



Toronto Transit Commission 2014 – 2023 CAPITAL BUDGET AND PLAN OVERVIEW

2014 – 2023 Capital Budget and Plan Highlights

The Toronto Transit Commission delivers transit services to an estimated 540 million riders in 2014, using buses, subway trains, light rail vehicles (LRVs) and rapid transit trains.

The TTC is responsible for the stewardship of transit assets with a total estimated replacement value of \$13.7 billion to ensure that vehicles, subway tunnels, subway track, surface track, bridges and other facility infrastructure are maintained in a state of good repair.

TTC also maintains an inventory of other related assets including traction power feeder and distribution systems, communication systems, signal control systems, garages, stations, terminals, carhouses, commuter parking lots, non-revenue rail and automotive vehicles, administration buildings, and shop, maintenance, revenue and fare handling equipment.

The TTC's 10-Year Capital Plan that totals \$6.325 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. Additional to TTC's base capital program are projects focused on transit expansion including the Toronto-York Spadina Subway Extension and the Scarborough Subway Extension.

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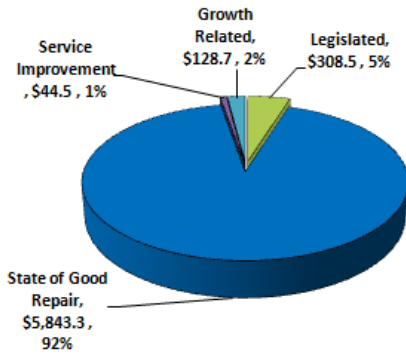
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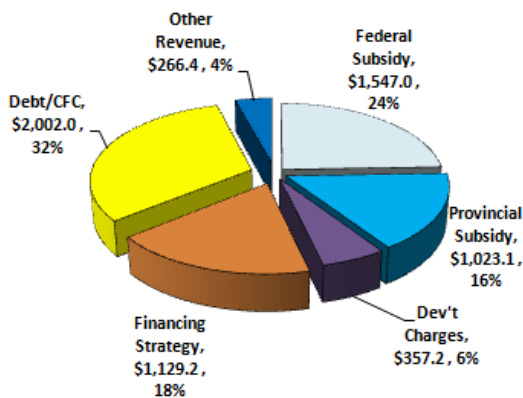
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Capital Spending and Financing

2014-2023 Capital Budget and Plan Expenditures
\$6.325 Billion (\$Million)



2014-2023 Capital Budget and Plan by Funding Source
\$6.325 Billion (\$Million)



Where does the money go?

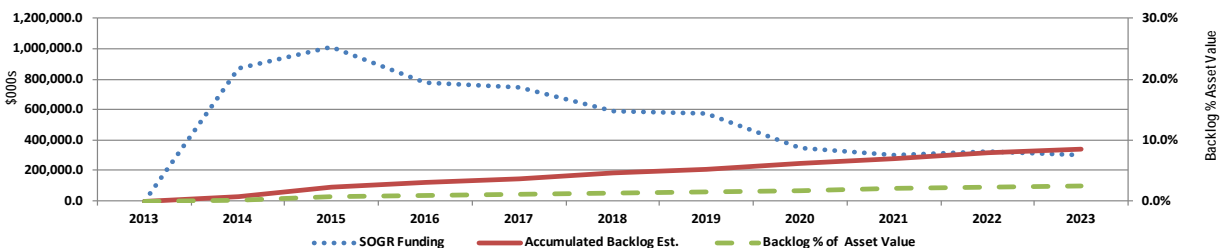
The 2014–2023 Capital Budget and Plan totals \$6.325 billion, excluding carry forward funding for major project initiatives such as the *Leslie Barns Streetcar Maintenance and Storage Facility* (\$245.335 million), *Toronto Rocket Yard and Storage Track Accommodation* (\$378.186 million), *McNicoll Bus Garage Facility* (\$79.7 million) and *ATC Resignalling* (\$665.268 million).

Where does the money come from?

The 10-Year Capital Plan requires new debt funding of \$2.002 billion, which is \$124 million over the debt affordability guideline over the 10-year planning period.

- Debt funding of \$2.002 billion comprises 31.7% of the TTC's 10-year capital funding.
- Additional capital financing of \$1.129 billion or 17.9% will be provided from the Capital Financing Reserve, funded from 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.
- Other sources of funding include Provincial (\$1.023 billion or 16.2%), Federal (\$1.547 billion or 24.5%), Development Charges (\$357.220 million or 5.6%), which have been significantly increased from the previous 10-Year Capital Plan, and Other Revenue (\$266.424 million or 4.2%).

State of Good Repair Backlog



The 10-Year Capital Plan Spending on State of Good Repair is \$5.843 billion or 92.4% of capital expenditures, which will increase the backlog from 0% as a percentage of asset value in 2013 to 2.5% in 2023, representing an anticipated accumulated SOGR backlog of \$338.0 million.

Key Challenges and Priority Actions

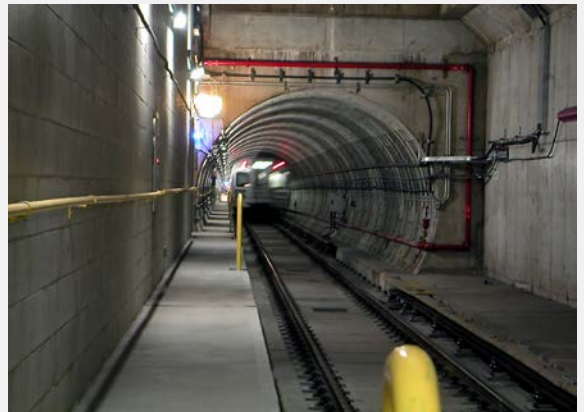
Capital Plan Affordability – The TTC identified 10-Year Capital Plan requirements that totaled \$9.1 billion, but required \$5.0 billion of debt funding which was \$3.1 billion over the TTC's debt affordability target for the 10-year capital planning period.

- TTC's 10-Year Capital Plan of \$6.325 billion is based on:
 - ✓ Debt target funding of \$1.878 billion.
 - ✓ Increased debt funding of \$124 million.
 - ✓ Increased DC funding by \$253 million following approval of the new DC Bylaw.
 - ✓ Reductions of \$203 million to requested projects given the uncertainty of future Wheel-Trans service level requirements.
 - ✓ \$2.526 billion in unfunded capital projects.

2014 Capital Budget

The 2014 Capital Budget for TTC of \$1.084 billion, including carry forward funding, will:

- Begin purchasing 60 additional *Subway Cars* (\$38.481 million) and work on the *Train Door Monitoring System* (\$5.0 million), *Subway Rail Grinding* (\$1.454 million), and *Station Finish Renewal Program* (\$0.250 million).
- Continue SOGR maintenance work on:
 - *Subway Track* (\$60.778 million);
 - *Surface Track* (\$12.144 million);
 - *Bridges & Tunnels* (\$42.688 million);
 - *Information Technology System-Infrastructure* (\$34.893 million);
 - *Bus Overhaul* (\$52.475 million); and
 - *Other Buildings & Structures* (\$34.615 million)
- Continue to purchase *LRVs*, *Subway Cars*, and *Buses* and make progress on *Leslie Barns*, *TR/T1 Subway Yard*, *ATC Resignalling*, *Easier Access* and *Fire Ventilation*.



II: COUNCIL APPROVED BUDGET

City Council approved the following recommendations:

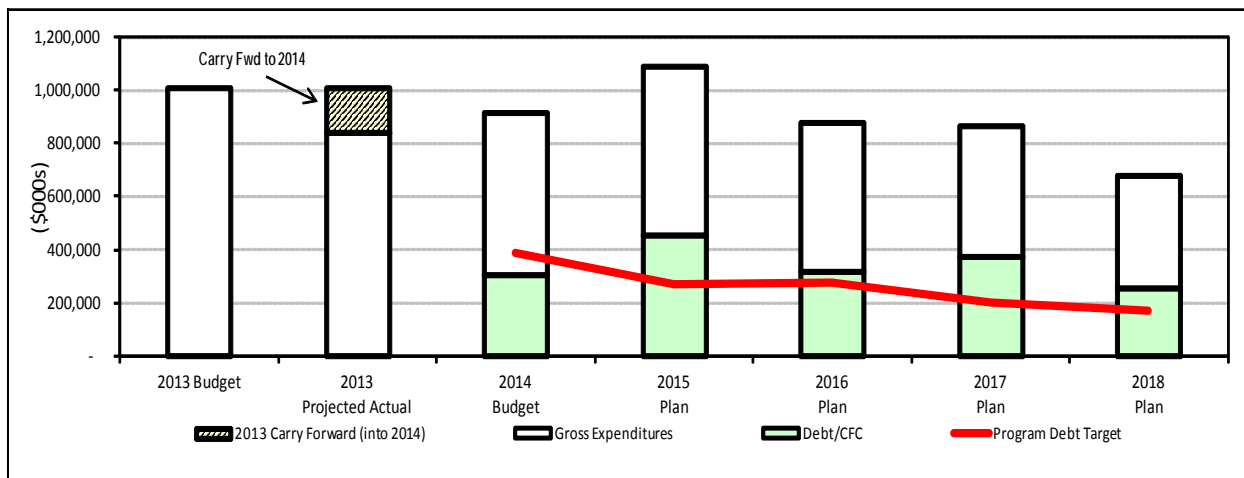
1. City Council approve the 2014 Capital Budget for the Toronto Transit Commission (TTC) with a total project cost of \$855.046 million, and 2014 cash flow of \$1.084 billion and future year commitments of \$3.615 billion comprised of the following:
 - a) New Cash Flow Funding for:
 - i) 37 new / change in scope sub-projects with a 2014 total project cost of \$855.046 million that requires cash flow of \$196.537 million in 2014 and increases/(decreases) in future year cash flow commitments of \$341.477 million in 2015; \$229.123 million in 2016; \$219.692 million in 2017; \$53.264 million in 2018; (\$40.734) million in 2019; (\$42.412) million in 2020; (\$46.372) million in 2021; (\$55.529) million in 2022;
 - ii) 42 previously approved sub-projects with a 2014 cash flow of \$719.571 million; and a future year cash flow commitment of \$718.952 million in 2015; \$508.882 million in 2016; \$448.585 million in 2017; \$413.279 million in 2018; \$324.230 million in 2019; \$177.422 million in 2020; \$126.444 million in 2021; \$164.371 million in 2022; \$74.344 million in 2023; and
 - b) 2013 cash flow for 29 previously approved sub-projects with carry forward funding from 2013 into 2014 totaling \$167.791 million.
2. City Council approve new debt service costs of \$1.637 million in 2014 and increases/(decreases) in incremental debt costs of \$9.915 million in 2015, \$11.842 million in 2016, \$9.254 million in 2017, \$11.230 million in 2018, \$2.662 million in 2019, (\$0.389) million in 2020, (\$0.071) million in 2021, (\$0.960) million in 2022 and (\$1.442) million in 2023, resulting from the approval of the 2014 Capital Budget, to be included in the 2014 and future year operating budgets.
3. City Council approve the 2015-2023 Capital Plan for TTC totaling \$1.794 billion in project estimates, comprised of \$32.308 million in 2015; \$139.591 million in 2016; \$200.129 million in 2017; \$215.523 million in 2018; \$307.082 million in 2019; \$217.318 million in 2020; \$229.920 million in 2021; \$219.129 million in 2022; and \$232.905 million in 2023.
4. City Council consider operating costs (savings) of \$0.934 million net in 2014, (\$3.980) million net in 2015; (\$17.768) million net in 2016; (\$10.849) million net in 2017; (\$1.289) million net in 2018; (\$0.761) million net in 2019; (\$0.705) million net in 2020; (\$0.863) million net in 2021; (\$0.891) million net in 2022; and (\$1.196) million net in 2023, emanating from the approval of the 2014 Capital Budget for inclusion in the 2014 and future year operating budgets.
5. City Council direct that all sub-projects with third party financing be approved conditionally, subject to the receipt of such funding in 2014.

6. City Council direct TTC to adjust its 2014-2023 Capital Plan as approved by the Commission on November 20, 2013 by reducing the Other Service Planning project by \$17.6 million (\$1.760 million per year) to align with the 2014-2023 Capital Plan based on Development Charges now funding Transportation Services initiatives previously funded in the Transportation Services Capital Plan by contributions from the TTC.
7. City Council approve transfers in 2014 to provide capital funding from the following capital reserves (the amounts to include carry forward funding of 2013 unspent funds) of: \$71.416 million from the Provincial Gas Tax Revenues for Public Transit Reserve Fund (XR3018) and \$39.476 million in Metrolinx funding from the MoveOntario 2020 Reserve Fund (XR3025);
8. City Council direct staff to create a special task force, comprised of the TTC Chair, the TTC CEO, the TTC CFAO, the City Manager and the City CFO, to prioritize, seek and secure funding for the \$2.5 billion of unfunded TTC Capital Projects.
9. City Council direct the Special Task Force 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.
10. City Council direct TTC to assess its future fleet procurement requirements outside of the 2014-2023 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.
11. City Council direct TTC to maintain the State-of-Good-Repair (SOGR) backlog, developed during the 2014-2023 Capital Planning process, and to review the SOGR backlog each year during future budget processes to ensure that critical SOGR work is being performed.
12. City Council direct TTC to work with the City's Information Technology and Financial Planning Divisions on leveraging SAP technology.
13. City Council approve the 2014 Capital Budget for the Toronto-York Spadina Subway Extension with no new project cost, and 2014 cash flow of \$527.583 million and future year commitments of \$591.713 million comprised of the following:
 - a) New Cash Flow Funding for:
 - i) no new / change in scope sub-project with no new project cost and no cash flow in 2014 and no future year cash flow commitments;
 - ii) 1 previously approved sub-project with a 2014 cash flow of \$201.427 million; and a future year cash flow commitment of \$323.308 million in 2015; and \$268.405 million in 2016;
 - b) 2014 cash flow for 1 previously approved sub-project with carry forward funding from 2013 into 2014 totaling \$326.156 million.
14. City Council direct TTC staff to report back to Budget Committee during the 2015 Budget process to identify transitional or ongoing incremental operating costs the TTC will incur when the Toronto-York Spadina Subway Extension is complete.

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15. City Council approve the 2014 Capital Budget for the Scarborough Subway Extension with a total project cost of \$14.5 million, and 2014 cash flow of \$14.5 million and no future year commitments comprised of the following:
- a) New Cash Flow Funding for:
 - i) 1 new / change in scope sub-project with a 2014 total project cost of \$14.5 million that requires cash flow of \$14.5 million in 2014 and no future year cash flow commitments.
 - b) City Council direct the TTC to seek City Council approval of any additional cash flow funding in 2014 and cash flow funding commitments for 2015-2023 as cash flows between 2015-2023 will be budgeted as planned forecasts with no authority to spend.
 - c) City Council approve the 2015-2023 Capital Plan for the Scarborough Subway Extension totaling \$3.423 billion in project estimates, comprised of \$15.5 million in 2015; \$96.872 million in 2016; \$186.465 million in 2017; \$355.383 million in 2018; \$681.750 million in 2019; \$895.861 million in 2020; \$645.489 million in 2021; \$429.189 million in 2022; and \$115.991 million in 2023.
 - d) City Council direct staff to include \$123.0 million of post-2023 expenditures for the decommissioning and demolition of the Scarborough Rapid Transit for consideration in future budget processes.

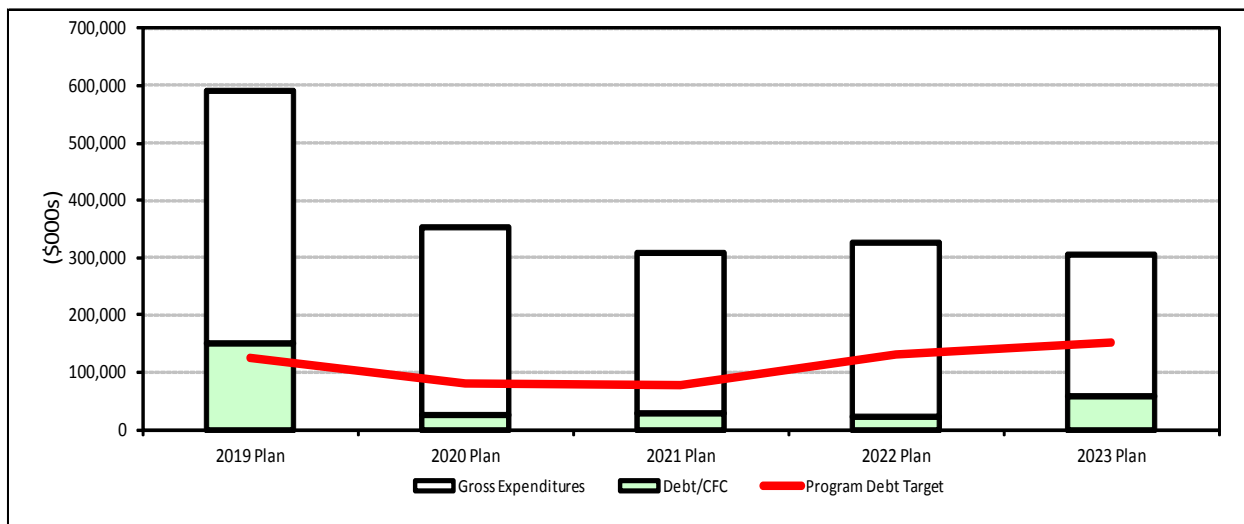
III: 10-YEAR CAPITAL PLAN

10 - Year Capital Plan 2014 Budget, 2015 – 2018 Plan



	2013		2014 Budget and 2015 - 2018 Plan					2014 - 2018	5-Year Total Percent
	Budget	Projected Actual	2014	2015	2016	2017	2018		
Gross Expenditures:									
2013 Capital Budget & Approved FY Commitments	1,010,047	842,131	719,571	718,952	508,882	448,585	413,279	2,809,269	63.3%
Changes to Approved FY Commitments									
2014 New/Change in Scope and Future Year Commitments			196,537	341,477	229,123	219,692	53,264	1,040,093	23.4%
2015- 2018 Capital Plan Estimates				32,308	139,591	200,129	215,523	587,551	13.2%
2-Year Carry Forward for Reapproval									
1-Year Carry Forward to 2014		167,791							
Total Gross Annual Expenditures & Plan	1,010,047	1,009,922	916,108	1,092,737	877,596	868,406	682,066	4,436,913	100.0%
Program Debt Target			388,355	273,212	275,366	203,891	170,679	1,311,503	
Financing:									
Debt/CFC			308,632	453,552	320,706	373,340	256,088	1,712,318	38.6%
Reserves/Reserve Funds			252,294	228,085	194,543	164,614	114,115	953,651	21.5%
Development Charges			2,000	55,032	69,321	40,753	28,851	195,957	4.4%
Provincial/Federal			311,475	322,109	262,631	263,731	258,893	1,418,839	32.0%
Other Revenue			41,707	33,959	30,395	25,968	24,119	156,148	3.5%
Total Financing			916,108	1,092,737	877,596	868,406	682,066	4,436,913	100.0%
By Project Category:									
Health & Safety									
Legislated			27,441	51,057	63,152	72,666	69,809	284,125	6.4%
SOGR			869,427	1,011,061	774,109	748,079	591,687	3,994,363	90.0%
Service Improvement			13,197	11,531	8,519	3,911	1,095	38,253	0.9%
Growth Related			6,043	19,088	31,816	43,750	19,475	120,172	2.7%
Total by Project Category			916,108	1,092,737	877,596	868,406	682,066	4,436,913	100.0%
Asset Value (\$) at year-end		13,700,000	13,700,000	13,700,000	13,700,000	13,700,000	13,700,000		
Yearly SOGR Backlog Estimate (not addressed by current plan)			(30,000)	(63,000)	(30,000)	(25,000)	(35,000)		
Accumulated Backlog Estimate (end of year)			30,000	93,000	123,000	148,000	183,000		
Backlog: Percentage of Asset Value (%)			0.2%	0.7%	0.9%	1.1%	1.3%		
Debt Service Costs			5,521	36,984	40,778	36,753	42,838	162,874	
Operating Impact on Program Costs			934	(3,980)	(17,768)	(10,849)	(1,289)	(32,952)	
New Positions									

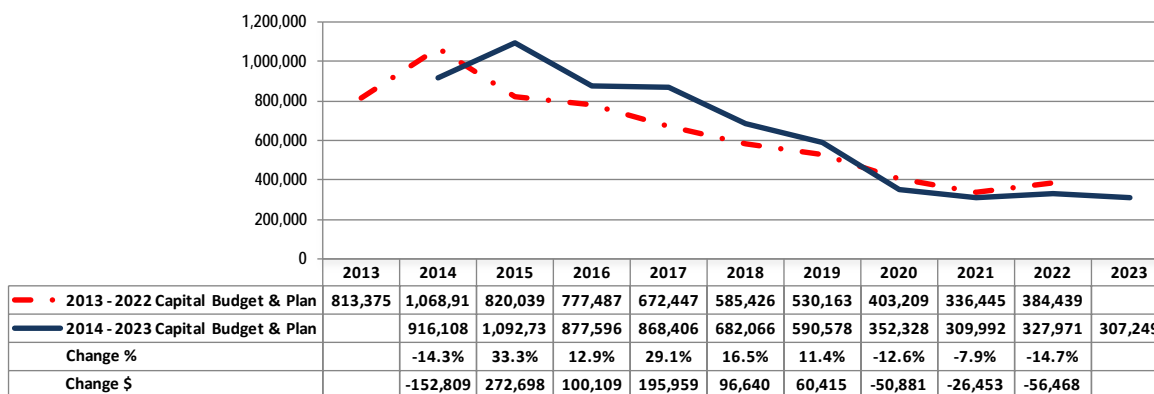
**10 - Year Capital Plan
2019 - 2023 Plan
(In \$000s)**



	2019 - 2023 Capital Plan						10-Year Total Percent
	2019	2020	2021	2022	2023	2014 - 2023	
Gross Expenditures:							
2013 Capital Budget & Approved FY Commitments	324,230	177,422	126,444	164,371	74,344	3,676,080	58.1%
Changes to Approved FY Commitments							
2014 New/Change in Scope and Future Year Commitments	(40,734)	(42,412)	(46,372)	(55,529)		855,046	13.5%
2019 - 2023 Capital Plan Estimates	307,082	217,318	229,920	219,129	232,905	1,793,905	28.4%
Total Gross Annual Expenditures & Plan	590,578	352,328	309,992	327,971	307,249	6,325,031	100.0%
Program Debt Target	125,782	80,536	77,291	131,613	151,613	1,878,338	
Financing:							
Debt/CFC	151,932	25,195	30,213	23,810	58,578	2,002,046	31.7%
Reserves/Reserve Funds	115,673	59,917				1,129,241	17.9%
Development Charges	54,413	20,514	30,967	55,369		357,220	5.6%
Provincial/Federal	248,129	225,783	225,783	225,783	225,783	2,570,100	40.6%
Other Revenue	20,431	20,919	23,029	23,009	22,888	266,424	4.2%
Total Financing	590,578	352,328	309,992	327,971	307,249	6,325,031	100.0%
By Project Category:							
Health & Safety							
Legislated	7,128	4,968	5,133	3,546	3,556	308,456	4.9%
SOGR	575,562	344,435	303,734	323,300	301,950	5,843,344	92.4%
Service Improvement	1,125	1,125	1,125	1,125	1,743	44,496	0.7%
Growth Related	6,763	1,800				128,735	2.0%
Total by Project Category	590,578	352,328	309,992	327,971	307,249	6,325,031	100.0%
Asset Value(\$) at year-end	13,700,000	13,700,000	13,700,000	13,700,000	13,700,000		
Yearly SOGR Backlog Estimate (not addressed by current plan)	(25,000)	(35,000)	(35,000)	(35,000)	(25,000)		
Accumulated Backlog Estimate (end of year)	208,000	243,000	278,000	313,000	338,000		
Backlog: Percentage of Asset Value (%)	1.5%	1.8%	2.0%	2.3%	2.5%		
Debt Service Costs	28,969	16,050	3,117	3,521	3,471	218,003	
Operating Impact on Program Costs	(761)	(705)	(863)	(891)	(1,196)	(37,368)	
New Positions							

Key Changes to the 2013 - 2022 Capital Plan

Changes to the 2013 -2022 Capital Plan
(In \$000s)



The 2014 Capital Budget and the 2015 - 2023 Capital Plan reflects an increase of \$439.210 million from the 2013 to 2022 Capital Plan.

The changes to the 2013 – 2022 Capital Plan arise from the reprioritization of TTC's capital projects, based on the following:

- The major changes to the 2013-2022 Capital Plan are driven by increases to project costs due to additional fleet procurement, increased fleet capacity and maintenance requirements and cost escalation based on project delays and unexpected complexities.
- The *Bus Heavy Rebuild Program* has increased by \$50.070 million or 12.7% over the 9 year period due to the addition of a 15 year mechanical rebuild for 480 buses.
- The *Leslie Barns Streetcar Maintenance & Storage Facility* project has increased cash flow funding of \$78.4 million or 47.0% from 2014-2022 due to additional scope of \$60.0 million for extensive utility infrastructure work under Leslie Street to accommodate the surface track required to connect the streetcars to the new facility. The balance of the increase is due to project slippage and cash flow deferrals not funded by carry forward.
- The *Automatic Train Control (ATC) Resignalling* project will increase capacity on the Yonge-University-Spadina and Bloor-Danforth Subway lines by allowing closer headways and accommodating growth and the new Toronto Rocket subway trains. This project has increased by \$107.688 million or 21.6% from 2014-2022 to accommodate additional equipment space, extension of supply contracts, alternate transit service and contingency.
- TTC has added 66 buses based on both projected ridership growth and to maintain an 18 year life cycle program, therefore the *Purchase of Buses* has increased by \$40.916 million or 20.8% from 2014-2022 for the cost to purchase these additional vehicles.
- The *Toronto Rocket Yard and Storage Track Accommodation* project which is necessary to provide space to store the new Toronto Rocket subway trains, which will be purchased to accommodate growth in demand, has increased by \$57.465 million or 17.9% over the 9 year

period due to a requirement to construct a noise barrier adjacent to private property as well as additional scope of work to the Wilson Carhouse.

- The *SAP-ERP Implementation Program* project has increased cash flow funding of \$28.414 million over the 9 year period and a total project cost of \$63.414 million due to additional scope required to transition to the new financial management system.
- A new project for the *Purchase of 60 New Subway Cars* reflecting an increase of \$229.770 million in capital funding. These subway cars are required in 2015 based on ridership that is projected to reach 540 million in 2014. This purchase alone represents 52.3% of the total capital plan increase over the 9 year period.
- A new project for the *CAD/AVL System* which will upgrade and improve the CAD (Computer Aided Dispatch)/AVL (Automatic Vehicle Location) System (increase of \$95.0 million) which will provide operational improvement for surface vehicles and upgrade customer service.

The 2013-2022 Capital Budget and Plan has been reduced by the following projects:

- The *Easier Access Phase III* project has been reduced by \$190.055 million or 51.1% 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 AODA, is very costly and mostly funded by debt. Most of the cash flow funding from 2019-2023 for this project is being placed below the line with the goal of procuring future funding from the Province to help support this Provincially mandated project.
- The *Bridges & Tunnels* project has decreased by \$45.752 million or 11.1% over the 9 year period mostly due to the adjustment of cash flow funding based on affordability and the development of an SOGR backlog.

The following chart details the key project cash flow changes to the 2014 – 2023 Capital Plan.

Summary of Project Changes

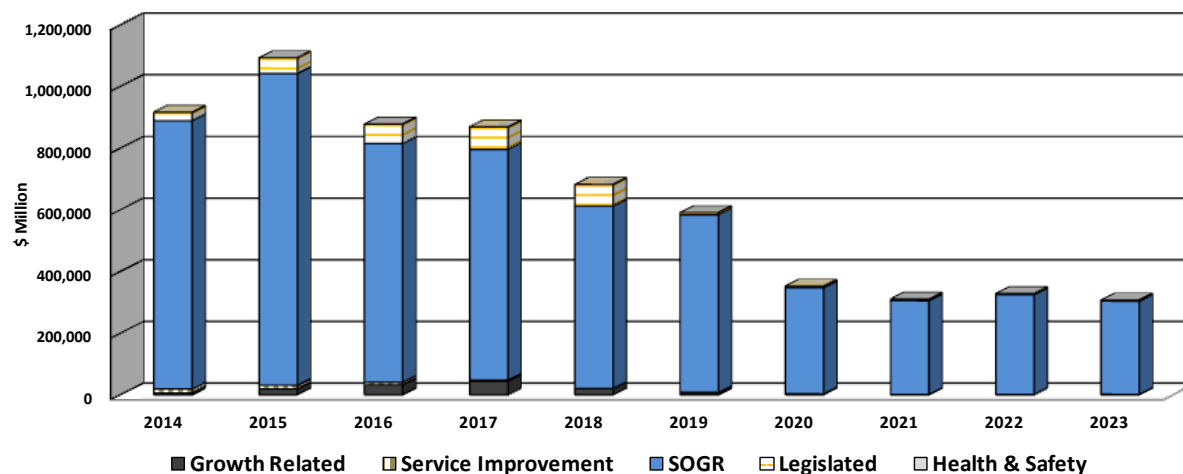
(In \$000s)

Key Projects	Total Project Cost	2014	2015	2016	2017	2018	2019	2020	2021	2022	2014 - 2022	Revised Total Project Cost
Previously Approved												
Bus Heavy Rebuild Program	186,386	(371)	404	1,434	1,090	694	(2,251)	1,233	23,682	24,155	50,070	533,716
Easier Access Phase III	554,591	(19,957)	(55)	(2,502)	(1,400)	(12,773)	(46,708)	(37,579)	(30,087)	(38,994)	(190,055)	356,077
Leslie Barns Streetcar Maintenance & Storage Facility	436,622	(75,836)	106,734	47,502							78,400	433,462
ATC Resignalling	708,434	30,401	54,538	23,583	36,139	(2,909)	(19,783)	(4,229)	(6,265)	(3,787)	107,688	859,525
YUS ATC Resignalling	407,748	30,901	55,538	36,461	54,760	3,522	(13,494)				167,688	558,839
BD ATC Resignalling	300,686	(500)	(1,000)	(12,878)	(18,621)	(6,431)	(6,289)	(4,229)	(6,265)	(3,787)	(60,000)	300,686
Replace 40' Diesel Buses or Equivalent	786,476	(313)	35,556	7,563	306	(418)	(428)	(439)	(450)	(461)	40,916	810,817
Toronto rocket Yard & Storage Track Accommodation	368,634	(79,572)	(49,853)	(5,347)	46,627	48,512	97,098				57,465	409,872
Bridges & Tunnels	354,225	(10,786)	(4,183)	(6,201)	(6,748)	(6,589)	(2,779)	(3,757)	(2,364)	(2,345)	(45,752)	354,116
Other Previously Approved		(55,690)	(51,495)	(4,335)	61,376	35,251	31,760	(7,899)	(12,790)	(36,891)	(40,713)	
Total Previously Approved		(212,124)	91,646	61,697	137,390	61,768	56,909	(52,670)	(28,274)	(58,323)	58,019	
New												
Purchase of 60 New Subway Cars		38,481	166,147	2,233	22,909						229,770	229,770
CAD/AVL System		1,000	4,000	30,000	30,000	30,000					95,000	95,000
Subway Rail Grinding		1,454	1,483	1,525	1,555	1,586	1,618	1,651	1,683	1,717	14,272	16,023
Other New		18,380	9,421	4,654	4,105	3,287	1,888	138	138	138	42,149	42,287
Total New		59,315	181,051	38,412	58,569	34,873	3,506	1,789	1,821	1,855	381,191	
Total Changes		(152,809)	272,697	100,109	195,959	96,641	60,415	(50,881)	(26,453)	(56,468)	439,210	

*Revised Total Project Costs include new project cash flows added in the year 2023.

2014 – 2023 Capital Plan

2014 – 2023 Capital Plan by Project Category
(In \$000s)



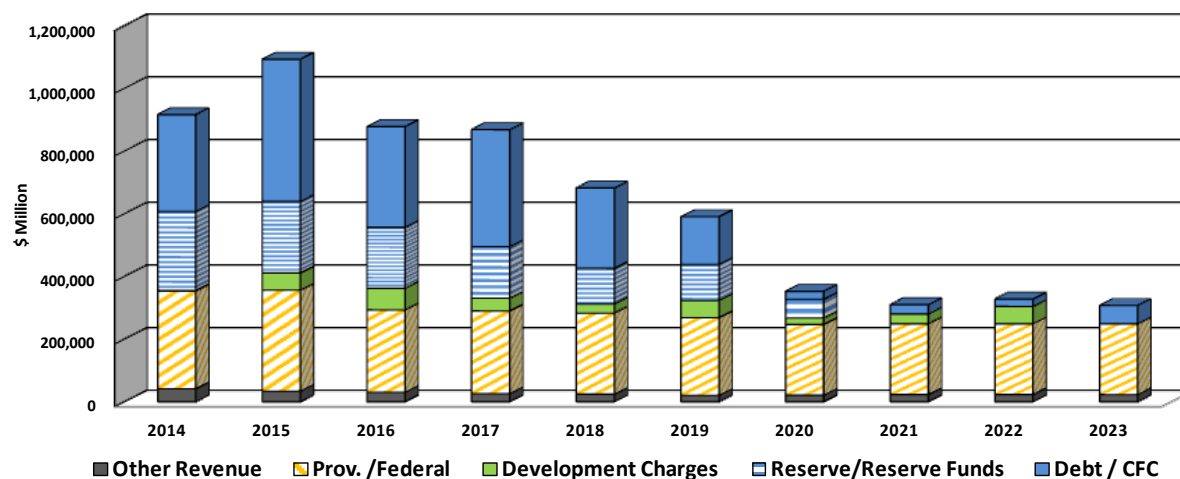
- The 10-Year Capital Plan for TTC of \$6.325 billion provides funding for Legislated projects of \$308.456 million; State of Good Repair (SOGR) projects of \$5.843 billion; Service Improvement projects of \$44.496 million, and Growth Related projects of \$128.735 million.
- The 10-Year Capital Plan reflects the need for \$4.437 billion or 70.1% of expenditures to occur in the 2014-2018 period, when most of the fleet needs will be acquired and related new fleet facility improvements must be in place.
 - In 2019, expenditure levels continue downward as most of TTC's fleet will have been acquired and the TTC's Capital Program will focus primarily on SOGR and renewal projects.
 - The *Purchase of LRVs* and the *Toronto Rocket Yard and Storage Track Accommodation* project are planned to be completed in 2019 and, therefore beginning in 2020, the Capital Plan's expenditure levels decrease further.
- Capital funding requirements for Legislated projects total \$284.125 million or 6.4% of total funding in the first 5 years and \$308.456 million or 4.9% of total funding for the 10 year period of the 2014-2023 Capital Plan.
 - \$182.235 million or 59.1% of all Legislated projects' expenditures are required for the *Easier Access* program from 2014 – 2023, which will make progress on constructing and enhancing accessibility features to make the TTC fully accessible by 2025.
- State of Good Repair (SOGR) projects continue to drive the 2014 and future year requirements of the TTC's Capital Program.
 - \$3.994 billion in funding is for SOGR projects from 2014 to 2018 representing 90.0% of all project activity in the 10-Year Capital Plan in the first 5 years. Total SOGR project spending will amount to \$5.843 billion by 2023, which equates to 92.4% of total expenditures in the 10-Year Capital Plan period.

- SOGR project spending increases and peaks in 2015 with future year cash flow funding requirements beginning to subside in 2016 and future years. This project expenditure activity trend is typical of the entire Capital Plan and is exemplified in the following key TTC SOGR projects:
 - The payment of *Subway Car Purchases* requires funding of \$56.353 million in 2014; \$174.045 million in 2015; \$8.661 million in 2016; and \$22.909 million in 2017.
 - The *Toronto Rocket Yard and Storage Track Accommodation* project requires \$24.917 million in 2014; \$79.746 million in 2015; \$81.286 million in 2016; \$46.627 million in 2017; \$48.512 million in 2018 and \$97.098 million in 2019.
 - The *Purchase of 204 LRVs* requires \$127.370 million in 2014; \$141.613 million in 2015; \$117.219 million in 2016; \$125.603 million in 2017; \$109.029 million in 2018; and \$55.481 million in 2019.
 - The *Leslie Barns Streetcar Maintenance & Storage Facility* project will require expenditures of \$70.164 million in 2014; \$127.669 million in 2015; and \$47.502 million in 2016.
 - *Yonge-University-Spadina (YUS) ATC Resignalling* project requires \$83.597 million in 2014; \$99.161 million in 2015; \$82.201 million in 2016; \$82.230 million in 2017; \$17.225 million in 2018 and \$0.167 million in 2019.
- Capital funding of \$1.888 billion in the second 5 years of the 10-Year Capital Plan period is predominantly required for SOGR projects that focus on maintaining the transit system and include:
 - The *Bloor-Danforth (BD) ATC Resignalling* project to replace the antiquated signaling system on the Bloor-Danforth subway line (\$251.310 million);
 - The *Bus Heavy Rebuild* project to overhaul bus fleet that is due for maintenance (\$206.877 million);
 - The *Bridges and Tunnels* project to maintain bridge and tunnel infrastructure (\$225.363 million);
 - The *Subway Track and Surface Track* projects to maintain and improve the state of tracks throughout the transit system (\$140.878 million and \$149.314 million respectively).
- Service Improvement projects represent 0.7% or \$44.496 million of total expenditures in the 10-Year Capital Plan.
 - Annual capital funding required for these projects peaks in 2014 (\$13.197 million) and varies in future years before leveling out from 2018 to 2022. More funding is required for these projects in the first 5 years as \$38.253 million is needed from 2014-2018, with only \$6.243 million to be spent from 2019-2023.
 - Contributing to the trend are short term projects requiring funding from 2014-2018 of \$32.710 million for *Station Modernization* and other improvement projects such as the

Office Space Management/Renewal Program, Subway End of Line Cleaning, Bus Facility Modifications for Hybrid Buses, Rail Vehicle Based Inspection System and Transit Priorities.

- Growth Related projects represent 2.0% or \$128.735 million of total expenditures in the 10-Year Capital Plan.
 - 2014 and future year funding for Growth Related projects is primarily dedicated to the *Fare System (PRESTO)* project and the *McNicoll Bus Garage Facility*.
 - The *Fare System (PRESTO)* project has cash flow spending requirements of \$36.160 million from 2014-2018. Full deployment of PRESTO across the TTC will begin with the new streetcars in 2014 and be expanded to serve key venues and events in time for the Toronto 2015 PAN AM and Parapan Games. PRESTO will be implemented across the entire TTC network (all subway stations, buses, Wheel-Trans etc.) but may not be fully completed until 2018.
 - The *McNicoll Bus Garage Facility* project requires cash flows of \$79.7 million from 2014-2018 and will fund Phase 1 of the project that will result in an indoor storage facility for 250 buses.

2014–2023 Capital Plan by Funding Source
(In \$000s)



- The 10-Year Capital Plan of \$6.325 billion will be financed by \$2.002 billion of debt, \$1.129 billion from Reserve / Reserve funds, \$357.220 million from Development Charges, \$2.570 billion from Federal /Provincial grants, and \$266.424 million from Other Revenue comprised of TTC Depreciation funding and contributions from Toronto Water.
- Debt accounts for \$1.712 billion or 38.6% of the financing for the 2014 Budget and 2015 – 2018 Capital Plan and amounts to \$2.002 billion or 31.7% over the 10-Year Capital Plan period.

 - TTC's Capital Plan is over the debt target by \$400.815 million over the first 5 years of the Capital Plan period, which is reduced to being over the debt target by \$123.708 million over the entire 10-year period. This is primarily due to the *Purchase Subway Cars* project (including 60 new subway cars) requiring \$223.750 million of debt funding from 2014 to 2017.
 - Debt funding is predominately required during the first 5 years of the 10-Year Capital Plan planning horizon, with \$1.712 billion or 85.5% of all debt funding dedicated to 2014-2018. Debt significantly reduces beginning in 2018 reflective of the acceleration of future year debt for the completion of TTC's purchases of subway cars, buses and most streetcars and related subway, bus and streetcar facility construction.
- Reserve and Reserve Funds constitute \$953.651 million or 21.5% of required funding in the first 5 years and \$1.129 billion of 17.9% over 10 years.

 - City Reserves will provide funding from the capital financing strategy including the use of surplus operating funds in accordance with the City's surplus management policy, 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 *Bus Overhaul, Subway Car Overhaul, Subway Track, Surface Track, Bridges and Tunnels and Equipment*.

- Development Charges constitute \$195.957 million or 4.4% of required funding in the first 5 years and \$357.220 million or 5.6% over the 10-year period.
 - \$195.957 million or 54.9% of all DC funding is allocated within the first five years of the 10-Year Capital Plan period, of which \$178.957 million or 91.3% will help finance the *YUS ATC Resignalling* project, *Toronto Rocket Yard and Storage Track Accommodation* and *Leslie Barns Streetcar Maintenance and Storage Facility*.
 - DC funding in the second 5 years of the 10-Year Plan period totals \$161.263 million or 45.1% of all DC funding and will continue to help fund the *Toronto Rocket Yard and Storage Track Accommodation* and *BD ATC Resignalling* project.
 - The DC funding of \$357.220 million over the 10-year period is based on the current balances and projected contributions from the existing bylaws from 2004, 2009 and 2013. \$357.220 million reflects an increase in DC funding over the 10 years of \$253.027 million as compared to the 2013-2022 Capital Plan.
- Federal and Provincial funding amounts to \$1.547 billion or 24.5% and \$1.023 billion or 16.2% of all financing for the 2014 - 2023 Capital Budget and Plan, respectively. Combined funding from these orders of government contributes \$2.570 billion or 40.6% towards TTC's capital needs over the 10-year period.
 - Secured Federal and Provincial funding is included over the 10-Year Capital Plan period. However, due to the maximization of certain Provincial reserves in 2014 and 2015, Provincial/Federal funding peaks in those years but drops significantly in 2016 with funding of \$311.475 million in 2014, \$322.109 million in 2015 and \$262.631 million in 2016. This funding continues to decrease from 2017 until 2020 as other government funding programs expire leaving only base gas tax program funding. \$1.419 billion or 55.2% of all Federal and Provincial funding will be utilized within the 2014 - 2018 period.
 - As part of the Capital Financing Strategy, it is anticipated that both Federal and Provincial funding programs will resume.
- Other sources of revenue, such as projects funded by the TTC through depreciation constitute \$156.148 million or 3.5% of required funding in the first 5 years and \$266.424 million or 4.2% over the 10-year period.
 - Other revenues are primarily used to fund vehicle, equipment and information technology projects.
 - Other revenue also includes contributions of \$10.0 million in 2014 from Toronto Water in support of capital work associated with the *Leslie Barns Streetcar Maintenance and Storage Facility*.

Major Capital Initiatives by Category

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

	2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2014 - 2023 Total
Total Expenditures by Category											
Legislated											
Easier Access Phase III	18,454	32,555	41,348	47,218	42,635	25					182,235
Environmental Programs		7,216	7,594	8,883	10,004	4,602	4,668	4,833	3,246	3,056	54,102
Yards and Roads	2,801	6,515	9,679	14,973	16,032	1,900					51,900
Other Legislated Projects	6,186	4,771	4,531	1,592	1,138	601	300	300	300	500	20,219
Sub-Total	27,441	51,057	63,152	72,666	69,809	7,128	4,968	5,133	3,546	3,556	308,456
State of Good Repair											
Purchase of Streetcars	127,370	141,613	117,219	125,603	109,029	55,481					676,315
ATC Resignalling	83,597	99,661	83,701	96,608	50,224	39,597	45,719	49,948	56,213	60,000	665,268
Leslie Barns Streetcar Maintenance & Storage Facility	70,164	127,669	47,502								245,335
Toronto Rocket Yard & Storage Track Accommodation	24,917	79,746	81,286	46,627	48,512	97,098					378,186
Bridges and Tunnels - Various	35,603	38,303	39,591	35,058	39,482	43,668	43,593	45,872	46,587	45,643	413,400
Subway Car Purchases	56,353	174,045	8,661	22,909							261,968
Replace 40' Diesel Buses or Equivalent	123,747	35,917	30,993	46,506							237,163
Bus Heavy Rebuild Program	46,958	46,743	48,639	74,556	64,950	65,733	31,744	37,389	27,503	44,508	488,723
Information Technology System-Infrastructure	34,893	38,148	67,660	60,533	55,164	29,292	25,048	18,831	17,668	13,888	361,125
Other Buildings & Structures	27,042	37,499	50,842	51,315	34,802	15,771	13,071	5,305	3,606	5,724	244,977
Subway Track	53,139	16,991	17,827	20,959	19,691	55,931	20,157	20,958	21,600	22,232	269,485
Surface Track	11,982	19,651	32,364	26,172	30,537	23,004	31,530	30,712	31,638	32,430	270,020
Other SOGR Projects	173,662	155,075	147,824	141,233	139,296	149,987	133,573	94,719	118,485	77,525	1,331,379
Sub-Total	869,427	1,011,061	774,109	748,079	591,687	575,562	344,435	303,734	323,300	301,950	5,843,344
Service Improvements											
Finishes - Various	4,620	4,122	1,639	900							11,281
Other Buildings & Structures		4,542	1,200	2,135	820	850	850	850	850	700	12,797
Other Service Improvement Projects	8,577	2,867	5,680	876	275	275	275	275	275	1,043	20,418
Sub-Total	13,197	11,531	8,519	3,911	1,095	1,125	1,125	1,125	1,125	1,743	44,496
Growth Related											
Fare System	250	12,688	11,816	8,750	1,775	6,763	1,800				43,842
McNicol Bus Garage Facility	2,000	5,000	20,000	35,000	17,700						79,700
Other Growth Projects	3,793	1,400									5,193
Sub-Total	6,043	19,088	31,816	43,750	19,475	6,763	1,800	-	-	-	128,735
Total Expenditures by Category	916,108	1,092,737	877,596	868,406	682,066	590,578	352,328	309,992	327,971	307,249	6,325,031

Major Capital Initiatives

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

- TTC's 2014-2023 Capital Budget and Plan is comprised of 4.9% Legislated, 92.4% SOGR, 0.7% Service Improvement and 2.0% Growth Related projects. Listed below are the major capital initiatives by category:

State of Good Repair (SOGR) and Legislated Projects

- The *Easier Access Phase III* (\$182.235 million) – this project will make modifications to subway/RT stations to ensure that they are accessible to persons with disabilities through the addition of elevators, easier access fare gates, automatic sliding doors and signage improvements. This project is spurred by the Accessibility for Ontarians with Disabilities Act (AODA) that was enacted in 2005 and requires all subway stations to be fully accessible by 2025. This project was initiated to be completed by the required date of 2025 however due

to funding constraints \$239.975 million in funding for this project has been placed below the line and is not included in the 2014-2023 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.

- The *Purchase of Streetcars* project, at a cost of \$676.315 million (total project cost of \$1.187 billion), will provide continued funding from 2014 onwards for the purchase of 204 LRVs procured from 2012-2019. The current LRV procurement schedule (subject to change) based on the cash flows includes the delivery of 3 in 2012; 6 in 2013; 34 in 2014; 36 in 2015; 36 in 2016; 39 in 2017; 36 in 2018; and 14 in 2019.
- The *ATC Resignalling* project requires \$665.268 million in costs and will improve the Yonge-University-Spadina (YUS) and Bloor-Danforth (BD) Subway signaling system by replacing 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.
- The *Leslie Barns Streetcar Maintenance and Storage Facility* project with expenditures of \$245.335 million will enable the construction of a new maintenance and storage facility to accommodate running repairs and maintenance of up to 204 new LRVs, as well as provide yard storage capacity for 100 LRVs.
- The *Toronto Rocket Yard & Storage Track Accommodation* project requires \$378.186 million in expenditures and provides for the design and construction of various subway vehicle facilities and yards to ensure proper delivery, maintenance and storage of the new fixed six-car Toronto Rocket subway trains.
- *Bridges and Tunnels – Various* (\$413.4 million) – this project will address infrastructure maintenance and improvements to bridges and tunnels to maintain these assets in a state of good repair.
- The *Subway Car Purchases* project, with costs of \$261.968 million (total project cost of \$1.175 billion), will continue to fund the purchase of 360 subway cars (60 trains at 6 cars per train) and an additional 60 new growth subway cars (10 trains). The subway car procurement schedule includes 168 cars (28 trains) from 2010-2012; 102 cars (17 trains) in 2013; and 90 cars (15 trains) in 2014. The additional 60 new growth subway cars are scheduled for 2015.
- The *Bus Heavy Rebuild* program, based on an 18 year life cycle, requires funding of \$488.723 million and will cover the mechanical and body overhaul of Commission buses to ensure they continue to provide safe, reliable service until they reach retirement. This program includes mid-life overhauls on buses after approximately 9 years of service, a hybrid maintenance program at 6 years and 12 years for all hybrid buses and a 15 year mechanical overhaul program of engines on specific buses.
- *Information Technology System-Infrastructure* (\$361.125 million) – this project includes various IT projects including work to reengineer business processes and implement SAP – Enterprise Resource Planning (ERP), which will integrate TTC's financial information with the

City of Toronto, and upgrade and improve the CAD (Computer Aided Dispatch)/AVL (Automatic Vehicle Location) System which will provide operational improvement for surface vehicles and upgrade customer service.

Service Improvement Projects

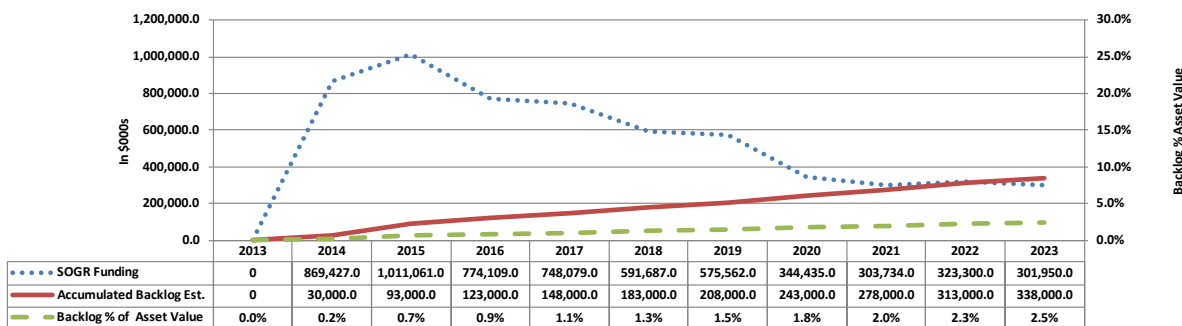
- *Finishes - Various – Station Modernization* (\$11.281 million) – this project aims to upgrade and modernize both indoor and outdoor public spaces to provide station facilities that are in a state of good repair, maintainable and safe; more easily navigated with excellent way-finding assists at all levels; visually modern and more identifiable as a TTC transit facility; and more easily located and identifiable in the urban context.

Growth Related Projects

- The *Fare System* project (\$43.842 million) delivers the design and build of TTC-PRESTO devices for the implementation of the PRESTO fare collection system as well as the *Proof-of-Payment (POP)* project which involves the installation of proof-of-payment readers on the LRVs replacing the existing streetcar fleet and also involves the installation of machines at streetcar stops.
- The *McNicoll Bus Garage Facility* project (\$79.7 million) will complete Phase 1 of the project that will result in an indoor storage facility for 250 buses. A further \$101 million (included below the line) will potentially be required in the future for Phase 2, which includes additional indoor storage for 150 buses and a maintenance facility.

State of Good Repair (SOGR) Backlog

**SOGR Funding & Backlog
(In \$000s)**



TTC's infrastructure assets consist of bridges, tunnels, buildings, yards, roads, and subway and surface track. These assets are valued at \$13.7 billion, based on replacement costs. A large portion of TTC's infrastructure is more than 50 years old.

The 10-Year Capital Plan dedicates \$3.994 billion to SOGR spending in the first five years of the Plan and \$1.849 billion over the last five years, which on average includes funding of \$584.334 million annually.

- The main focus of the 2014 Capital Budget and 2015-2023 Capital Plan is to undertake ongoing State of Good Repair projects for *Bus Heavy Rebuild Program* (\$488.723 million), *Bridges and Tunnels* (\$413.4 million), *Subway Track* (\$269.485 million), *Surface Track* (\$270.020 million), major subway and streetcar infrastructure (\$1.289 billion) and *Purchase of Streetcars, Buses and Subway Cars* (\$1.175 billion).
- City Council directed as part of the 2013-2022 TTC Capital Plan analyst notes that TTC quantify, develop and maintain a detailed State-of-Good-Repair backlog of its capital program to be provided to the City during the 2014 budget process.
- In preparing the 2014-2023 Capital Plan, TTC worked with City staff to determine and establish TTC's SOGR backlog.
- TTC does not currently track SOGR backlog. In 2014 the SOGR backlog is being established at \$30.0 million. After 5 years the backlog will grow to \$183.0 million and after 10 years it will grow to \$338.0 million.

In establishing the accumulated backlog of SOGR projects for the TTC, the following criterion was used:

- 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 various SOGR projects. The cash flow funding being reduced will be placed below the line establishing an SOGR backlog.
- Most ongoing SOGR programs are being funded in the TTC's 2014-2023 Capital Plan. As mentioned above, based on TTC's capacity to spend the projects below are being reduced. 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 will be managed and revisited each year to ensure critical SOGR work is funded.

- The following table highlights the SOGR backlog for TTC by project:

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

Total	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
State of Good Repair Funding	869,427	1,011,061	774,109	748,079	591,687	575,562	344,435	303,734	323,300	301,950
Accumulated Backlog Est. (yr end)	30,000	93,000	123,000	148,000	183,000	208,000	243,000	278,000	313,000	338,000
Backlog %Asset Value	0.2%	0.7%	0.9%	1.1%	1.3%	1.5%	1.8%	2.0%	2.3%	2.5%
Asset Value	13,700,000	13,700,000	13,700,000	13,700,000	13,700,000	13,700,000	13,700,000	13,700,000	13,700,000	13,700,000

Subway Track

State of Good Repair Funding	53,139	16,991	17,827	20,959	19,691	55,931	20,157	20,958	21,600	22,232
Accumulated Backlog Est. (yr end)					10,000	20,000	30,000	40,000	50,000	60,000

Surface Track

State of Good Repair Funding	11,982	19,651	32,364	26,172	30,537	23,004	31,530	30,712	31,638	32,430
Accumulated Backlog Est. (yr end)	10,000	18,000	28,000	38,000	48,000	48,000	48,000	48,000	48,000	48,000

Traction Power

State of Good Repair Funding	18,660	17,972	23,880	18,368	11,334	11,466	11,491	11,736	12,412	14,175
Accumulated Backlog Est. (yr end)	10,000	20,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000

Finishes

State of Good Repair Funding	10,331	4,204	14,525	14,055	14,050	22,842	10,962	10,925	11,354	10,800
Accumulated Backlog Est. (yr end)		10,000	10,000	10,000	10,000	10,000	20,000	30,000	40,000	40,000

Equipment

State of Good Repair Funding	15,480	13,425	20,738	23,722	29,839	21,995	22,250	20,556	16,647	10,149
Accumulated Backlog Est. (yr end)	5,000	15,000	20,000	25,000	30,000	35,000	40,000	45,000	50,000	55,000

Bridges and Tunnels

State of Good Repair Funding	35,603	38,303	39,591	35,058	39,482	43,668	43,593	45,872	46,587	45,643
Accumulated Backlog Est. (yr end)	5,000	15,000	20,000	25,000	30,000	35,000	40,000	45,000	50,000	55,000

On-Grade Paving

State of Good Repair Funding	4,827	8,070	6,382	7,150	8,655	13,833	11,000	11,000	10,998	7,000
Accumulated Backlog Est. (yr end)		5,000	10,000	15,000	20,000	25,000	30,000	35,000	40,000	45,000

Other Buildings & Structures

State of Good Repair Funding	27,042	37,499	50,842	51,315	34,802	15,771	13,071	5,305	3,606	5,724
Accumulated Backlog Est. (yr end)		10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000

Other SOGR Projects

State of Good Repair Funding	692,363	854,946	567,960	551,280	403,297	367,052	180,381	146,670	168,458	153,797
Accumulated Backlog Est. (yr end)										

10-Year Capital Plan: Impact on the Operating Budget

Operating Impact Summary
(In \$000s)

Program Costs, Revenues and Net (\$000s)	2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2014 - 2023 Total
2014 Capital Budget											
Program Costs (Net)	934.0										934.0
Approved Positions	(57.1)										(57.1)
2015 - 2023 Capital Plan											
Program Costs (Net)		(3,980.0)	(17,768.0)	(10,849.0)	(1,289.0)	(761.0)	(705.0)	(863.0)	(891.0)	(1,196.0)	(38,302.0)
Approved Positions		(35.7)	(154.8)	(110.8)	(3.6)	0.2	2.0	-	-	-	(302.7)
Total											
Program Costs (Net)	934.0	(3,980.0)	(17,768.0)	(10,849.0)	(1,289.0)	(761.0)	(705.0)	(863.0)	(891.0)	(1,196.0)	(37,368.0)
Approved Positions	(57.1)	(35.7)	(154.8)	(110.8)	(3.6)	0.2	2.0	-	-	-	(359.8)

The 10-Year Capital Plan will reduce future year Operating Budgets by a total of \$37.368 million net over the 2014 – 2023 period. Approved positions will decrease by 359.8 over the 10-year time frame.

This is comprised of costs and savings to sustain the following:

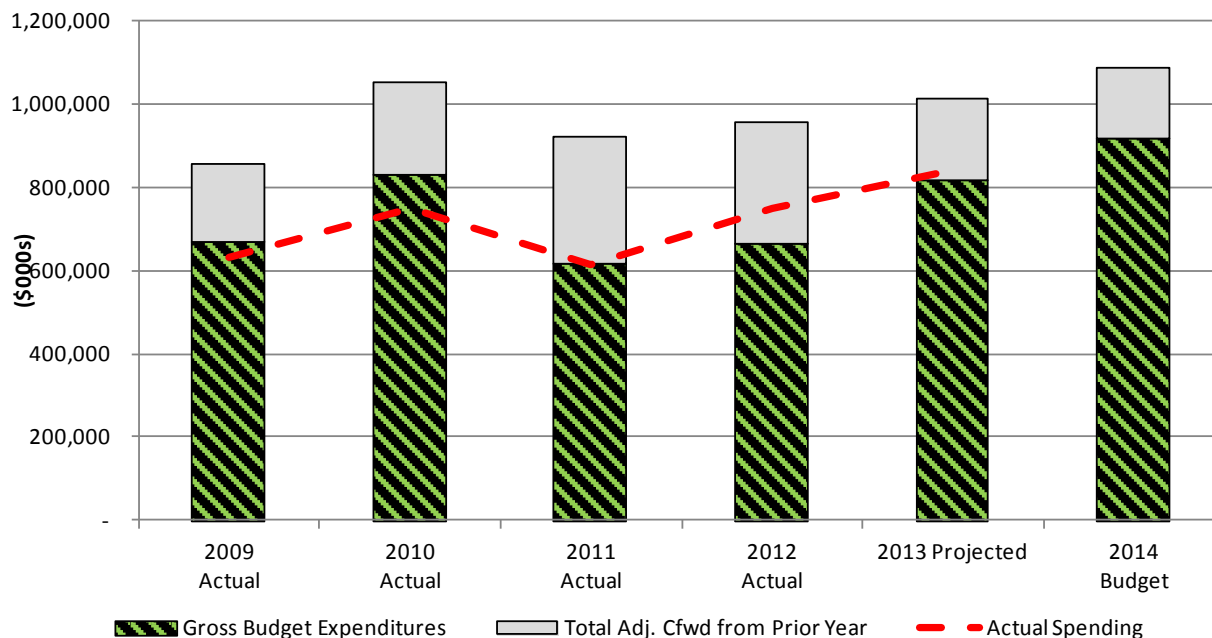
- *Communications*: Combined savings of \$35.258 million from 2014 – 2023 mainly from the Train Door Monitoring project which will eventually allow for one person train operation, thereby reducing the number of operators required for subway service.
- *Information Technology System-Infrastructure*: Combined costs of \$7.878 million will be necessary from 2014 – 2023 for increased systems maintenance, licensing and fees.
- *Purchase of Articulated Buses*: Combined savings of \$7.1 million from 2014 – 2023 will be achieved as the articulated buses provide efficiencies in operator and maintenance requirements by operating fewer buses on certain routes.

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

Projects	2014 Budget		2015 Plan		2016 Plan		2017 Plan		2018 Plan		2014 - 2018 Budget & Plan		2019 - 2023 Capital Plan	
	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions	\$000s	Positions
Previously Approved projects														
Communications	-		18.0		(17,439.0)	(160.0)	(13,749.0)	(131.4)	(803.0)		(31,973.0)	(291.4)	(3,285.0)	
Information Technology System-Infrastructure	2,570.0	13.9	1,763.0		90.0	14.0	3,275.0	23.0	(0.6)	7,698.0	50.3	180.0	2.0	
Replace 40' Diesel Buses or Equivalent	(1,700.0)	(73.0)	(5,400.0)	(36.0)						(7,100.0)	(109.0)			
Other Projects	64.0	2.0	(361.0)	0.3	(419.0)	(8.8)	(375.0)	(2.4)	(486.0)	(3.0)	(1,577.0)	(11.9)	(1,311.0)	0.2
Total (Net)	934.0	(57.1)	(3,980.0)	(35.7)	(17,768.0)	(154.8)	(10,849.0)	(110.8)	(1,289.0)	(3.6)	(32,952.0)	(362.0)	(4,416.0)	2.2

Capacity to Spend

Capacity to Spend – Budget vs. Actual
(In \$000s)

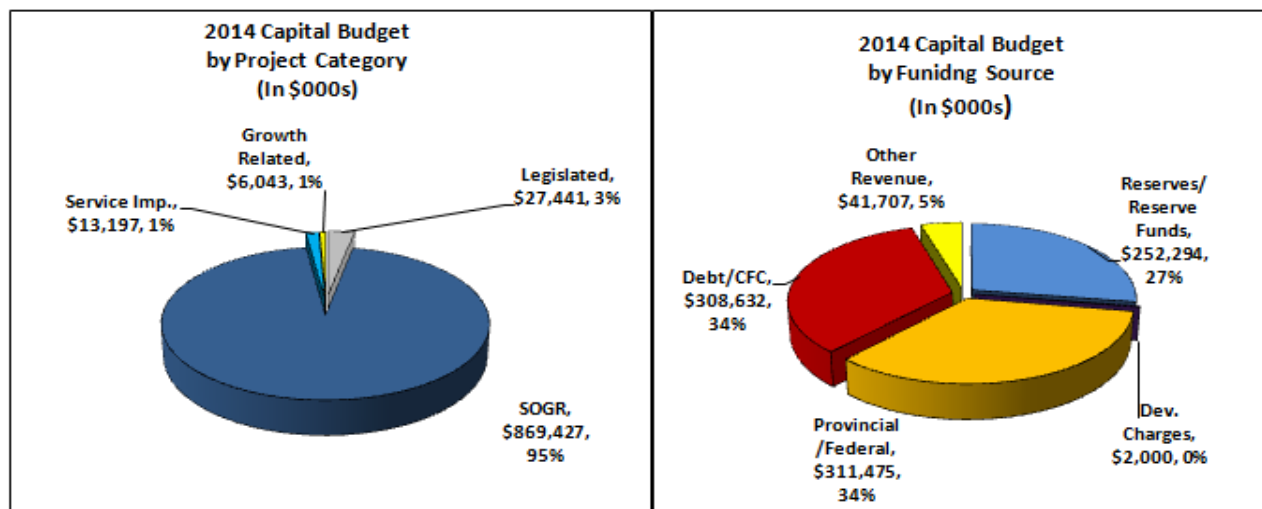


- TTC's spending rate has been about 70% since 2009 and is projected to be 83% in 2013.
- Most under-spending has been due to slippage of SOGR work due to unforeseen issues as well as delays in milestone payments on vehicle procurement contracts.
- Based on a review of spending experience and readiness to proceed, adjustments for a number of projects have been made in the 2014-2023 Capital Plan. The following table reflects those adjustments and is the basis for the SOGR Backlog:

Capacity to Spend Opportunities	2014	2015	2016	2017	2018	2014-2018	2019	2020	2021	2022	2023	2014-2023
Subway Track					(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(60,000)
Surface Track	(10,000)	(8,000)	(10,000)	(10,000)	(10,000)	(48,000)						(48,000)
Traction Power	(10,000)	(10,000)	(5,000)			(25,000)						(25,000)
Finishes		(10,000)				(10,000)		(10,000)	(10,000)	(10,000)		(40,000)
Equipment	(5,000)	(10,000)	(5,000)	(5,000)	(5,000)	(30,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(55,000)
Bridges and Tunnels	(5,000)	(10,000)	(5,000)	(5,000)	(5,000)	(30,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(55,000)
On-Grade Paving		(5,000)	(5,000)	(5,000)	(5,000)	(20,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(45,000)
Other Buildings & Structures		(10,000)				(10,000)						(10,000)
Total	(30,000)	(63,000)	(30,000)	(25,000)	(35,000)	(183,000)	(25,000)	(35,000)	(35,000)	(35,000)	(25,000)	(338,000)

IV: 2014 CAPITAL BUDGET

2014 Capital Budget by Project Category and Funding Source



Note: Excludes carry forward funding

The 2014 Capital Budget, excluding funding carried forward from 2013 to 2014, requires new 2014 cash flow funding of \$916.108 million.

- The 2014 Capital Budget allocates significant funding for State of Good Repair projects which account for \$869.427 million or 94.9% of the 2014 expenditures. The primary focus of the 2014 Capital Budget is the repair or replacement of aging vehicles, infrastructure and facilities.
- Legislated projects represent \$27.441 million or 3.0% of the 2014 Capital Budget's expenditure activity. The *Easier Access Phase III* project is the most significant Legislated project, requiring funding of \$18.454 million in 2014.
- Service Improvement projects account for \$13.197 million or 1.4% of the funding included in the 2014 Capital Budget. The largest Service Improvement project to proceed in 2014 is the *Station Modernization Program* project (\$4.620 million).
- Growth Related projects represent 0.7% of the 2014 Capital Budget's expenditures. The largest Growth Related project for 2014 is the *McNicoll Bus Garage Facility* project (\$2.0 million).
- The 2014 Capital Budget for TTC is funded primarily from a combination of debt and Federal/Provincial funding which account for 33.7% or \$308.632 million and 34.0% or \$311.475 million of the financing, respectively.
- Debt funding is below the debt affordability guideline of \$388.355 million set for this Program in 2014 due to the deferral of spending for specific projects due to delays and slippage of work.

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- As mentioned, the 2014 Capital Budget is financed largely by Federal and Provincial funding, which accounts for 17.2% or \$157.715 million and 16.8% or \$153.760 million respectively. Combined funding from these orders of government represents \$311.475 million or 34.0% of the overall 2014 financing for transit.
 - City reserve funding, from the capital financing strategy that uses operating surplus in accordance with the City's surplus management policy, Build Toronto and one-time TPA dividends and anticipated contributions from the Federal/Provincial government, contribute \$252.294 million or 27.5% of 2014 financing for TTC's Capital Budget. This funding is allocated to various SOGR projects including the *Purchase of Streetcars*, *Leslie Barns Streetcar Maintenance and Storage Facility*, the *Toronto Rocket Yard and Storage Track Accommodation* and *ATC Resignalling*.
 - Other sources of revenue, such as projects funded by the TTC through depreciation, represent 4.6% or \$41.707 million of 2014 funding.
 - Development Charges provide funding for \$2.0 million or 0.2% of the Capital Budget in 2014. Funding from Development Charges is largely represented from 2015 – 2022 of the 2014-2023 Capital Plan as a result of TTC being below the debt affordability guideline in 2014. Also, given the magnitude of TTC's capital funding requirements after 2014, Development Charges will help to mitigate the funding needs from 2015 – 2022.

**2014 Cash Flow & Future Year Commitments
(In \$000s)**

	2013 Cash Flow Commitments	2014 New Cash Flow	2014 Total Cash Flow	2013 Carry Forwards	Total 2014 Cash Flow (Incl 2013 C/Fwd)	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Cost
Expenditures															
Previously Approved	719,571		719,571	167,791	887,362	718,952	508,882	448,585	413,279	324,230	177,422	126,444	164,371	74,344	3,843,871
Change in Scope		(4,933)	(4,933)		(4,933)	(8,548)	37,772	28,055	13,727	(55,618)	(42,412)	(46,372)	(55,529)		(133,858)
New		60,420	60,420		60,420	233,645	63,976	132,495	20,000	14,884					525,420
New w/Future Year		141,050	141,050		141,050	116,380	127,375	59,142	19,537						463,484
Total Expenditure	719,571	196,537	916,108	167,791	1,083,899	1,060,429	738,005	668,277	466,543	283,496	135,010	80,072	108,842	74,344	4,698,917
Financing															
Debt/CFC	221,938	86,694	308,632	167,791	476,423	421,244	221,278	204,496	115,466	38,747	12,552	10,920	9,660	3,706	1,514,492
Other	31,602	10,105	41,707		41,707	33,959	24,646	20,091	9,851					557	130,811
Reserves/Res Funds	187,972	64,322	252,294		252,294	228,085	182,244	142,995	91,280	80,320	17,017				994,235
Development Charges	2,000		2,000		2,000	55,032	69,321	40,753	28,851	54,413	20,514	30,967	55,369		357,220
Provincial/Federal	276,059	35,416	311,475		311,475	322,109	240,516	259,942	221,095	110,016	84,927	38,185	43,813	70,081	1,702,159
Total Financing (including carry forward funding)	719,571	196,537	916,108	167,791	1,083,899	1,060,429	738,005	668,277	466,543	283,496	135,010	80,072	108,842	74,344	4,698,917

The TTC's 2014 Capital Budget is \$1.084 billion including carry forward funding of \$167.791 million, and provides \$719.571 million for previously approved projects already underway and \$196.537 million for new/change in scope projects.

- In addition to funding previously approved projects with 2014 commitments of \$2.957 billion, approval of the 2014 Capital Budget will result in a further commitment to additional future year funding for new/change in scope projects of \$341.477 million in 2015; \$229.123 million in 2016; \$219.692 million in 2017; \$53.264 million in 2018; and reduced funding commitments of (\$40.734) million in 2019; (\$42.412) million in 2020; (\$46.372) in 2021; and (\$55.529) in 2022.
- Key multi-year projects, with annual cash flow commitments detailed on the following page, include the *Purchase of Subway Cars, Purchase of Streetcars, Leslie Barns Streetcar Maintenance and Storage Facility, Toronto Rocket Yard and Storage Track Accommodation, ATC Resignalling, Purchase of Buses, Fire Ventilation Upgrade* and *Easier Access* project.
- Ongoing projects requiring cash flow commitments also include *Bus Overhaul, Subway Track, Surface Track, Traction Power, Equipment, Bridges and Tunnels and Information Technology System-Infrastructure* and most other SOGR projects.

2014 Capital Project Highlights

2014 Capital Project Highlights
(In \$000s)

Project	2014	2015	2016	2017	2018	2014 - 2018	2019	2020	2021	2022	2023	2014 - 2023 Total
Subway Track	60,778	16,991	2,268			80,037						80,037
Surface Track	12,144	19,739	29,140			61,023						61,023
Traction Power	20,939	17,972	12,841	6,380	4,000	62,132						62,132
Power Distribution/Electric Systems	6,714	7,686	7,435	1,806		23,641						23,641
Communications	26,372	27,464	12,537	11,326	4,807	82,506	6,252	2,257	2,073	2,281	2,316	97,685
Signal Systems	10,963	5,691	10,003	14,749	16,963	58,369	14,865	4,022				77,256
Finishes	18,471	8,326	16,164	1,715		44,676						44,676
Equipment	19,630	14,706	21,511	19,555	28,965	104,367	14,570	15,247	300	300	500	135,284
Yards & Roads	4,833	7,515	9,679	14,973	16,032	53,032	1,900					54,932
On-Grade Paving Rehabilitation Program	5,994	8,070	6,382	7,150	2,160	29,756						29,756
Bridges & Tunnels	42,688	26,581	11,417	10,058	12,780	103,524						103,524
Fire Ventilation Upgrade	32,044	27,164	10,059	8,765	9,864	87,896	9,144	6,000	6,460	7,155		116,655
Easier Access Phase II & III	21,986	32,555	41,348	47,218	42,635	185,742	25					185,767
Sheppard Subway - Yonge to Don Mills	3,706					3,706						3,706
Replacement Wheel-Trans Vehicles					5,023	5,023	18,461	29,683		24,912		78,079
Subway Car Purchases	56,353	174,045	8,661	22,909		261,968						261,968
SRT Car Overhaul Program	1,922					1,922						1,922
Streetcar Overhaul Program	4,019					4,019		515	1,345	4,937	5,036	15,852
Subway Car Overhaul Program	32,867	23,710	23,619	20,053	13,697	113,946	13,986	14,340	14,641	9,438		166,351
Automotive Non-Revenue Vehicles	12,173	4,362				16,535						16,535
Rail Non-Revenue Vehicle Overhaul	2,914	992	931	1,051	589	6,477						6,477
Rail Non-Revenue Vehicles Purchase	1,075	2,095	5,298	1,971	4,476	14,915	2,592	2,356				19,863
Shop Equipment	6,078	2,613	2,774			11,465						11,465
Fare Handling Equipment	5,181	1,795				6,976						6,976
Environmental Programs	6,113	7,216	7,594	8,883	8,723	38,529						38,529
Information Technology System-Infrastructure	34,893	38,148	67,660	60,533	44,589	245,823						245,823
Furniture & Office Equipment	202	666				868						868
Other Service Planning	3,610	875	875			5,360						5,360
Transit Shelters & Loops	231	237				468					768	1,236
Mount Dennis Bus Facility	200					200						200
Other Buildings & Structures Projects	34,615	42,476	28,200	45,995	24,000	175,286	2,762	13,071	5,305	3,606	5,724	205,754
Purchase of Buses	126,422	35,917	30,993	46,506		239,838						239,838
Bus Overhaul	52,475	34,743	7,907	4,093		99,218						99,218
Other Maintenance Equipment	5,889	1,021				6,910						6,910
Queensway Bus Garage Renovations	650	1,451				2,101						2,101
Purchase of Streetcars	135,714	141,613	117,219	125,603	109,029	629,178	55,481					684,659
Fare system	9,866	13,918	13,001	8,750	1,775	47,310	6,763	1,800				55,873
ATC Resignalling Project	87,594	99,661	83,701	96,608	50,224	417,788	39,597	45,719	49,948	56,213	60,000	669,265
Wilson complex-Modifications for the Toronto Rocket	1,694					1,694						1,694
Leslie Barns Streetcar Maintenance & Storage Facility	133,324	127,669	47,502			308,495						308,495
Toronto Rocket Yard & Storage Track Accommodation	38,563	79,746	81,286	46,627	48,512	294,734	97,098					391,832
McNicoll Bus Garage Facility	2,000	5,000	20,000	35,000	17,700	79,700						79,700
Total (including carry forward funding)	1,083,899	1,060,429	738,005	668,277	466,543	4,017,153	283,496	135,010	80,072	108,842	74,344	4,698,917

The 2014 Capital Budget provides funding of \$4.699 billion to:

- Complete the *Wilson Complex Modifications for the Toronto Rocket* (\$1.694 million), *Mount Dennis Bus Facility* (\$0.200 million), *Purchase of 153 Articulated Buses* (\$126.422 million) and *Overhaul of Canadian Light Rail Vehicles* (\$4.019 million).
- Continue construction of the *Leslie Barns Streetcar Maintenance and Storage Facility* and associated connection track on Leslie Street (\$308.495 million).

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- Continue with design, procurement, installation and testing of the *ATC Resignalling* project for the Yonge-University-Spadina subway line (\$368.578 million).
 - Continue the design and engineering work for the *McNicoll Bus Garage Facility* to provide additional bus storage (\$79.7 million).
 - Continue the *On-Grade Paving Rehabilitation Program* by re-paving and improving commuter and employee parking lots, yards and garages and bus roadways in subway stations (\$29.756 million).
 - Continue *Surface Track* work (\$61.023 million), *Subway Track* work (\$80.037 million), *Easier Access* program (\$185.767 million), *Fire Ventilation Upgrades* (\$116.655 million) and the *Fare System* projects (\$55.873 million).
 - Continue the *Purchase of Subway Cars* (\$32.198 million), *Purchase of Streetcars* (\$684.659 million), *Bus Heavy Rebuild Program* (\$99.218 million) and *Toronto Rocket Yard & Storage Track Accommodation* projects (\$391.832 million).
 - Begin the *Purchase of 60 New Subway Cars* (\$229.770 million) to accommodate projected ridership growth.
 - Begin work on *Information Technology System-Infrastructure* projects (\$245.823 million) including the *SAP-ERP Implementation Program* and the *CAD/AVL System*.

V: ISSUES FOR DISCUSSION

Key Program Issues

Capital Plan Affordability

Background

- In June 2013, the TTC submitted a requested 10-Year Capital Plan (revised upwards in September 2013), comprised of capital works that totaled \$1.004 billion in 2014 and \$9.072 billion over the 10-year period.

TTC Capital Budget and Plan Needs				
(\$Millions) 1 Year Capital Budget	2013 Capital Budget	2014 Capital Budget	Change over 2013	
			\$	%
2013 Approved Budget	813.7	1,070.3	256.5	31.5%
2014 Requested Budget		1,003.9	190.2	23.4%

TTC Capital Budget and Plan Needs				
(\$Millions) 10-Year Capital Plan	2013 - 2022 Capital Plan	2014 - 2023 Capital Plan	Change over 2013	
			\$	%
2013 Approved Budget	6,391.9			
2014 Requested Budget		9,071.9	2,680.0	41.9%

- This level of capital work would require \$5.012 billion in City debt funding as compared to a 10-year debt affordability target of \$1.878 billion.
 - As illustrated in the table below, the TTC requested 10-Year Capital Plan exceeded the established 10-year **debt affordability target by \$3.134 billion.**

(\$000)	2014	2015	2016	2017	2018	2014 - 2018	2019	2020	2021	2022	2023	2014 - 2023
(Under)/Over Debt Target	3,768	327,179	207,943	212,857	232,348	984,095	616,365	427,971	291,942	288,720	524,502	3,133,595

- The gross expenditure increase of \$2.568 billion coupled with additional funding for the new 10th year of the Capital Plan (2023) of \$925 million is comprised of the following major changes:

Rolling Stock

- \$2.029 billion or 58.1% of the overall increase is attributed to increased fleet requirements to accommodate projected ridership growth, replace vehicles and to improve service.
 - Ridership Growth (\$636 million or 18.2%)
 - ✓ 60 New Subway Cars at \$230 million from 2014-2017
 - ✓ 60 New LRVs at \$353 million from 2014-2021
 - ✓ 112 New Wheel-Trans Buses at \$53 million from 2015-2023
 - Vehicle Replacement (\$448 million or 12.8%)

- ✓ *372 Replacement Subway Cars* for T1s at \$426 million in 2023 (\$1.221 billion Post-2023)
- ✓ *58 New Wheel-Trans Buses* at \$22 million from 2020-2022
- Buses (\$911 million or 26.1%)
 - These costs are based on converting to a 15 year life cycle, with reduced overhaul costs but increased costs for purchasing new buses
 - ✓ *400 New 40ft Low Floor Diesel Buses* at \$208 million from 2015-2018
 - ✓ *900 New 40ft Low Floor Diesel Buses* at \$763 million from 2019-2023
 - ✓ *15 Year Life Bus Overhaul Program* reduction at (\$165) million from 2014-2023
 - Service Improvement (\$105 million or 3%)
 - ✓ *135 New 40ft Low Floor Diesel Buses* at \$105 million in 2019

Infrastructure/Major Projects with Additional Scope

- \$909 million or 26.0% of the increased capital expenditures is attributed to increased requirements as a result of additional scope for infrastructure/major projects.
 - Growth Related (\$404 million or 11.6%)
 - ✓ *ATC Resignalling* at \$168 million from 2014-2023
 - ✓ *Leslie Barns Streetcar Maintenance and Storage Facility* at \$78 million from 2014-2016 (\$60 million increase in project for utility work plus cash flow deferrals not funded by carry forward)
 - ✓ *Toronto Rocket Yard and Storage Track Accommodation* at \$57 million from 2014-2019
 - ✓ *McNicoll Bus Garage Facility (Phase 2)* at \$101 million from 2014-2020
 - SOGR (\$92 million or 2.6%)
 - ✓ *Subway Track* at \$92 million from 2014-2023
 - Legislated (\$50 million or 1.4%)
 - ✓ *Easier Access* at \$50 million from 2014-2023
 - Improvements (\$188 million or 5.4%)
 - ✓ *Fire Ventilation Upgrade* at \$159 million from 2014-2023
 - ✓ *ERP (SAP) System* at \$29 million from 2014-2020

New Projects

- \$416 million or 11.9% of the increased capital spending is attributed to new projects introduced as part of the TTC's requested 10-Year Capital Plan in 2014.
 - Growth (\$150 million or 4.3%)

- ✓ *Wheel-Trans New Bus Garage* at \$150 million from 2014-2022
- Improvement (\$202 million or 5.8%)
 - ✓ *CAD/AVL System* at \$95 million from 2014-2018
 - ✓ *Train Door Monitoring System* at \$56 million from 2014-2016
 - ✓ *Station Finish Renewal Program* at \$51 million from 2014-2023

TTC Capital Plan Changes

- City and TTC staff re-evaluated capital requirements in order to reduce the Capital Plan request. Given the uncertainty with future Wheel-Trans service level requirements, TTC deleted the following projects:
 - *Wheel-Trans New Bus Garage* – reduction of (\$150) million
 - *Purchase of 112 (310 to 198) Wheel-Trans Growth Buses* – reduction of (\$53) million
- Based on these adjustments, TTC's requested capital plan was reduced by \$203 million.

TTC Capital Budget and Plan Needs				
(\$Millions) 1 Year Capital Budget	2013 Capital Budget	2014 Capital Budget	Change over 2013	
			\$	%
2013 Approved Budget	813.7	1,070.3	256.5	31.5%
2014 Requested Budget		1,003.4	189.7	23.3%

TTC Capital Budget and Plan Needs				
(\$Millions) 10-Year Capital Plan	2013 - 2022 Capital Plan	2014 - 2023 Capital Plan	Change over 2013	
			\$	%
2013 Approved Budget	6,391.9			
2014 Requested Budget		8,868.8	2,476.9	38.8%

- As a result, the TTC requested 10-Year Capital Plan exceeded the established 10-year **debt affordability target by \$2.931 billion**.
- City and TTC staff re-evaluated capital requirements and funding opportunities in order to further reduce the capital plan request and debt requirements. The TTC's 10-Year Capital Plan of \$6.325 billion is based on the following major changes:
 - ✓ Increased debt funding by \$124 million;
 - ✓ Increased DC funding by \$253 million following approval of the new DC Bylaw; and
 - ✓ **Moved \$2.526 billion in unfunded capital projects "below the line."**

- The table below details the \$2.526 billion in changes to the 2014-2023 Capital Plan submission including projects that have been placed below the line with strategic reductions to Fleet, Scope Increases, New Projects, AODA Projects and Ongoing SOGR Programs:

	2014	2015	2016	2017	2018	2014-	2019	2020	2021	2022	2023	2014-2023
Rolling Stock												
372 Replacement Subway Cars											(425,707)	(425,707)
58 Replacement Wheel-Trans Buses					534	534	1,965	(12,381)		(12,189)		(22,071)
135 Buses for Service Improvements							(105,301)					(105,301)
Buses for 15 year life cycle:												
400 Buses for Growth/Replacement		(64,778)	(44,748)	(25,259)	(74,433)	(209,218)	428	439	450	461		(207,440)
900 Buses for Growth/Replacement							(155,875)	(163,308)	(171,100)	(179,277)	(93,871)	(763,431)
Buses for 18 year life cycle:¹												
165 Buses for Growth/Replacement		35,556	7,563	306	(418)	43,007	(428)	(439)	(450)	(461)		41,229
Bus overhaul for 18 year life cycle:												
Bus Overhaul (add back reduction)	7,539	27,200	26,298	58,793	47,898	167,728	51,177	6,253	(14,465)	(20,178)	(25,327)	165,188
Bus Overhaul (additional need)	(371)	404	1,434	1,090	694	3,251	(2,251)	1,233	23,682	24,155	44,508	94,578
60 New LRVs for Growth	(51,724)					(51,724)	(160,819)	(130,946)	(9,415)			(352,904)
Subtotal	(44,556)	(1,618)	(9,453)	34,930	(25,725)	(46,422)	(371,104)	(299,149)	(171,298)	(187,489)	(500,397)	(1,575,859)
Scope Increase												
Fire Ventilation Upgrade	2,806	(7,485)	(23,842)	(12,550)	(14,372)	(55,443)	(16,765)	(21,303)	(19,822)	(19,545)	(26,212)	(159,090)
McNicoll New Bus Garage (Phase 2)					(27,300)	(27,300)	(45,000)	(28,700)				(101,000)
Subtotal	2,806	(7,485)	(23,842)	(12,550)	(41,672)	(82,743)	(61,765)	(50,003)	(19,822)	(19,545)	(26,212)	(260,090)
New												
Station Finish Renewal Program					(1,500)	(1,500)	(4,750)	(9,500)	(10,000)	(10,000)	(10,000)	(45,750)
Train Door Monitoring System - T1 & TR	(13,803)	(22,506)	(15,166)			(51,475)						(51,475)
SMS Work Order System SOGR		(200)	(800)	(2,000)	(2,000)	(5,000)	(5,000)	(5,000)				(15,000)
Subtotal	(13,803)	(22,706)	(15,966)	(2,000)	(3,500)	(57,975)	(9,750)	(14,500)	(10,000)	(10,000)	(10,000)	(112,225)
AODA												
Easier Access III					(5,442)	(5,442)	(51,727)	(44,911)	(46,372)	(48,813)	(42,710)	(239,975)
Subtotal	-	-	-	-	(5,442)	(5,442)	(51,727)	(44,911)	(46,372)	(48,813)	(42,710)	(239,975)
Capacity to Spend Opportunities												
Subway Track					(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(60,000)
Surface Track	(10,000)	(8,000)	(10,000)	(10,000)	(10,000)	(48,000)						(48,000)
Traction Power	(10,000)	(10,000)	(5,000)			(25,000)						(25,000)
Finishes		(10,000)				(10,000)		(10,000)	(10,000)	(10,000)		(40,000)
Equipment	(5,000)	(10,000)	(5,000)	(5,000)	(5,000)	(30,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(55,000)
Bridges and Tunnels	(5,000)	(10,000)	(5,000)	(5,000)	(5,000)	(30,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(55,000)
On-Grade Paving		(5,000)	(5,000)	(5,000)	(5,000)	(20,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(45,000)
Other Buildings & Structures		(10,000)				(10,000)						(10,000)
Subtotal	(30,000)	(63,000)	(30,000)	(25,000)	(35,000)	(183,000)	(25,000)	(35,000)	(35,000)	(35,000)	(25,000)	(338,000)
Total Gross Change	(85,553)	(94,809)	(79,261)	(4,620)	(111,339)	(375,582)	(519,346)	(443,563)	(282,492)	(300,847)	(604,319)	(2,526,149)

NOTE:

¹ 266 Buses for Growth/Replacement - would likely be required with 18 year bus life cycle; cashflow impact \$0.426 million in 2022 and \$250.082 million in 2023 - Total \$250.508

- Most of the projects on the unfunded list are precisely the type that has received very significant Provincial or Federal government capital funding support in the past. The current project-specific program funding that has been provided by the upper orders of government in the past either has been or is nearing completion. Consequently, a long term capital funding strategy is required with the Provincial and Federal governments to secure the sustainability of the transit system for the 540 million riders projected in 2014 and the growth in ridership that will follow as the population of the City and region continue to expand.
- The TTC and City will take a co-ordinated inter-governmental relations approach to pursue increased funding from the Province and Federal governments in order to help fund those fleet projects being placed below the line.

- **Rolling Stock**

- Based on ridership growth projections, TTC has requested **60 additional Subway Cars** at a cost of \$230 million from 2014-2017. In order to maintain the production line and contain costs, Bombardier would need a commitment from TTC within the next month. If the decision to procure the 60 additional cars is delayed, TTC risks paying higher costs due to possible production line breakage and there would be a possibility that Bombardier may not have a production line available for a relatively small (60 car) order at the time that it is needed. Therefore this project is included in the 2014-2023 Capital Plan.
- **60 Additional LRVs**, also based on ridership growth projections, are being requested at a cost of \$353 million from 2014-2021. This request has been placed below the line due to funding constraints. However, since these entire fleet replacements happen 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 to take advantage of the volume pricing.
- In order to **replace the T1 subway cars** that are currently in service, TTC requires funding in 2023 of \$426 million and \$1.221 billion in Post-2023. This is being placed below the line as this commitment is not required until 2023. By 2025 the T1 subway car fleet will be reaching the end of its useful life after 30 years of revenue service. Replacement vehicles must be ordered well in advance to ensure timely arrival consistent with the retirement of the existing fleet in order to avoid excessive maintenance costs which would negatively impact the operating budget.
- Currently TTC operates 201 **Wheel-Trans Buses**. The request includes replacement of these buses with the purchase of 198 new buses from 2018-2022. The purchase of 140 buses is currently approved. The cash flow funding increase for **58 additional buses** is being placed below the line. This is a real need as any prolonged delay in the procurement of buses will affect Wheel-Trans' ability to meet service and accommodate ridership growth.
- The purchase of **135 buses for service improvements** is being placed below the line due to funding constraints. The purpose of these buses is purely for improving the existing loading standards but cannot be afforded at this time.
- Currently TTC operates buses for 18 years. The TTC submission was based on reducing the bus life cycle to 15 years, which would require TTC to purchase 400 buses plus an additional 900 buses for growth and replacement. A 15 year life cycle allows for a reduction to the **Bus Overhaul** project as an overhaul at 15 years would no longer be required. The 2014-2023 Capital Plan includes reverting back to an 18 year life cycle, which requires an increase for bus overhaul and a reduction to bus purchases as a portion of the **400 and 900 buses** would be transferred below the line, and the purchase of **165 buses** based on an 18 year life cycle would be required.
 - ✓ TTC staff intends to undertake a comprehensive life-cycle analysis for buses in 2014 and to present a plan to the Board for consideration as part of the 2015 budget

- cycle. While reducing the expected life of a bus will result in additional capital costs, failure to implement an appropriate strategy for maintenance of the bus fleet will impact the integrity and reliability of the fleet and has the potential to significantly increase operating costs.
- ✓ 266 Buses for growth and replacement would likely be required with an 18 year bus life cycle. These buses are not included in the 2014-2023 Capital Plan, but if required, the cash flow impact is \$0.426 million in 2022 and \$250.082 million in 2023.
- **Scope Increase**
 - 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, the increase to include improvements at additional stations 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.
 - Phase 1 of the **McNicoll Bus Garage Facility** project for an indoor storage facility for 250 buses is included in the approved capital plan. The increase of \$101 million for Phase 2 of the facility which provides additional indoor storage for 150 buses and a maintenance facility is being placed below the line. Bus Garages are currently operating over capacity and this over capacity situation is expected to increase significantly in the next 5 to 10 years. New lines such as the Eglinton Crosstown and the Scarborough Subway Extension may reduce the number of buses required outside the 10 year envelope, however, future ridership growth and customer service improvements still require a new bus garage.
 - **New Projects**
 - New projects have been added to the TTC Capital Plan request however the 2014-2023 Capital Plan places some of the projects below the line. TTC has retained \$5 million in the **Station Finish Renewal Program** to allow work to proceed that has already been identified. Also, \$5 million has been retained in the **Train Door Monitoring** project. New projects including the CAD/AVL System, Subway Rail Grinding and various other new projects have been maintained in the Capital Plan as per TTC's requirements.
 - **AODA Legislation**
 - 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, as a result of AODA, is very costly and mostly funded by debt. Cash flow funding from 2018-2023 for this project of \$239.975 million is being placed below the line with the goal of securing future funding from the Province to help support this Provincially-mandated project.

- **Capacity to Spend Opportunities**

- Typically, the TTC's annual capital spending rate is approximately 70%. The purpose of these adjustments account for TTC's project spending rate and provide sufficient funding based on ability to spend. As a result, a portion of the cash flow requirement is placed below the line and will be treated as unmet SOGR needs, or backlog.

- The table below summarizes the 10-year request and changes:

2014-2023 (\$millions)	Requested Change	Reductions	(Below the Line)/Above the Line	Change
Rolling Stock				
<u>Growth</u>				
60 New Subway Cars	230			230
60 New LRVs	353		(353)	-
112 New Wheel-Trans Buses	53	(53)		-
Subtotal	636		(353)	230
<u>Replacement</u>				
372 Replacement Subway Cars	426		(426)	-
58 New Wheel-Trans Buses	22		(22)	-
Other Misc	34			34
Subtotal	482		(448)	34
<u>Buses</u>				
<u>Growth/Replacement</u>				
400 New 40ft Low Floor Diesel Buses	208		(208)	-
900 New 40ft Low Floor Diesel Buses	763		(763)	-
Bus Overhaul Program (15 to 18 Yrs)	(165)		260	95
165 New 40ft Low Floor Diesel Buses			41	41
<u>Service Improvement</u>				
135 New 40ft Low Floor Diesel Buses	105		(105)	-
Subtotal	911		(775)	136
Total Rolling Stock	2,029	(53)	(1,576)	400
Additional Scope				
<u>Growth</u>				
ATC Resignalling	168			168
Leslie Barns	78			78
TR/T1 Rail Yard Accommodation	57			57
McNicol Bus Garage Facility (Phase 2)	101		(101)	-
Subtotal	404		(101)	303
<u>SOGR</u>				
Subway Track	92		(60)	32
Other Buildings & Structures	50		(10)	40
Equipment	33		(55)	(22)
Traction Power	26		(25)	1
Other SOGR (Project Backlog)	66		(188)	(122)
Subtotal	267		(338)	(71)
<u>Legislated</u>				
Easier Access	50		(240)	(190)
<u>Improvement</u>				
Fire Ventilation Upgrade	159		(159)	-
ERP (SAP) System	29			29
Subtotal	188		(159)	29
Total Additional Scope	909	-	(838)	71
New Projects				
<u>Growth</u>				
Wheel-Trans New Bus Garage	150	(150)		-
<u>Improvement</u>				
CAD/AVL System	95			95
Train Door Monitoring System	56		(51)	5
Station Finish Renewal Program	51		(46)	5
Subway Rail Grinding	16			16
SMS Work Order System	15		(15)	-
Subtotal	233		(112)	121
<u>Other New</u>				
Various	32			32
Total New Projects	415	(150)	(112)	153
Various Other Projects	140	(18)		122
Total Gross Change	3,493	(221)	(2,526)	746

- Consequently, as discussed above, there is an urgent need to identify long-term, sustainable and predictable funding sources for the TTC capital plan. This would allow the TTC to proceed with appropriate and timely capital investments in a planned fashion in order to meet the needs of the City and its customers to ensure that the transit system, infrastructure, vehicles and equipment are maintained in a state-of-good-repair and allow for additional required expansion projects, such as the Downtown Relief Line.
- City Council approved that staff create a special task force, comprised of the TTC Chair, the TTC CEO, the TTC CFAO, the City Manager and the City CFO, to prioritize, seek and secure funding for the \$2.5 billion of unfunded TTC Capital Projects.
- City Council directed that the Special Task Force 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.

Capital Financing Strategy

- TTC's 2014-2023 Capital Budget and Plan includes \$1.129 billion 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.
- Funding of \$585.406 million or 51.8% of the reserve funding is allocated to four key projects including the *Purchase of Streetcars, Leslie Barns Streetcar Maintenance and Storage Facility, the Toronto Rocket Yard and Storage Track Accommodation and Automatic Train Control Resignalling*. These four projects are necessary to accommodate ridership growth, increase capacity and replace, store and maintain streetcars and subway cars. Funding of \$543.835 million or 48.2% of the reserve funding is for state-of-good-repair projects including *Bus Overhaul, Subway Car Overhaul, Subway Track, Surface Track, Bridges and Tunnels and Equipment*.
- The table below identifies the projects funded by the capital financing strategy in the 2014-2023 TTC 10-Year Capital Plan.

Project	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2014-2023 Total
Subway Track	31,738	9,516		13,474	19,000	35,353					109,081
Surface Track		10,932					31,500				42,432
Traction Power	15,546			4,572			11,400				31,518
Signal Systems			6,174	14,749	16,963	14,865	4,022				56,773
Equipment	15,424		22,238	21,630	28,965						88,257
Yards and Roads				14,973	16,032	1,900					32,905
Bridges & Tunnels		20,498	22,989	15,058	12,780						71,325
Fire Ventilation Upgrade				2,269		9,144	6,000				17,413
Subway Car Overhaul Program			10,235	2,461	5,935	6,061	6,214				30,906
Other Buildings & Structures	13,274			10,322	12,355		781				36,732
Bus Overhaul	11,447	7,139	7,907								26,493
Purchase of Streetcars	57,360	41,167	31,936	33,414		5,665					169,542
YUS ATC Resignalling Project	32,770										32,770
Leslie Bams Streetcar Maintenance and Storage Facility	49,818	87,495	24,606								161,919
Toronto Rocket Yard and Storage Track Accommodation	24,917	51,338	68,458	31,692	2,085	42,685					221,175
Total	252,294	228,085	194,543	164,614	114,115	115,673	59,917				1,129,241

- Historically, the TTC's capital program was funded by approximately one-third City debt and two-thirds primarily from Federal and Provincial funding. Given the pressure on TTC's capital program and the reduction in certain Provincial and Federal funding sources, this funding trend has begun to erode as TTC's 2013-2022 Capital Plan is comprised of 32.8% City debt and 18.6% City reserves for a total of 51.4% own-source funding.
- The TTC's 2014-2023 Capital Plan is comprised of 49.5% funding from City debt and City reserves (capital financing strategy).
- TTC's 10-Year Capital Budget and Plan has not been able to stay within debt affordability limits even with the approved capital financing strategy requiring the City to dedicate \$1.129 billion in future proceeds to transit capital needs. This requires fiscal discipline to ensure proceeds are applied over the 10 years. To this end, the City has maximized all funding sources but has not been able to maintain the debt affordability requirements.

Additional Unfunded TTC Capital Projects Not Included Below the Line

- The 2014-2023 Capital Budget and Plan of \$6.325 billion (excluding carry forward funding) requires debt funding of \$2.002 billion, which is \$123.708 million over the debt affordability guideline. With \$4.323 billion of funding budgeted from other sources, the available debt funding is insufficient to meet the TTC's ongoing efforts to maintain its assets in a state of good repair, coupled with service improvement and system capacity projects to meet increasing ridership and increased demand to grow the transit system.
- It should be noted that in addition to the \$6.325 billion over the 10-year period and \$2.526 billion in projects below the line, the TTC has identified an additional \$5.429 billion in funding for major projects which are not included in the TTC's 10-Year Capital Plan nor below-the-line due to affordability constraints, but which the TTC staff believe are vital to meet future passenger growth and system safety requirements. They include:
 - *AODA accessibility requirements* (legislated) \$182.354 million
 - *Station Modernization Program* \$111.1 million

- *Yonge – Bloor Capacity Improvements* \$112.0 million
- *Yonge North Subway Extension* (Metrolinx priority project) \$4.292 billion
- *Platform Edge Doors – YUS Line* \$231.109 million
- *Wheel-Trans New Bus Garage* \$150.0 million
- *Purchase of 112 (Growth) Future Wheel-Trans Buses* \$53.112 million
- Another project not included in the above is the *Downtown Relief Line*. The timing and project cost for this project is not available at this time, however it is estimated that the project cost could be in the range of \$3.2 to \$8.3 billion depending on its scope.

Future Year Issues

Fleet Replacement Strategy

- A key issue with TTC's capital program is the timing of fleet replacement and procurement. The fleet plan includes the replacement of all streetcars from 2012-2019; replacement of all YUS line trains as well as the purchase of growth trains from 2011-2015; purchase of 433 buses from 2012-2017; and the replacement of 201 Wheel-Trans buses from 2009-2012. This replacement schedule has resulted in significant funding challenges for the TTC and the City.
- As a mitigating strategy for the future, it is *again* directed by City Council that the TTC assess their future fleet requirements and overhaul programs outside of the 2014-2023 10-year horizon and develop a strategy together with the City for purchasing Subway Cars, LRVs and Buses intermittently over an extended period in order to avoid procuring the majority of the fleet in the same fiscal years in the future. City Council approved that the TTC report back on this matter to Budget Committee during the 2015 Budget process. The table below reflects the schedule of TTC's current fleet procurement plan:

2014-2023 Schedule of Fleet Procurement

# of Vehicles	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Purchase of Light Rail Vehicles	34	36	36	39	36	14				
Purchase of Buses	142	55	45	65						
Subway Car Purchases (# of cars)	90	60								
Replacement Wheel-Trans Vehicles					10	35	54		41	

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

Key Capital Projects

Toronto-York Spadina Subway Extension

- The TTC is currently constructing an extension of the Spadina Subway from Downsview station to the Vaughan Corporate Centre through a joint project involving the City of Toronto/TTC and York Region. Provincial government funding for one third of the project cost has been committed and placed in a trust fund. Funding involvement is allocated municipally on a 59.96% City / 40.04% York Region split based on recognition of municipal boundaries and responsibilities and of shared system infrastructure.
- It had been planned to use a portion of the monetization of the Toronto Hydro bond to pay for the majority of the City's share of the Spadina Subway Extension. This funding was replaced in 2010 by \$344 million in debt as part of a strategy by the City of Toronto to restructure its debt financing. Debt funding in the 2014-2023 Capital Plan totals \$77.8 million including carry forward funding from 2013.

- Council approved cash flow funding of \$1.119 billion including 2014 and future year commitments for the Toronto-York Spadina Subway Extension, with \$326.156 million in funding carried forward from 2013 into 2014.
- The 2014-2023 Capital Plan is based on a revised project completion date of the fall of 2016 due to delays from a construction site accident, complex utility work, design issues and contractor performance.
- While capital funding is in place, no funding has yet been identified for transitional or ongoing incremental operating costs the TTC will incur when this capital project is complete and the subway extension is operational by the fall of 2016.
- City Council directed that the TTC report back to Budget Committee during the 2015 Budget process to identify transitional or ongoing incremental operating costs the TTC will incur when the Toronto-York Spadina Subway Extension is complete.

Light Rail Transit Projects

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

- The total estimated cost for the McCowan Corridor Subway 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 would fund its share of the project through a combination of property taxes with increases of 0.5% in 2014, 0.5% in 2015 and 0.6% in 2016, and development charges.
- The table below reflects the capital project plan for the Scarborough Subway Extension identifying proposed cash flows and anticipated funding:

Description (\$000s)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Post 2023	Total Project Cost
TOTAL GROSS ANNUAL EXPENDITURES AND PLAN												
SCARBOROUGH SUBWAY EXTENSION												
Scarborough Subway	14,500	15,500	82,872	171,465	339,383	665,750	878,861	628,489	411,189	96,991		3,305,000
SRT Life Extension			14,000	15,000	16,000	16,000	17,000	17,000	18,000	19,000		132,000
SRT Decommissioning & Demolition											123,000	123,000
TOTAL GROSS ANNUAL EXPENDITURES AND PLAN	14,500	15,500	96,872	186,465	355,383	681,750	895,861	645,489	429,189	115,991	123,000	3,560,000
FINANCING												
Debt / Tax Supported Costs	14,500	3,194	19,959	38,418	73,222	140,465	184,579	132,994	88,428	23,898	25,342	745,000
Development Charges		721	4,508	8,678	16,539	31,727	41,691	30,040	19,974	5,398	5,724	165,000
Federal Funding		2,885	18,033	34,711	66,155	126,909	166,766	120,159	79,894	21,592	22,897	660,000
Provincial Funding		8,700	54,372	104,658	199,468	382,649	502,824	362,297	240,893	65,103	69,037	1,990,000
TOTAL FINANCING	14,500	15,500	96,872	186,465	355,383	681,750	895,861	645,489	429,189	115,991	123,000	3,560,000

- Other City cost implications include cost overruns/estimation errors, operations and maintenance (estimated at \$30-40 million per year), and Automatic Train Control (\$30-40 million in 2010 dollars).
- City Council approved the Scarborough Subway Extension project with 2014 total project cost of \$14.5 million that requires cash flow of \$14.5 million in 2014 and no future year cash flow commitments.
- City Council directed that the TTC be required to seek City Council approval for any additional cash flow funding required in 2014 and cash flow funding commitments for 2015-2023 as cash flows from 2015-2023 will be budgeted as planned forecasts with no authority to spend.
- City Council approved the Scarborough Subway Extension project with a 2015-2023 capital plan totaling \$3.423 billion in project estimates, comprised of \$15.5 million in 2015; \$96.872 million in 2016; \$186.465 million in 2017; \$355.383 million in 2018; \$681.750 million in 2019; \$895.861 million in 2020; \$645.489 million in 2021; \$429.189 million in 2022; and \$115.991 million in 2023.

- City Council directed that staff include \$123.0 million of post-2023 expenditures for the decommissioning and demolition of the Scarborough Rapid Transit for consideration in future budget processes

GTA Farecard and Proof of Payment (POP)

- The Provincial government introduced its Presto fare card in 2010 which can be used by transit passengers across the various GTA transit systems. A pilot project is in progress which involves having farecard machines available in five TTC subway stations which serve as access points for riders from the other parts of the GTA. The total project cost of \$46.988 million reflects only the City portion of the project.
- In June 2011, TTC approved the adoption of the Presto fare collection system subject to the development of acceptable operating and financial agreements. While this project was initially included for funding through the CSIF program, from the Federal Government, the TTC, City of Toronto and Ontario Government submitted a joint letter requesting that the proponentcy of the project be shifted from TTC to Metrolinx. The proposal was approved and provided that the Federal portion of CSIF funding would be directed to Metrolinx and the majority of the TTC-Presto capital costs would be financed by the Province. Metrolinx would design, build, purchase, operate, maintain and retain ownership of the TTC-Presto devices and support back-office systems required to meet TTC's fare system business requirements. Therefore, no additional City funding is required at this time in the TTC Capital Plan in order to complete this project.
- The Proof-of-Payment (POP) project is also included in the 2014-2023 Capital Plan. This project involves the installation of proof-of-payment readers on the LRVs replacing the existing streetcar fleet and also involves the installation of machines at streetcar stops. \$19.713 million in funding is currently approved for this project. There is still a need to ensure that all payment systems integrate to mitigate against the need for reinvestments in fare collection in the future.

Status of Provincial/Federal Cost Sharing

Provincial Funding

Metrolinx

- The Provincial government in March 2008, made approximately \$599 million in transit funding commitments and payments to the City. As well, under the Metrolinx QuickWins program, the Province provided the City with \$386 million for the Automatic Train Control project and funding for 2 subway car orders. Of this \$386 million, \$189 million provided funding 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

2013. 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 July of 2013, a letter of Agreement was signed by Provincial and Municipal parties for the 2012/13 Dedicated Gas tax allocation of \$163.0 million for public transportation of which \$91.6 million would go towards operating needs and the remainder to be applied to capital needs. Due to updated census, this is a slight increase from the \$162.2 million received in 2012. The 2014 capital program maintained consistency in the continued application of \$91.6 million towards operating needs with the balance to capital, with the same funding allocations for future years to 2023.

Funding of LRVs

- On June 19, 2009 the Province of Ontario announced that it would provide one-third funding for the 204 Streetcar Project (which has been confirmed up to \$416.3 million) and this funding is expected to flow on the basis of contract milestone payments. The execution of a Transfer Payment Agreement with the Province was completed on January 21, 2013 and the first claim has been submitted and paid for the period from June 19, 2009 to March 31, 2013.

Federal Funding

Toronto-York Spadina Subway Extension

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

Canada Strategic Infrastructure Fund (CSIF)

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

Federal Gas Tax

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

Issues Referred to the 2014 Capital Budget Process

Victoria Park Station – Teesdale Entrance Accessibility

- During the 2013 Budget process, Budget Committee requested that the Toronto Transit Commission (TTC) undertake a review of the Victoria Park Subway Station redevelopment capital project to examine options and costs for making the station accessible at the eastern (Teesdale) end of the station, and report to the Commission through the 2014 Budget process on implementing such changes.
- The objective of TTC's Easier Access Program is to make the remaining subway and SRT stations accessible by 2025 by providing one fully accessible entrance and barrier free path from street/bus level to the subway platform level. The goal is to make the main entrance the accessible entrance at each station where possible.
- The Advisory Committee on Accessible Transit (ACAT) reviews all Easier Access projects during the design phase and provides feedback and recommendations on the accessibility routes and features at each station. The priority of the remaining stations has been determined through consultation with ACAT.
- The Victoria Park Bus Terminal Replacement, completed in 2011, included the construction of the following:
 - At-grade, barrier free bus terminal
 - The installation of three elevators to provide full accessibility between the street/bus level and each subway platform.
 - The addition of a new auto-entrance at the east end of the westbound platform. This entrance is referred to as the 'Teesdale Entrance.'
- The station is accessible from the east side of Victoria Park Avenue at the main and north entrances.
- The station is also accessible from west side of Victoria Park Avenue from the Victoria Park Pedestrian Bridge.

Key Points:

- The design and accessible routes at Victoria Park station were reviewed by ACAT prior to construction.
- The main entrance of Victoria Park Station is fully accessible and meets the legislative requirements for barrier free access. Therefore, the objectives of TTC's Easier Access program at the station have been met.

- Given the above, the Teesdale entrance was not intended to be an accessible entrance.
- There is no available funding in the project budget to make the Teesdale entrance accessible.
- The focus of TTC's Easier Access program is on ensuring that each station has at least one accessible entrance. Making all entrances accessible at each station would delay ensuring that other stations are accessible.
- The addition of another accessible entrance at this station may set precedence for other subway stations with the potential for significant budget impact.
- Consideration may be given to making additional entrances accessible at each station once all remaining stations have been made accessible and if the funds are available.

Appendix 1

2013 Performance

2013 Key Accomplishments

In 2013, TTC accomplished the following:

- ✓ Achieved a significant milestone when TTC carried the 29 billionth customer in history;
- ✓ Achieved another record on October 18, 2013 when daily ridership topped 1.8 million for the first time;
- ✓ Achieved an all-time record ridership of 526 million in 2013, and expected ridership increase to 540 million in 2014;
- ✓ Provided the highest level of service operated;
- ✓ Undertook a pilot at its Bloor-Yonge and St. George interchange stations to improve wayfinding signage and standards;
- ✓ Continued tunnel boring for the Toronto-York Spadina Subway Extension;
- ✓ Made significant progress in replacement and rehabilitation work mainly for subway/surface track, streetcar traction power cables, signal system back up power supply and subway station breakers;
- ✓ Continued feasibility study to merge information Technology Data Centre with Transit Back up Control Centre;
- ✓ Deployed 35 LCD Station Information screens, 17 Next Vehicle Arrival LCD screens, 3 Next Vehicle Arrival LED Screens, 2 Platform Video LCD Screens at various subway stations to meet the TTC Customer Charter for 2013. 50 Next Vehicle Arrival LED Signs at City Bus/Streetcar Shelters were also deployed in 2013;
- ✓ Station Enhancements at Union Station when the new concourse was partially opened to the public in May 2013;
- ✓ The second exit located at Dufferin Station (on Russett Avenue) was opened on August 28, 2013. The elevators at Pape Station were complete and put into service on October 31, 2013 with the second exit to be completed by the end of 2013;
- ✓ Easier Access project: The elevator at Pape station opened for service on October 31, 2013;
- ✓ Received two prototype LRVs in March and June 2013. The prototype vehicles are undergoing extensive vehicle reliability, performance and technology verification tests. Based on the prototype test results, a baseline vehicle configuration will be established for production vehicles, scheduled for delivery beginning in late 2013;
- ✓ As of November 18, 2013, 17 Toronto Rocket (TR) trains (102 cars) have been delivered in 2013;
- ✓ Continued monitoring new Toronto Rocket performance and reliability with Bombardier to address modifications and required in service improvements;

- ✓ Completed Wilson Facility Modifications and Yard Expansion work for maintenance and training facilities for new Toronto Rocket trains;
- ✓ Awarded various design contracts for the Toronto Rocket Yard and Storage Track Accommodation project for various facility and yard modifications to address storage and maintenance of the new TR cars at Wilson (YUS line) and T1 cars consolidated on BD line;
- ✓ Procurement of 153 Articulated Buses for delivery in 2013 and 2014;
- ✓ Continued milestone payments for YUS ATC Resignalling project;
- ✓ Awarded construction contract for Fire Ventilation Upgrade work at Union Station and Woodbine Station tender closed with the contract award by year-end;
- ✓ The legal agreement for implementing PRESTO at the TTC has been completed. The initial release of PRESTO at the TTC will support the rollout of the new streetcars starting in 2014. A work plan for the design of the required electrical upgrades for the first 41 subway stations has been approved, and the first design package has been issued for circulation and approval;
- ✓ To improve customer service delivery, three teams have been established to identify and resolve root causes of delays in subway lines. One team is looking at ways to improve vehicle reliability on Toronto Rocket to enhance performance. The second team's focus is on signal and switch failures as they prepare for the integration of the new signal system. The third team is tasked with driving down the number of Passenger Assistance Alarm activations involving non-emergency incidents;
- ✓ Issued Five-Year Corporate Plan – outlining objectives and a delivery strategy in 7 key areas;
- ✓ Launched new Customer Charter;
- ✓ Continued pursuit of funding for capital needs with Provincial and Federal governments to maximize sources available for capital needs;

2013 Capital Variance Review

2013 Budget to Actual Comparison (In \$000s)

2013 Budget	Actuals as of Aug. 31, 2013 (3rd Quarter Variance)		Projected Actuals at Year End		Unspent Balance	
	\$	% Spent	\$	% Spent	\$ Unspent	% Unspent
1,010,047	300,187	29.7%	828,231	82.0%	181,816	18.0%

Capital expenditures for the 8 months ending August 31, 2013 totaled \$300.187 million or 29.7% of the 2013 Capital Budget of \$1.010 billion. TTC is projecting a year-end expenditure of \$828.231 million or 82.0% of the 2013 Capital Budget.

The projected project year-end under-spending is largely attributable to the following projects:

- The Easier Access project's capital expenditures totaled \$9.4 million representing 55.4% of the 2013 cash flow of \$16.9 million during the eight months ended August 31, 2013. It is estimated that \$14.8 million or 87.4% of the 2013 cash flow will be spent by year-end. This project includes constructing and enhancing accessibility features to make the TTC fully accessible by 2025. In 2013, continued progress will be made on the Pape and Dufferin Station elevators. Anticipated under spending at year-end is a result of delays due to property and utility issues at certain stations.
- The Fire Ventilation Upgrade project's capital expenditures totaled \$15.4 million representing 52.4% of the 2013 cash flow of \$29.4 million during the eight months ended August 31, 2013. Project spending is lower than planned in the third quarter of 2013 and it is estimated that \$28.2 million or 95.9% of the 2013 cash flow will be spent by year-end. This project provides for the upgrade of the subway ventilation system and construction of second exits at subway stations. In 2013, significant progress is being made on the second exit program at Wellesley, Castle Frank and Dundas West Stations. Slight under spending is anticipated at year-end however this project is on track.
- The Toronto Rocket Yard and Storage Track Accommodation project's capital expenditures totaled \$12.4 million representing 38.9% of the 2013 cash flow of \$31.8 million during the eight months ended August 31, 2013. Project spending is lower than planned during this period and it is estimated that \$19.6 million or 61.7% of the 2013 cash flow will be spent by year-end. 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 2013, significant progress is being made at Wilson Yard and Davisville Yard. Anticipated under spending at year-end is a result of delays and slippage related to design refinement.
- The Automatic Train Control (ATC) Resignalling project's capital expenditures totaled \$22.7 million representing 33.5% of the 2013 cash flow of \$67.9 million during the eight months ended August 31, 2013. Project spending is lower than planned in this period and it is estimated that \$63.5 million or 93.5% of the 2013 cash flow will be spent by year-end. This project includes the upgrade of antiquated signaling systems on the Yonge-University-Spadina and Bloor-Danforth subway lines to automatic train control signaling in order to increase capacity and improve safety. In 2013, continued progress is being made on the Union interlocking installation and fitting ATC equipment to the new Toronto Rockets trains. Slight under spending is anticipated at year-end however this project is on track.

The rate of spending for the 8-month period ending August 31, 2013 reflects delays in the following projects:

- The Replacement of Buses project's capital expenditures totaled \$1.2 million representing 4.4% of the 2013 cash flow of \$27.7 million during the eight months ended August 31, 2013. Project spending is lower than planned in this reporting period and it is estimated that \$11.2 million or 40.3% of the 2013 cash flow will be spent by year-end. Anticipated under spending at year-end is a result of a deferral of the delivery of 16 articulated buses to 2014 due to a change in the manufacturer's schedule.

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- The Leslie Barns Streetcar Maintenance and Storage Facility project's capital expenditures totaled \$37.8 million representing 25.7% of the 2013 cash flow of \$146.9 million during the eight months ended August 31, 2013. Project spending is lower than planned during this period and it is estimated that \$83.8 million or 57.0% of the 2013 cash flow will be spent by year-end. Anticipated under spending at year-end is a result of project delays experienced by contractors for work such as the relocation of utility cables.
 - At this point, carry forward funding is estimated at \$167.791 million, however given the rate of spending, this number will be further refined closer to the end of the year. Major projects that have had carry forward funding identified to date include:
 - Purchase of Streetcars (\$8.344 million);
 - Fare System (\$9.616 million);
 - Leslie Barns Maintenance and Storage Facility (\$63.160 million); and
 - Toronto Rocket Yard and Storage Track Accommodation (\$13.646 million).

Appendix 2

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

Project	2014 Budget	Plan									2014 - 2023
		2015	2016	2017	2018	2019	2020	2021	2022	2023	
Subway Track	60,778	16,991	17,827	20,959	19,691	55,931	20,157	20,958	21,600	22,232	277,124
Surface Track	12,144	19,739	33,371	26,172	30,537	23,004	31,530	30,712	31,638	32,430	271,277
Traction Power	20,939	17,972	23,880	18,368	11,334	11,466	11,491	11,736	12,412	14,175	153,773
Power Distribution/Electric Systems	6,714	7,686	7,435	8,332	8,023	5,670	5,515	5,506	5,232	5,396	65,509
Communications	26,372	31,918	18,247	13,955	10,153	6,252	2,257	2,073	2,281	2,316	115,824
Signal Systems	10,963	7,096	10,003	14,749	17,550	14,865	7,854	1,438	1,221	1,252	86,991
Finishes	18,471	8,326	16,164	14,955	14,050	22,842	10,962	10,925	11,354	10,800	138,849
Equipment	19,630	15,820	22,238	24,888	30,552	22,596	22,550	20,856	16,947	10,649	206,726
Yards & Roads	4,833	7,515	9,679	14,973	16,032	1,900					54,932
On-Grade Paving Rehabilitation Program	5,994	8,070	6,382	7,150	8,655	13,833	11,000	11,000	10,998	7,000	90,082
Bridges & Tunnels	42,688	38,303	39,591	35,058	39,482	43,668	43,593	45,872	46,587	45,643	420,485
Fire Ventilation Upgrade	32,044	27,164	10,059	8,765	9,864	9,144	6,000	6,460	7,155		116,655
Easier Access Phase II & III	21,986	32,555	41,348	47,218	42,635	25					185,767
Sheppard Subway - Yonge to Don Mills	3,706										3,706
Replacement Wheel-Trans Vehicles					5,023	18,461	29,683		24,912		78,079
Subway Car Purchases	56,353	174,045	8,661	22,909							261,968
SRT Car Overhaul Program	1,922										1,922
Streetcar Overhaul Program	4,019						515	1,345	4,937	5,036	15,852
Subway Car Overhaul Program	32,867	23,710	23,619	20,053	13,697	13,986	14,340	14,641	12,398	12,140	181,451
Automotive Non-Revenue Vehicles	12,173	4,362	5,990	2,926	242	1,884	1,884	1,884	1,884	1,884	35,113
Rail Non-Revenue Vehicle Overhaul	2,914	2,605	931	1,051	589	606	619	501	513	523	10,852
Rail Non-Revenue Vehicles Purchase	1,075	2,095	5,298	1,971	4,476	2,592	2,356	0	0	0	19,863
Shop Equipment	6,078	2,613	2,774	2,902	2,581	2,736	2,663	2,603	2,545	2,562	30,057
Fare Handling Equipment	5,181	1,795	1,840	1,904	2,013	2,099	2,210	2,328	2,453	2,585	24,408
Environmental Programs	6,113	7,216	7,594	8,883	10,004	4,602	4,668	4,833	3,246	3,056	60,215
Information Technology System- Infrastructure	34,893	38,148	67,660	60,533	55,164	29,292	25,048	18,831	17,668	13,888	361,125
Furniture & Office Equipment	202	666	209	486	355	272	683	425	237	392	3,927
Other Service Planning	3,610	875	875	876	275	275	275	275	275	275	7,886
Transit Shelters & Loops	231	237	243	250	257	264	271	278	286	1,063	3,380
Mount Dennis Bus Facility	200										200
Other Buildings & Structures Projects	34,615	42,476	52,312	53,450	35,622	16,621	13,921	6,155	4,456	6,424	266,052
Purchase of Buses	126,422	35,917	30,993	46,506	0	0	0	0	0	0	239,838
Bus Overhaul	52,475	46,743	48,639	74,556	64,950	65,733	31,744	37,389	27,503	44,508	494,240
Other Maintenance Equipment	5,889	1,021	1,025	1,020	1,020	1,020	1,020	1,020	1,020	1,020	15,075
Queensway Bus Garage Renovations	650	1,451									2,101
Purchase of Streetcars	135,714	141,613	117,219	125,603	109,029	55,481					684,659
Fare system	9,866	13,918	13,001	8,750	1,775	6,763	1,800				55,873
ATC Resignalling Project	87,594	99,661	83,701	96,608	50,224	39,597	45,719	49,948	56,213	60,000	669,265
Wilson complex-Modifications for the Toronto Rocket	1,694										1,694
Leslie Barns Streetcar Maintenance & Storage Facility	133,324	127,669	47,502								308,495
Toronto Rocket Yard & Storage Track Accommodation	38,563	79,746	81,286	46,627	48,512	97,098					391,832
McNicoll Bus Garage Facility	2,000	5,000	20,000	35,000	17,700						79,700
Total (Including carry forward funding)	1,083,899	1,092,737	877,596	868,406	682,066	590,578	352,328	309,992	327,971	307,249	6,492,822

Appendix 3

2014 Capital Budget; 2015 to 2023 Capital Plan

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Council Approved Capital Budget; 2015 to 2023 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													
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
<u>TTC906010 Purchase of Legacy LRVs</u>																									
0	2	Purchase of Legacy LRVs - SOGR	CW	S2	03	135,714	141,613	117,219	125,603	109,029	629,178	55,481	684,659	207,144	246,719	0	169,542	0	0	0	0	61,254	0	684,659	
Sub-total						135,714	141,613	117,219	125,603	109,029	629,178	55,481	684,659	207,144	246,719	0	169,542	0	0	0	0	61,254	0	684,659	
<u>TTC907744 Fare System</u>																									
0	1	Fare System - SOGR	CW	S2	03	1,230	1,230	1,185	0	0	3,645	0	3,645	0	0	0	0	0	0	0	0	3,645	0	3,645	
0	2	Fare System - Expansion	CW	S2	05	8,386	12,688	11,816	8,750	1,775	43,415	8,563	51,978	1,530	0	0	0	0	0	0	0	50,448	0	51,978	
0	3	Fare System - Expansion - Scope Change	CW	S3	05	250	0	0	0	0	250	0	250	0	0	0	0	0	0	0	0	250	0	250	
Sub-total						9,866	13,918	13,001	8,750	1,775	47,310	8,563	55,873	1,530	0	0	0	0	0	0	0	0	54,343	0	55,873
<u>TTC908032 McNicoll Bus Garage Facility</u>																									
0	1	McNicoll Bus Garage Facility - Growth	39	S2	05	10,000	30,000	30,000	9,700	0	79,700	0	79,700	0	8,800	17,000	0	0	0	0	0	53,900	0	79,700	
0	2	McNicoll Bus Garage Facility -Scope change	39	S3	05	-8,000	-25,000	-10,000	25,300	17,700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sub-total						2,000	5,000	20,000	35,000	17,700	79,700	0	79,700	0	8,800	17,000	0	0	0	0	0	0	53,900	0	79,700
<u>TTC000110 Subway Track</u>																									
0	5	Subway Track Improvement	CW	S2	04	6,012	0	0	0	0	6,012	0	6,012	0	0	0	2,040	0	0	0	0	3,972	0	6,012	
0	6	Subway Track Improvement	CW	S4	04	1,627	0	0	0	0	1,627	0	1,627	0	0	0	552	0	1,075	0	0	0	0	1,627	
1	1	Subway Track - SOGR	CW	S2	03	17,531	0	0	0	0	17,531	0	17,531	0	0	0	5,950	0	11,581	0	0	0	0	17,531	
1	7	Subway Track - SOGR	CW	S5	03	35,608	16,991	17,827	20,959	19,691	111,076	140,878	251,954	81,105	31,000	0	100,539	0	0	0	0	0	39,310	0	251,954
Sub-total						60,778	16,991	17,827	20,959	19,691	136,246	140,878	277,124	81,105	31,000	0	109,081	0	12,656	0	0	0	43,282	0	277,124
<u>TTC000120 Surface Track</u>																									
0	3	Surface Track Improvement	CW	S2	04	162	88	1,007	0	0	1,257	0	1,257	0	0	0	0	0	0	0	0	1,257	0	1,257	
1	1	Surface Track - SOGR	CW	S2	03	11,982	12,100	0	0	0	24,082	0	24,082	11,982	0	0	3,381	0	0	0	0	0	8,719	0	24,082
1	7	Surface Track - SOGR	CW	S5	03	0	7,551	32,364	26,172	30,537	96,624	149,314	245,938	66,744	39,340	0	39,051	0	0	0	0	100,803	0	245,938	
Sub-total						12,144	19,739	33,371	26,172	30,537	121,963	149,314	271,277	78,726	39,340	0	42,432	0	0	0	0	0	110,779	0	271,277
<u>TTC000210 Traction Power - Various</u>																									
1	1	Traction Power - SOGR	CW	S2	03	12,384	17,000	6,000	6,380	4,000	45,764	0	45,764	11,290	0	0	12,845	0	0	0	0	21,629	0	45,764	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Council Approved Capital Budget; 2015 to 2023 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						Current and Future Year Cash Flow Commitments Financed By													
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TTC000320 Equipment - Various																									
1	8	Equipment -SOGRS	CW	S5	03	13,688	1,114	727	5,333	1,587	22,449	62,681	85,130	0	48,000	0	16,434	0	56	0	0	20,640	0	85,130	
2	6	Equipment - Legislated	CW	S4	02	0	1,199	739	512	0	2,450	0	2,450	0	0	0	1,251	0	0	0	0	1,199	0	2,450	
Sub-total						19,630	15,820	22,238	24,888	30,552	113,128	93,598	206,726	0	62,000	0	88,257	0	56	0	0	56,413	0	206,726	
TTC000333 On-Grade Paving Rehabilitation																									
1	1	On-Grade Paving Rehabilitation - SOGR	CW	S2	03	2,000	5,700	4,382	2,612	0	14,694	0	14,694	0	0	0	0	0	0	0	0	14,694	0	14,694	
1	4	On-Grade Paving Rehabilitation - SOGR	CW	S5	03	3,994	2,370	2,000	4,538	8,655	21,557	53,831	75,388	0	35,069	0	0	0	0	0	0	40,319	0	75,388	
Sub-total						5,994	8,070	6,382	7,150	8,655	36,251	53,831	90,082	0	35,069	0	0	0	0	0	0	0	55,013	0	90,082
TTC000340 Bridges and Tunnels - Various																									
1	1	Bridges and Tunnels - SOGR	CW	S2	03	12,925	12,076	11,417	10,058	12,780	59,256	0	59,256	0	0	0	46,031	0	0	0	0	13,225	0	59,256	
1	4	Bridges and Tunnels - SOGR	CW	S5	03	29,763	26,227	28,174	25,000	26,702	135,866	225,363	361,229	0	206,720	0	25,294	0	0	0	0	129,215	0	361,229	
Sub-total						42,688	38,303	39,591	35,058	39,482	195,122	225,363	420,485	0	206,720	0	71,325	0	0	0	0	0	142,440	0	420,485
TTC000377 Queensway Bus Garage Renovations																									
1	3	Queensway Bus Garage Renovations - SOGR	CW	S2	03	650	1,451	0	0	0	2,101	0	2,101	0	0	0	0	0	0	0	0	2,101	0	2,101	
Sub-total						650	1,451	0	0	0	2,101	0	2,101	0	0	0	0	0	0	0	0	0	2,101	0	2,101
TTC000379 Fire Ventilation Upgrade																									
0	3	Fire Ventilation Upgrade - Scope Change	CW	S3	03	-2,806	2,806	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	1	Fire Ventilation Upgrade - SOGR	CW	S2	03	34,850	24,358	10,059	8,765	9,864	87,896	28,759	116,655	0	13,000	0	17,413	0	0	0	0	86,242	0	116,655	
Sub-total						32,044	27,164	10,059	8,765	9,864	87,896	28,759	116,655	0	13,000	0	17,413	0	0	0	0	0	86,242	0	116,655
TTC000390 Other Bldgs & Structures Projects																									
0	20	Other Buildings & Structure - Improvement	CW	S2	04	3,436	4,542	0	0	0	7,978	0	7,978	0	2,187	0	0	0	0	0	0	5,791	0	7,978	
1	1	Other Buildings & Structures Projects - SOGRS	CW	S2	03	29,579	13,000	5,842	45,995	24,000	118,416	30,468	148,884	48,521	28,231	0	31,827	0	0	0	0	40,305	0	148,884	
1	5	Other Buildings and Structures - Legislated	CW	S2	02	0	35	270	0	0	305	0	305	0	133	0	0	0	0	0	0	172	0	305	
1	15	Other Buildings & Structures - Improvement	CW	S6	04	0	0	1,200	2,135	820	4,155	4,100	8,255	0	1,129	0	0	0	0	0	0	7,126	0	8,255	
2	3	Other Bldgs & Structures Projects - SOGR	CW	S5	03	0	24,499	45,000	5,320	10,802	85,621	13,009	98,630	35,804	32,662	0	4,905	0	0	0	0	25,259	0	98,630	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Council Approved Capital Budget; 2015 to 2023 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													
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing			
<u>TTC000390 Other Bldgs & Structures Projects</u>																										
3	4	Other bldgs & structures projects - Expansion	CW	S2	05	1,600	400	0	0	0	2,000	0	2,000	0	193	0	0	0	0	0	0	1,807	0	2,000		
Sub-total						34,615	42,476	52,312	53,450	35,622	218,475	47,577	266,052	84,325	64,535	0	36,732	0	0	0	0	0	80,460	0	266,052	
<u>TTC000414 Replace 40' Diesel Buses or Equivalent</u>																										
0	7	Purchase 135 of 40ft Diesel Buses	CW	S4	03	0	5,623	30,993	46,506	0	83,122	0	83,122	0	57,587	0	0	0	0	0	0	25,535	0	83,122		
1	1	Replace 40 Diesel Buses or Equivalent - SOGR	CW	S2	03	126,422	30,294	0	0	0	156,716	0	156,716	0	102,699	0	0	0	0	0	0	54,017	0	156,716		
Sub-total						126,422	35,917	30,993	46,506	0	239,838	0	239,838	0	160,286	0	0	0	0	0	0	0	79,552	0	239,838	
<u>TTC000415 Replacement of Wheel-Trans Vehicles</u>																										
1	1	Replacement Wheel-Trans Vehicles	CW	S2	03	0	0	0	0	5,557	5,557	79,238	84,795	0	65,037	0	0	0	0	0	0	19,758	0	84,795		
1	3	Replacement Wheel-Trans Vehicle	CW	S3	03	0	0	0	0	-534	-534	-6,182	-6,716	0	2,000	0	0	0	0	0	0	-8,716	0	-6,716		
Sub-total						0	0	0	0	5,023	5,023	73,056	78,079	0	67,037	0	0	0	0	0	0	0	11,042	0	78,079	
<u>TTC000421 Subway Car Purchases</u>																										
0	3	Subway Car Purchases - SOGR	CW	S4	03	24,155	174,045	8,661	22,909	0	229,770	0	229,770	6,581	23,565	0	0	0	0	0	0	199,624	0	229,770		
1	1	Subway Car Purchases - SOGR	CW	S2	03	32,198	0	0	0	0	32,198	0	32,198	2,966	5,106	0	0	0	18,739	0	0	5,387	0	32,198		
Sub-total						56,353	174,045	8,661	22,909	0	261,968	0	261,968	9,547	28,671	0	0	0	18,739	0	0	0	205,011	0	261,968	
<u>TTC000432 Bus Heavy Rebuild Program - Overhaul</u>																										
1	1	Bus Heavy Rebuild Program, Overhaul - SOGR	CW	S2	03	34,551	7,139	7,907	4,093	0	53,690	0	53,690	0	18,123	0	21,996	0	0	0	0	13,571	0	53,690		
1	5	Bus Heavy Rebuild Program - Overhaul SOGR	CW	S5	03	17,924	39,604	40,732	70,463	64,950	233,673	206,877	440,550	97,894	140,694	0	4,497	0	0	0	0	197,465	0	440,550		
Sub-total						52,475	46,743	48,639	74,556	64,950	287,363	206,877	494,240	97,894	158,817	0	26,493	0	0	0	0	0	211,036	0	494,240	
<u>TTC000440 SRT Car Overhaul Program</u>																										
0	2	SRT Car Overhaul Program - SOGR	CW	S3	03	-611	0	0	0	0	-611	0	-611	0	0	0	0	0	0	0	0	-611	0	-611		
1	1	SRT Car Overhaul Program - SOGR	CW	S2	03	2,533	0	0	0	0	2,533	0	2,533	0	0	0	0	0	2,456	0	0	77	0	2,533		
Sub-total						1,922	0	0	0	0	1,922	0	1,922	0	0	0	0	0	2,456	0	0	-534	0	1,922		
<u>TTC000450 Streetcar Overhaul Program</u>																										
1	1	Streetcar Overhaul Program - SOGR	CW	S2	03	4,019	0	0	0	280	4,299	13,759	18,058	8,982	2,014	0	0	0	0	0	0	7,062	0	18,058		
1	3	Streetcar Overhaul Program - SOGR	CW	S3	03	0	0	0	0	-280	-280	-1,926	-2,206	0	0	0	0	0	0	0	0	-2,206	0	-2,206		
Sub-total						4,019	0	0	0	0	4,019	11,833	15,852	8,982	2,014	0	0	0	0	0	0	0	0	4,856	0	15,852

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Council Approved Capital Budget; 2015 to 2023 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												
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
<u>TTC000710 Information Technology System-Infrastructure</u>																								
1	1	Information Tech. System-Infrastructure - SOGR	CW	S2	03	32,893	31,148	15,268	11,628	32,205	123,142	0	123,142	0	0	0	0	0	39,046	0	84,096	0	123,142	
1	8	Information Tech. Systems-Infrastructure - SOGR	CW	S5	03	2,000	7,000	52,392	48,905	22,959	133,256	104,727	237,983	0	7,817	0	0	0	0	131,121	0	99,045	0	237,983
Sub-total						34,893	38,148	67,660	60,533	55,164	256,398	104,727	361,125	0	7,817	0	0	0	0	170,167	0	183,141	0	361,125
<u>TTC000910 Furniture & Office Equipment</u>																								
1	1	Furniture & Office Equipment - SOGR	CW	S2	03	202	666	0	0	0	868	0	868	0	0	0	0	78	790	0	0	0	868	
1	4	Furniture & Office Equipment - SOGR	CW	S6	03	0	0	209	486	355	1,050	2,009	3,059	0	0	0	0	0	2,629	0	430	0	3,059	
Sub-total						202	666	209	486	355	1,918	2,009	3,927	0	0	0	0	78	3,419	0	430	0	3,927	
<u>TTC906365 Purchase of Rail Non-Revenue Vehicle</u>																								
0	7	Purchase of Rail Non-Revenue Vehicle - SOGR	CW	S3	03	0	562	0	0	0	562	0	562	0	0	0	0	0	0	0	562	0	562	
1	1	Purchase of Rail Non-Revenue Vehicle - SOGR	CW	S2	03	1,075	1,389	1,500	1,971	4,476	10,411	4,948	15,359	3,805	0	0	0	0	0	0	11,554	0	15,359	
1	3	Purchase of Rail Non-Revenue Vehicle - Improvement	CW	S2	04	0	144	3,798	0	0	3,942	0	3,942	0	0	0	0	0	0	0	3,942	0	3,942	
Sub-total						1,075	2,095	5,298	1,971	4,476	14,915	4,948	19,863	3,805	0	0	0	0	0	0	16,058	0	19,863	
<u>TTC907743 ATC Resignalling</u>																								
0	1	ATC Resignalling - SOGR	CW	S2	03	53,196	45,123	60,118	54,040	50,224	262,701	251,477	514,178	88,230	208,004	168,176	17,598	0	0	0	32,170	0	514,178	
0	2	ATC Resignalling - SOGR	CW	S4	03	34,398	54,538	23,583	42,568	0	155,087	0	155,087	45,174	37,372	39,123	15,172	0	0	0	18,246	0	155,087	
Sub-total						87,594	99,661	83,701	96,608	50,224	417,788	251,477	669,265	133,404	245,376	207,299	32,770	0	0	0	50,416	0	669,265	
<u>TTC907748 Wilson Complex - Modifications for the Toronto R</u>																								
0	2	Wilson Complex - Modification for the Toronto Roc	CW	S2	03	1,694	0	0	0	0	1,694	0	1,694	0	0	0	0	714	0	0	980	0	1,694	
Sub-total						1,694	0	0	0	0	1,694	0	1,694	0	0	0	0	714	0	0	980	0	1,694	
<u>TTC907749 Leslie Barns Streetcar Maint & Storage Facility</u>																								
0	2	Leslie Barns Streetcar Maint. Storage Facility S3	CW	S3	03	0	12,498	47,502	0	0	60,000	0	60,000	0	10,717	12,420	33,171	0	0	0	3,692	0	60,000	
1	1	Leslie Barns Streetcar Main. & Storage Facility	CW	S2	03	133,324	115,171	0	0	0	248,495	0	248,495	0	16,940	22,302	128,748	0	0	10,000	0	70,505	0	248,495
Sub-total						133,324	127,669	47,502	0	0	308,495	0	308,495	0	27,657	34,722	161,919	0	0	10,000	0	74,197	0	308,495
<u>TTC907750 Toronto Rocket Yard & Storage Track Accommod</u>																								
0	2	Toronto Rocket Yard Storage Track Accommodation	CW	S4	03	0	0	0	20,000	20,000	40,000	14,884	54,884	0	7,245	26,641	20,998	0	0	0	0	0	54,884	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Council Approved Capital Budget; 2015 to 2023 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.		Total	Total	Total	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other 2	Debt - Recoverable	Total Financing							
Priority	SubProj No.	Sub-project Name			2014	2015	2016	2017	2018	2014-2018	2019-2023	2014-2023													
TTC907750 Toronto Rocket Yard & Storage Track Accommod																									
1	1	Toronto Rocket Yard - Storage Track Accommodation	CW	S2	03	38,563	79,746	81,286	26,627	28,512	254,734	82,214	336,948	0	51,567	71,558	200,177	0	0	0	0	13,646	0	336,948	
Sub-total						38,563	79,746	81,286	46,627	48,512	294,734	97,098	391,832	0	58,812	98,199	221,175	0	0	0	0	13,646	0	391,832	
TTC000383 Easier Access Phase II & III																									
1	1	Easier Access Phase II & III - Legislated	CW	S2	02	21,986	32,555	41,348	47,218	45,794	188,901	191,848	380,749	311,745	3,348	0	19,455	0	0	0	0	46,201	0	380,749	
1	4	Easier Access Phase II & III - Legislated	CW	S3	02	0	0	0	0	-3,159	-3,159	-191,823	-194,982	-161,274	0	0	-19,455	0	0	0	0	-14,253	0	-194,982	
Sub-total						21,986	32,555	41,348	47,218	42,635	185,742	25	185,767	150,471	3,348	0	0	0	0	0	0	0	31,948	0	185,767
TTC000610 Environmental Programs																									
1	4	Environmental Programs - Legislated	CW	S5	02	0	2,896	3,143	3,078	6,274	15,391	20,405	35,796	0	4,000	0	0	0	0	0	0	31,796	0	35,796	
2	1	Environmental Programs - Legislated	CW	S2	02	6,113	4,320	4,451	5,805	3,730	24,419	0	24,419	0	0	0	0	0	0	0	0	24,419	0	24,419	
Sub-total						6,113	7,216	7,594	8,883	10,004	39,810	20,405	60,215	0	4,000	0	0	0	0	0	0	0	56,215	0	60,215
TTC000920 Other Service Planning																									
0	6	Other Service Planning - SOGR	CW	S4	03	240	-1,760	0	0	0	-1,520	0	-1,520	0	0	0	0	0	240	-1,760	0	0	0	-1,520	
3	1	Other Service Planning - Improvement	CW	S2	04	3,370	2,635	606	0	0	6,611	0	6,611	0	0	0	0	0	0	1,760	0	4,851	0	6,611	
3	5	Other Service Planning - Improvement	CW	S5	04	0	0	269	876	275	1,420	1,375	2,795	0	0	0	0	0	0	0	0	2,795	0	2,795	
Sub-total						3,610	875	875	876	275	6,511	1,375	7,886	0	0	0	0	0	240	0	0	7,646	0	7,886	
TTC000921 Transit Shelters & Loops																									
0	4	Transit Shelters & Loops - SOGR	CW	S2	03	231	0	0	0	0	231	0	231	0	0	0	0	0	231	0	0	0	0	231	
0	5	Transit Shelters & Loops - SOGR	CW	S5	03	0	237	243	250	257	987	1,394	2,381	0	0	0	0	0	0	0	0	2,381	0	2,381	
3	3	Transit Shelters & Loops - Improvement	CW	S2	04	0	0	0	0	0	0	768	768	0	0	0	0	0	0	557	0	211	0	768	
Sub-total						231	237	243	250	257	1,218	2,162	3,380	0	0	0	0	0	231	557	0	2,592	0	3,380	
TTC000330 Yards and Roads - Various																									
0	4	Yards and Roads Expansion	CW	S2	05	788	834	0	0	0	1,622	0	1,622	0	0	0	0	0	0	0	0	1,622	0	1,622	
0	7	Yards and Roads - Expansion	CW	S3	05	0	166	0	0	0	166	0	166	0	0	0	0	0	0	0	0	166	0	166	
1	1	Yards and Roads - Legislated	CW	S2	02	1,244	6,095	9,409	14,973	16,032	47,753	1,900	49,653	0	0	0	32,905	0	0	0	0	16,748	0	49,653	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Council Approved Capital Budget; 2015 to 2023 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											
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
<u>TTC000330</u> <u>Yards and Roads - Various</u>																								
2	6	Yards and Roads - Legislated	CW	S3	02	2,801	420	270	0	0	3,491	0	3,491	0	0	0	0	0	0	0	3,491	0	3,491	
Sub-total						4,833	7,515	9,679	14,973	16,032	53,032	1,900	54,932	0	0	0	32,905	0	0	0	22,027	0	54,932	
<u>TTC000373</u> <u>Mount Dennis Bus Facility</u>																								
0	2	Mount Dennis Bus Facility - Scope Change	CW	S3	03	-2,362	0	0	0	0	-2,362	0	-2,362	0	0	0	0	0	0	0	-2,362	0	-2,362	
1	1	Mount Dennis Bus Facility - SOGR	CW	S2	03	2,562	0	0	0	0	2,562	0	2,562	0	0	0	2,362	0	0	0	200	0	2,562	
Sub-total						200	0	0	0	0	200	0	200	0	0	0	2,362	0	0	-2,162	0	200		
<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	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	3,706	0	3,706	
Total Program Expenditure						1,083,899	1,092,737	877,596	868,406	682,066	4,604,704	1,888,118	6,492,822	1,023,082	1,547,018	357,220	1,129,241	0	44,761	266,424	0,125,076	0	6,492,822	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2014 Council Approved Capital Budget; 2015 to 2023 Capital Plan

Toronto Transit Commission					Current and Future Year Cash Flow Commitments and Estimates							Current and Future Year Cash Flow Commitments and Estimates Financed By										
Sub-Project No.	Project Name	Ward	Stat. Cat.	2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
Financed By:																						
	Provincial Grants & Subsidies			153,760	167,742	108,264	109,364	104,526	643,656	379,426	1,023,082	1,023,082	0	0	0	0	0	0	0	0	0	1,023,082
	Federal Subsidy			157,715	154,367	154,367	154,367	154,367	775,183	771,835	1,547,018	0	1,547,018	0	0	0	0	0	0	0	0	1,547,018
	Development Charges			2,000	55,032	69,321	40,753	28,851	195,957	161,263	357,220	0	0	357,220	0	0	0	0	0	0	0	357,220
	Reserves (Ind. "XQ" Ref.)			252,294	228,085	194,543	164,614	114,115	953,651	175,590	1,129,241	0	0	0	1,129,241	0	0	0	0	0	0	1,129,241
	Capital from Current			44,761	0	0	0	0	44,761	0	44,761	0	0	0	0	0	44,761	0	0	0	0	44,761
	Other1 (Internal)			41,707	33,959	30,395	25,968	24,119	156,148	110,276	266,424	0	0	0	0	0	0	266,424	0	0	0	266,424
	Debt			431,662	453,552	320,706	373,340	256,088	1,835,348	289,728	2,125,076	0	0	0	0	0	0	0	0	0,125,076	0	2,125,076
Total Program Financing				1,083,899	1,092,737	877,596	868,406	682,066	4,604,704	1,888,118	6,492,822	1,023,082	1,547,018	357,220	1,129,241	0	44,761	266,424	0	0,125,076	0	6,492,822

- Status Code Description**
 S2 S2 Prior Year (With 2014 and/or Future Year Cashflow)
 S3 S3 Prior Year - Change of Scope 2014 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 2015 & 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
2014 Cash Flow and
Future Year Commitments

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2014 Council Approved 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													
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
<u>TTC906010 Purchase of Legacy LRVs</u>																									
0	2	Purchase of Legacy LRVs - SOGR	CW	S2	03	135,714	141,613	117,219	125,603	109,029	629,178	55,481	684,659	207,144	246,719	0	169,542	0	0	0	0	61,254	0	684,659	
Sub-total						135,714	141,613	117,219	125,603	109,029	629,178	55,481	684,659	207,144	246,719	0	169,542	0	0	0	0	61,254	0	684,659	
<u>TTC907744 Fare System</u>																									
0	1	Fare System - SOGR	CW	S2	03	1,230	1,230	1,185	0	0	3,645	0	3,645	0	0	0	0	0	0	0	0	3,645	0	3,645	
0	2	Fare System - Expansion	CW	S2	05	8,386	12,688	11,816	8,750	1,775	43,415	8,563	51,978	1,530	0	0	0	0	0	0	0	50,448	0	51,978	
0	3	Fare System - Expansion - Scope Change	CW	S3	05	250	0	0	0	0	250	0	250	0	0	0	0	0	0	0	0	250	0	250	
Sub-total						9,866	13,918	13,001	8,750	1,775	47,310	8,563	55,873	1,530	0	0	0	0	0	0	0	0	54,343	0	55,873
<u>TTC908032 McNicoll Bus Garage Facility</u>																									
0	1	McNicoll Bus Garage Facility - Growth	39	S2	05	10,000	30,000	30,000	9,700	0	79,700	0	79,700	0	8,800	17,000	0	0	0	0	0	53,900	0	79,700	
0	2	McNicoll Bus Garage Facility -Scope change	39	S3	05	-8,000	-25,000	-10,000	25,300	17,700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sub-total						2,000	5,000	20,000	35,000	17,700	79,700	0	79,700	0	8,800	17,000	0	0	0	0	0	0	53,900	0	79,700
<u>TTC000110 Subway Track</u>																									
0	5	Subway Track Improvement	CW	S2	04	6,012	0	0	0	0	6,012	0	6,012	0	0	0	2,040	0	0	0	0	3,972	0	6,012	
0	6	Subway Track Improvement	CW	S4	04	1,627	0	0	0	0	1,627	0	1,627	0	0	0	552	0	1,075	0	0	0	0	1,627	
1	1	Subway Track - SOGR	CW	S2	03	17,531	0	0	0	0	17,531	0	17,531	0	0	0	5,950	0	11,581	0	0	0	0	17,531	
1	7	Subway Track - SOGR	CW	S5	03	35,608	16,991	2,268	0	0	54,867	0	54,867	10,129	0	0	32,712	0	0	0	0	12,026	0	54,867	
Sub-total						60,778	16,991	2,268	0	0	80,037	0	80,037	10,129	0	0	41,254	0	12,656	0	0	0	15,998	0	80,037
<u>TTC000120 Surface Track</u>																									
0	3	Surface Track Improvement	CW	S2	04	162	88	1,007	0	0	1,257	0	1,257	0	0	0	0	0	0	0	0	1,257	0	1,257	
1	1	Surface Track - SOGR	CW	S2	03	11,982	12,100	0	0	0	24,082	0	24,082	11,982	0	0	3,381	0	0	0	0	8,719	0	24,082	
1	7	Surface Track - SOGR	CW	S5	03	0	7,551	28,133	0	0	35,684	0	35,684	0	0	0	7,551	0	0	0	0	28,133	0	35,684	
Sub-total						12,144	19,739	29,140	0	0	61,023	0	61,023	11,982	0	0	10,932	0	0	0	0	0	38,109	0	61,023
<u>TTC000210 Traction Power - Various</u>																									
1	1	Traction Power - SOGR	CW	S2	03	12,384	17,000	6,000	6,380	4,000	45,764	0	45,764	11,290	0	0	12,845	0	0	0	0	21,629	0	45,764	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2014 Council Approved 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	Other 2	Debt - Recoverable	Total Financing		
Priority	SubProj No.	Sub-project Name				2014	2015	2016	2017	2018	2014-2018	2019-2023	2014-2023											
TTC000210 Traction Power - Various																								
1	6	Traction Power - SOGR	CW	S5	03	8,555	972	6,841	0	0	16,368	0	16,368	2,062	0	0	7,273	0	0	0	7,033	0	16,368	
Sub-total						20,939	17,972	12,841	6,380	4,000	62,132	0	62,132	13,352	0	0	20,118	0	0	0	28,662	0	62,132	
TTC000220 Power Dist./Electric Systems - Various																								
1	1	Power Dist./Electric Systems - SOGR	CW	S2	03	6,714	7,686	4,049	0	0	18,449	0	18,449	0	0	0	0	0	0	0	18,449	0	18,449	
1	5	Power Dist./Electric Systems - SOGR	CW	S5	03	0	0	3,386	1,806	0	5,192	0	5,192	0	0	0	0	0	0	0	5,192	0	5,192	
Sub-total						6,714	7,686	7,435	1,806	0	23,641	0	23,641	0	0	0	0	0	0	0	0	23,641	0	23,641
TTC000230 Communications - Various																								
0	5	Communication -Improvement	CW	S2	04	344	0	0	0	0	344	0	344	0	0	0	0	0	0	0	344	0	344	
1	1	Communications - SOGR	CW	S2	03	8,260	15,168	9,776	10,900	4,382	48,486	15,179	63,665	15,155	0	0	0	0	0	0	0	48,510	0	63,665
1	3	Communications - Legislated	CW	S2	02	5,147	2,341	2,761	426	425	11,100	0	11,100	361	0	0	0	0	0	0	0	10,739	0	11,100
1	10	Communications - SOGR	CW	S5	03	12,621	9,955	0	0	0	22,576	0	22,576	0	0	0	0	0	0	0	0	22,576	0	22,576
Sub-total						26,372	27,464	12,537	11,326	4,807	82,506	15,179	97,685	15,516	0	0	0	0	0	0	0	82,169	0	97,685
TTC000240 Signal Systems - Various																								
1	1	Signal Systems - SOGR	CW	S2	03	5,993	5,691	10,003	14,749	16,963	53,399	18,887	72,286	0	0	0	56,773	0	0	0	15,513	0	72,286	
1	4	Signal Systems - SOGR	CW	S5	03	4,970	0	0	0	0	4,970	0	4,970	0	0	0	0	4,970	0	0	0	0	4,970	
Sub-total						10,963	5,691	10,003	14,749	16,963	58,369	18,887	77,256	0	0	0	56,773	0	4,970	0	0	15,513	0	77,256
TTC000310 Finishes - Various																								
0	3	Finishes - Improvement	CW	S2	04	5,643	4,122	1,639	900	0	12,304	0	12,304	6,973	0	0	0	0	0	0	5,331	0	12,304	
0	6	Finishes - Improvement	CW	S3	04	795	0	0	0	0	795	0	795	450	0	0	0	0	0	0	345	0	795	
1	1	Finishes - SOGR	CW	S2	03	12,033	4,204	10,110	0	0	26,347	0	26,347	11,084	0	0	0	0	0	0	15,263	0	26,347	
1	5	Finishes - SOGR	CW	S5	03	0	0	4,415	815	0	5,230	0	5,230	2,965	0	0	0	0	0	0	2,265	0	5,230	
Sub-total						18,471	8,326	16,164	1,715	0	44,676	0	44,676	21,472	0	0	0	0	0	0	0	23,204	0	44,676
TTC000320 Equipment - Various																								
1	1	Equipment - SOGR	CW	S2	03	4,486	12,311	20,011	18,389	28,252	83,449	28,916	112,365	0	14,000	0	68,444	0	0	0	29,921	0	112,365	
1	3	Equipment - Legislated	CW	S2	02	1,456	1,196	761	654	713	4,780	2,001	6,781	0	0	0	2,128	0	0	0	4,653	0	6,781	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2014 Council Approved 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												
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TTC000414 <u>Replace 40' Diesel Buses or Equivalent</u>																									
0	7	Purchase 135 of 40ft Diesel Buses	CW	S4	03	0	5,623	30,993	46,506	0	83,122	0	83,122	0	57,587	0	0	0	0	0	25,535	0	83,122		
1	1	Replace 40 Diesel Buses or Equivalent - SOGR	CW	S2	03	126,422	30,294	0	0	0	156,716	0	156,716	0	102,699	0	0	0	0	0	0	54,017	0	156,716	
Sub-total						126,422	35,917	30,993	46,506	0	239,838	0	239,838	0	160,286	0	0	0	0	0	0	79,552	0	239,838	
TTC000415 <u>Replacement of Wheel-Trans Vehicles</u>																									
1	1	Replacement Wheel-Trans Vehicles	CW	S2	03	0	0	0	0	5,557	5,557	79,238	84,795	0	65,037	0	0	0	0	0	0	19,758	0	84,795	
1	3	Replacement Wheel-Trans Vehicle	CW	S3	03	0	0	0	0	-534	-534	-6,182	-6,716	0	2,000	0	0	0	0	0	0	-8,716	0	-6,716	
Sub-total						0	0	0	0	5,023	5,023	73,056	78,079	0	67,037	0	0	0	0	0	0	0	11,042	0	78,079
TTC000421 <u>Subway Car Purchases</u>																									
0	3	Subway Car Purchases - SOGR	CW	S4	03	24,155	174,045	8,661	22,909	0	229,770	0	229,770	6,581	23,565	0	0	0	0	0	0	199,624	0	229,770	
1	1	Subway Car Purchases - SOGR	CW	S2	03	32,198	0	0	0	0	32,198	0	32,198	2,966	5,106	0	0	0	18,739	0	0	0	5,387	0	32,198
Sub-total						56,353	174,045	8,661	22,909	0	261,968	0	261,968	9,547	28,671	0	0	0	18,739	0	0	0	205,011	0	261,968
TTC000432 <u>Bus Heavy Rebuild Program - Overhaul</u>																									
1	1	Bus Heavy Rebuild Program, Overhaul - SOGR	CW	S2	03	34,551	7,139	7,907	4,093	0	53,690	0	53,690	0	18,123	0	21,996	0	0	0	0	13,571	0	53,690	
1	5	Bus Heavy Rebuild Program - Overhaul SOGR	CW	S5	03	17,924	27,604	0	0	0	45,528	0	45,528	0	0	0	4,497	0	0	0	0	0	41,031	0	45,528
Sub-total						52,475	34,743	7,907	4,093	0	99,218	0	99,218	0	18,123	0	26,493	0	0	0	0	0	54,602	0	99,218
TTC000440 <u>SRT Car Overhaul Program</u>																									
0	2	SRT Car Overhaul Program - SOGR	CW	S3	03	-611	0	0	0	0	-611	0	-611	0	0	0	0	0	0	0	0	-611	0	-611	
1	1	SRT Car Overhaul Program - SOGR	CW	S2	03	2,533	0	0	0	0	2,533	0	2,533	0	0	0	0	2,456	0	0	0	77	0	2,533	
Sub-total						1,922	0	0	0	0	1,922	0	1,922	0	0	0	0	2,456	0	0	0	-534	0	1,922	
TTC000450 <u>Streetcar Overhaul Program</u>																									
1	1	Streetcar Overhaul Program - SOGR	CW	S2	03	4,019	0	0	0	280	4,299	13,759	18,058	8,982	2,014	0	0	0	0	0	0	7,062	0	18,058	
1	3	Streetcar Overhaul Program - SOGR	CW	S3	03	0	0	0	0	-280	-280	-1,926	-2,206	0	0	0	0	0	0	0	0	-2,206	0	-2,206	
Sub-total						4,019	0	0	0	0	4,019	11,833	15,852	8,982	2,014	0	0	0	0	0	0	0	4,856	0	15,852
TTC000460 <u>Subway Car Overhaul Program</u>																									
1	1	Subway Car Overhaul Program - SOGR	CW	S2	03	27,867	23,710	23,619	17,298	13,697	106,191	52,405	158,596	95,527	0	0	30,568	0	0	0	0	32,501	0	158,596	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2014 Council Approved 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.		2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TTC000460 Subway Car Overhaul Program																								
1 4	Subway Car Overhaul Program - SOGR	CW	S3	03		5,000	0	0	2,755	0	7,755	0	7,755	6,561	0	0	338	0	0	0	0	856	0	7,755
	Sub-total					32,867	23,710	23,619	20,053	13,697	113,946	52,405	166,351	102,088	0	0	30,906	0	0	0	0	33,357	0	166,351
TTC000470 Automotive Non-Revenue Vehicles																								
1 1	Automotive Non-Revenue Vehicles - SOGR	CW	S2	03		7,021	4,362	0	0	0	11,383	0	11,383	0	0	0	0	0	0	7,023	0	4,360	0	11,383
1 4	Automotive Non-Revenue Vehicles - SOGR	CW	S5	03		5,152	0	0	0	0	5,152	0	5,152	0	0	0	0	0	334	4,818	0	0	0	5,152
	Sub-total					12,173	4,362	0	0	0	16,535	0	16,535	0	0	0	0	0	334	11,841	0	4,360	0	16,535
TTC000480 Rail Non-Revenue Vehicle Overhaul																								
1 1	Rail Non-Revenue Vehicle Overhaul - SOGR	CW	S2	03		1,863	992	931	1,051	589	5,426	0	5,426	4,272	0	0	0	0	0	0	0	1,154	0	5,426
1 8	Rail Non-Revenue Vehicle Overhaul - SOGR	CW	S5	03		1,051	0	0	0	0	1,051	0	1,051	893	0	0	0	0	158	0	0	0	0	1,051
	Sub-total					2,914	992	931	1,051	589	6,477	0	6,477	5,165	0	0	0	0	158	0	0	1,154	0	6,477
TTC000510 Tools and Shop Equipment																								
1 1	Tools and Shop Equipment - SOGR	CW	S2	03		3,394	1,834	334	0	0	5,562	0	5,562	0	0	0	0	0	0	4,131	0	1,431	0	5,562
1 6	Tools and Shop Equipment - SOGR	CW	S5	03		2,684	779	2,440	0	0	5,903	0	5,903	0	0	0	0	0	0	3,976	0	1,927	0	5,903
	Sub-total					6,078	2,613	2,774	0	0	11,465	0	11,465	0	0	0	0	0	0	8,107	0	3,358	0	11,465
TTC000520 Fare Handling Equipment																								
0 8	Fare Handling Equipment - Expansion	CW	S2	05		600	0	0	0	0	600	0	600	0	0	0	0	0	0	369	0	231	0	600
1 1	Fare Handling Equipment - SOGR	CW	S2	03		3,067	1,795	0	0	0	4,862	0	4,862	0	0	0	0	0	1,183	3,679	0	0	0	4,862
1 7	Fare Handling Equipment - SOGR	CW	S5	03		1,514	0	0	0	0	1,514	0	1,514	0	0	0	0	0	584	930	0	0	0	1,514
	Sub-total					5,181	1,795	0	0	0	6,976	0	6,976	0	0	0	0	0	1,767	4,978	0	231	0	6,976
TTC000530 Other Maintenance Equipment																								
1 1	Other Maintenance Equipment - SOGR	CW	S2	03		4,363	0	0	0	0	4,363	0	4,363	0	0	0	0	0	0	1,688	0	2,675	0	4,363
1 4	Other Maintenance Equipment - SOGR	CW	S5	03		1,526	1,021	0	0	0	2,547	0	2,547	0	0	0	0	0	0	2,547	0	0	0	2,547
	Sub-total					5,889	1,021	0	0	0	6,910	0	6,910	0	0	0	0	0	0	4,235	0	2,675	0	6,910
TTC000710 Information Technology System-Infrastructure																								
1 1	Information Tech. System-Infrastructure - SOGR	CW	S2	03		32,893	31,148	15,268	11,628	32,205	123,142	0	123,142	0	0	0	0	0	0	39,046	0	84,096	0	123,142

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2014 Council Approved 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												
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
<u>TTC000383 Easier Access Phase II & III</u>																									
1	1	Easier Access Phase II & III - Legislated	CW	S2	02	21,986	32,555	41,348	47,218	45,794	188,901	191,848	380,749	311,745	3,348	0	19,455	0	0	0	0	46,201	0	380,749	
1	4	Easier Access Phase II & III - Legislated	CW	S3	02	0	0	0	0	-3,159	-3,159	-191,823	-194,982	-161,274	0	0	-19,455	0	0	0	0	-14,253	0	-194,982	
Sub-total						21,986	32,555	41,348	47,218	42,635	185,742	25	185,767	150,471	3,348	0	0	0	0	0	0	0	31,948	0	185,767
<u>TTC000610 Environmental Programs</u>																									
1	4	Environmental Programs - Legislated	CW	S5	02	0	2,896	3,143	3,078	4,993	14,110	0	14,110	0	0	0	0	0	0	0	0	14,110	0	14,110	
2	1	Environmental Programs - Legislated	CW	S2	02	6,113	4,320	4,451	5,805	3,730	24,419	0	24,419	0	0	0	0	0	0	0	0	24,419	0	24,419	
Sub-total						6,113	7,216	7,594	8,883	8,723	38,529	0	38,529	0	0	0	0	0	0	0	0	0	38,529	0	38,529
<u>TTC000920 Other Service Planning</u>																									
0	6	Other Service Planning - SOGR	CW	S4	03	240	-1,760	0	0	0	-1,520	0	-1,520	0	0	0	0	0	240	-1,760	0	0	0	-1,520	
3	1	Other Service Planning - Improvement	CW	S2	04	3,370	2,635	606	0	0	6,611	0	6,611	0	0	0	0	0	0	1,760	0	4,851	0	6,611	
3	5	Other Service Planning - Improvement	CW	S5	04	0	0	269	0	0	269	0	269	0	0	0	0	0	0	0	0	269	0	269	
Sub-total						3,610	875	875	0	0	5,360	0	5,360	0	0	0	0	0	240	0	0	0	5,120	0	5,360
<u>TTC000921 Transit Shelters & Loops</u>																									
0	4	Transit Shelters & Loops - SOGR	CW	S2	03	231	0	0	0	0	231	0	231	0	0	0	0	0	231	0	0	0	0	231	
0	5	Transit Shelters & Loops - SOGR	CW	S5	03	0	237	0	0	0	237	0	237	0	0	0	0	0	0	0	0	237	0	237	
3	3	Transit Shelters & Loops - Improvement	CW	S2	04	0	0	0	0	0	0	768	768	0	0	0	0	0	0	557	0	211	0	768	
Sub-total						231	237	0	0	0	468	768	1,236	0	0	0	0	0	231	557	0	448	0	1,236	
<u>TTC000330 Yards and Roads - Various</u>																									
0	4	Yards and Roads Expansion	CW	S2	05	788	834	0	0	0	1,622	0	1,622	0	0	0	0	0	0	0	0	1,622	0	1,622	
0	7	Yards and Roads - Expansion	CW	S3	05	0	166	0	0	0	166	0	166	0	0	0	0	0	0	0	0	166	0	166	
1	1	Yards and Roads - Legislated	CW	S2	02	1,244	6,095	9,409	14,973	16,032	47,753	1,900	49,653	0	0	0	32,905	0	0	0	0	16,748	0	49,653	
2	6	Yards and Roads - Legislated	CW	S3	02	2,801	420	270	0	0	3,491	0	3,491	0	0	0	0	0	0	0	0	3,491	0	3,491	
Sub-total						4,833	7,515	9,679	14,973	16,032	53,032	1,900	54,932	0	0	0	32,905	0	0	0	0	0	22,027	0	54,932
<u>TTC000373 Mount Dennis Bus Facility</u>																									
0	2	Mount Dennis Bus Facility - Scope Change	CW	S3	03	-2,362	0	0	0	0	-2,362	0	-2,362	0	0	0	0	0	0	0	0	-2,362	0	-2,362	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2014 Council Approved 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													
						2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserve Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
<u>TTC000373</u> <u>Mount Dennis Bus Facility</u>																									
1	1	Mount Dennis Bus Facility - SOGR	CW	S2	03	2,562	0	0	0	0	2,562	0	2,562	0	0	0	0	0	2,362	0	0	200	0	2,562	
Sub-total						200	0	0	0	0	200	0	200	0	0	0	0	0	2,362	0	0	-2,162	0	200	
<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	0	3,706	0	3,706
Total Program Expenditure						1,083,899	1,060,429	738,005	668,277	466,543	4,017,153	681,764	4,698,917	765,774	936,385	357,220	994,235	0	44,761	130,811	0,469,731	0	4,698,917		

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2014 Council Approved Cash Flow and Future Year Commitments

Toronto Transit Commission						Current and Future Year Cash Flow Commitments and Estimates						Current and Future Year Cash Flow Commitments and Estimates Financed By											
Sub-Project No.	Project Name	Ward	Stat.	Cat.	2014	2015	2016	2017	2018	Total 2014-2018	Total 2019-2023	Total 2014-2023	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				153,760	167,742	106,002	107,715	100,409	635,628	130,146	765,774	765,774	0	0	0	0	0	0	0	0	0	765,774
	Federal Subsidy				157,715	154,367	134,514	152,227	120,686	719,509	216,876	936,385	0	936,385	0	0	0	0	0	0	0	0	936,385
	Development Charges				2,000	55,032	69,321	40,753	28,851	195,957	161,263	357,220	0	0	357,220	0	0	0	0	0	0	0	357,220
	Reserves (Ind. "XQ" Ref.)				252,294	228,085	182,244	142,995	91,280	896,898	97,337	994,235	0	0	0	994,235	0	0	0	0	0	0	994,235
	Capital from Current				44,761	0	0	0	0	44,761	0	44,761	0	0	0	0	0	44,761	0	0	0	0	44,761
	Other1 (Internal)				41,707	33,959	24,646	20,091	9,851	130,254	557	130,811	0	0	0	0	0	0	130,811	0	0	0	130,811
	Debt				431,662	421,244	221,278	204,496	115,466	1,394,146	75,585	1,469,731	0	0	0	0	0	0	0	0	0,469,731	0	1,469,731
Total Program Financing					1,083,899	1,060,429	738,005	668,277	466,543	4,017,153	681,764	4,698,917	765,774	936,385	357,220	994,235	0	44,761	130,811	0,469,731	0	4,698,917	

Status Code	Description
S2	S2 Prior Year (With 2014 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2014 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
2014 Capital Project with Financing Details

(Phase 5) 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: 2014 Council Approved Capital Project With Financing Details
Toronto Transit Commission
Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2014	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	12/31/2019	135,714	42,868	27,142	0	57,360	0	0	0	0	8,344	0	
	Project Sub-total:			135,714	42,868	27,142	0	57,360	0	0	0	0	8,344	0	
0	<u>TTC907744</u>	<u>Fare System</u>													
0	1 Fare System - SOGR	09/29/2010	12/31/2016	1,230	0	0	0	0	0	0	0	0	1,230	0	
0	2 Fare System - Expansion	11/09/2010	12/31/2020	8,386	0	0	0	0	0	0	0	0	8,386	0	
0	3 Fare System - Expansion - Scope Change	01/01/2013	12/31/2014	250	0	0	0	0	0	0	0	0	250	0	
	Project Sub-total:			9,866	0	0	0	0	0	0	0	0	9,866	0	
0	<u>TTC908032</u>	<u>McNicoll Bus Garage Facility</u>													
0	1 McNicoll Bus Garage Facility - Growth	01/01/2013	12/31/2017	10,000	0	0	2,000	0	0	0	0	0	8,000	0	
0	2 McNicoll Bus Garage Facility -Scope change	01/01/2014	12/31/2018	-8,000	0	0	0	0	0	0	0	0	-8,000	0	
	Project Sub-total:			2,000	0	0	2,000	0	0	0	0	0	0	0	
1	<u>TTC000110</u>	<u>Subway Track</u>													
0	5 Subway Track Improvement	10/12/2006	12/31/2014	6,012	0	0	0	2,040	0	0	0	0	3,972	0	
0	6 Subway Track Improvement	01/01/2013	01/01/2014	1,627	0	0	0	552	0	1,075	0	0	0	0	
1	1 Subway Track - SOGR	01/01/1996	12/31/2013	17,531	0	0	0	5,950	0	11,581	0	0	0	0	
1	7 Subway Track - SOGR	01/01/2003	12/31/2022	35,608	6,284	0	0	23,196	0	0	0	0	6,128	0	
	Project Sub-total:			60,778	6,284	0	0	31,738	0	12,656	0	0	10,100	0	
1	<u>TTC000120</u>	<u>Surface Track</u>													
0	3 Surface Track Improvement	10/17/2003	10/17/2003	162	0	0	0	0	0	0	0	0	162	0	
1	1 Surface Track - SOGR	01/01/1996	12/31/2012	11,982	11,982	0	0	0	0	0	0	0	0	0	
	Project Sub-total:			12,144	11,982	0	0	0	0	0	0	0	162	0	
1	<u>TTC000210</u>	<u>Traction Power - Various</u>													
1	1 Traction Power - SOGR	01/01/1996	12/31/2013	12,384	1,832	0	0	8,273	0	0	0	0	2,279	0	
1	6 Traction Power - SOGR	01/01/2006	12/31/2022	8,555	1,265	0	0	7,273	0	0	0	0	17	0	
	Project Sub-total:			20,939	3,097	0	0	15,546	0	0	0	0	2,296	0	
1	<u>TTC000220</u>	<u>Power Dist./Electric Systems - Various</u>													
1	1 Power Dist./Electric Systems - SOGR	01/01/1996	12/31/2014	6,714	0	0	0	0	0	0	0	0	6,714	0	
	Project Sub-total:			6,714	0	0	0	0	0	0	0	0	6,714	0	
1	<u>TTC000230</u>	<u>Communications - Various</u>													
0	5 Communication -Improvement	10/27/2003	12/31/2014	344	0	0	0	0	0	0	0	0	344	0	
1	1 Communications - SOGR	01/01/1996	12/31/2013	8,260	0	0	0	0	0	0	0	0	8,260	0	
1	3 Communications - Legislated	01/01/2006	12/31/2013	5,147	0	0	0	0	0	0	0	0	5,147	0	



CITY OF TORONTO
Appendix 5: 2014 Council Approved Capital Project With Financing Details
Toronto Transit Commission
Sub-Project Summary

Project/Financing		Start Date	Completion Date	2014 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	10 Communications - SOGR	01/01/2006	12/31/2023	12,621	0	0	0	0	0	0	0	0	12,621	0
	Project Sub-total:			26,372	0	0	0	0	0	0	0	0	26,372	0
1	<u>TTC000240 Signal Systems - Various</u>													
1	1 Signal Systems - SOGR	01/01/1999	12/31/2020	5,993	0	0	0	0	0	0	0	0	5,993	0
1	4 Signal Systems - SOGR	01/01/2003	12/31/2023	4,970	0	0	0	0	4,970	0	0	0	0	0
	Project Sub-total:			10,963	0	0	0	0	4,970	0	0	0	5,993	0
1	<u>TTC000310 Finishes - Various</u>													
0	3 Finishes - Improvement	11/10/2005	12/31/2017	5,643	3,198	0	0	0	0	0	0	0	2,445	0
0	6 Finishes - Improvement	01/01/2014	12/31/2014	795	450	0	0	0	0	0	0	0	345	0
1	1 Finishes - SOGR	01/01/1996	12/31/2015	12,033	6,819	0	0	0	0	0	0	0	5,214	0
	Project Sub-total:			18,471	10,467	0	0	0	0	0	0	0	8,004	0
1	<u>TTC000320 Equipment - Various</u>													
1	1 Equipment - SOGR	01/01/1996	12/31/2019	4,486	0	0	0	1,792	0	0	0	0	2,694	0
1	3 Equipment - Legislated	01/01/1996	12/31/2023	1,456	0	0	0	0	0	0	0	0	1,456	0
1	8 Equipment -SOGRS	01/01/2003	12/31/2023	13,688	0	0	0	13,632	0	56	0	0	0	0
	Project Sub-total:			19,630	0	0	0	15,424	0	56	0	0	4,150	0
1	<u>TTC000333 On-Grade Paving Rehabilitation</u>													
1	1 On-Grade Paving Rehabilitation - SOGR	01/01/1996	12/31/2015	2,000	0	0	0	0	0	0	0	0	2,000	0
1	4 On-Grade Paving Rehabilitation - SOGR	01/01/2014	12/31/2023	3,994	0	0	0	0	0	0	0	0	3,994	0
	Project Sub-total:			5,994	0	0	0	0	0	0	0	0	5,994	0
1	<u>TTC000340 Bridges and Tunnels - Various</u>													
1	1 Bridges and Tunnels - SOGR	01/01/1996	12/31/2016	12,925	0	0	0	0	0	0	0	0	12,925	0
1	4 Bridges and Tunnels - SOGR	01/01/2002	12/31/2023	29,763	0	0	0	0	0	0	0	0	29,763	0
	Project Sub-total:			42,688	0	0	0	0	0	0	0	0	42,688	0
1	<u>TTC000377 Queensway Bus Garage Renovations</u>													
1	3 Queensway Bus Garage Renovations - SOGR	01/01/2001	12/31/2014	650	0	0	0	0	0	0	0	0	650	0
	Project Sub-total:			650	0	0	0	0	0	0	0	0	650	0
1	<u>TTC000379 Fire Ventilation Upgrade</u>													
0	3 Fire Ventilation Upgrade - Scope Change	01/01/2014	12/31/2015	-2,806	0	0	0	0	0	0	0	0	-2,806	0
1	1 Fire Ventilation Upgrade - SOGR	01/01/1996	12/31/2023	34,850	0	0	0	0	0	0	0	0	34,850	0
	Project Sub-total:			32,044	0	0	0	0	0	0	0	0	32,044	0

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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: 2014 Council Approved Capital Project With Financing Details

Toronto Transit Commission

Sub-Project Summary

Project/Financing		Start Date	Completion Date	2014 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
4	<u>TTS000392</u>	<u>Sheppard Subway</u>												
4	1 Sheppard Subway - Expansion	01/01/1996	12/31/2019	3,706	0	0	0	0	0	0	0	0	3,706	0
Project Sub-total:				3,706	0	0	0	0	0	0	0	0	3,706	0
Program Total:				1,083,899	153,760	157,715	2,000	252,294	0	44,761	41,707	0	431,662	0

Status Code	Description
S2	S2 Prior Year (With 2014 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2014 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

2014 Reserve / Reserve Fund Review (In \$000s)

Reserve/Reserve Fund Review – Corporate

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2013 *	Contributions / (Withdrawals)										2014 - 2023 Total Contributions / (Withdrawals)	
			2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan		
Development Charge Funding - Transit XR2109 (2009) XR2025 (2004)	Beginning Balance as of Jan. 1, 2013	78,325	23,212	35,181	22,412	3,697	16,444	42,101	43,489	85,998	118,690	127,372		
	Contributions / (Withdrawals)													
	Replace 40' Diesel Buses or Equivalent (CTT111)	(5,543)												
	Subway Car Purchases (CTT046)													
	Purchase of Streetcars (CTT122)													
	McNicol Bus Garage (CTT148)		(2,000)	(5,000)	(10,000)								(17,000)	
	Leslie Barns Streetcar Maintenance & Storage Facility (CTT145)	(36,808)		(24,722)	(10,000)								(34,722)	
	Toronto Rocket Yard & Storage Track Accommodation (CTT146)					(14,935)	(28,851)	(54,413)					(98,199)	
	YUS ATC Resignalling (CTT142)			(25,310)	(49,321)	(25,818)							(100,449)	
	BD ATC Resignalling (CTT142)								(20,514)	(30,967)	(55,369)		(106,850)	
	Total Withdrawals for TTC		(42,351)	(2,000)	(55,032)	(69,321)	(40,753)	(28,851)	(54,413)	(20,514)	(30,967)	(55,369)	-	(357,220)
	Other Allocations for Waterfront and Sheppard Subway Cost Recovery	(40,070)	(26,307)	(7,270)	(7,270)	(7,270)	(7,270)	(6,807)						(62,194)
Total Withdrawals		(82,421)	(28,307)	(62,302)	(76,591)	(48,023)	(36,121)	(61,220)	(20,514)	(30,967)	(55,369)	-	(419,414)	
Contributions / Interest		27,308	40,276	49,533	57,876	60,770	61,778	62,608	63,023	63,659	64,051	65,332	588,906	
Total Reserve Fund Balance at Year-End		23,212	35,181	22,412	3,697	16,444	42,101	43,489	85,998	118,690	127,372	192,704		

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2013 *	Contributions / (Withdrawals)										2014 - 2023 Total Contributions / (Withdrawals)
			2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	
XQ0011 Capital Financing Reserve	Beginning Balance as of Jan. 1, 2013		527,121	288,968	85,700	(54,946)	(208,559)	(254,574)	(264,130)	(225,923)	(128,750)	(34,802)	
	Contributions / (Withdrawals)												
	Subway Track		(31,738)	(9,516)		(13,474)	(19,000)	(35,353)					(109,081)
	Surface Track			(10,932)					(31,500)				(42,432)
	Traction Power		(15,546)			(4,572)			(11,400)				(31,518)
	Signal Systems				(6,174)	(14,749)	(16,963)	(14,865)	(4,022)				(56,773)
	Equipment		(15,424)		(22,238)	(21,630)	(28,965)						(88,257)
	Yards and Roads				(14,973)	(16,032)	(1,900)						(32,905)
	Bridges & Tunnels			(20,498)	(22,989)	(15,058)	(12,780)						(71,325)
	Fire Ventilation Upgrade					(2,269)		(9,144)	(6,000)				(17,413)
	Subway Car Overhaul Program				(10,235)	(2,461)	(5,935)	(6,061)	(6,214)				(30,906)
	Other Buildings & Structures		(13,274)			(10,322)	(12,355)		(781)				(36,732)
	Bus Overhaul		(11,447)	(7,139)	(7,907)								(26,493)
	Purchase of Streetcars	(10,000)	(57,360)	(41,167)	(31,936)	(33,414)		(5,665)					(169,542)
	ATC Resignalling Project		(32,770)										(32,770)
	Leslie Barns Streetcar Maintenance & Storage Facility	(47,419)	(49,818)	(87,495)	(24,606)								(161,919)
	Toronto Rocket Yard & Storage Track Accommodation	(2,581)	(24,917)	(51,338)	(68,458)	(31,692)	(2,085)	(42,685)					(221,175)
Total Withdrawals		(60,000)	(252,294)	(228,085)	(194,543)	(164,614)	(114,115)	(115,673)	(59,917)	-	-	-	(1,129,241)
Contributions / Interest			77,727	95,727	126,000	95,000	150,000	175,000	175,000	175,000	175,000	125,000	1,369,454
Total Program Contributions / (Withdrawals)			(174,567)	(132,358)	(68,543)	(69,614)	35,885	59,327	115,083	175,000	175,000	125,000	240,213
Other program / Agency Net Withdrawals and Contributions			(63,586)	(70,910)	(72,103)	(83,999)	(81,900)	(68,883)	(76,876)	(77,827)	(81,052)	(89,854)	
Total Reserve Fund Balance at Year-End			288,968	85,700	(54,946)	(208,559)	(254,574)	(264,130)	(225,923)	(128,750)	(34,802)	344	

* 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.