 55% of the 2014 approved cash flow of \$36.5 million (including a decrease in carry forward funding of \$2.1 million) during the eight months ended August 30, 2014. It is estimated that \$37.3 million, or 102%, of the 2014 approved cash flow will be spent by year-end. Anticipated over spending at year-end is a result of timing of annual cash flows.
 - An in-year adjustment requiring Council authority will be necessary to reallocate cash flows between projects. This project includes 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. In 2014, significant progress is being made at Wilson Yard.

Impact of the 2014 Capital Variance on the 2015 Recommended Budget

Carry forward funding is estimated at \$255.891 million. However given the rate of spending, this figure will be further refined closer to the close of the 2014 year end. Major projects that have had carry forward funding to date include:

- *Purchase of Streetcars* (\$122.742 million);
- *ATC Resignalling* project (\$32.776 million);
- *Subway Track* (\$23.964 million); and
- *Subway Car Overhaul Program* (\$15.627 million).

Appendix 2

Table 9
2015 Rec'd Capital Budget; 2016 to 2024 Rec'd Capital Plan (\$000s)

Project	Total Project Cost	2015	2016	2017	2018	2019	2015 - 2019	2020	2021	2022	2023	2024	2015 - 2024 Total
Subway Track	383,020	23,964	45,075	16,408	25,149	61,399	171,995	18,634	19,444	20,096	20,738	21,586	272,493
Surface Track	487,226	23,537	49,841	27,019	36,573	19,699	156,669	26,530	20,712	21,638	22,430	23,523	271,502
Traction Power	337,278	22,209	19,947	19,509	16,344	16,071	94,080	11,628	11,536	12,212	14,175	14,305	157,936
Power Distribution / Electric Systems	154,948	8,541	9,032	10,118	10,444	6,097	44,232	5,865	5,843	5,829	5,684	5,986	73,439
Communications	208,915	24,778	30,933	24,693	16,611	10,391	107,406	6,183	2,833	5,141	5,119	5,829	132,511
Signal Systems	203,808	18,297	19,354	19,423	17,523	10,229	84,826	2,829	1,438	1,221	1,252	1,290	92,856
Finishes	224,030	9,218	18,798	20,564	10,761	1,921	61,262	1,362	925	853	800	800	66,002
Equipment	370,695	19,450	38,823	42,510	30,267	30,013	161,063	31,759	24,418	16,273	10,208	7,376	251,097
Yards and Roads	117,636	2,811	7,749	12,515	13,665	13,422	50,162	11,544					61,706
On-Grade Paving Rehabilitation Program	83,420	7,030	16,873	13,705	11,692		49,300						49,300
Bridges and Tunnels	734,482	47,461	56,975	46,193	40,591	34,409	225,629	33,994	36,245	36,971	37,698	32,368	402,905
Fire Ventilation Upgrade	380,398	28,926	25,377	27,345	44,980	26,948	153,576						153,576
Easier Access Phase III	489,811	26,316	43,263	49,007	55,886	48,291	222,763	40,620	3,807				267,190
Environmental Programs	156,103	7,727	12,307	14,875	15,920	10,158	60,987	7,589	6,638	6,240	5,676	5,790	92,920
Information Technology Systems	613,467	46,373	82,517	73,368	58,071	32,774	293,103	27,884	18,706	18,358	15,713	14,048	387,812
Other Buildings and Structures	646,122	26,789	85,628	87,060	68,668	53,154	321,299	36,901	20,713	3,858	3,769	3,448	389,988
Yonge-University-Spadina ATC Resignalling Project	562,835	78,136	79,895	76,114	53,954	31,226	319,325	5,619					324,944
Bloor-Danforth ATC Resignalling Project	431,465	500	1,500	14,178	26,799	29,467	72,444	34,977	36,872	47,366	50,938	58,090	300,687
Leslie Barns Streetcar Maintenance and Storage Facility	506,622	115,500	45,499	3,000	2,900		166,899						166,899
Toronto Rocket Yard and Storage Track Accomodation	977,306	34,398	69,296	54,856	77,805	102,996	339,351	53,411	43,013				435,775
McNicoll Bus Garage Facility	181,000	537	4,000	36,100	49,247	47,000	136,884	41,000					177,884
Other Service Planning	54,012	8,891	7,520	6,035	5,836	5,235	33,517	2,835	2,235	2,235	2,235	2,235	45,292
Sheppard Subway	968,856	3,706					3,706						3,706
Tools and Shop Equipment	46,922	8,520	4,366	2,881	3,526	2,809	22,102	2,562	2,341	2,452	2,500	2,541	34,498
Fare Handling Equipment	41,173	5,916	1,840	1,904	2,013	2,227	13,900	2,335	2,350	2,358	2,365	1,848	25,156
Furniture and Office Equipment	6,425	391	209	486	355	272	1,713	683	425	237	392	235	3,685
Transit Shelters and Loops	6,240	237	243	250	257	264	1,251	271	278	286	295	1,519	3,900
Other Maintenance Equipment	28,549	11,679	1,452	1,162	1,225	1,151	16,669	1,153	1,154	1,213	1,158	1,160	22,507
Queensway Bus Garage Renovations	24,226	787	750				1,537						1,537
Fare System	51,698	10,802	11,188	8,308	5,271		35,569						35,569
Wilson Complex - Modifications for the TR/T1s	95,323	425	921				1,346						1,346
Subway Car Purchases	2,292,854	151,081	23,156	10,367			184,604						184,604
Streetcar Overhaul	127,993	8,318	10,182	9,024	410	410	28,344	1,043	1,316	1,530	4,264	7,966	44,463
Subway Car Overhaul	322,267	31,497	30,755	34,627	17,361	17,463	131,703	17,085	16,475	12,517	12,140	12,454	202,374
Automotive Non-Revenue Vehicles	55,296	12,743	6,615	3,637	2,820	2,237	28,052	3,277	6,505	3,974	5,757	1,964	49,529
Replace 40' Diesel Buses or Equivalent	635,849	46,919	76,190	71,631	59,607	62,088	316,435	61,211	60,126	63,001	65,979	69,098	635,850
Bus Overhaul	453,902	55,626	75,056	91,956	79,579	60,063	362,280						362,280
Purchase of LRVs	1,186,503	134,546	116,901	126,439	125,547	125,450	628,883	42,804					671,687
Rail Non-Revenue Vehicle Overhaul	26,821	5,048	2,132	2,221	1,759	1,776	12,936	1,758	1,671	1,683	1,693	1,414	21,155
Rail Non-Revenue Vehicle Purchase	47,290	7,727	18,249	4,992	4,476	2,592	38,036	2,356					40,392
Total (including carry forward funding)	14,722,786	1,077,357	1,150,407	1,064,480	993,892	869,702	5,155,838	537,702	348,019	287,542	292,978	296,873	6,918,952

Appendix 3

2015 Rec'd Capital Budget; 2016 to 2024 Rec'd Capital Plan

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3 - 2015 Recommended Capital Budget;2016 to 2014 Recommended 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												
						2015	2016	2017	2018	2019	Total 2015-2019	Total 2020-2024	Total 2015-2024	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TTC000110 <u>Subway Track</u>																									
1	1	Subway Track - SOGR	CW	S2	03	23,964	17,827	6,826	0	0	48,617	0	48,617	10,543	0	0	3,892	0	0	0	0	34,182	0	48,617	
1	7	Subway Track - SOGR	CW	S5	03	0	27,248	9,582	25,149	61,399	123,378	100,498	223,876	31,727	65,778	0	63,935	0	0	0	0	62,436	0	223,876	
Sub-total						23,964	45,075	16,408	25,149	61,399	171,995	100,498	272,493	42,270	65,778	0	67,827	0	0	0	0	96,618	0	272,493	
TTC000120 <u>Surface Track</u>																									
1	1	Surface Track - SOGR	CW	S2	03	19,739	34,374	0	0	0	54,113	0	54,113	23,741	0	0	5,390	0	0	0	0	24,982	0	54,113	
0	3	Surface Track Improvement	CW	S2	04	838	1,007	0	0	0	1,845	0	1,845	0	0	0	0	0	0	0	0	1,845	0	1,845	
1	7	Surface Track - SOGR	CW	S5	03	2,960	14,460	27,019	36,573	19,699	100,711	114,833	215,544	97,238	38,264	0	29,490	0	0	0	0	50,552	0	215,544	
Sub-total						23,537	49,841	27,019	36,573	19,699	156,669	114,833	271,502	120,979	38,264	0	34,880	0	0	0	0	77,379	0	271,502	
TTC000210 <u>Traction Power - Various</u>																									
1	1	Traction Power - SOGR	CW	S2	03	17,972	19,947	10,139	2,433	0	50,491	0	50,491	13,026	0	0	15,406	0	0	0	0	22,059	0	50,491	
1	6	Traction Power - SOGR	CW	S5	03	4,237	0	9,370	13,911	16,071	43,589	63,856	107,445	5,428	52,228	0	17,386	0	0	0	0	32,403	0	107,445	
Sub-total						22,209	19,947	19,509	16,344	16,071	94,080	63,856	157,936	18,454	52,228	0	32,792	0	0	0	0	0	54,462	0	157,936
TTC000220 <u>Power Dist./Electric Systems - Various</u>																									
1	1	Power Dist./Electric Systems - SOGR	CW	S2	03	7,686	7,435	2,107	0	0	17,228	0	17,228	7,000	0	0	0	0	0	0	0	10,228	0	17,228	
1	5	Power Dist./Electric Systems - SOGR	CW	S5	03	654	1,396	7,810	10,234	5,887	25,981	28,067	54,048	8,110	20,061	0	0	0	0	0	0	25,877	0	54,048	
0	6	Power Dist./Electric Systems - Improvement	CW	S5	04	201	201	201	210	210	1,023	1,140	2,163	220	700	0	0	0	0	0	0	1,243	0	2,163	
Sub-total						8,541	9,032	10,118	10,444	6,097	44,232	29,207	73,439	15,330	20,761	0	0	0	0	0	0	0	37,348	0	73,439
TTC000230 <u>Communications - Various</u>																									
1	1	Communications - SOGR	CW	S2	03	21,450	17,701	13,955	10,153	6,252	69,511	8,778	78,289	14,010	0	0	0	0	0	0	0	64,279	0	78,289	
1	3	Communications - Legislated	CW	S2	02	3,328	3,348	732	729	0	8,137	0	8,137	0	0	0	0	0	0	0	0	8,137	0	8,137	
1	10	Communications - SOGR	CW	S5	03	0	9,884	10,006	5,729	4,139	29,758	16,327	46,085	12,401	0	0	0	0	0	0	0	33,684	0	46,085	
Sub-total						24,778	30,933	24,693	16,611	10,391	107,406	25,105	132,511	26,411	0	0	0	0	0	0	0	0	106,100	0	132,511
TTC000240 <u>Signal Systems - Various</u>																									
1	1	Signal Systems - SOGR	CW	S2	03	8,106	10,003	14,749	16,964	10,229	60,051	6,360	66,411	6,090	0	0	43,286	0	0	0	0	17,035	0	66,411	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3 - 2015 Recommended Capital Budget;2016 to 2014 Recommended 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.	2015	2016	2017	2018	2019	Total 2015-2019	Total 2020-2024	Total 2015-2024	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TTC000340 Bridges and Tunnels - Various																							
1 4	Bridges and Tunnels - SOGR	CW	S5	03	9,158	45,558	28,997	40,591	34,409	158,713	177,276	335,989	0	166,429	0	70,586	0	0	0	0	98,974	0	335,989
	Sub-total				47,461	56,975	46,193	40,591	34,409	225,629	177,276	402,905	0	166,429	0	134,362	0	0	0	0	102,114	0	402,905
TTC000377 Queensway Bus Garage Renovations																							
1 3	Queensway Bus Garage Renovations - SOGR	CW	S2	03	787	750	0	0	0	1,537	0	1,537	0	0	0	0	0	0	0	0	1,537	0	1,537
	Sub-total				787	750	0	0	0	1,537	0	1,537	0	0	0	0	0	0	0	0	1,537	0	1,537
TTC000379 Fire Ventilation Upgrade																							
1 1	Fire Ventilation Upgrade - SOGR	CW	S2	03	27,164	10,059	8,765	12,000	23,954	81,942	0	81,942	318	0	0	11,413	0	0	0	0	70,211	0	81,942
0 3	Fire Ventilation Upgrade	CW	S4	03	1,762	15,318	18,580	32,980	2,994	71,634	0	71,634	15,318	0	0	0	0	0	0	0	56,316	0	71,634
	Sub-total				28,926	25,377	27,345	44,980	26,948	153,576	0	153,576	15,636	0	0	11,413	0	0	0	0	126,527	0	153,576
TTC000383 Easier Access Phase II & III																							
1 1	Easier Access Phase II & III - Legislated	CW	S2	02	26,316	41,348	47,218	42,635	2,035	159,552	0	159,552	124,137	0	0	0	0	0	0	0	35,415	0	159,552
1 4	Easier Access Phase II & III - Legislated	CW	S4	02	0	1,915	1,789	13,251	46,256	63,211	44,427	107,638	76,774	0	0	0	0	0	0	0	30,864	0	107,638
	Sub-total				26,316	43,263	49,007	55,886	48,291	222,763	44,427	267,190	200,911	0	0	0	0	0	0	0	66,279	0	267,190
TTC000390 Other Bldgs & Structures Projects																							
1 1	Other Buildings & Structures Projects - SOGRS	CW	S2	03	14,249	27,930	45,995	24,000	20,037	132,211	28,186	160,397	34,442	23,205	0	56,649	0	0	0	0	46,101	0	160,397
2 3	Other Bldgs & Structures Projects - SOGR	CW	S4	03	830	38,300	35,579	40,908	28,570	144,187	23,490	167,677	28,300	6,209	0	5,466	0	0	0	0	127,702	0	167,677
1 15	Other Buildings & Structures - Improvement	CW	S5	04	5,650	13,820	836	831	1,359	22,496	3,442	25,938	0	1,573	0	5,531	0	0	0	0	18,834	0	25,938
0 16	Other Building & Structures - Expansion Scope Cha	CW	S3	05	3,018	870	50	0	0	3,938	0	3,938	0	0	0	3,018	0	0	0	0	920	0	3,938
0 18	Other Bldgs_ Structure Projects-Legislated	CW	S4	02	400	1,740	2,657	2,929	3,188	10,914	13,571	24,485	1,716	9,500	0	400	0	0	0	0	12,869	0	24,485
0 20	Other Buildings & Structure - Improvement	CW	S2	04	2,642	2,968	1,943	0	0	7,553	0	7,553	0	0	0	2,642	0	0	0	0	4,911	0	7,553
	Sub-total				26,789	85,628	87,060	68,668	53,154	321,299	68,689	389,988	64,458	40,487	0	73,706	0	0	0	0	211,337	0	389,988
TTC000414 Replace 40' Diesel Buses or Equivalent																							
1 1	Replace 40 Diesel Buses or Equivalent - SOGR	CW	S2	03	32,983	30,993	54,532	0	0	118,508	0	118,508	0	104,223	0	0	0	0	0	0	14,285	0	118,508
0 6	Purchase 40 Diesel Buses or Equivalent - SI	CW	S4	04	13,936	13,598	0	0	0	27,534	0	27,534	0	0	0	0	0	19,172	0	0	8,362	0	27,534

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3 - 2015 Recommended Capital Budget;2016 to 2014 Recommended 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.	2015	2016	2017	2018	2019	Total 2015-2019	Total 2020-2024	Total 2015-2024	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable	Total Financing		
TTC000414 Replace 40' Diesel Buses or Equivalent																								
0 7	Purchase 135 of 40ft Diesel Buses	CW	S4	03	0	31,599	17,099	59,607	62,088	170,393	319,414	489,807	54,289	294,896	82,448	0	0	0	0	0	58,174	0	489,807	
Sub-total					46,919	76,190	71,631	59,607	62,088	316,435	319,414	635,849	54,289	399,119	82,448	0	0	19,172	0	0	80,821	0	635,849	
TTC000415 Replacement of Wheel-Trans Vehicles																								
1 1	Replacement Wheel-Trans Vehicles	CW	S2	03	0	0	0	5,023	18,461	23,484	55,795	79,279	0	0	0	0	0	0	0	0	79,279	0	79,279	
1 3	Replacement Wheel-Trans Vehicle	CW	S3	03	0	0	0	-5,023	-18,461	-23,484	-55,795	-79,279	0	0	0	0	0	0	0	0	-79,279	0	-79,279	
Sub-total					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TTC000421 Subway Car Purchases																								
1 1	Subway Car Purchases - SOGR	CW	S2	03	174,045	2,792	10,367	0	0	187,204	0	187,204	0	76,654	0	0	0	0	0	0	110,550	0	187,204	
0 3	Subway Car Purchases - SOGR	CW	S3	03	-22,964	20,364	0	0	0	-2,600	0	-2,600	0	10,075	0	0	0	0	0	0	-12,675	0	-2,600	
Sub-total					151,081	23,156	10,367	0	0	184,604	0	184,604	0	86,729	0	0	0	0	0	0	0	97,875	0	184,604
TTC000432 Bus Heavy Rebuild Program - Overhaul																								
1 1	Bus Heavy Rebuild Program, Overhaul - SOGR	CW	S2	03	40,267	12,329	0	0	0	52,596	0	52,596	0	16,586	0	15,046	0	0	0	0	20,964	0	52,596	
1 5	Bus Heavy Rebuild Program - Overhaul SOGR	CW	S5	03	14,159	58,527	91,621	79,579	60,063	303,949	0	303,949	0	108,927	0	7,302	0	0	0	0	187,720	0	303,949	
0 6	Bus Heavy Rebuild Prog. Overhaul - Legislated	CW	S4	02	1,200	4,200	335	0	0	5,735	0	5,735	0	0	0	0	0	0	0	0	5,735	0	5,735	
Sub-total					55,626	75,056	91,956	79,579	60,063	362,280	0	362,280	0	125,513	0	22,348	0	0	0	0	0	214,419	0	362,280
TTC000450 Streetcar Overhaul Program																								
1 1	Streetcar Overhaul Program - SOGR	CW	S2	03	0	0	0	0	0	0	7,673	7,673	4,937	983	0	0	0	0	0	0	1,753	0	7,673	
1 3	Streetcar Overhaul Program - SOGR Scope Change	CW	S3	03	0	0	0	0	0	0	2,655	2,655	-3,817	8,075	0	0	0	0	0	0	-1,603	0	2,655	
0 4	Streetcar Overhaul Program - Legislated	CW	S5	02	3,204	410	410	410	410	4,844	4,509	9,353	410	3,279	0	0	0	0	0	0	5,664	0	9,353	
0 5	Streetcar Overhaul Program	CW	S4	03	5,114	9,772	8,614	0	0	23,500	1,282	24,782	0	0	0	0	0	0	0	0	24,782	0	24,782	
Sub-total					8,318	10,182	9,024	410	410	28,344	16,119	44,463	1,530	12,337	0	0	0	0	0	0	0	30,596	0	44,463
TTC000460 Subway Car Overhaul Program																								
1 1	Subway Car Overhaul Program - SOGR	CW	S2	03	23,710	23,619	20,053	13,697	13,986	95,065	60,813	155,878	78,974	14,286	0	32,830	0	0	0	0	29,788	0	155,878	
1 4	Subway Car Overhaul Program - SOGR Scope Change	CW	S3	03	7,787	7,136	14,574	3,664	3,477	36,638	9,858	46,496	19,978	7,113	0	11,168	0	0	0	0	8,237	0	46,496	
Sub-total					31,497	30,755	34,627	17,361	17,463	131,703	70,671	202,374	98,952	21,399	0	43,998	0	0	0	0	0	38,025	0	202,374
TTC000470 Automotive Non-Revenue Vehicles																								

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3 - 2015 Recommended Capital Budget;2016 to 2014 Recommended 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											
						2015	2016	2017	2018	2019	Total 2015-2019	Total 2020-2024	Total 2015-2024	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TTC000710 Information Technology System-Infrastructure																								
1	1	Information Tech. System-Infrastructure - SOGR	CW	S2	03	38,148	67,660	60,533	44,589	9,424	220,354	2,971	223,325	0	0	0	0	0	0	84,979	0	138,346	0	223,325
1	8	Information Tech. Systems-Infrastructure - SOGR	CW	S5	03	8,225	14,857	12,835	13,482	23,350	72,749	91,738	164,487	0	0	0	0	0	0	83,146	0	81,341	0	164,487
Sub-total						46,373	82,517	73,368	58,071	32,774	293,103	94,709	387,812	0	0	0	0	0	0	168,125	0	219,687	0	387,812
TTC000910 Furniture & Office Equipment																								
1	1	Furniture & Office Equipment - SOGR	CW	S2	03	391	93	0	0	0	484	0	484	0	0	0	0	0	0	0	484	0	484	
1	4	Furniture & Office Equipment - SOGR	CW	S5	03	0	116	486	355	272	1,229	1,972	3,201	0	0	0	0	0	0	1,429	0	1,772	0	3,201
Sub-total						391	209	486	355	272	1,713	1,972	3,685	0	0	0	0	0	0	1,429	0	2,256	0	3,685
TTC000920 Other Service Planning																								
3	1	Other Service Planning - Improvement	CW	S2	04	5,853	0	0	0	0	5,853	0	5,853	0	0	0	0	0	0	0	5,853	0	5,853	
3	5	Other Service Planning - Improvement	CW	S5	04	2,088	6,570	5,835	5,636	5,035	25,164	10,775	35,939	0	0	17,600	0	0	0	0	18,339	0	35,939	
0	6	Other Service Planning - SOGR	CW	S2	03	750	750	0	0	0	1,500	0	1,500	0	0	0	0	0	0	0	1,500	0	1,500	
0	7	Other Service Planning - Legislated	CW	S4	02	200	200	200	200	200	1,000	1,000	2,000	0	0	0	0	0	0	0	2,000	0	2,000	
Sub-total						8,891	7,520	6,035	5,836	5,235	33,517	11,775	45,292	0	0	17,600	0	0	0	0	27,692	0	45,292	
TTC000921 Transit Shelters & Loops																								
3	1	Transit Shelters & Loops - Improvement Scope Chan	CW	S3	04	0	0	0	0	0	0	894	894	0	894	0	0	0	0	0	0	0	0	894
3	3	Transit Shelters & Loops - Improvement	CW	S2	04	0	0	0	0	0	0	322	322	0	322	0	0	0	0	0	0	0	0	322
0	4	Transit Shelters & Loops - SOGR	CW	S2	03	237	243	0	0	0	480	0	480	0	0	0	0	0	0	0	480	0	480	
0	5	Transit Shelters & Loops - SOGR	CW	S6	03	0	0	250	257	264	771	1,433	2,204	0	167	0	0	0	0	0	2,037	0	2,204	
Sub-total						237	243	250	257	264	1,251	2,649	3,900	0	1,383	0	0	0	0	0	2,517	0	3,900	
TTC906010 Purchase of Legacy LRVs																								
0	2	Purchase of Legacy LRVs - SOGR	CW	S2	03	134,546	116,901	126,439	125,547	125,450	628,883	42,804	671,687	208,809	214,857	0	85,223	0	0	0	162,798	0	671,687	
Sub-total						134,546	116,901	126,439	125,547	125,450	628,883	42,804	671,687	208,809	214,857	0	85,223	0	0	0	162,798	0	671,687	
TTC906365 Purchase of Rail Non-Revenue Vehicle																								
1	1	Purchase of Rail Non-Revenue Vehicle - SOGR	CW	S2	03	3,054	1,500	3,420	4,476	2,331	14,781	0	14,781	0	0	0	0	0	0	0	14,781	0	14,781	
1	3	Purchase of Rail Non-Revenue Vehicle - Improvement	CW	S2	04	144	3,798	0	0	0	3,942	0	3,942	0	0	0	0	0	0	0	3,942	0	3,942	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3 - 2015 Recommended Capital Budget;2016 to 2014 Recommended Capital Plan

Toronto Transit Commission						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By												
Sub- Priority	Project No. SubProj No.	Project Name Sub-project Name	Ward	Stat.	Cat.	2015	2016	2017	2018	2019	Total 2015-2019	Total 2020-2024	Total 2015-2024	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Reserves	Capital from Current Funds	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
	<u>TTS000392</u>	<u>Sheppard Subway</u>																						
4	1	Sheppard Subway - Expansion	CW	S2	05	3,706	0	0	0	0	3,706	0	3,706	0	0	0	0	0	0	0	0	3,706	0	3,706
		Sub-total				3,706	0	0	0	0	3,706	0	3,706	0	0	0	0	0	0	0	0	3,706	0	3,706
Total Program Expenditure						1,077,357	1,150,407	1,064,480	993,892	869,702	5,155,838	1,763,114	6,918,952	994,632	1,643,772	511,664	876,947	0	19,172	277,267	0,595,498	0	6,918,952	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3 - 2015 Recommended Capital Budget;2016 to 2014 Recommended Capital Plan

Toronto Transit Commission

Sub- Project No. Project Name Priority SubProj No. Sub-project Name		Ward Stat. Cat.		Current and Future Year Cash Flow Commitments and Estimates							Current and Future Year Cash Flow Commitments and Estimates Financed By								
				2015	2016	2017	2018	2019	Total 2015-2019	Total 2020-2024	Total 2015-2024	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2
Financed By:																			
Provincial Grants & Subsidies		97,196	185,985	115,422	115,140	115,109	628,852	365,780	994,632	994,632	0	0	0	0	0	0	0	0	994,632
Federal Subsidy		152,200	159,810	159,811	167,422	167,421	806,664	837,108	1,643,772	0	1,643,772	0	0	0	0	0	0	0	1,643,772
Development Charges		32,131	75,660	63,474	68,961	62,623	302,849	208,815	511,664	0	0	511,664	0	0	0	0	0	0	511,664
Reserves (Ind. "XQ" Ref.)		228,085	194,543	164,614	114,115	115,673	817,030	59,917	876,947	0	0	0	876,947	0	0	0	0	0	876,947
Capital from Current		13,936	5,236	0	0	0	19,172	0	19,172	0	0	0	0	0	19,172	0	0	0	19,172
Other1 (Internal)		33,588	33,251	29,925	24,556	26,825	148,145	129,122	277,267	0	0	0	0	0	0	277,267	0	0	277,267
Debt		520,221	495,922	531,234	503,698	382,051	2,433,126	162,372	2,595,498	0	0	0	0	0	0	0	0,595,498	0	2,595,498
Total Program Financing		1,077,357	1,150,407	1,064,480	993,892	869,702	5,155,838	1,763,114	6,918,952	994,632	1,643,772	511,664	876,947	0	19,172	277,267	0,595,498	0	6,918,952

- Status Code Description**
- S2 S2 Prior Year (With 2015 and/or Future Year Cashflow)
 - S3 S3 Prior Year - Change of Scope 2015 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 2016 & 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

2015 Recommended Cash Flow and Future Year Commitments

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 Recommended Cash Flow and Future Year Commitments

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.	2015	2016	2017	2018	2019	Total 2015-2019	Total 2020-2024	Total 2015-2024	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other 2	Debt - Recoverable	Total Financing	
TTC906010 Purchase of Legacy LRVs																							
0 2	Purchase of Legacy LRVs - SOGR	CW	S2	03	134,546	116,901	126,439	125,547	125,450	628,883	42,804	671,687	208,809	214,857	0	85,223	0	0	0	0	162,798	671,687	
Sub-total					134,546	116,901	126,439	125,547	125,450	628,883	42,804	671,687	208,809	214,857	0	85,223	0	0	0	0	162,798	671,687	
TTC907744 Fare System																							
0 1	Fare System - SOGR	CW	S2	03	1,177	823	643	593	0	3,236	0	3,236	0	0	0	0	0	0	0	0	3,236	3,236	
0 2	Fare System - Expansion	CW	S2	05	11,740	11,621	9,815	6,453	6,763	46,392	1,800	48,192	0	0	0	0	0	0	0	0	48,192	48,192	
0 3	Fare System - Expansion - Scope Change	CW	S3	05	-2,115	-1,256	-2,150	-1,775	-6,763	-14,059	-1,800	-15,859	0	0	0	0	0	0	0	0	-15,859	-15,859	
Sub-total					10,802	11,188	8,308	5,271	0	35,569	0	35,569	0	0	0	0	0	0	0	0	0	35,569	35,569
TTC908032 McNicoll Bus Garage Facility																							
0 1	McNicoll Bus Garage Facility - Growth	39	S2	05	30,000	30,000	16,884	0	0	76,884	0	76,884	0	0	11,000	0	0	0	0	0	65,884	76,884	
0 2	McNicoll Bus Garage Facility -Scope change	39	S3	05	-29,463	-26,000	19,216	49,247	47,000	60,000	41,000	101,000	0	46,708	60,396	0	0	0	0	0	-6,104	101,000	
Sub-total					537	4,000	36,100	49,247	47,000	136,884	41,000	177,884	0	46,708	71,396	0	0	0	0	0	0	59,780	177,884
TTC000110 Subway Track																							
1 1	Subway Track - SOGR	CW	S2	03	23,964	17,827	6,826	0	0	48,617	0	48,617	10,543	0	0	3,892	0	0	0	0	34,182	48,617	
1 7	Subway Track - SOGR	CW	S5	03	0	22,945	0	0	0	22,945	0	22,945	0	0	0	0	0	0	0	0	22,945	22,945	
Sub-total					23,964	40,772	6,826	0	0	71,562	0	71,562	10,543	0	0	3,892	0	0	0	0	0	57,127	71,562
TTC000120 Surface Track																							
0 3	Surface Track Improvement	CW	S2	04	838	1,007	0	0	0	1,845	0	1,845	0	0	0	0	0	0	0	0	1,845	1,845	
1 1	Surface Track - SOGR	CW	S2	03	19,739	34,374	0	0	0	54,113	0	54,113	23,741	0	0	5,390	0	0	0	0	24,982	54,113	
1 7	Surface Track - SOGR	CW	S5	03	2,960	14,460	0	0	0	17,420	0	17,420	0	0	0	2,960	0	0	0	0	14,460	17,420	
Sub-total					23,537	49,841	0	0	0	73,378	0	73,378	23,741	0	0	8,350	0	0	0	0	0	41,287	73,378
TTC000210 Traction Power - Various																							
1 1	Traction Power - SOGR	CW	S2	03	17,972	19,947	10,139	2,433	0	50,491	0	50,491	13,026	0	0	15,406	0	0	0	0	22,059	50,491	
1 6	Traction Power - SOGR	CW	S5	03	4,237	0	6,664	0	0	10,901	0	10,901	0	0	0	5,986	0	0	0	0	4,915	10,901	
Sub-total					22,209	19,947	16,803	2,433	0	61,392	0	61,392	13,026	0	0	21,392	0	0	0	0	0	26,974	61,392
TTC000220 Power Dist./Electric Systems - Various																							
0 6	Power Dist./Electric Systems - Improvement	CW	S5	04	201	201	0	0	0	402	0	402	0	0	0	0	0	0	0	0	402	402	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 Recommended Cash Flow and Future Year Commitments

Toronto Transit Commission

Sub- Project No. Project Name Priority/SubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By											
						2015	2016	2017	2018	2019	Total 2015-2019	Total 2020-2024	Total 2015-2024	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
<u>TTC000220 Power Dist./Electric Systems - Various</u>																								
1	1	Power Dist./Electric Systems - SOGR	CW	S2	03	7,686	7,435	2,107	0	0	17,228	0	17,228	7,000	0	0	0	0	0	0	10,228	0	17,228	
1	5	Power Dist./Electric Systems - SOGR	CW	S5	03	654	1,396	7,810	152	0	10,012	0	10,012	5,749	0	0	0	0	0	0	4,263	0	10,012	
Sub-total						8,541	9,032	9,917	152	0	27,642	0	27,642	12,749	0	0	0	0	0	0	14,893	0	27,642	
<u>TTC000230 Communications - Various</u>																								
1	1	Communications - SOGR	CW	S2	03	21,450	17,701	13,955	10,153	6,252	69,511	8,778	78,289	14,010	0	0	0	0	0	0	64,279	0	78,289	
1	3	Communications - Legislated	CW	S2	02	3,328	3,348	732	729	0	8,137	0	8,137	0	0	0	0	0	0	0	8,137	0	8,137	
1	10	Communications - SOGR	CW	S5	03	0	9,884	8,550	0	0	18,434	0	18,434	0	0	0	0	0	0	0	18,434	0	18,434	
Sub-total						24,778	30,933	23,237	10,882	6,252	96,082	8,778	104,860	14,010	0	0	0	0	0	0	90,850	0	104,860	
<u>TTC000240 Signal Systems - Various</u>																								
1	1	Signal Systems - SOGR	CW	S2	03	8,106	10,003	14,749	16,964	10,229	60,051	6,360	66,411	6,090	0	0	43,286	0	0	0	17,035	0	66,411	
1	4	Signal Systems - SOGR	CW	S5	03	10,191	5,282	0	0	0	15,473	0	15,473	0	0	0	12,296	0	0	0	3,177	0	15,473	
Sub-total						18,297	15,285	14,749	16,964	10,229	75,524	6,360	81,884	6,090	0	0	55,582	0	0	0	20,212	0	81,884	
<u>TTC000310 Finishes - Various</u>																								
0	3	Finishes - Improvement	CW	S2	04	603	187	216	0	0	1,006	0	1,006	385	0	0	0	0	0	0	621	0	1,006	
1	1	Finishes - SOGR	CW	S2	03	4,204	13,901	1,425	0	0	19,530	0	19,530	4,204	0	0	0	0	0	0	15,326	0	19,530	
1	5	Finishes - SOGR	CW	S5	03	4,411	4,710	18,923	10,403	0	38,447	0	38,447	4,411	0	0	0	0	0	0	34,036	0	38,447	
Sub-total						9,218	18,798	20,564	10,403	0	58,983	0	58,983	9,000	0	0	0	0	0	0	49,983	0	58,983	
<u>TTC000320 Equipment - Various</u>																								
1	1	Equipment - SOGR	CW	S2	03	13,425	12,970	16,495	13,781	11,427	68,098	39,458	107,556	2,006	38,754	0	54,665	0	0	0	12,131	0	107,556	
1	3	Equipment - Legislated	CW	S2	02	2,395	1,500	1,166	713	601	6,375	1,275	7,650	0	1,275	0	2,395	0	0	0	3,980	0	7,650	
1	8	Equipment -SOGRS	CW	S5	03	5,102	22,529	23,554	7,529	0	58,714	0	58,714	0	0	0	27,699	0	0	0	31,015	0	58,714	
2	6	Equipment - Legislated	CW	S3	02	-1,472	1,824	1,295	220	145	2,012	2,657	4,669	0	2,657	0	-1,472	0	0	0	3,484	0	4,669	
Sub-total						19,450	38,823	42,510	22,243	12,173	135,199	43,390	178,589	2,006	42,686	0	83,287	0	0	0	50,610	0	178,589	
<u>TTC000333 On-Grade Paving Rehabilitation</u>																								
1	1	On-Grade Paving Rehabilitation - SOGR	CW	S2	03	7,030	6,382	7,150	1,018	0	21,580	0	21,580	0	0	0	0	0	0	0	21,580	0	21,580	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 Recommended Cash Flow and Future Year Commitments

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.	2015	2016	2017	2018	2019	Total 2015-2019	Total 2020-2024	Total 2015-2024	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other 2	Debt - Recoverable	Total Financing				
TTC000333 On-Grade Paving Rehabilitation																										
1	4	On-Grade Paving Rehabilitation - SOGR	CW	S4	03	0	10,491	6,555	10,674	0	27,720	0	27,720	0	0	0	0	0	0	0	0	27,720	0	27,720		
Sub-total						7,030	16,873	13,705	11,692	0	49,300	0	49,300	0	0	0	0	0	0	0	0	0	49,300	0	49,300	
TTC000340 Bridges and Tunnels - Various																										
1	1	Bridges and Tunnels - SOGR	CW	S2	03	38,303	11,417	17,196	0	0	66,916	0	66,916	0	0	0	63,776	0	0	0	0	3,140	0	66,916		
1	4	Bridges and Tunnels - SOGR	CW	S5	03	9,158	45,558	22,257	0	0	76,973	0	76,973	0	0	0	52,231	0	0	0	0	24,742	0	76,973		
Sub-total						47,461	56,975	39,453	0	0	143,889	0	143,889	0	0	0	116,007	0	0	0	0	0	27,882	0	143,889	
TTC000377 Queensway Bus Garage Renovations																										
1	3	Queensway Bus Garage Renovations - SOGR	CW	S2	03	787	750	0	0	0	1,537	0	1,537	0	0	0	0	0	0	0	0	1,537	0	1,537		
Sub-total						787	750	0	0	0	1,537	0	1,537	0	0	0	0	0	0	0	0	0	0	1,537	0	1,537
TTC000379 Fire Ventilation Upgrade																										
0	3	Fire Ventilation Upgrade	CW	S4	03	1,762	15,318	18,580	32,980	2,994	71,634	0	71,634	15,318	0	0	0	0	0	0	0	0	56,316	0	71,634	
1	1	Fire Ventilation Upgrade - SOGR	CW	S2	03	27,164	10,059	8,765	12,000	23,954	81,942	0	81,942	318	0	0	11,413	0	0	0	0	0	70,211	0	81,942	
Sub-total						28,926	25,377	27,345	44,980	26,948	153,576	0	153,576	15,636	0	0	11,413	0	0	0	0	0	0	126,527	0	153,576
TTC000390 Other Bldgs & Structures Projects																										
0	16	Other Building & Structures - Expansion Scope Cha	CW	S3	05	3,018	870	50	0	0	3,938	0	3,938	0	0	0	3,018	0	0	0	0	0	920	0	3,938	
0	18	Other Bldgs_Structure Projects-Legislated	CW	S4	02	400	1,740	2,657	2,929	3,188	10,914	13,571	24,485	1,716	9,500	0	400	0	0	0	0	0	12,869	0	24,485	
0	20	Other Buildings & Structure - Improvement	CW	S2	04	2,642	2,968	1,943	0	0	7,553	0	7,553	0	0	0	2,642	0	0	0	0	0	4,911	0	7,553	
1	1	Other Buildings & Structures Projects - SOGRS	CW	S2	03	14,249	27,930	45,995	24,000	20,037	132,211	28,186	160,397	34,442	23,205	0	56,649	0	0	0	0	0	46,101	0	160,397	
1	15	Other Buildings & Structures - Improvement	CW	S5	04	5,650	8,483	0	0	0	14,133	0	14,133	0	0	0	5,531	0	0	0	0	0	8,602	0	14,133	
2	3	Other Bldgs & Structures Projects - SOGR	CW	S4	03	830	38,300	35,579	40,908	28,570	144,187	23,490	167,677	28,300	6,209	0	5,466	0	0	0	0	0	127,702	0	167,677	
Sub-total						26,789	80,291	86,224	67,837	51,795	312,936	65,247	378,183	64,458	38,914	0	73,706	0	0	0	0	0	0	201,105	0	378,183
TTC000414 Replace 40' Diesel Buses or Equivalent																										
0	6	Purchase 40 Diesel Buses or Equivalent - SI	CW	S4	04	13,936	13,598	0	0	0	27,534	0	27,534	0	0	0	0	0	19,172	0	0	0	8,362	0	27,534	
0	7	Purchase 135 of 40ft Diesel Buses	CW	S4	03	0	31,599	17,099	59,607	62,088	170,393	319,414	489,807	54,289	294,896	82,448	0	0	0	0	0	0	58,174	0	489,807	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 Recommended Cash Flow and Future Year Commitments

Toronto Transit Commission

Sub- Project No. Project Name Priority/SubProj No. Sub-project Name Ward Stat. Cat.						Current and Future Year Cash Flow Commitments							Current and Future Year Cash Flow Commitments Financed By										
						2015	2016	2017	2018	2019	Total 2015-2019	Total 2020-2024	Total 2015-2024	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing
TTC000910 Furniture & Office Equipment																							
1	1	Furniture & Office Equipment - SOGR	CW	S2	03	391	93	0	0	0	484	0	484	0	0	0	0	0	0	484	0	484	
1	4	Furniture & Office Equipment - SOGR	CW	S5	03	0	116	0	0	0	116	0	116	0	0	0	0	10	0	106	0	116	
Sub-total						391	209	0	0	0	600	0	600	0	0	0	0	10	0	590	0	600	
TTC906365 Purchase of Rail Non-Revenue Vehicle																							
0	6	Purchase of Rail Non-Revenue Vehicle - SOGR	CW	S4	03	4,529	12,951	1,572	0	261	19,313	2,356	21,669	0	0	0	0	0	0	21,669	0	21,669	
1	1	Purchase of Rail Non-Revenue Vehicle - SOGR	CW	S2	03	3,054	1,500	3,420	4,476	2,331	14,781	0	14,781	0	0	0	0	0	0	14,781	0	14,781	
1	3	Purchase of Rail Non-Revenue Vehicle - Improvement	CW	S2	04	144	3,798	0	0	0	3,942	0	3,942	0	0	0	0	0	0	3,942	0	3,942	
Sub-total						7,727	18,249	4,992	4,476	2,592	38,036	2,356	40,392	0	0	0	0	0	0	40,392	0	40,392	
TTC907743 ATC Resignalling																							
0	1	ATC YUS Resignalling - SOGR	CW	S2	03	78,136	79,895	76,114	53,954	31,226	319,325	5,619	324,944	0	0	100,449	0	0	0	224,495	0	324,944	
0	2	ATC BD Resignalling - SOGR	CW	S2	03	500	1,500	14,178	26,799	29,467	72,444	228,243	300,687	38,528	80,686	106,850	0	0	0	74,623	0	300,687	
Sub-total						78,636	81,395	90,292	80,753	60,693	391,769	233,862	625,631	38,528	80,686	207,299	0	0	0	299,118	0	625,631	
TTC907748 Wilson Complex - Modifications for the Toronto R																							
0	2	Wilson Complex - Modification for the Toronto Roc	CW	S2	03	425	921	0	0	0	1,346	0	1,346	0	0	0	0	0	0	1,346	0	1,346	
Sub-total						425	921	0	0	0	1,346	0	1,346	0	0	0	0	0	0	1,346	0	1,346	
TTC907749 Leslie Barns Streetcar Maint.& Storage Facility																							
0	2	Leslie Barns Streetcar Maint. Storage Facility	CW	S3	03	500	3,600	3,000	2,900	0	10,000	0	10,000	0	0	0	500	0	0	9,500	0	10,000	
1	1	Leslie Barns Streetcar Main. & Storage Facility	CW	S2	03	115,000	41,899	0	0	0	156,899	0	156,899	0	47,115	34,722	67,461	0	0	0	7,601	0	156,899
Sub-total						115,500	45,499	3,000	2,900	0	166,899	0	166,899	0	47,115	34,722	67,961	0	0	0	17,101	0	166,899
TTC907750 Toronto Rocket Yard & Storage Track Accommod																							
0	2	Toronto Rocket Yard Storage Track Accom. Scope Cha	CW	S3	03	-52,650	-11,990	8,229	29,293	13,567	-13,551	96,424	82,873	52,824	49,498	0	12,681	0	0	0	-32,130	0	82,873
1	1	Toronto Rocket Yard - Storage Track Accommodation	CW	S2	03	87,048	81,286	46,627	48,512	89,429	352,902	0	352,902	0	76,803	98,199	105,850	0	0	0	72,050	0	352,902
Sub-total						34,398	69,296	54,856	77,805	102,996	339,351	96,424	435,775	52,824	126,301	98,199	118,531	0	0	0	39,920	0	435,775
TTC000383 Easier Access Phase II & III																							
1	1	Easier Access Phase II & III - Legislated	CW	S2	02	26,316	41,348	47,218	42,635	2,035	159,552	0	159,552	124,137	0	0	0	0	0	0	35,415	0	159,552

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 Recommended Cash Flow and Future Year Commitments

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.						Total	Total	Total	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable	Total Financing	
Priority	SubProj No.	Sub-project Name			2015	2016	2017	2018	2019	2015-2019	2020-2024	2015-2024											
TTC000383 Easier Access Phase II & III																							
1	4	Easier Access Phase II & III - Legislated	CW	S4	02	0	1,915	1,789	13,251	46,256	63,211	44,427	107,638	76,774	0	0	0	0	0	0	0	30,864	107,638
Sub-total						26,316	43,263	49,007	55,886	48,291	222,763	44,427	267,190	200,911	0	0	0	0	0	0	0	66,279	267,190
TTC000610 Environmental Programs																							
1	4	Environmental Programs - Legislated	CW	S5	02	511	4,713	5,992	1,890	0	13,106	0	13,106	0	0	0	0	0	0	0	0	13,106	13,106
2	1	Environmental Programs - Legislated	CW	S2	02	7,216	7,594	8,883	10,004	2,944	36,641	0	36,641	0	0	0	0	0	0	0	0	36,641	36,641
Sub-total						7,727	12,307	14,875	11,894	2,944	49,747	0	49,747	0	0	0	0	0	0	0	0	49,747	49,747
TTC000920 Other Service Planning																							
0	6	Other Service Planning - SOGR	CW	S2	03	750	750	0	0	0	1,500	0	1,500	0	0	0	0	0	0	0	0	1,500	1,500
0	7	Other Service Planning - Legislated	CW	S4	02	200	200	200	200	200	1,000	1,000	2,000	0	0	0	0	0	0	0	0	2,000	2,000
3	1	Other Service Planning - Improvement	CW	S2	04	5,853	0	0	0	0	5,853	0	5,853	0	0	0	0	0	0	0	0	5,853	5,853
3	5	Other Service Planning - Improvement	CW	S5	04	2,088	6,570	5,835	2,566	0	17,059	0	17,059	0	0	7,040	0	0	0	0	0	10,019	17,059
Sub-total						8,891	7,520	6,035	2,766	200	25,412	1,000	26,412	0	0	7,040	0	0	0	0	0	19,372	26,412
TTC000921 Transit Shelters & Loops																							
0	4	Transit Shelters & Loops - SOGR	CW	S2	03	237	243	0	0	0	480	0	480	0	0	0	0	0	0	0	0	480	480
3	1	Transit Shelters & Loops - Improvement Scope Chan	CW	S3	04	0	0	0	0	0	894	894	894	0	894	0	0	0	0	0	0	0	894
3	3	Transit Shelters & Loops - Improvement	CW	S2	04	0	0	0	0	0	322	322	322	0	322	0	0	0	0	0	0	0	322
Sub-total						237	243	0	0	0	480	1,216	1,696	0	1,216	0	0	0	0	0	0	480	1,696
TTC000330 Yards and Roads - Various																							
0	4	Yards and Roads Expansion	CW	S2	05	1,000	515	0	0	0	1,515	0	1,515	138	0	0	0	0	0	0	0	1,377	1,515
0	7	Yards and Roads - Expansion	CW	S3	05	-200	518	0	0	0	318	0	318	0	0	0	0	0	0	0	0	318	318
1	1	Yards and Roads - Legislated	CW	S2	02	1,622	5,162	11,030	11,890	6,658	36,362	7,942	44,304	1,622	0	0	24,820	0	0	0	0	17,862	44,304
2	6	Yards and Roads - Legislated	CW	S3	02	389	1,554	1,485	1,775	6,764	11,967	3,602	15,569	389	0	0	3,260	0	0	0	0	11,920	15,569
Sub-total						2,811	7,749	12,515	13,665	13,422	50,162	11,544	61,706	2,149	0	0	28,080	0	0	0	0	31,477	61,706
TTS000392 Sheppard Subway																							

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 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											
						2015	2016	2017	2018	2019	Total 2015-2019	Total 2020-2024	Total 2015-2024	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>																							
4	1	Sheppard Subway - Expansion	CW	S2	05	3,706	0	0	0	0	3,706	0	3,706	0	0	0	0	0	0	3,706	0	3,706	
Sub-total						3,706	0	0	0	0	3,706	0	3,706	0	0	0	0	0	0	3,706	0	3,706	
Total Program Expenditure						1,077,357	1,136,698	914,547	754,126	624,604	4,507,332	1,030,886	5,538,218	831,181	1,156,601	501,104	739,770	0	19,172	131,350	0,159,040	0	5,538,218

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4 - 2015 Recommended Cash Flow and Future Year Commitments

Toronto Transit Commission

Sub- Project No. Project Name Priority SubProj No. Sub-project Name Ward Stat. Cat.		Current and Future Year Cash Flow Commitments and Estimates									Current and Future Year Cash Flow Commitments and Estimates Financed By								
		2015	2016	2017	2018	2019	Total 2015-2019	Total 2020-2024	Total 2015-2024	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing
Financed By:																			
Provincial Grants & Subsidies		97,196	185,985	100,111	92,217	100,716	576,225	254,956	831,181	831,181	0	0	0	0	0	0	0	0	831,181
Federal Subsidy		152,200	159,810	131,088	135,590	135,209	713,897	442,704	1,156,601	0	1,156,601	0	0	0	0	0	0	0	1,156,601
Development Charges		32,131	75,660	63,474	68,961	60,863	301,089	200,015	501,104	0	0	501,104	0	0	0	0	0	0	501,104
Reserves (Ind. "XQ" Ref.)		228,085	190,474	150,358	74,121	74,745	717,783	21,987	739,770	0	0	0	739,770	0	0	0	0	0	739,770
Capital from Current		13,936	5,236	0	0	0	19,172	0	19,172	0	0	0	0	19,172	0	0	0	0	19,172
Other1 (Internal)		33,588	33,251	20,291	14,617	18,351	120,098	11,252	131,350	0	0	0	0	0	131,350	0	0	0	131,350
Debt		520,221	486,282	449,225	368,620	234,720	2,059,068	99,972	2,159,040	0	0	0	0	0	0	0	1,159,040	0	2,159,040
Total Program Financing		1,077,357	1,136,698	914,547	754,126	624,604	4,507,332	1,030,886	5,538,218	831,181	1,156,601	501,104	739,770	0	19,172	131,350	0,159,040	0	5,538,218

Status Code	Description
S2	S2 Prior Year (With 2015 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2015 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

2015 Recommended Capital Budget with Financing Detail



CITY OF TORONTO

**Appendix 5: 2015 Recommended Capital Budget with Financial Detail
Toronto Transit Commission
Sub-Project Summary**

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2015	Financing											
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable		
0	<u>TTC906010</u>	<u>Purchase of Legacy LRVs</u>														
0	2 Purchase of Legacy LRVs - SOGR	11/18/2005	12/31/2020	134,546	25,972	0	0	0	0	0	0	0	0	108,574	0	
	Project Sub-total:			134,546	25,972	0	0	0	0	0	0	0	0	108,574	0	
0	<u>TTC907744</u>	<u>Fare System</u>														
0	1 Fare System - SOGR	09/29/2010	12/31/2018	1,177	0	0	0	0	0	0	0	0	0	1,177	0	
0	2 Fare System - Expansion	11/09/2010	12/31/2020	11,740	0	0	0	0	0	0	0	0	0	11,740	0	
0	3 Fare System - Expansion - Scope Change	01/01/2013	12/31/2020	-2,115	0	0	0	0	0	0	0	0	0	-2,115	0	
	Project Sub-total:			10,802	0	0	0	0	0	0	0	0	0	10,802	0	
0	<u>TTC908032</u>	<u>McNicoll Bus Garage Facility</u>														
0	1 McNicoll Bus Garage Facility - Growth	01/01/2013	12/31/2017	30,000	0	0	537	0	0	0	0	0	0	29,463	0	
0	2 McNicoll Bus Garage Facility -Scope change	01/01/2015	12/31/2020	-29,463	0	0	0	0	0	0	0	0	0	-29,463	0	
	Project Sub-total:			537	0	0	537	0	0	0	0	0	0	0	0	
1	<u>TTC000110</u>	<u>Subway Track</u>														
1	1 Subway Track - SOGR	01/01/1996	12/31/2017	23,964	0	0	0	0	0	0	0	0	0	23,964	0	
	Project Sub-total:			23,964	0	0	0	0	0	0	0	0	0	23,964	0	
1	<u>TTC000120</u>	<u>Surface Track</u>														
0	3 Surface Track Improvement	10/17/2003	10/17/2016	838	0	0	0	0	0	0	0	0	0	838	0	
1	1 Surface Track - SOGR	01/01/1996	12/31/2016	19,739	10,498	0	0	5,390	0	0	0	0	0	3,851	0	
1	7 Surface Track - SOGR	01/01/2006	12/31/2022	2,960	0	0	0	2,960	0	0	0	0	0	0	0	
	Project Sub-total:			23,537	10,498	0	0	8,350	0	0	0	0	0	4,689	0	
1	<u>TTC000210</u>	<u>Traction Power - Various</u>														
1	1 Traction Power - SOGR	01/01/1996	12/31/2018	17,972	0	0	0	7,861	0	0	0	0	0	10,111	0	
1	6 Traction Power - SOGR	01/01/2006	12/31/2024	4,237	0	0	0	4,237	0	0	0	0	0	0	0	
	Project Sub-total:			22,209	0	0	0	12,098	0	0	0	0	0	10,111	0	
1	<u>TTC000220</u>	<u>Power Dist./Electric Systems - Various</u>														
0	6 Power Dist./Electric Systems - Improvement	01/01/2014	12/31/2024	201	0	0	0	0	0	0	0	0	0	201	0	
1	1 Power Dist./Electric Systems - SOGR	01/01/1996	12/31/2017	7,686	7,000	0	0	0	0	0	0	0	0	686	0	
1	5 Power Dist./Electric Systems - SOGR	01/01/2006	12/31/2024	654	0	0	0	0	0	0	0	0	0	654	0	
	Project Sub-total:			8,541	7,000	0	0	0	0	0	0	0	0	1,541	0	
1	<u>TTC000230</u>	<u>Communications - Various</u>														
1	1 Communications - SOGR	01/01/1996	12/31/2023	21,450	1,601	0	0	0	0	0	0	0	0	19,849	0	



CITY OF TORONTO
Appendix 5: 2015 Recommended Capital Budget with Financial Detail
Toronto Transit Commission
Sub-Project Summary

Project/Financing		Start Date	Completion Date	2015 Cash Flow	Financing									
Priority	Project Name				Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
1 <u>TTC000230 Communications - Various</u>														
1	3 Communications - Legislated	01/01/2006	12/31/2018	3,328	0	0	0	0	0	0	0	0	3,328	0
	Project Sub-total:			24,778	1,601	0	0	0	0	0	0	0	23,177	0
1 <u>TTC000240 Signal Systems - Various</u>														
1	1 Signal Systems - SOGR	01/01/1999	12/31/2023	8,106	2,559	0	0	3,749	0	0	0	0	1,798	0
1	4 Signal Systems - SOGR	01/01/2003	12/31/2024	10,191	0	0	0	10,191	0	0	0	0	0	0
	Project Sub-total:			18,297	2,559	0	0	13,940	0	0	0	0	1,798	0
1 <u>TTC000310 Finishes - Various</u>														
0	3 Finishes - Improvement	11/10/2005	12/31/2017	603	385	0	0	0	0	0	0	0	218	0
1	1 Finishes - SOGR	01/01/1996	12/31/2017	4,204	4,204	0	0	0	0	0	0	0	0	0
1	5 Finishes - SOGR	01/01/2014	12/31/2024	4,411	4,411	0	0	0	0	0	0	0	0	0
	Project Sub-total:			9,218	9,000	0	0	0	0	0	0	0	218	0
1 <u>TTC000320 Equipment - Various</u>														
1	1 Equipment - SOGR	01/01/1996	12/31/2024	13,425	2,006	0	0	11,419	0	0	0	0	0	0
1	3 Equipment - Legislated	01/01/1996	12/31/2023	2,395	0	0	0	2,395	0	0	0	0	0	0
1	8 Equipment -SOGRS	01/01/2003	12/31/2024	5,102	0	0	0	5,102	0	0	0	0	0	0
2	6 Equipment - Legislated	01/01/2014	12/31/2024	-1,472	0	0	0	-1,472	0	0	0	0	0	0
	Project Sub-total:			19,450	2,006	0	0	17,444	0	0	0	0	0	0
1 <u>TTC000333 On-Grade Paving Rehabilitation</u>														
1	1 On-Grade Paving Rehabilitation - SOGR	01/01/1996	12/31/2018	7,030	0	0	0	0	0	0	0	0	7,030	0
	Project Sub-total:			7,030	0	0	0	0	0	0	0	0	7,030	0
1 <u>TTC000340 Bridges and Tunnels - Various</u>														
1	1 Bridges and Tunnels - SOGR	01/01/1996	12/31/2017	38,303	0	0	0	35,163	0	0	0	0	3,140	0
1	4 Bridges and Tunnels - SOGR	01/01/2002	12/31/2024	9,158	0	0	0	9,158	0	0	0	0	0	0
	Project Sub-total:			47,461	0	0	0	44,321	0	0	0	0	3,140	0
1 <u>TTC000377 Queensway Bus Garage Renovations</u>														
1	3 Queensway Bus Garage Renovations - SOGR	01/01/2001	12/31/2016	787	0	0	0	0	0	0	0	0	787	0
	Project Sub-total:			787	0	0	0	0	0	0	0	0	787	0
1 <u>TTC000379 Fire Ventilation Upgrade</u>														
0	3 Fire Ventilation Upgrade	01/01/2016	12/31/2019	1,762	0	0	0	0	0	0	0	0	1,762	0
1	1 Fire Ventilation Upgrade - SOGR	01/01/1996	12/31/2019	27,164	0	0	0	0	0	0	0	0	27,164	0
	Project Sub-total:			28,926	0	0	0	0	0	0	0	0	28,926	0



CITY OF TORONTO
Appendix 5: 2015 Recommended Capital Budget with Financial Detail
Toronto Transit Commission
Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2015	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>TTC000390 Other Bldgs & Structures Projects</u>															
0	16 Other Building & Structures - Expansion Scope Cha	01/01/2015	12/31/2017	3,018	0	0	0	3,018	0	0	0	0	0	0	0	0
0	18 Other Bldgs_Structure Projects-Legislated	01/01/2014	12/31/2024	400	0	0	0	400	0	0	0	0	0	0	0	0
0	20 Other Buildings & Structure - Improvement	01/01/2014	12/31/2017	2,642	0	0	0	2,642	0	0	0	0	0	0	0	0
1	1 Other Buildings & Structures Projects - SOGRS	01/01/2000	12/31/2021	14,249	0	0	0	14,249	0	0	0	0	0	0	0	0
1	15 Other Buildings & Structures - Improvement	01/01/2014	12/31/2024	5,650	0	0	0	5,531	0	0	0	0	0	119	0	0
2	3 Other Bldgs & Structures Projects - SOGR	01/01/2014	12/31/2024	830	0	0	0	830	0	0	0	0	0	0	0	0
	Project Sub-total:			26,789	0	0	0	26,670	0	0	0	0	0	119	0	0
1	<u>TTC000414 Replace 40' Diesel Buses or Equivalent</u>															
0	6 Purchase 40 Diesel Buses or Equivalent - SI	01/01/2015	12/31/2016	13,936	0	0	0	0	0	13,936	0	0	0	0	0	0
1	1 Replace 40 Diesel Buses or Equivalent - SOGR	01/01/2000	12/31/2017	32,983	0	23,088	0	0	0	0	0	0	0	9,895	0	0
	Project Sub-total:			46,919	0	23,088	0	0	0	13,936	0	0	0	9,895	0	0
1	<u>TTC000421 Subway Car Purchases</u>															
0	3 Subway Car Purchases - SOGR	01/01/2015	12/31/2016	-22,964	0	0	0	0	0	0	0	0	0	-22,964	0	0
1	1 Subway Car Purchases - SOGR	01/01/1996	12/31/2017	174,045	0	72,507	0	0	0	0	0	0	0	101,538	0	0
	Project Sub-total:			151,081	0	72,507	0	0	0	0	0	0	0	78,574	0	0
1	<u>TTC000432 Bus Heavy Rebuild Program - Overhaul</u>															
0	6 Bus Heavy Rebuild Prog. Overhaul - Legislated	01/01/2015	12/31/2017	1,200	0	0	0	0	0	0	0	0	0	1,200	0	0
1	1 Bus Heavy Rebuild Program, Overhaul - SOGR	01/01/1996	12/31/2016	40,267	0	16,586	0	7,139	0	0	0	0	0	16,542	0	0
1	5 Bus Heavy Rebuild Program - Overhaul SOGR	01/31/2003	12/31/2019	14,159	0	5,664	0	7,302	0	0	0	0	0	1,193	0	0
	Project Sub-total:			55,626	0	22,250	0	14,441	0	0	0	0	0	18,935	0	0
1	<u>TTC000450 Streetcar Overhaul Program</u>															
0	4 Streetcar Overhaul Program - Legislated	01/01/2015	12/31/2024	3,204	0	0	0	0	0	0	0	0	0	3,204	0	0
0	5 Streetcar Overhaul Program	10/01/2015	12/31/2021	5,114	0	0	0	0	0	0	0	0	0	5,114	0	0
	Project Sub-total:			8,318	0	0	0	0	0	0	0	0	0	8,318	0	0
1	<u>TTC000460 Subway Car Overhaul Program</u>															
1	1 Subway Car Overhaul Program - SOGR	01/01/1996	12/31/2024	23,710	6,255	0	0	0	0	0	0	0	0	17,455	0	0
1	4 Subway Car Overhaul Program - SOGR Scope Change	01/01/2015	12/31/2024	7,787	7,787	0	0	0	0	0	0	0	0	0	0	0
	Project Sub-total:			31,497	14,042	0	0	0	0	0	0	0	0	17,455	0	0
1	<u>TTC000470 Automotive Non-Revenue Vehicles</u>															
1	1 Automotive Non-Revenue Vehicles - SOGR	01/01/1996	12/31/2015	12,031	0	0	0	0	0	0	4,034	0	0	7,997	0	0
1	4 Automotive Non-Revenue Vehicles - SOGR	01/01/2006	12/31/2024	712	0	0	0	0	0	0	0	0	0	712	0	0
	Project Sub-total:			12,743	0	0	0	0	0	0	4,034	0	0	8,709	0	0



CITY OF TORONTO

Appendix 5: 2015 Recommended Capital Budget with Financial Detail

Toronto Transit Commission

Sub-Project Summary

Project/Financing		Start Date	Completion Date	2015 Cash Flow	Financing									
Priority	Project				Project Name	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt
1	TTC000480	Rail Non-Revenue Vehicle Overhaul												
1	1	01/01/1999	12/31/2017	4,269	0	0	0	0	0	0	0	0	4,269	0
1	8	01/01/2006	12/31/2024	779	0	0	0	0	0	0	0	0	779	0
		Project Sub-total:			5,048	0	0	0	0	0	0	0	5,048	0
1	TTC000510	Tools and Shop Equipment												
1	1	01/01/1996	12/31/2016	5,800	0	0	0	0	0	0	1,017	0	4,783	0
1	6	01/01/2003	12/31/2024	2,720	0	0	0	0	0	0	2,720	0	0	0
		Project Sub-total:			8,520	0	0	0	0	0	3,737	0	4,783	0
1	TTC000520	Fare Handling Equipment												
0	8	01/01/2014	12/31/2015	800	0	0	0	0	0	0	0	0	800	0
1	1	01/01/1997	12/31/2015	4,573	0	0	0	0	0	0	0	0	4,573	0
1	7	01/01/1997	12/31/2024	543	0	0	0	0	0	0	0	0	543	0
		Project Sub-total:			5,916	0	0	0	0	0	0	0	5,916	0
1	TTC000530	Other Maintenance Equipment												
1	1	01/01/1996	12/31/2015	4,271	0	0	0	0	0	0	1,010	0	3,261	0
1	4	01/01/2014	12/31/2024	7,408	0	0	0	0	0	0	7,408	0	0	0
		Project Sub-total:			11,679	0	0	0	0	0	8,418	0	3,261	0
1	TTC000710	Information Technology System-Infrastructure												
1	1	01/01/1996	12/31/2020	38,148	0	0	0	0	0	0	17,399	0	20,749	0
1	8	01/01/2013	12/31/2024	8,225	0	0	0	0	0	0	0	0	8,225	0
		Project Sub-total:			46,373	0	0	0	0	0	17,399	0	28,974	0
1	TTC000910	Furniture & Office Equipment												
1	1	01/01/1996	12/31/2016	391	0	0	0	0	0	0	0	0	391	0
		Project Sub-total:			391	0	0	0	0	0	0	0	391	0
1	TTC906365	Purchase of Rail Non-Revenue Vehicle												
0	6	01/01/2015	12/31/2020	4,529	0	0	0	0	0	0	0	0	4,529	0
1	1	01/01/1996	12/31/2019	3,054	0	0	0	0	0	0	0	0	3,054	0
1	3	01/01/1996	12/31/2016	144	0	0	0	0	0	0	0	0	144	0
		Project Sub-total:			7,727	0	0	0	0	0	0	0	7,727	0
1	TTC907743	ATC Resignalling												
0	1	09/24/2010	12/31/2020	78,136	0	0	5,112	0	0	0	0	0	73,024	0
0	2	01/01/2015	12/31/2024	500	0	0	0	0	0	0	0	0	500	0
		Project Sub-total:			78,636	0	0	5,112	0	0	0	0	73,524	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: 2015 Recommended Capital Budget with Financial Detail

Toronto Transit Commission

Sub-Project Summary

Project/Financing

Priority Project Project Name

Priority	Project	Project Name	Start Date	Completion Date	2015	Financing											
					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	01/01/1996	12/31/2019	3,706	0	0	0	0	0	0	0	0	0	0	3,706	0
Project Sub-total:					3,706	0	0	0	0	0	0	0	0	0	0	3,706	0
Program Total:					1,077,357	97,196	152,200	32,131	228,085	0	13,936	33,588	0	520,221	0		

- Status Code Description**
 S2 S2 Prior Year (With 2015 and/or Future Year Cashflow)
 S3 S3 Prior Year - Change of Scope 2015 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

Reserve / Reserve Fund Review

Table 10: Reserve / Reserve Fund Review - Corporate (\$000s)

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2014 *	Contributions / (Withdrawals)										2015 - 2024 Total Contributions / (Withdrawals)
			2015 Budget	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	
Development Charge Funding - Transit XR2109 (2009) XR2024 (2004)	Beginning Balance	27,147	45,273	41,409	17,701	5,761	(6,239)	(4,494)	(5,486)	(4,827)	41,845	84,327	
	(Withdrawals)												
	McNicol Bus Garage Facility	(2,000)	(537)		(10,463)	(26,350)		(34,046)					(71,396)
	Leslie Barns Streetcar Maintenance and Storage Facility		(24,722)	(10,000)									(34,722)
	Toronto Rocket & Storage Track Accomodation				(14,935)	(28,851)	(54,413)						(98,199)
	YUS ATC Resignalling		(5,112)	(63,900)	(25,818)			(5,619)					(100,449)
	BD ATC Resignalling							(20,350)	(25,000)	(12,879)	(21,350)	(27,271)	(106,850)
	Purchase of 375 Buses				(10,498)	(12,000)	(6,450)						(28,948)
	Purchase of 380 Buses							(4,000)	(38,000)	(4,500)	(1,500)	(5,500)	(53,500)
	Total Withdrawals for TTC	(2,000)	(30,371)	(73,900)	(61,714)	(67,201)	(60,863)	(64,015)	(63,000)	(17,379)	(22,850)	(32,771)	(494,064)
	Other Allocations for Waterfront and Sheppard Subway Cost Recovery	(27,985)	(15,191)	(7,684)	(10,996)	(6,577)							(40,448)
	Total Withdrawals	(29,985)	(45,562)	(81,584)	(72,710)	(73,778)	(60,863)	(64,015)	(63,000)	(17,379)	(22,850)	(32,771)	(534,512)
	Total Contributions	48,111	41,698	57,876	60,770	61,778	62,608	63,023	63,659	64,051	65,332	66,638	607,433
Total Reserve Fund Balance at Year-End		45,273	41,409	17,701	5,761	(6,239)	(4,494)	(5,486)	(4,827)	41,845	84,327	118,194	

* Based on the 9 Month Variance Report

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2014 *	Contributions / (Withdrawals)										2015 - 2024 Total Contributions / (Withdrawals)
			2015 Budget	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	
Capital Financing Reserve - XQ0011	Beginning Balance	579,023	355,683	152,415	11,769	(141,844)	(187,859)	(197,415)	(159,208)	(62,035)	31,913	67,059	
	(Withdrawals)												
	ATC Resignalling Project	(32,770)											
	Bridges & Tunnels		(44,321)	(49,845)	(21,841)	(12,780)	(5,575)						(134,362)
	Bus Overhaul	(11,447)	(14,441)	(7,907)									(22,348)
	Equipment	(15,424)	(17,444)	(22,238)	(22,295)	(28,965)							(90,942)
	Fire Ventilation Upgrade				(2,269)		(9,144)						(11,413)
	Leslie Barns Streetcar & Maintenance Storage Facility	(49,818)	(56,423)	(11,538)									(67,961)
	Other Buildings & Structures	(13,274)	(26,670)		(13,071)	(12,355)	(19,636)	(1,974)					(73,706)
	Purchase of Streetcars	(57,360)		(28,963)	(31,665)	(13,625)	(10,970)						(85,223)
	Signal Systems		(13,940)	(6,174)	(14,749)	(16,963)	(10,229)	(2,829)					(64,884)
	Subway Car Overhaul Program			(23,327)	(2,461)	(5,935)	(6,061)	(6,214)					(43,998)
	Subway Track	(31,738)			(13,474)	(19,000)	(35,353)						(67,827)
	Surface Track		(8,350)					(26,530)					(34,880)
	Toronto Rocket Yard & Storage Track												
	Accomodation	(24,917)	(34,398)	(41,578)	(23,953)	(4,452)	(14,150)						(118,531)
	Traction Power	(15,546)	(12,098)	(2,973)	(6,321)			(11,400)					(32,792)
Yards and Roads				(12,515)	(13,665)	(1,900)						(28,080)	
Total Withdrawals	(252,294)	(228,085)	(194,543)	(164,614)	(114,115)	(115,673)	(59,917)	(59,917)	175,000	175,000	125,000	125,000	(876,947)
Total Contributions	126,588	95,727	126,000	95,000	150,000	175,000	175,000	175,000	175,000	175,000	125,000	125,000	1,416,727
Total Program Contributions / (Withdrawals)	(125,706)	(132,358)	(68,543)	(69,614)	35,885	59,327	115,083	175,000	175,000	125,000	125,000	539,780	
Other Program / Agency Net Withdrawals and Contributions**	(97,635)	(70,910)	(72,103)	(83,999)	(81,900)	(68,883)	(76,876)	(77,827)	(81,052)	(89,854)	(99,648)	1,956,507	
Total Reserve Fund Balance at Year-End		355,682	152,415	11,769	(141,844)	(187,859)	(197,415)	(159,208)	(62,035)	31,913	67,059	92,411	

* Based on the 9 Month Variance Report

** 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, Build Toronto and one-time Toronto Parking Authority (TPA) dividends and anticipated contributions from the Federal/Provincial government.

Appendix 6 - Continued

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2014 *	Contributions / (Withdrawals)										2015 - 2024 Total Contributions / (Withdrawals)
			2015 Budget	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	
Development Charge Reserve Fund - Roads (XR2024, XR2110)	Beginning Balance	18,749	18,749	20,028	24,147	30,902	31,866	45,136	55,205	65,633	76,313	102,706	
	(Withdrawals)												
	Transit Priorities		(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(17,600)
	Total Withdrawals		(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(17,600)
	Total Contributions												
Total Program Contributions / (Withdrawals)			(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(17,600)
Other Program / Agency Net Withdrawals and Contributions			3,039	5,879	8,516	2,724	15,030	11,829	12,188	12,440	28,153	28,828	128,625
Total Reserve Fund Balance at Year-End			18,749	20,028	24,147	30,902	31,866	45,136	55,205	65,633	76,313	102,706	129,774

* Based on the 9 Month Variance Report