

Toronto 2018 BUDGET



CAPITAL PROGRAM SUMMARY



Toronto Transit Commission

2018 – 2027 CAPITAL BUDGET AND PLAN OVERVIEW

The Toronto Transit Commission delivers transit services with an estimated 539.4 million riders in 2018, using buses, subway trains, rapid transit trains, light rail vehicles (LRVs), and the new streetcars that began service in the fall of 2014.

The TTC is responsible for the stewardship of transit assets with a total estimated replacement value of \$15.973 billion to ensure that vehicles, subway tunnels, subway track, surface track, bridges and other facility infrastructure are maintained in a state of good repair.

The TTC's 10-Year Capital Plan, excluding funding carried forward from 2017, totals \$6.290 billion and focuses on meeting three key objectives: the replacement of existing vehicles and the addition of growth vehicles to meet ridership demand; the associated facility construction and improvements to accommodate those vehicles; and maintaining track, tunnels, bridges and buildings in a state of good repair.

In addition to TTC's base capital program, the 10-Year Capital Plan funds projects focused on transit expansion for planning and preparing the Scarborough Subway Extension, as well as planning and design work for components of the Waterfront Transit Reset and the Relief Line.

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Significant Capital Project Changes in TTC:

Cash flow funding for the following previously approved capital projects has been adjusted based on historical spending rates, capacity and expected progress and completion of the projects, as outlined below:

Changes to Previously Approved Projects' Future Year Commitments

Project Cost Decreases:

- The 10-Year Capital Plan includes \$232.975 million in reductions. The most significant portion of these reductions are from:
 - *Information Technology System-Infrastructure* project decreased by \$103.918 due to historical spending capacity.
 - *Replacement of Wheel-Trans Vehicles* project has decreased by \$69.585 million - Over the past few years, approximately 201 new low-floor specialized buses were acquired to replace the fleet of older Wheel-Trans vehicles that have reached the end of their service lives. The replacement vehicles are larger and better equipped than the older vehicles they are replacing. These vehicles are also now used to operate the TTC's five (5) community bus routes.

Project Cost Increases:

- *Bus Overhaul Program/Bridges and Tunnels Program (\$575.518 million or 84.4%)* - Based on a thorough review of project readiness and historical spending capacity, TTC re-allocated planned estimated funding to future year committed funding.
 - The *Bus Overhauls program* experienced the following:
 - Expanded scope on the 1336 series buses as a result of unexpected corrosion of the Power Distribution Centre (PDC)
 - Unexpected spike in usage of Hybrid Components
 - Increased demands on the *Subway Infrastructure Program*
 - *Bridges and Tunnels*
 - Funding required to address infrastructure maintenance and improvements to bridges and tunnels to maintain these assets in a state of good repair.
- The increased investment for the *Bus Overhaul Program* reduces the service impact arising from the LRV delivery delay and positively impacts service reliability through the TTC's bus fleet.

Deferrals/Accelerations:

- *McNicoll Bus Garage Facility* – The timing of cash flow funding has been revised to align with the expected construction timelines for the bus garage.

New to the 10-Year Capital Plan

There are no new projects in the TTC Base Program.

New Program "Transit Studies"

Transit Studies is a new program under the TTC cluster of capital works that has been created to support future transit expansion related studies including the *Relief Line* and *Waterfront Transit Expansion* projects, for which funding is included in the 2018-2027 Capital Budget and Plan.

Relief Line

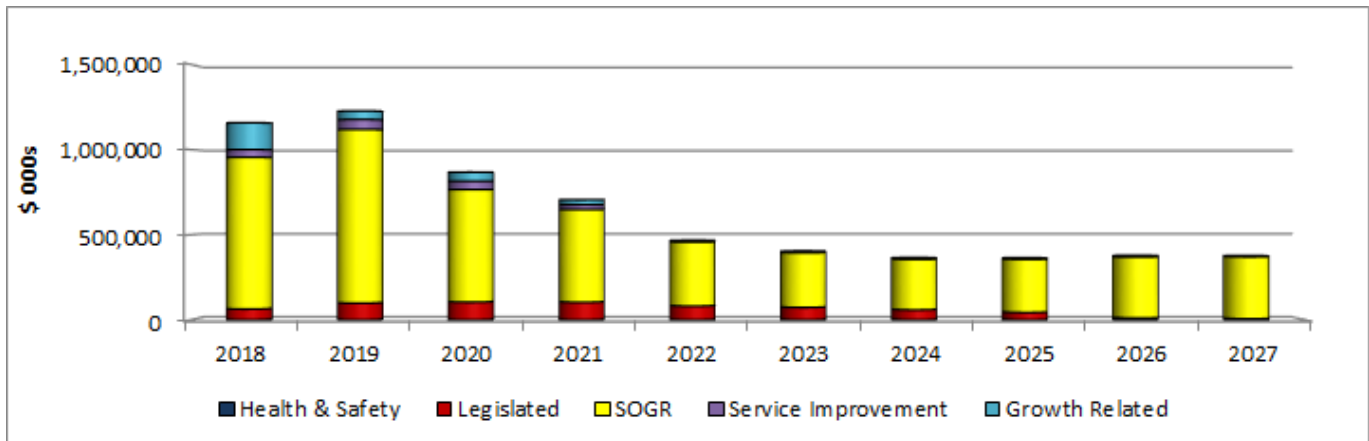
- The Relief Line Project Assessment was initiated in 2014 to identify an alignment and station locations for the Relief Line South. In July 2016, City Council approved a Pape-Eastern-Queen alignment subject to further assessment of a segment of the alignment between Queen Street and the area north of the GO tracks on Pape Avenue that resulted in the recommendations for the Carlaw alignment for the local segment of the Relief Line South in order for staff to complete the Environmental Assessment (EA)/Transit Project Assessment Process (TPAP).
- The next phase of work for the Relief Line South is to accelerate the planning and design stage gate, including developing a project budget and schedule (Class 3 cost estimate), which is approximately 15 to 30% design.
- Approximately \$4.1 million has been spent by the City since 2014 on the Relief Line Project Assessment. The budget required for the next phase of planning and design to develop a Class 3 cost estimate and schedule (approximately 15-30% design) is estimated to be \$100 million.
 - The costs associated with the next phase of work are to be funded by the City (\$55 million) and the Province/Metrolinx (\$45 million).
- At its meeting of November 7, 2017, City Council approved the budget transfer of \$55.5 million (gross) including \$27.8 million in Public Transit Infrastructure Fund funding and \$27.7 million in debt for Relief Line planning, design and engineering from the 2017 Corporate Initiatives Capital Budget Account to the Toronto Transit Commission.
- The balance of funding for the next phases/stage gates of the Relief line capital work remains unfunded and will be considered against other unfunded City priorities as part of future year operating and capital budget processes.

Waterfront Transit Expansion

- The Waterfront Transit initiative was to identify transit services along the waterfront from Long Branch Loop in the west to Woodbine Avenue in the east. Detailed transportation demand modelling has subsequently shown that there is not sufficient demand for a single through service along the entire study area. Demand along the corridor is diverse, with varying travel patterns that will require a series of streetcar infrastructure projects that will support a range of route and service options to accommodate future demand.
- Phase 1 of the Waterfront Transit Reset was completed in 2016.
 - The primary study area for Phase 1 included the area between Long Branch in the west and Woodbine Avenue in the east, and south of The Queensway/Queen St corridor.
 - Key outcomes of the Phase 1 study were the identification of waterfront transit planning objectives, an evaluation framework, and the initial development of a suite of alternative transit improvement concepts that could be measured against the framework objectives.
 - City Council further directed City staff to initiate a second phase of the Waterfront Transit Reset, based on the work identified in the first phase. Council further directed staff to move to 30% design for the extension of the exclusive streetcar network from the Exhibition Loop to the Dufferin Gate Loop.
- At its meeting of November 7, 2017, City Council approved the budget transfer of \$3.6 million (gross) including \$1.8 million in Public Transit Infrastructure Fund funding and \$1.8 million in debt for Waterfront Transit planning, design and engineering from the 2017 Corporate Initiatives Capital Budget Account to the Toronto Transit Commission. The scope of work includes the preliminary design for Exhibition to Dufferin Gate Loop.
- Phase 2 includes further development and costing of alignment concepts, detailed analysis of transit operations and ridership, identification of priority segments, as well as the creation of a Business Case and implementation strategy for delivering a coordinated waterfront transit solution.
- The balance of funding for the next phases/stage gates of the Waterfront Transit expansion capital work remains unfunded and will be considered against other unfunded City priorities as part of future year operating and capital budget processes.

2018 – 2027 Capital Plan

Chart 2
2018 – 2027 Capital Plan by Project Category (In \$000s)



As illustrated in Chart 2 above, the 10-Year Capital Plan for TTC of \$6.290 billion provides 82% funding for State of Good Repair (SOGR) projects as priorities and 3% for Service Improvement projects. Legislative mandated projects represent 10% and Growth Related projects represent the remaining 5% of projects over the 10-year period.

- The largest share of cash flow funding has been dedicated to State of Good Repair projects for various types of capital maintenance and upgrades such as *Purchase of Streetcars*, *Purchase of Buses*, *ATC Resignalling*, and *Surface Track* to ensure the safety and protection of the public.
- Funding to support the *Purchase of Buses*, upgrading *Building and Structures* projects and *Other Service Planning* project has been dedicated for Service Improvement projects.
- The *Easier Access program*, designated to construct and enhance accessibility features to make the TTC fully accessible by 2025, receives 73% of the dedicated funding for Legislated projects.

2018 - 2027 Capital Projects

The 10-Year Capital Plan supports and is in keeping with TTC's seven strategic objectives – safety, customer, people, assets, growth, financial sustainability, and reputation.

Legislated

- Major Legislated projects total \$654.744 million or 10.3% of the total 10-Year Capital Plan's expenditures.
 - *Easier Access Phase II & III (\$471.728 million)* – The funding will support continued 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 in response to requirements in the Accessibility for Ontarians with Disabilities Act (AODA) that was enacted in 2005 and requires all subway stations to be fully accessible by 2025.
 - ✓ The \$471.728 million included in the 2018 10-Year Capital Plan will enable TTC to meet these requirements.

State of Good Repair (SOGR)

- SOGR projects account for \$5.144 billion or 81.8% of the total 10-Year Capital Plan's investments.
 - *ATC Resignalling (\$479.644 million)* – \$179.829 million is required to improve the Line 1 YUS line and \$299.815 million to improve the Line 2 Bloor-Danforth (BD) Subway signaling system to replace antiquated conventional signaling with Automatic Train Control that will increase capacity by allowing for closer train headways.
 - *Purchase of Streetcars (\$470.435 million)* – The funding will provide for the purchase of the 204 LRVs procured from 2012-2020. The current LRV procurement has been adjusted to account for the delay in the delivery of the vehicles by the manufacturer, along with a corresponding adjustment to cash flows in this Capital Plan.
 - *Purchase of Buses - \$432.134 million* - Required to fund the purchase of buses. These purchases will reduce the service impact arising from the delayed delivery of LRV's.
 - *Bus Overhaul Program (\$424.855 million)* – This project provides TTC the capacity for the mechanical and body overhaul of Commission buses to ensure they continue to provide safe, reliable service until they reach retirement.
 - *Bridges and Tunnels (\$359.863 million)* – Funding is required to address infrastructure maintenance and improvements to bridges and tunnels to maintain these assets in a state of good repair.
 - *Subway Track (\$341.126 million)* – Funding is provided to replace subway tracks to maintain the asset in a state of good repair.
 - *Other Building & Structures (\$318.146 million)* – Funding will enable the TTC to maintain and improve on subway station roofs and ceilings to maintain these assets in a state of good repair.
 - *Information Technology System-Infrastructure (\$264.172 million)* – Funding will provide for a variety of technology projects including work to reengineer business processes and implement SAP, an Enterprise Resource Planning (ERP) system, which will integrate TTC's financial information with the City of Toronto, and upgrade and improve the CAD (Computer Aided Dispatch)/AVL (Automatic Vehicle Location) System to provide operational improvement for surface vehicles and upgrade customer service.

Service Improvements

- Service Improvement projects amount to \$208.467 million or 3.3% of the total 10-Year Capital Plan's expenditures.
 - *Purchases of Buses (\$82.010 million)* – This funding will deliver additional buses necessary to reduce passenger wait times and crowding and to provide more reliable and expanded services.

- *Other Building Structures (\$49.208 million)* – Funding will support the Station Transformation Program that will implement and improve communication systems, customer safety and security alarms, CCTV, and service monitoring/ management tools.
- *Other Service Planning (\$39.038 million)* – The project will address Transit Priority Measures that focus on presenting more predictable and consistent travel times for riders. The project encompasses the implementation of transit signal priority technology and the construction of queue-jump lanes to allow for buses approaching an intersection to move directly to the lane to pass the queue of stationary traffic.

Growth Related

- Growth Related projects total \$291.8 million or 5% of the total 10-Year Capital Plan's expenditures.
 - *McNicoll Bus Garage Facility (\$156.728 million)* – Funding will provide for the construction of an indoor storage and maintenance facility for 250 buses to accommodate ridership growth and expanding bus fleet.
 - *Other Bldgs & Structures (\$125.297 million)* - Funding is included for property acquisition required for the New Subway Maintenance and Storages Facility.

2018 Capital Budget and Future Year Commitments

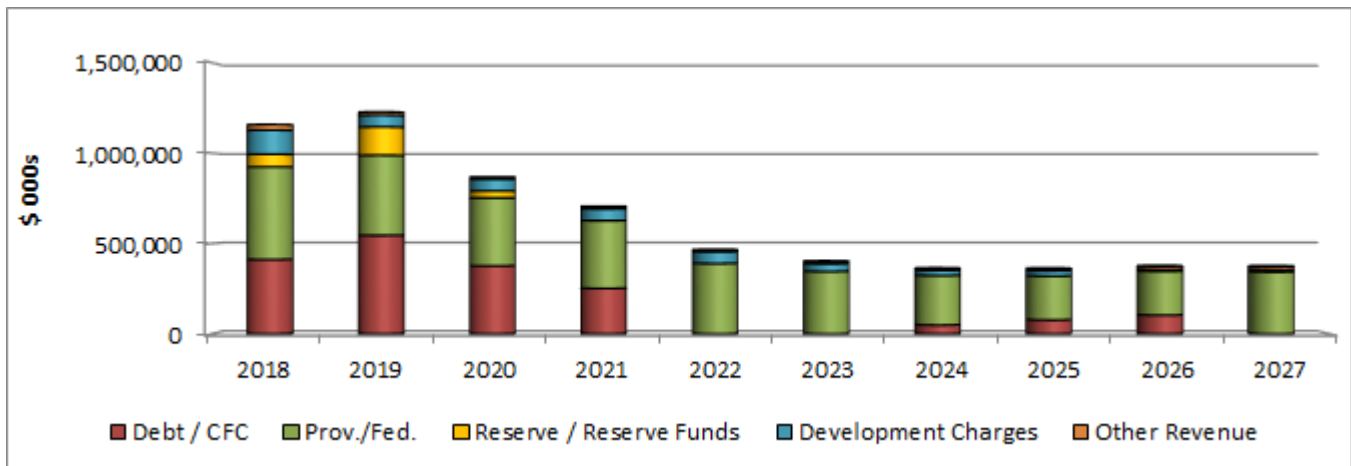
Included as a sub-set of the 10-Year Capital Plan is the 2018 Capital Budget and Future Year Commitments, which consists of 2018 and future year cash flow funding estimates for projects previously approved by Council; adjustments (Scope Change) to those previously approved projects; as well as new projects which collectively, require Council approval to begin, continue or complete capital work.

Table 3a on the following page lists the capital projects to be funded by the 2018 Capital Budget and associated Future Year Commitments for TTC:

Table 3a
2018 Cash Flow & Future Year Commitments (In \$000s)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total 2018 Cash Flow & FY Commits
Expenditures:											
Previously Approved											
ATC Resignalling	65,374	71,310	48,820	29,008	30,840	42,282	45,266	46,761	48,748	7,931	436,340
Automotive Non-Revenue Vehicles	3,415	1,700	1,297	1,605	1,715	1,770	530	-	-	-	12,032
Bicycle Parking at Stations	144	-	-	-	-	-	-	-	-	-	144
Bridges and Tunnels - Various	30,455	15,777	-	-	-	-	-	-	-	-	46,232
Bus Overhaul Program	45,326	23,583	-	-	-	-	-	-	-	-	68,909
Communications - Various	16,901	13,719	12,049	7,312	-	-	-	-	-	-	49,981
Easier Access Phase II & III	43,617	56,114	62,164	71,822	69,667	66,151	54,960	39,637	6,000	-	470,132
Environmental Programs	7,838	9,067	8,017	5,752	-	-	-	-	-	-	30,674
Equipment - Various	14,897	27,578	35,358	25,506	1,827	89	-	-	-	-	105,255
Fare Handling Equipment	1,199	-	-	-	-	-	-	-	-	-	1,199
Fare System	445	125	-	-	-	-	-	-	-	-	570
Finishes - Various	20,203	13,868	-	-	-	-	-	-	-	-	34,071
Fire Ventilation Upgrade	15,760	18,110	33,221	18,416	-	-	-	-	-	-	85,507
Furniture & Office Equipment	216	204	72	-	-	-	-	-	-	-	492
Information Technology System-Infrastructure	66,784	52,287	37,735	86,409	-	-	-	-	-	-	243,215
Leslie Barns Streetcar Maint. & Storage Facility	3,702	7,048	-	-	-	-	-	-	-	-	10,750
McNicoll Bus Garage Facility	29,947	45,000	52,974	28,807	-	-	-	-	-	-	156,728
On-Grade Paving Rehabilitation	10,711	3,241	-	-	-	-	-	-	-	-	13,952
Other Bldgs & Structures Projects	87,103	113,153	95,810	59,061	25,591	6,825	3,985	2,758	594	2,365	397,245
Other Maintenance Equipment	3,253	2,996	733	734	772	726	-	-	-	-	9,214
Other Service Planning	1,760	23,893	22,644	8,010	873	-	-	-	-	-	57,180
Power Dist./Electric Systems - Various	6,978	5,990	-	-	-	-	-	-	-	-	12,968
Purchase of 360 Wheel-Trans Vehicles	6,920	-	-	-	-	-	-	-	-	-	6,920
Purchase of Rail Non-Revenue Vehicle	8,766	16,834	11,692	9,543	4,830	1,992	-	-	-	-	53,657
Purchase of Streetcars	153,765	304,553	12,117	-	-	-	-	-	-	-	470,435
Purchases of Buses	191,951	115,051	80,837	23,369	11,626	9,300	91,278	-	-	-	523,412
Rail Non-Revenue Vehicle Overhaul	2,918	3,275	3,219	5,060	-	-	-	-	-	-	14,472
Signal Systems - Various	5,049	15,744	14,822	14,154	4,009	1,974	-	-	-	-	55,752
Streetcar Overhaul Program	9,686	2,864	1,866	1,704	617	3,424	5,019	940	-	-	26,120
Subway Car Overhaul Program	8,549	29,158	17,437	17,910	19,103	18,142	19,058	18,390	17,153	9,015	173,915
Subway Track	30,667	16,251	100	-	-	-	-	-	-	-	47,018
Surface Track	27,906	9,530	773	3,057	-	-	-	-	-	-	41,266
Tools and Shop Equipment	4,394	214	943	4,686	-	-	-	-	-	-	10,237
Toronto Rocket Yard & Storage Track Accommodation	40,601	49,480	75,497	69,273	43,890	4,425	125	-	-	-	283,291
Traction Power - Various	10,902	2,132	-	-	-	-	-	-	-	-	13,034
Transit Shelters & Loops	206	280	209	-	-	-	-	-	-	-	695
Yards and Roads - Various	895	8,386	14,555	8,313	-	-	-	-	-	-	32,149
Subtotal	979,203	1,078,515	644,961	499,511	215,360	157,100	220,221	108,486	72,495	19,311	3,995,163
Change in Scope											
ATC Resignalling	-	-	-	-	-	-	-	-	-	43,304	43,304
Easier Access Phase II & III	-	-	-	-	1,596	-	-	-	-	-	1,596
Fare System	8,310	-	-	-	-	-	-	-	-	-	8,310
Fire Ventilation Upgrade	-	-	-	26,676	-	-	-	-	-	-	26,676
Information Technology System-Infrastructure	-	-	-	(86,409)	-	-	-	-	-	-	(86,409)
Other Bldgs & Structures Projects	112,764	3,850	-	-	-	-	-	-	-	-	116,614
Other Service Planning	90	-	-	-	-	-	-	-	-	-	90
Purchase of Rail Non-Revenue Vehicle	166	-	-	-	-	-	-	-	-	-	166
Purchase of Subway Cars	249	524	584	1,523	2,120	-	-	-	-	-	5,000
Purchases of Buses	17,186	22,247	27,946	14,631	-	-	(91,278)	-	-	-	(9,268)
Rail Non-Revenue Vehicle Overhaul	(603)	-	-	-	-	-	-	-	-	-	(603)
Streetcar Overhaul Program	-	-	-	-	-	-	-	11,707	24,224	18,602	54,533
Subway Car Overhaul Program	13,753	899	4,696	7,003	-	-	-	-	-	-	26,351
Toronto Rocket Yard & Storage Track Accommodation	(6,750)	-	-	-	-	-	-	-	-	-	(6,750)
Transit Shelters & Loops	177	100	-	-	-	-	-	-	-	-	277
Subtotal	145,342	27,620	33,226	(36,576)	3,716	-	(91,278)	11,707	24,224	61,906	179,887
New w/Future Year											
Automotive Non-Revenue Vehicles	916	-	-	-	-	-	-	-	-	-	916
Bridges and Tunnels - Various	-	17,392	13,685	-	-	-	-	-	-	-	31,077
Bus Overhaul Program	-	12,280	11,240	-	-	-	-	-	-	-	23,520
Communications - Various	-	-	-	4,857	8,077	519	-	-	-	-	13,453
Equipment - Various	3,209	-	-	-	-	-	-	-	-	-	3,209
Fare Handling Equipment	11,258	175	-	-	-	-	-	-	-	-	11,433
Finishes - Various	-	7,215	10,337	-	-	-	-	-	-	-	17,552
Furniture & Office Equipment	72	6	124	-	-	-	-	-	-	-	202
On-Grade Paving Rehabilitation	-	8,122	2,325	-	-	-	-	-	-	-	10,447
Other Bldgs & Structures Projects	-	-	-	5,933	1,473	3,428	-	-	-	-	10,834
Other Maintenance Equipment	-	-	-	-	-	10	738	834	230	-	1,812
Power Dist./Electric Systems - Various	144	760	9,260	-	-	-	-	-	-	-	10,164
Purchase of 360 Wheel-Trans Vehicles	-	7,629	-	-	-	-	-	-	-	-	7,629
Signal Systems - Various	57	-	-	-	-	-	-	-	-	-	57
Subway Track	-	18,391	243	-	-	-	-	-	-	-	18,634
Surface Track	11,591	28,116	13,017	-	-	-	-	-	-	-	52,724
Tools and Shop Equipment	516	2,206	-	-	-	-	-	-	-	-	2,722
Traction Power - Various	10,143	16,875	4,955	-	-	-	-	-	-	-	31,973
Transit Shelters & Loops	-	-	71	23	-	-	-	-	-	-	94
Subtotal	37,906	119,167	65,257	10,813	9,550	3,957	738	834	230	-	248,452
Total Expenditure	1,162,451	1,225,302	743,444	473,748	228,626	161,057	129,681	121,027	96,949	81,217	4,423,502
Financing:											
Debt/CFC	411,351	544,803	344,742	132,872	(54,830)	(57,111)	6,765	35,326	37,291	(67,593)	1,333,616
Debt Recoverable	-	-	-	-	-	-	-	-	-	-	-
Other	31,096	16,279	9,005	7,025	2,487	2,506	1,268	834	230	-	70,730
Reserves/Res Funds	75,278	156,513	17,288	-	-	-	-	-	-	-	249,079
Development Charges	132,796	64,981	65,891	65,130	54,111	41,290	27,160	28,057	7,350	10,247	497,013
Provincial/Federal	511,930	442,726	306,518	268,721	226,858	174,372	94,488	56,810	52,078	138,563	2,273,064
Total Financing	1,162,451	1,225,302	743,444	473,748	228,626	161,057	129,681	121,027	96,949	81,217	4,423,502

Chart 3
2018 – 2027 Capital Plan by Funding Source (In \$000s)



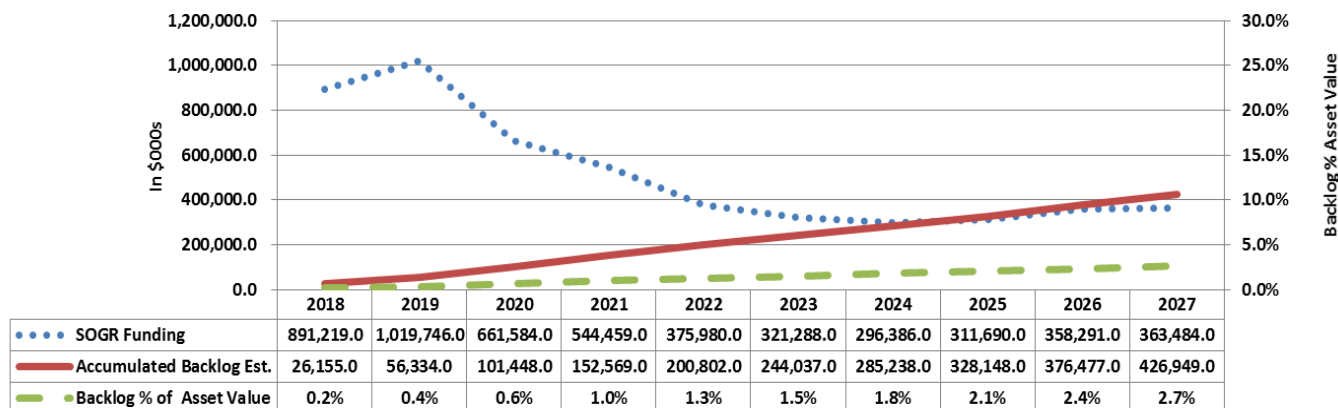
The 10-Year Capital Plan of \$6.290 billion will be financed by the following sources:

- Debt accounts for \$1.815 billion or 29% of the financing over the 10-year period.
 - TTC's debt funding is \$585 million below the City's overall 10-year debt affordability guideline as a result of the application of incremental gas tax in lieu of debt,
 - The TTC's allocation is primarily dedicated to SOGR projects - below are some of the key projects receiving debt funding:
 - *Other Buildings & Structures Projects* – (\$310.272 million)
 - *Purchases of Buses* – (\$203.574million)
 - *Equipment/Finishes* – (\$184.153 million)
 - *ATC Resignalling* (\$175.961 million) including:
 - ✓ ATC Bloor/Danforth Line (\$107.221 million),
 - ✓ ATC Yonge Line (\$68.740 million).
 - *Information Technology System - Infrastructure* (\$164.657 million) including:
 - ✓ Information Tech. System-Infrastructure – (\$113.518 million),
 - ✓ Computer Equipment & Software – (\$51.139 million).
 - *Toronto Rocket/T1 Rail Yard Accommodation* – (\$140.967 million)
 - *Bridge and Tunnels* – (\$114.384 million)
 - *Surface Track* – (\$99.904 million)
 - *Fire Ventilation Upgrade* – (\$87.403 million)
 - *Subway Car Overhaul Program* – (\$76.604 million)
 - *Subway Track* – (\$74.031 million)
 - *Easier Access Phase III* - (\$70.732 million)
 - *Bus Overhaul Program* – (\$66.595 million)

- Federal/Provincial funding of \$3.541 billion or 56% of the 10-Year Capital Plan's planned expenditures. The Province has committed to increasing Gas Tax funding from 2 cents per litre to 2.5 cents per litre in 2019- 2020 period, to 3 cents per litre in 2020/21 period and to 4 cents per litre in 2021/22. As a result TTC has received additional Provincial Funding of \$751.653 million.
 - Incremental Provincial Gas Tax funding will replace previously allocated debt funding which will be available for other City strategic priorities.
- The TTC has also received an increase in PTIF funding of \$36.5 million (initial estimate for 115 buses delivered prior to March 2019). Below are a few critical projects receiving Federal/Provincial funding:
 - *Purchase of Streetcars* (\$415.214 million) - Funding is split between Federal (\$272.349 million) and Provincial (\$142.865 million) contributions.
 - *Easier Access Phase III* (\$400.996 million) – Funding is split between Federal (\$167.352 million) and Provincial (\$233.644 million) contributions.
 - *Bus Overhaul Program* (\$358.260 million) - Funding is split between Federal (\$54.428 million) and Provincial (\$304.832 million) contributions.
- Reserve and Reserve Funds constitute \$264.371 million or 4% of required funding over the next 10 years. The Capital Financing Reserve will provide non-debt funding which originates from the City's capital financing strategy that directs the use of surplus operating funds in accordance with the City's surplus management policy, Build Toronto and one-time TPA dividends to reserve for the purpose of funding critical capital projects supplementing City debt.
- Development Charges, which represent \$516.4 million or 8% of the 10-Year Capital Budget and Plan's funding source, provides eligible funding to the following projects:
 - *ATC Bloor/Danforth, ATC Yonge Resignalling Project* (\$237.715 million) – to improve the Bloor-Danforth (BD) Subway signaling system to replace antiquated conventional signaling with Automatic Train Control that will increase capacity by allowing for closer train headways.
 - The *Purchase of Buses* - \$100 million is required to address projected ridership growth and to maintain an 18 year life cycle program.
- Other sources of funding, which account for \$153.5 million or 3% will be utilized for the following projects:
 - The *Information Technology System – Infrastructure* project will receive a total of \$87.169 million contribution towards hardware equipment and system upgrades.
 - *Tools and equipment* (\$23.918 million) – To support general maintenance.

State of Good Repair (SOGR) Backlog

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



The 10-Year Capital Plan dedicates \$5.144 billion to SOGR spending over the 10-year period, or on average \$514.413 million annually.

- The replacement value of TTC's assets is estimated at \$15.973 billion, based on replacement costs, incorporating bridges, tunnels, building, yards, roads, and subway and surface track. A large portion of TTC's infrastructure is more than 50 years old.
- During the 2018 to 2027 Capital Budget process, a detailed analysis was undertaken and capacity-to-spend adjustments were applied based on project performance and prior year spending rates, resulting in the following cash flow changes to SOGR (\$427 M):
 - *Track Replacement Programs* (\$94 million)
 - *Electrical Systems Programs* (\$69 million)
 - *Bus Overhaul* (\$63 million)
 - *Bridges & Tunnels* (\$61 million)
 - *Buildings & Structures Programs* (\$21 million)
 - *Information Technology System* (\$26 million)
 - *Equipment* (\$19 million)
 - *Yards & Roads* (\$18 million)
 - *Machinery and Equipment* (\$18 million)
 - *Finishes* (\$16 million)
 - *Automotive/Rail Non-Revenue Programs* (\$11 million)
 - *Transit Priority Project* (\$6 million)
 - *Environmental Programs* (\$4 million)

- TTC in consultation with Financial Planning will continue to develop a long term financing strategy to address the \$2.275 billion in unfunded base capital requirements as well as projects for future consideration as part of the 2019 Budget process to avoid potential service impact associated with not proceeding with required unfunded capital investments.

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

Total	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
State of Good Repair Funding	891,219	1,019,746	661,584	544,459	375,980	321,288	296,386	311,690	358,291	363,484
Accumulated Backlog Est. (yr end)	26,155	56,334	101,448	152,569	200,802	244,037	285,238	328,148	376,477	426,949
Bus Overhaul Program										
State of Good Repair Funding	45,326	35,863	33,231	42,162	42,604	43,095	42,872	43,363	49,337	47,002
Accumulated Backlog Est. (yr end)		4,006	9,339	16,492	23,784	31,194	38,724	46,376	55,082	63,376
Bridges and Tunnels										
State of Good Repair Funding	30,455	33,169	33,588	34,054	34,482	36,710	37,216	39,473	40,059	40,657
Accumulated Backlog Est. (yr end)	3,703	8,929	14,856	20,866	26,951	33,429	39,997	46,963	54,032	61,207
Subway Track										
State of Good Repair Funding	29,889	33,800	35,270	43,079	30,865	32,400	33,027	33,653	34,229	34,914
Accumulated Backlog Est. (yr end)		243	7,644	16,423	23,046	28,764	34,592	40,531	46,571	52,731
Surface Track										
State of Good Repair Funding	36,754	33,336	25,582	31,608	25,892	27,565	23,820	27,248	32,561	33,213
Accumulated Backlog Est. (yr end)		242	4,985	10,291	16,037	20,902	25,105	29,913	35,659	41,519
Traction Power										
State of Good Repair Funding	21,045	19,007	18,094	15,932	15,745	16,528	17,556	18,287	19,485	23,140
Accumulated Backlog Est. (yr end)	2,114	4,937	7,753	10,565	13,345	16,262	19,360	22,587	26,026	30,110
Other SOGR Projects										
State of Good Repair Funding	727,750	864,571	515,819	377,624	226,392	164,990	141,895	149,666	182,620	184,558
Accumulated Backlog Est. (yr end)	20,338	37,977	56,871	77,932	97,639	113,486	127,460	141,778	159,107	178,006

- The SOGR backlog is anticipated to increase to \$426.949 million by year-end 2027, representing 2.7% of the asset replacement value.
- The SOGR backlog for the *Bus Overhaul Program* will increase to \$63.376 million by 2027.
- The *Bridges and Tunnels*, the SOGR backlog is anticipated to increase from \$3.703 million in 2017 to \$61.207 million by 2027.

10-Year Capital Plan: Net Operating Budget Impact

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

Projects	2018 Budget		2019 Plan		2020 Plan		2021 Plan		2022 Plan		2018 - 2022		2018 - 2027	
	\$000s	Position	\$000s	Position	\$000s	Position	\$000s	Position	\$000s	Position	\$000s	Position	\$000s	Position
Previously Approved														
<i>PRESTO Fees</i>	8,200.0		31,300.0		1,700.0	-	-	-	-	-	41,200.0	-	41,200.0	-
<i>TYSSE</i>	25,311.0	26.0	3,334.1	69.0	295.0	-	(5,530.0)	-	(426.0)	-	22,984.1	95.0	20,714.1	95.0
<i>PRESTO Related Changes</i>	(560.0)	3.0	(12,918.4)	(29.0)	(2,998.0)	(5.0)	155.0	-	52.0	-	(16,269.4)	(31.0)	(15,943.4)	(31.0)
<i>Operating Impacts of Capital Projects</i>	5,475.0	4.0	3,627.0	60.0	(1,157.3)	(119.0)	-	-	-	-	7,944.7	(55.0)	7,944.7	(55.0)
<i>Operating Impacts of capital projects</i>	89.8		250.0		60.0		-		-		399.8		399.8	
<i>Transition to New Station Model</i>	(409.0)	(51.0)	(4,078.1)	(60.0)	(132.0)	-	8.0	-	-	-	(4,611.1)	(111.0)	(4,595.1)	(111.0)
<i>Streetcar Overhaul Program</i>									(1.2)					
<i>Information Technology System-Infrastructure</i>							462.2	1.0	1,480.1	7.5	1,942.3	8.5	3,676.8	7.5
<i>McNicoll Bus Garage Facility</i>							4,882.5	34.4	-	-	4,882.5	34.4	4,882.5	34.4
<i>Other Bldgs & Structures Projects</i>							232.0	2.0	602.0	5.0	834.0	7.0	2,100.0	15.0
<i>Other Service Planning</i>							35.0		35.0		70.0		245.0	
<i>Purchase of Rail Non-Revenue Vehicle</i>							(800.0)		-		(800.0)		(800.0)	
<i>Signal Systems - Various</i>							22.0		122.0		144.0		274.0	
Total (Net)	38,106.8	(18.0)	21,514.6	40.0	(2,232.3)	(124.0)	(533.3)	37.4	1,865.1	11.3	58,720.9	(53.3)	60,098.4	(46.3)

The 10-Year Capital Plan will increase future year Operating Budgets by a total of \$9.578 million net over the 2018 - 2027 period, as shown in the table above.

This is comprised of the following impacts arising from the completion of capital projects:

- *PRESTO Fees* – Additional \$8.3 million for PRESTO fees based on projected adoption timing, which anticipates full adoption (excluding cash) by year-end of 2018.
- *TYSSE* – The \$25.3 million expenditure increase includes funds required for:
 - An additional 96,000 hours of service to operate the YYSSE
 - Operating of an additional 10 trains to service the extension
 - The operation and maintenance of 6 new subway stations
 - The maintenance of 17.2 kilometers of revenue service track
 - Required traction power & utilities to operate the extension
- *Bus Overhaul Program* – reduction in operating costs resulting from the delivery of new buses that will be under warranty and will require lower maintenance.
- *Communication Various* – Cost savings upgrades to support the One Train Operator initiative (OPTO). OPTO was implemented on October 9, 2016 on Line 4. With OPTO technology, subway operators drive the train and operate its doors from the lead cab. A Subway Guard will no longer be onboard resulting in Program savings.
- *Information Tech. Systems-Infrastructure* – Cost increase related to systems maintenance, licensing and fees customer service. The project will provide for a variety of IT projects including work to reengineer business processes and implement SAP, an Enterprise Resource Planning (ERP) system, which will integrate TTC's financial information with the City of Toronto, and upgrade and improve the CAD (Computer Aided Dispatch)/AVL (Automatic Vehicle Location) System to provide operational improvement for surface vehicles and upgrade customer service

These future operating impacts will be reviewed each year as part of the annual Operating Budget process.



Part 2

Issues for Discussion

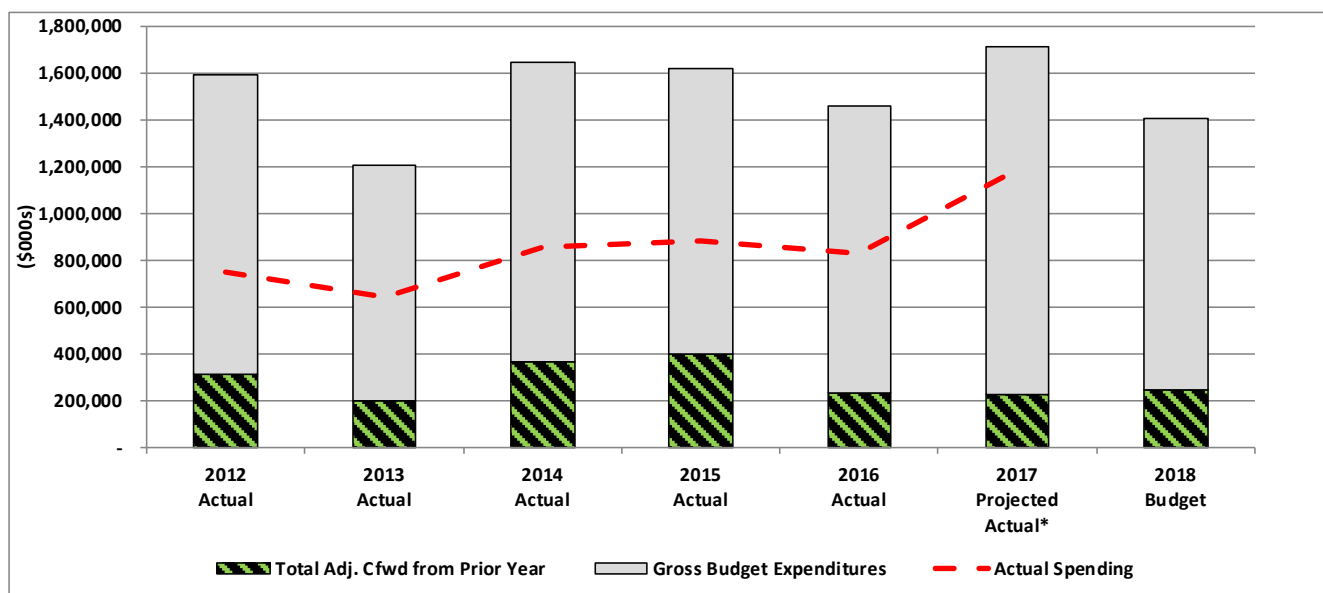
Issues Impacting the 2018 Capital Budget

Review of Capital Projects and Spending

- City Council, at its meeting of May 25, 2017 considered the report entitled "2018 Budget Process – Budget Directions and Schedule EX25.18" and directed that City Programs and Agencies submit their 2018 – 2027 Capital Budget and Plans requiring that:
 - Annual cash flow funding estimates be examined to more realistically match cash flow spending to project activities and timing, especially in the first 5 years of the Capital Plan's timeframe.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX25.18>
- On September 6, 2016 a report titled "Capital Budget: Capacity-to-Spend Analysis" was submitted to the TTC Budget Committee. The report sought to formalize and establish an ongoing program of actual spending of the TTC's Capital Program, identifying root causes of under spending and adjusting the capital budget where applicable.
https://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Committee_meetings/Budget/2016/September_6/Reports/3_Capital_Budget_Capacity_to_Spend_Analysis.pdf
- TTC and the Financial Planning staff have reviewed the TTC's overall spending trends over the past five budget cycles and have made adjustments incorporated with the 2018 – 2027 Capital Budget and Capital Plan and also to the list of unfunded projects.
 - Historically between 2012 and 2016, the average annual capital spending rate was approximately 69.7% of budget.
 - In 2016, the Capital Budget was \$1.220 billion; however, actual expenditures for the year totaled \$832 million or 68.1% to 2016 Approved Capital Budget.
 - It should be noted that historical capital spend rates for the TTC have been, on average, just under 80% when excluding third party performance on vehicle acquisitions.
 - Consistent with Council direction, Financial Planning Division staff began working with TTC staff to analyze the TTC's capacity-to-spend based on historical spending.
 - That exercise identified opportunities to reduce cash flow funding and timing for various state of good repair projects based on the Program's capacity to spend, with funds made available being applied against other unfunded capital needs that were ready to proceed subject to available funding.
 - As part of the 2018 Budget process, this exercise identified \$427 million in projects that were deemed to not be completed and were "below the line" projects, forming part of the TTC's SOGR backlog.
- The following table illustrates TTC's rate of spending from 2012 to 2017.

**Chart 5
Capacity to Spend – Budget vs. Actual
(In \$000s)**

Category	2012			2013			2014			2015			2016			Spending Rate 5 Year 2012-2016 Avg. %	2017		
	Budget	Actual	Spending Rate %	Budget	Actual	Spending Rate %	Budget	Actual	Spending Rate %	Budget	Actual	Spending Rate %	Budget	Actual	Spending Rate %		Budget	Projected Actual *	Spending Rate %
Legislated	8,410	1,626	19.3%	38,583	27,694	71.8%	32,932	30,538	92.7%	63,530	61,626	97.0%	68,789	68,120	99.0%	89.3%	94,276	76,055	80.7%
SOGR	32,931	20,288	61.6%	944,491	612,625	64.9%	1,222,205	812,530	66.5%	1,092,985	772,153	70.6%	1,091,445	729,508	66.8%	67.2%	1,309,154	1,028,482	78.6%
Service Improvement	16,581	13,591	82.0%	7,778	1,410	18.1%	7,039	1,154	16.4%	41,367	34,758	84.0%	35,605	15,535	43.6%	61.3%	45,779	48,207	105.3%
Growth Related	894,024	714,959	80.0%	19,071	2,714	14.2%	19,413	8,690	44.8%	20,706	10,887	52.6%	24,605	18,360	74.6%	77.3%	38,827	36,671	94.4%
Total	951,955	750,474	78.8%	1,009,923	644,443	63.8%	1,281,589	852,912	66.6%	1,218,589	879,424	72.2%	1,220,445	831,523	68.1%	69.7%	1,488,036	1,189,416	79.9%



Public Transportation Infrastructure Fund

- On March 22, 2016, the 2016 Federal Budget was announced and included a plan to invest more than \$120 billion in infrastructure over the next 10 years. 2016 Federal budget – March 22, 2016 <http://www.budget.gc.ca/2016/docs/plan/budget2016-en.pdf>.
 - The first phase of the Federal Government’s infrastructure plan proposes to provide \$11.9 billion over five years, including \$3.4 billion over three years to upgrade and improve public transit systems across Canada.
- To get projects moving quickly, the Government announced that they will fund up to 50 per cent of eligible costs for projects. Funding under Phase 1 of the Public Transit Infrastructure Fund (PTIF) program is allocated to municipalities based on ridership.

Federal Public Transit Infrastructure Fund

<http://www.infrastructure.gc.ca/plan/ptif-fitc/ptif-program-programme-eng>.

- In August 2016, the Government of Canada and the Government of Ontario signed a bilateral agreement that will provide Ontario with \$1.49 billion of Federal funding to cover up to 50 per cent of initiatives supported under this agreement.
 - In September 2016, the City of Toronto’s allocation (Federal share) of \$856 million was confirmed by the Province of Ontario.
 - When accounting for matching City funding, \$1.770 billion in capital projects City-wide have been identified as eligible for federal funding under the PTIF program, which includes TTC projects - \$1.363 billion, with a federal share of \$681.5 million;

- Based on the terms and conditions of this program, funding is available between April 1, 2016 and March 31, 2018 with provision (based on a demonstrated need) that a 1 year extension (to March 31, 2019) may be granted, provided that funds in the third year do not exceed 40% of the allocated amount.
- TTC PTIF project list includes \$673 million or approximately 50% in funding for buses, inclusive of purchases and rebuilds that had been previously unfunded or accelerated purchases that had been previously scheduled for future years.
- The purchases of the buses to will reduce passenger wait times and crowding and to provide more reliable and expanded services.
- The purchase of 260 Buses – 30 electric and required infrastructure not to exceed the total project cost of \$50 million; and 230 new generation hybrid-electric buses not to exceed the total project cost of \$230 million.
- The remaining projects are all state of good repair i.e. Subway track rehabilitation and Surface track replacement.
- A recent review of PTIF project expenditures approved in December 2016 has identified approximately \$301.2 million gross expenditure requiring \$121.5 million in PTIF funds currently at risk that cannot be spent within current PTIF program guidelines. Further, of the \$1.469 billion gross and \$734.7 million in PTIF funding that can be spent within program guidelines, 37% is currently projected to be spent in the final year of the program (April 1, 2018 and March 31, 2019). As a result, there is limited contingency for slippage in project delivery beyond March 21, 2018. The annual cash flow requirements, also presents limitations in the opportunity to find new projects to reallocate the \$301.1 million gross and \$121.5 million in PTIF funding currently at risk.
- Per City Council's request, the TTC is currently investigating options to add additional buses to the PTIF program that can be delivered by March 31, 2019. Pending negotiations with vendors, there is the potential to reduce the risk to federal funding being left unallocated from \$121.5 million to \$84.8 million while still maintaining the overall program spend guidelines of 40% in the final year of the program. The purchase of additional buses was approved by the TTC Board. An increase in the cash flow available to be spent in the final year of the program, and/or extension in program timelines, may also provide opportunity for utilizing the funds for an increased number of additional buses.
- For 2018, Council has directed that both TTC and Transportation Services ensure PTIF-funded projects are their priority.

Capital Financing Strategy

- In order to manage the significant funding required to address SOGR funding requirements for Bridges and Tunnels, Signal Systems and Subway Car Overhaul Program, the City is continuing its reliance on the capital financing strategy introduced in 2013 to fund specific TTC and other City capital projects.
- \$265 million from the Capital Financing Reserve will be required to fund TTC's 2018-2027 Capital Budget and Plan, which will be provided from the City's capital financing reserve that utilizes proceeds from:
 - The use of surplus operating funds in accordance with the City's surplus management policy;
 - Contributions to transit and transportation from the Federal PTIF funding;
 - Municipal Land Transfer Tax (MLTT) revenue above the base estimates included in the Operating Budget;
 - Build Toronto Dividends; and
 - Toronto Parking Authority one-time dividends.
- It is anticipated that the capital financing strategy will continue to help fund the key priorities Capital Program until 2020, as funding utilized to support the completion of capital work enabling the City to avoid debt borrowing and associated debt servicing costs in the City's Operating Budget.

Development Charge Bylaw Changes

- The Province enacted Bill 73, the Smart Growth for Our Communities Act, 2015 on December 3, 2015, to amend the Development Charges Act, 1997 (the "DCA") and the Planning Act and filed amendments to the related regulation (Ontario Regulation 428/15) on December 17, 2015. The amended legislation came into effect on January 1, 2016.
- The primary effect of the new legislation is to add transit to the list of services not subject to the mandatory 10% discount and to permit the use of a forward-looking level of service for transit development charge calculations. These changes partially respond to Council's long-standing requests for amendments to the DCA and will allow development charges to fund a higher proportion of growth-related infrastructure costs.
- The City is currently conducting a review of its development charges bylaw expected to be presented to Council for approval in Q1 2018 including completion of a comprehensive development charges background study to forecast the city's future residential and non-residential growth, and to identify the related infrastructure needs and costs including transit.

Provincial Gas Tax Program

- Ontario's Dedicated Gas Tax Funds for Public Transportation (Gas Tax) Program provides a long-term, sustainable source of transit funding to Ontario municipalities. Municipalities receiving Gas Tax funding can use this funding towards both capital and/or operating expenditures, at their own discretion.
- The Gas Tax funding formula is based on a 70/30 split between ridership and population, which was developed following consultations with large and small municipalities who wanted a formula that strikes a fair balance between the needs of large established systems and those of smaller municipalities, while accommodating the needs of high growth areas.
- The Province collects 14.7 cents for every litre of gasoline sold in Ontario. This year, as with every year since 2005, two cents per litre will be invested in Ontario's municipal transit systems. In addition, the Province has committed to increasing Gas Tax funding from 2 cents per litre to 2.5 cents per litre in 2019-2020, to 3 cents per litre in 2020-2021 and to 4 cents per litre in 2021-2022.
- While the TTC will receive \$585.126 million in additional Provincial Gas Tax funding, the TTC's overall Capital Program will not receive added funding as existing debt funding in the TTC's Capital Program will be replaced with the added gas tax. This will allow the City to allocate this debt funding to other critical unfunded City capital projects such as investments in social housing and the George Street Revitalization project.
- It is recommended that the TTC and Financial Planning Division establish the allocation of the annual gas tax provision and report back to Budget Committee no longer than May 1, 2018. Taking into account all third party funding sources and requirements to ensure that the City is maximizing alignment with other third party funding restrictions.

Purchase of 260 Buses (PTIF)

- Council delegated the authority to the TTC CEO to negotiate and enter into contracts for the supply of a total of electrical and new generation hybrid-electric buses.
 - 30 all-electric buses and required infrastructure not to exceed the total project cost of \$50M
 - 230 new generation hybrid-electric buses not to exceed the total project cost of \$230M
 - All 260 buses are to be delivered no later than March 31, 2019 in order to ensure that the buses are eligible

Transit Expansion Projects:

There are a number of Transit expansion initiatives underway at various stages of planning and preliminary design, with varying degrees of approved funding that will require funding strategies to complete. These include, in no priority order:

Relief Line

- The Relief Line South from Pape-Danforth to Downtown will be required by 2031 to reduce crowding on Line 1. The next phase of work for the Relief Line South is to accelerate the planning and design stage gate, including developing a project budget and schedule (Class 3 cost estimate), which is approximately 15 to 30% design.
- Approximately \$4.1 million has been spent by the City since 2014 on the Relief Line Project Assessment. The budget required for the next phase of planning and design to develop a Class 3 cost estimate and schedule (approximately 15-30% design) is estimated to be \$100 million. The costs associated with the next phase of work are to be funded by the City (\$55 Million) and the Province/Metrolinx (\$45 Million).
- At its meeting of November 7, 2017, City Council approved the budget transfer of \$55.5 million (gross) including \$27.8 million in Public Transit Infrastructure Fund funding and \$27.7 million in debt for Relief Line planning, design and engineering from the 2017 Corporate Initiatives Capital Budget Account to the Toronto Transit Commission. Metrolinx is expected to contribute an additional \$45 million.
- The balance of funding for the next phases/stage gates of the Relief line capital works remains unfunded and will be considered against other unfunded City priorities as part of future year operating and capital budget processes.

Waterfront Transit Expansion

- The Waterfront Transit initiative was to identify transit services along the waterfront from Long Branch Loop in the west to Woodbine Avenue in the east. Detailed transportation demand modelling has subsequently shown that there is not sufficient demand for a single through service along the entire study area.
- Key outcomes of the Phase 1 study were the identification of waterfront transit planning objectives, an evaluation framework, and the initial development of a suite of alternative transit improvement concepts that could be measured against the framework objectives. City Council further directed City staff to initiate a second phase of the Waterfront Transit Reset, based on the work identified in the first phase. Council further directed staff to move to 30% design for the extension of the exclusive streetcar network from the Exhibition Loop to the Dufferin Gate Loop.
- The second phase includes further development and costing of alignment concepts, detailed analysis of transit operations and ridership, identification of priority segments, as well as the creation of a Business Case and implementation strategy for delivering a coordinated waterfront transit solution.
- The balance of funding for the next phases/stage gates of the Waterfront Transit expansion capital works remain unfunded and will be considered against other unfunded City priorities as part of future year operating and capital budget processes.

Yonge North

- *Yonge Subway Extension (YSE)* - An Environmental Assessment (EA) for the YSE project was approved by City Council, York Region Council and TTC Board in 2009. City Council authorized City and TTC staff to undertake the planning and design required to advance to the next decision gate of the project, which includes developing a Class 3 cost estimate and schedule. The TTC will project manage and lead the planning and design of the YSE, with York Region and Metrolinx represented in the project team. The costs will be fully funded by the Province/Metrolinx and York Region. There is currently no commitment by any order of government to fund the capital costs of building the YSE.

Eglinton Crosstown LRT

- Metrolinx is currently constructing the 19-kilometre light rail line across Toronto's midtown and will run from Kennedy station in the east, to Jane Street in the west. The central 10-kilometre portion will run underground and tunnels are currently being dug.
- Approved by the Metrolinx Board of Directors in 2010, work on the first station has begun and the entire project is projected to cost \$5.3-billion and is scheduled to be completed in 2021. The Eglinton Crosstown LRT is part of Metrolinx's investment in rapid transit in the City of Toronto and will have operating budget and future year capital implications for the TTC once completed.

Finch West LRT

- The Finch West LRT project will deliver a surface route, running 11 kilometres between the forthcoming Finch West station and Humber College at an estimated cost of \$1 billion. The LRT is scheduled to open in 2021. The Finch West LRT is part of Metrolinx's investment in rapid transit in the City of Toronto and will have operating budget and future year capital implications for the TTC once completed.

Sheppard East LRT

- The Sheppard East LRT is a 13 kilometre light rail transit line, with a 1.1 km tunnel connection to Don Mills subway station from Consumers Road, and 11.9 kilometres running along the surface of Sheppard Avenue from Consumers Road to Morningside Avenue.
- The surface line will operate in a dedicated lane in the centre of the street. The Sheppard East LRT is part of Metrolinx's investment in rapid transit in the City of Toronto. It will be constructed following the completion of the Finch West LRT with an estimated cost of \$1 billion and will have operating budget and future year capital implications for the TTC once completed.

SmartTrack

- On June 28 2016, the Metrolinx Board approved the SmartTrack/GO RER integration scenario with six new stations at the locations noted above. The Metrolinx Board also requested that municipalities commit to funding SmartTrack, through Council resolution, by November 30, 2016.
- In July 2016, City Council approved a SmartTrack/GO RER integration scenario with up to six new SmartTrack stations on the Stouffville/Lakeshore East GO corridor (Finch East, Lawrence East, Gerrard and Unilever) and the Kitchener GO corridor (Liberty Village and St. Clair West).
- Additional work has been undertaken by the City and TTC in partnership with the Province of Ontario and Metrolinx to advance planning and technical analysis on all projects. The project cost for SmartTrack is currently \$3.7 billion with \$53.9 million having been committed in the 10-Year Capital plan.

King Street Priority Corridor Pilot

- The King Street Transit Pilot will improve priority for transit vehicles along the King Street corridor, between Bathurst Street and Jarvis Street. At its June 15, 2017 meeting, the TTC Board approved support for the proposed King Street Transit Pilot, and City Council approved the implementation of the pilot at its July 6, 2017 Council meeting. The pilot was implemented in November 2017.
- The TTC has partnered with City Programs to develop performance metrics and an overall monitoring program for the King Street Transit Pilot. The program will provide a means for responding to operational issues during the pilot, and provide a method for evaluating the overall success of the pilot.
- City Council requested the City Manager, in collaboration with the Chief Executive Officer, Toronto Transit Commission, to report back in early 2019 with an evaluation and prioritization of the full range of current transit expansion projects including but not limited to the above.

Facilities

McNicoll Bus Garage

- Within a few years, TTC will need a new bus garage to accommodate its growing ridership and expanding bus fleet. The new facility is planned to be constructed at Kennedy Road and McNicoll Avenue in Scarborough, and will store and maintain a combination of articulated and regular buses. On December 20, 2016, the TTC Board approved the staff recommendation to award the construction contract for the McNicoll Bus Garage.

Kipling Station

- On April 3 2017, the Minister of Transportation announced that Metrolinx has issued the RFP for the Kipling Bus Terminal. The project will integrate the TTC subway, GO regional rail and local and regional bus services (GO, TTC, MiWay) into a single mobility hub through a new inter-regional bus terminal. The construction is expected to begin in early 2018.
- The *Kipling Station* project will allow for MiWay/GO buses and the GO Train to depart from the same building, which is being renovated. There will be a pedestrian underground tunnel to connect from the MiWay/GO terminal to the existing TTC Kipling Station. An elevated pedestrian bridge connecting the new bus terminal and rail platform and the reconfiguration of the north TTC parking lot, including a new main access road from Dundas St. W.

Vehicles

Green Bus Technology Plan

- The City of Toronto's TransformTO action plan sets a target to reduce greenhouse gas (GHG) emissions of 80% by 2050 (against 1990 levels). In order for the TTC to do its part, it is joining other leading transit organizations in the C40 Fossil-Fuel-Free Streets Declaration, by targeting procurement of only zero-emission buses starting in 2025 and a zero-emissions fleet by 2040.
- Over the past year, TTC has been working with the Canadian Urban Transit Research and Innovation Consortium (CUTRIC), the Zero Emissions Bus Resource Alliance (ZEBRA), as well as Toronto Hydro, Enbridge Gas, bus OEMs, peer transit agencies, and others to better understand the required infrastructure investment and constraints, expected reduction in GHG emissions and improvement in local air quality, vehicle performance, system reliability, and life cycle costs associated with each of the available green propulsion technologies.
- The Board delegated its authority to the TTC CEO to negotiate and enter into up to three contracts for the supply of a total of 30 long range battery electric buses not to exceed the total project cost of \$50M
- The Board delegated its authority to the TTC CEO to enter into a contract(s) with up to two suppliers for the supply of 230 new generation hybrid electric buses not to exceed the total project cost of \$230M

Reporting on Existing Major Capital Projects: Status Update

In compliance with the Auditor General's recommendations, additional status reporting on all major capital projects is required in order to strengthen accountability, manage risks, improve controls and ensure successful implementation/completion of major capital projects,. The following projects have been reported on a quarterly basis during 2017:

Toronto-York Spadina Subway Extension

(\$000s) Total Project Cost			2017		2018	2019	Projection to End of Project	End Date		On Budget	On Time
Initial Approval Date	Approved	Life to Date Expenditures as at Dec 31, 2016	Budget	Year-End Projection*	Budget	Plan		Planned	Revised		
2008	2,634,000	2,415,328	608,580	568,449	200,394		3,184,171	2019	2021	Ⓜ	Ⓜ

* Based on 2017 Q3 Capital Variance Report

On/Ahead of Schedule	Ⓢ	>70% of Approved Project Cost
Minor Delay < 6 months	Ⓜ	Between 50% and 70%
Significant Delay > 6 months	Ⓜ	< 50% or > 100% of Approved Project Cost

Project Scope:

- *The Toronto - York Spadina Subway Extension (TYSSE)* project is an 8.6km extension from Downsview Station northwest through York University within the City of Toronto and north to the Vaughan Metropolitan Centre, in The Regional Municipality of York. This project will provide a critical extension for the existing TTC subway system across the municipal boundary between the City of Toronto and York Region.
- The original budget for the Toronto-York Spadina Subway Extension Project (TYSSE) was \$2.634 billion. In March 2015, the budget was revised to \$2.784 billion, and at that time, it was reported that after undertaking the necessary due diligence, TTC staff would report back with the full expected cost of the YYSSE project reset. The subway extension is scheduled to open for revenue service on December 17, 2017.

Project Challenges:

- The project has experienced challenges due to a number of factors, including found site conditions such as claims resolutions and litigation matters.
- Toronto Transit Commission (TTC) Board adopted the Report of January 21, 2016 entitled "Toronto-York Spadina Subway Extension – Schedule and Budget Reset". The TTC report identified additional estimated project reset costs of \$400 million, bringing the total project budget to \$3.184 billion and sought confirmation from Toronto City Council and York Region of funding their respective shares of the increased costs.

This report is available through the link below:

https://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2016/January_21/Reports/Decisions/TYSSE_Schedule_and_Budget_Reset.pdf

- At its meeting of February 3, 2016 City Council adopted the Report entitled, Toronto - York Spadina Subway Extension – Schedule and Budget Reset, requesting staff to increase the 2016 Capital Budget and 2017-2025 Capital Plan for the Toronto-York Spadina Subway Extension Project by \$400 million, with \$240 million representing the City of Toronto's share of costs, and the remaining \$160 million reflecting the Regional Municipality of York's share. The City's share of \$240 million be funded through additional borrowing.

This report is available through the link below:

[https://eportal.toronto.ca/f5-w-687474703a2f2f6170702e746f726f6e746f2e6361\\$\\$/tmmis/findAgendaItem.do](https://eportal.toronto.ca/f5-w-687474703a2f2f6170702e746f726f6e746f2e6361$$/tmmis/findAgendaItem.do)

- In addition, development of the stage 2/3 schedule, with the inclusion of transfers of work from Stage 1, has created further challenges.

- To mitigate risks, project teams responded with value engineering, constructability changes, challenging of tender results, retendering, minor scope adjustments, and consideration of different construction methodologies.

Financial Update:

- As of December 31, 2017, total cumulative expenses incurred since the inception of the project is expected to be \$2.984 billion with an additional \$200.349 million projected to be spent by the end of 2018.
- The 2018 Capital Budget includes \$113.251 million (excluding carry forward funding of \$54.817 million), with a total projected cost of \$3.184 million.
- For 2017 the project is anticipating underspend of \$65.5 million is due to deferral of holdback releases, contingencies, claims resolutions, property and vehicle expenditures.

Anticipated Future Financial Impact:

- The operating impact of capital upon completion of the TYSSE project, will require costs for 26 positions in 2018, in addition to positions added in prior years, for the maintenance of subway track and signals and other building and facility maintenance on the Line 1 extension, including ongoing maintenance costs of which include the following:
 - An additional 96,000 hours of service to operate the TYSSE
 - Operating up to an additional 10 trains to service the extension
 - The operation and maintenance of 6 new subway stations
 - The maintenance of 17.2 kilometers of revenue service track
 - Required traction power & utilities to operate the extension
 - Operation of 3 new parking lots with 2,800 available spaces

Scarborough Subway Extension

(\$000s) Total Project Cost			2017		2018	2019	Projection to End of Project	End Date		On Budget	On Time
Initial Approval Date	Approved	Life to Date Expenditures as at Dec 31, 2016	Budget	Year-End Projection*	Budget	Plan		Planned	Revised		
2013	3,560,000	42,541	152,105	78,249	113,251	119,768	3,560,000	2019	TBD	Ⓢ	Ⓡ

* Based on 2017 Q3 Capital Variance Report

On/Ahead of Schedule	Ⓢ	>70% of Approved Project Cost
Minor Delay < 6 months	Ⓜ	Between 50% and 70%
Significant Delay > 6 months	Ⓡ	< 50% or > 100% of Approved Project Cost

Project Scope:

- The *Scarborough Subway Extension (SSE)* project involves the design and construction of an extension of the Bloor-Danforth subway line, in order to replace the aging Scarborough RT (SRT). The alignment approved by City Council in October 2013 was to extend the subway by approximately 7.5 km north from Kennedy Station, on McCowan road, with stations at Lawrence, Scarborough Centre and Sheppard Avenue. At its meeting of July 13, 2016, City Council adopted the concept of an express subway extension from Kennedy to Scarborough Centre. At its meeting of March 28, 2017, City Council approved the McCowan alignment and the Triton bus terminal, as well as initiating the Transit Project Assessment Process (TPAP).
 - This project also includes vehicles (42 cars), as well as the orientation of the existing Kennedy tail track.

- With alignment/bus terminal approved by Council, the budget and schedule will continue to evolve as more information becomes available and design develops to the 30% stage. The project budget and schedule will then be re-established at the 30% stage, factoring delivery strategy and risk.
- In 2013, the total estimated cost for the Scarborough Subway Extension is \$3.56 billion (expressed in inflated dollars, or \$2.5 billion in 2010 dollars). Current funding commitments received for the construction of the subway extension are as follows:
 - Provincial government - \$1.48 billion in 2010 dollars;
 - Federal government - \$660 million (expressed in inflated dollars);
 - As a result, the net amount that the City will be required to fund is estimated at \$910 million (inflated dollars). The City will fund its share of the project through a combination of approved dedicated property taxes increases totalling 1.6% and Development Charges.
- On July 13, 2016, City Council considered EX16.1 “Developing Toronto's Transit Network Plan to 2031”, City Council removed a three-stop Scarborough Subway Extension from further consideration, and directed the City Manager and the Chief Executive Officer, TTC to continue to develop an express SSE option by undertaking a third-party cost validation of the TTC's 5% design cost estimate.
 - City Council also approved \$7 million for planning and technical analysis on the Eglinton East LRT to achieve 5% design.
- City Council adopted the concept of an express subway extension from Kennedy to Scarborough Centre. The preferred alignment for the express subway will be identified through the Environmental Assessment. Based on scope confirmation through the EA process, the project budget and schedule will be confirmed as design is developed to the 30% stage, factoring in delivery strategy and risk.

This report is available through the link below: [https://eportal.toronto.ca/f5-w-687474703a2f2f777772e746f726f6e746f2e6361\\$\\$/legdocs/mmis/2016/ex/bgrd/backgroundfile-94597.pdf](https://eportal.toronto.ca/f5-w-687474703a2f2f777772e746f726f6e746f2e6361$$/legdocs/mmis/2016/ex/bgrd/backgroundfile-94597.pdf)

Project Challenges:

- The estimated project cost was approved in 2013 based on 0% design. With the alignment/bus terminal now confirmed by City Council, the project budget and schedule will be confirmed as design is developed to the 30% stage, factoring in delivery strategy and risk.

Financial Update:

- As of December 31, 2017, total cumulative expenses incurred since the inception of the project will be \$120.790 million with an additional \$113.251 million projected to be spent by the end of 2018.
- Cash flow funding included in the 2018 Capital Budget is \$58.543 million (excluding carry forward funding of \$113.251 million), with total cash flow of \$234.041 million in 2018.
- For 2017 the project is anticipating underspend of \$27.5 million is due to delay in the EA process and the re-baselining of the project scope

Anticipated Future Financial Impact:

- The operating budget impact will be determined once more information is known and submitted in a future budget process.

Issues Impacting the 10-Year Capital Plan

Unmet Needs

Unmet Needs – Projects Excluded due to Funding Constraints (In \$000s)

Project Description (In \$000s)	Total Project Expenditure	Non-Debt Funding	Debt Required	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Transit Shelters & Loops	540.0		540.0	51.0	70.0	70.0	56.0	40.0	59.0	45.0	42.0	53.0	54.0
Furniture & Office Equip	742.0		742.0	72.0	52.0	137.0	85.0	47.0	98.0	47.0	102.0	52.0	50.0
Rail Non-Rev Vehicle	1,290.0		1,290.0	70.0	55.0	198.0	200.0	128.0	131.0	134.0	138.0	89.0	147.0
Environmental Programs	3,850.0		3,850.0	340.0	350.0	360.0	370.0	380.0	390.0	400.0	410.0	420.0	430.0
Signal Systems	5,242.0		5,242.0	626.0	533.0	469.0	537.0	485.0	489.0	501.0	515.0	545.0	542.0
Service Planning	6,488.0		6,488.0	1,724.0	2,564.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0	275.0
Other Maintenance Equip	6,740.0	-	6,740.0	1,752.0	1,614.0	395.0	395.0	416.0	397.0	397.0	448.0	457.0	469.0
Auto Non-Rev Vehicle	9,659.0		9,659.0	1,856.0	1,260.0	1,083.0	930.0	990.0	1,020.0	630.0	630.0	630.0	630.0
Tools & Shop Equip	10,251.0		10,251.0	2,105.0	1,290.0	881.0	2,046.0	782.0	600.0	603.0	584.0	645.0	715.0
Power Dis/Elect Sys.	10,630.0		10,630.0	1,110.0	953.0	956.0	968.0	980.0	1,068.0	1,060.0	1,063.0	1,197.0	1,275.0
Finishes	15,617.0		15,617.0			2,137.0	2,798.0	3,702.0	1,898.0	1,326.0	1,148.0	1,399.0	1,209.0
On-Grade Paving Rehab.	17,571.0		17,571.0			2,204.0	3,092.0	2,927.0	1,877.0	1,826.0	1,855.0	1,880.0	1,910.0
Equipment	18,548.0		18,548.0	914.0	1,387.0	1,925.0	1,893.0	1,629.0	2,028.0	2,003.0	2,023.0	1,849.0	2,897.0
Other Bldgs & Structures	21,474.0		21,474.0	1,743.0	3,435.0	4,166.0	3,572.0	3,463.0	1,267.0	1,157.0	1,063.0	778.0	830.0
Communications	23,148.0		23,148.0	3,827.0	1,799.0	2,021.0	2,200.0	2,046.0	2,033.0	1,887.0	1,996.0	2,382.0	2,957.0
Information Technology	26,216.0		26,216.0	4,148.0	2,277.0	1,617.0	1,644.0	1,417.0	2,217.0	1,683.0	2,026.0	4,678.0	4,509.0
Traction Power	30,110.0		30,110.0	2,114.0	2,823.0	2,816.0	2,812.0	2,780.0	2,917.0	3,098.0	3,227.0	3,439.0	4,084.0
Surface Track	41,519.0		41,519.0		242.0	4,743.0	5,306.0	5,746.0	4,865.0	4,203.0	4,808.0	5,746.0	5,860.0
Subway Track	52,731.0		52,731.0		243.0	7,401.0	8,779.0	6,623.0	5,718.0	5,828.0	5,939.0	6,040.0	6,160.0
Bridges and Tunnels	61,207.0		61,207.0	3,703.0	5,226.0	5,927.0	6,010.0	6,085.0	6,478.0	6,568.0	6,966.0	7,069.0	7,175.0
Bus Overhaul Program	63,376.0		63,376.0		4,006.0	5,333.0	7,153.0	7,292.0	7,410.0	7,530.0	7,652.0	8,706.0	8,294.0
Purchase of Subway Cars	69,784.0		69,784.0										69,784.0
Fire Vent Upgrade	162,142.0		162,142.0				1,945.0	50,191.0	46,840.0	29,129.0	20,897.0	13,140.0	
Purchase of Buses	270,624.0		270,624.0			5,100.0	90,356.0	85,517.0	53,165.0	21,877.0		14,609.0	
Purchase of 60 LRVs	360,885.0		360,885.0	49,582.0		222,059.0	89,244.0						
Purchase of 372 Subway Cars	1,411,247.0		1,411,247.0					315,492.0	171,722.0	170,147.0	319,361.0	290,246.0	144,279.0
Total	2,701,631.0	-	2,701,631.0	75,737.0	30,179.0	272,273.0	232,666.0	499,433.0	314,962.0	262,354.0	383,168.0	366,324.0	264,535.0

- The "Unmet Capital Needs" identified above cannot be accommodated within the City's current debt affordability targets given the limitations on debt servicing costs and therefore not included in the 2018 - 2027 Capital Plan for TTC. The projects will be included on the list of unfunded "Capital Priorities" considered for future.
- Due to affordability, funding for the purchase of 372 subway cars is not included in the 2018 - 2027 Capital Budget for TTC. In order to replace the current T1 subway cars in service, TTC requires funding of \$1.411 billion with the majority of the funding required in the last 5 years of the 10-year period. This project is being placed below the line as this commitment is not required until 2022
- By 2025, the subway car fleet will be reaching the end of its useful life after 30 years of revenue service.
- 60 additional Streetcars, based on ridership growth projections, were requested at a cost of \$360.885 million from 2017-2018. This request will be evaluated during 2018 to determine the timing and required course of action to proceed given the difficulties in obtaining the first 60 vehicles in the existing order.
- It is recommended that the CFO in consultation with TTC staff develop a financing strategy to address the \$2.275 billion in unfunded base capital requirements for the TTC, as well as key projects for future consideration to avoid potential service impact associated with not proceeding with required unfunded capital investments.



Appendices

Appendix 1

2017 Performance

2017 Key Accomplishments

In 2017, TTC made significant progress and/or accomplished the following:

- ✓ TTC named North America's best transit agency for 2017 by APTA
- ✓ Open the Line 1 Toronto-York Spadina Subway Extension with six new fully accessible modern stations
- ✓ Install 200 passenger information displays in shelters to provide real time information on vehicle arrivals
- ✓ Commence fully accessible streetcar service on 514 Cherry route
- ✓ Enable new Presto fare gates at 43 subway station entrances
- ✓ Launch a Safety and Security app as another tool for customers to report related incidents
- ✓ Rollout new Wheel-Trans eligibility processes and expand eligibility criteria
- ✓ Introduce Wheel-Trans Family of Services pilot

2017 Financial Performance

2017 Budget Variance Analysis (in \$000's)

2017 Budget	As of Sept. 30, 2017		Projected Actuals at Year-End		Unspent Balance	
	\$	% Spent	\$	% Spent	\$ Unspent	% Unspent
1,488,036	497,950	33.5%	1,189,416	79.9%	298,620	20.1%

For additional information regarding the 2017 Q3 capital variances and year-end projections for TTC, please refer to the attached link for the report entitled "*Capital Variance Report for the Nine-Month Period Ended September 30, 2017*" considered by the Budget Committee at its meeting on November 27, 2017.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.BU37.1>

Impact of the 2017 Capital Variance on the 2018 Capital Budget

- *Service Planning*: For each of these following projects, *Platform Modification to Accommodate Artic buses*, *Bus Stop Improvements for Accessibility* and *Opportunities to Improve Transit – Transit Priority Measures*, the majority of work has slipped from 2017 to 2018 and 2019 due to delays in hiring Strategy and Service Planning staff; receiving City approvals, and issuing tender packages for the current construction season.
- TTC has experienced major delays impacting their 2017 capital spending related to the purchase of the new LRVs. TTC staff are working with the manufacturer to address the issues and delays surrounding the LRV order. It is difficult to determine with high level of confidence the projected cash flows for 2017 due to the lack of a detailed production schedule from the manufacturer. The cash flows and projections for this project have been adjusted to reflect what is currently known based on revised delivery schedule and other projected expenditures.
- Based on the 2017 Q3 Capital Variance Report, TTC is forecasted to spend \$1.189 billion, or 79.9% of its 2017 Approved Capital Budget, mainly due to delays in the delivery of the new streetcars amounting \$30.5 million or

21.8% of the variance. TTC staff are working with the manufacture to address the issues and delays surrounding the order.

- Carry forward funding is estimated at \$248.204 million. However, given the rate of spending, this figure will be further refined by the end of 2017. A detailed review of the 2018 – 2027 Capital Budget and Plan was undertaken and necessary adjustments were made to the timing of cash flow funding for unique and major capital such as *Streetcars*, *Subway Car Overhaul* and *Information Technology System-Infrastructure* which are the major contributors to annual under expenditures.
- A detailed review of the 2018 – 2027 Capital Budget and Plan has been conducted and the necessary adjustments have been made to the timing of cash flow funding for unique and major capital projects such as *Streetcar Purchases* and *Service Planning* which are the major contributors to annual under expenditures. By deferring the cash flow funding to future years, the 2018 Capital Budget reflects readiness to proceed and will lead to a higher rate of spending.

Appendix 2

2018 Capital Budget; 2019 - 2027 Capital Plan Including Carry Forward Funding (\$000s)

Project	Total Project Cost	Prior Year Carry Forward	2018	2019	2020	2021	2022	2018 - 2022	2023	2024	2025	2026	2027	2018 - 2027 Total
Legislated:														
Communications - Various	16,462	155	2,514	543	207	538	-	3,957	-	-	-	551	600	5,108
Easier Access Phase II & III	773,121	1,207	43,617	56,114	62,164	71,822	71,263	306,187	66,151	54,960	39,637	6,000	-	472,935
Environmental Programs	145,670	-	7,838	9,067	8,017	10,371	4,210	39,503	3,805	3,600	3,690	3,780	3,870	58,248
Equipment - Various	22,968	77	1,030	1,094	778	855	1,827	5,661	89	-	-	-	-	5,750
Other Bldgs & Structures Projects	75,171	4,212	7,984	16,217	11,718	11,562	3,985	55,678	3,395	725	626	594	2,365	63,383
Other Service Planning	17,890	4,110	90	7,300	6,688	-	-	18,188	-	-	-	-	-	18,188
Yards and Roads - Various	75,156	894	639	8,386	14,555	8,313	-	32,787	-	-	-	-	-	32,787
Sub-Total	1,126,438	10,655	63,712	98,721	104,127	103,461	81,285	461,961	73,440	59,285	43,953	10,925	6,835	656,399
State of Good Repair:														
ATC Resignalling	863,511	-	65,374	71,310	48,820	29,008	30,840	245,352	42,282	45,266	46,761	48,748	51,235	479,644
Automotive Non-Revenue Vehicles	29,233	-	1,686	1,740	2,428	2,070	2,210	10,134	2,280	1,370	1,370	1,370	1,370	17,894
Bridges and Tunnels - Various	818,655	-	30,455	33,169	33,588	34,054	34,482	165,748	36,710	37,216	39,473	40,059	40,657	359,863
Bus Overhaul Program	668,444	559	45,326	35,863	33,231	42,162	42,604	199,745	43,095	42,872	43,363	49,337	47,002	425,414
Communications - Various	209,032	10,328	14,387	13,101	11,842	11,631	8,077	69,366	7,969	5,838	5,987	8,069	10,526	107,755
Equipment - Various	380,595	6,072	17,076	26,484	34,580	26,332	13,685	124,229	14,321	12,029	11,463	11,279	22,413	195,734
Fare Handling Equipment	75,846	-	12,457	175	250	250	250	13,382	250	300	300	300	300	14,832
Fare System	1,800	78	47	125	-	-	-	250	-	-	-	-	-	250
Finishes - Various	251,249	-	19,965	21,083	12,607	16,157	21,277	91,089	10,755	7,515	6,504	7,926	6,854	130,643
Fire Ventilation Upgrade	376,678	-	15,760	18,110	33,221	45,092	-	112,183	-	-	-	-	-	112,183
Furniture & Office Equipment	6,478	-	288	210	546	340	190	1,574	394	188	406	209	199	2,970
Information Technology System-Infrastructure	577,261	34,007	66,784	52,287	40,778	10,659	8,031	212,546	12,566	9,536	11,482	26,502	25,547	298,179
Leslie Barns Streetcar Maint. & Storage Facility	515,862	13,127	3,702	7,048	-	-	-	23,877	-	-	-	-	-	23,877
On-Grade Paving Rehabilitation	192,879	53	10,711	11,363	12,486	17,530	16,587	68,730	10,622	10,354	10,508	10,668	10,826	121,708
Other Bldgs & Structures Projects	593,602	11,564	55,932	88,700	78,934	48,227	19,549	302,906	7,111	6,054	5,523	3,907	4,209	329,710
Other Maintenance Equipment	19,087	-	3,253	2,996	733	734	772	8,488	736	738	834	849	873	12,518
Other Service Planning	18,000	4,000	-	7,000	6,730	-	-	17,730	-	-	-	-	-	17,730
Power Dist./Electric Systems - Various	171,339	245	6,768	6,540	10,996	6,323	6,715	37,587	5,856	5,804	5,819	6,518	6,826	68,410
Purchase of 360 Wheel-Trans Vehicles	81,186	3,460	6,920	7,629	2,003	8,411	8,831	37,254	6,955	7,303	7,668	10,735	11,271	81,186
Purchase of Rail Non-Revenue Vehicle	46,729	7,024	2,299	3,832	5,455	9,543	4,830	32,983	1,992	-	-	-	-	34,975
Purchase of Streetcars	1,155,307	31,196	153,765	304,553	12,117	-	-	501,631	-	-	-	-	-	501,631
Purchase of Subway Cars	1,166,265	26,700	249	524	584	1,523	2,120	31,700	-	-	-	-	-	31,700
Purchases of Buses	756,005	20,288	191,951	115,051	80,837	23,369	11,626	443,122	9,300	-	-	-	-	452,422
Rail Non-Revenue Vehicle Overhaul	29,532	2,100	2,315	3,275	3,219	5,385	1,200	17,494	392	400	412	266	443	19,407
Signal Systems - Various	211,433	13,028	5,106	15,744	14,822	14,154	4,009	66,863	3,582	3,412	2,062	2,179	2,163	80,261
Streetcar Overhaul Program	165,401	2,787	9,686	2,864	1,866	1,704	617	19,524	3,424	5,019	12,647	24,224	18,602	83,440
Subway Car Overhaul Program	393,946	23,258	22,302	30,057	22,133	24,913	19,103	141,766	18,142	19,058	18,390	17,153	9,015	223,524
Subway Track	500,525	6,217	29,889	33,800	35,270	43,079	30,865	179,120	32,400	33,027	33,653	34,229	34,914	347,343
Surface Track	528,042	-	36,754	33,336	25,582	31,608	25,892	153,172	27,565	23,820	27,248	32,561	33,213	297,579
Tools and Shop Equipment	48,296	-	4,910	3,010	2,055	4,774	1,823	16,572	1,400	1,407	1,363	1,506	1,670	23,518
Toronto Rocket Yard & Storage Track Accommodation	494,660	-	33,851	49,480	75,497	69,273	43,890	271,991	4,425	125	-	-	-	276,541
Traction Power - Various	427,176	-	21,045	19,007	18,094	15,932	15,745	89,823	16,528	17,556	18,287	19,485	23,140	184,819
Transit Shelters & Loops	3,510	-	206	280	280	222	160	1,148	236	179	167	212	216	2,158
Sub-Total	11,777,564	216,091	891,219	1,019,746	661,584	544,459	375,980	3,709,079	321,288	296,386	311,690	358,291	363,484	5,360,218
Service Improvements:														
Bicycle Parking at Stations	850	-	144	-	-	-	-	144	-	-	-	-	-	144
Communications - Various	302	-	-	75	-	-	-	75	-	-	-	-	-	75
Finishes - Various	42,306	-	238	-	-	-	-	238	-	-	-	-	-	238
Other Bldgs & Structures Projects	119,900	-	14,504	8,236	5,158	5,205	3,530	36,633	3,430	3,260	2,700	2,685	500	49,208
Other Service Planning	70,678	12,409	1,760	8,993	8,625	8,010	2,850	42,647	1,760	1,760	1,760	1,760	1,760	51,447
Power Dist./Electric Systems - Various	3,101	-	354	210	220	220	230	1,234	194	204	204	262	400	2,498
Purchase of Rail Non-Revenue Vehicle	25,963	37	6,633	13,002	6,237	-	-	25,909	-	-	-	-	-	25,909
Purchases of Buses	241,140	-	17,186	22,247	27,946	14,631	-	82,010	-	-	-	-	-	82,010
Subway Track	19,455	1,787	778	842	100	-	-	3,507	-	-	-	-	-	3,507
Surface Track	62,957	1,007	2,743	4,310	-	-	-	8,060	-	-	-	-	-	8,060
Transit Shelters & Loops	3,100	-	177	100	-	-	-	277	-	-	-	334	-	611
Sub-Total	589,752	15,240	44,517	58,015	48,286	28,066	6,610	200,734	5,384	5,224	4,664	5,041	2,660	223,707
Growth Related:														
Automotive Non-Revenue Vehicles	8,455	-	2,645	1,200	100	100	100	4,145	100	100	100	100	100	4,645
Fare System	45,752	1,860	3,708	-	-	-	-	5,568	-	-	-	-	-	5,568
McNicoll Bus Garage Facility	180,947	53	29,947	45,000	52,974	28,807	-	156,781	-	-	-	-	-	156,781
Other Bldgs & Structures Projects	144,141	-	121,447	3,850	-	-	-	125,297	-	-	-	-	-	125,297
Other Service Planning	2,111	600	-	600	601	-	-	1,801	-	-	-	-	-	1,801
Sheppard Subway	-	3,705	-	-	-	-	-	3,705	-	-	-	-	-	3,705
Yards and Roads - Various	35,278	-	256	-	-	-	-	256	-	-	-	-	-	256
Sub-Total	416,684	6,218	158,003	50,650	53,675	28,907	100	297,553	100	100	100	100	100	298,053
Total	248,204	1,157,451	1,227,132	867,672	704,893	463,975	4,669,327	400,212	360,995	360,407	374,357	373,079	6,538,377	

Appendix 3

2018 Capital Budget; 2019 - 2027 Capital Plan

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2018 Capital Budget; 2019 - 2027 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											
						2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
<u>TTC000110</u> <u>Subway Track</u>																								
1	1	Subway Track - SOGR	CW	S2	03	36,106	15,409	0	0	0	51,515	0	51,515	0	18,801	0	6,911	0	0	0	0	25,803	0	51,515
0	5	Subway Track Improvement	CW	S2	04	2,565	842	100	0	0	3,507	0	3,507	0	0	0	0	0	0	0	0	3,507	0	3,507
1	7	Subway Track - SOGR	CW	S5	03	0	18,391	35,270	43,079	30,865	127,605	168,223	295,828	0	215,302	0	34,018	0	0	0	0	46,508	0	295,828
Sub-total						38,671	34,642	35,370	43,079	30,865	182,627	168,223	350,850	0	234,103	0	40,929	0	0	0	0	75,818	0	350,850
<u>TTC000120</u> <u>Surface Track</u>																								
1	1	Surface Track - SOGR	CW	S2	03	25,163	5,220	773	3,057	0	34,213	0	34,213	0	0	0	8,031	0	0	0	0	26,182	0	34,213
0	3	Surface Track Improvement	CW	S2	04	3,750	4,310	0	0	0	8,060	0	8,060	0	0	0	0	0	0	0	0	8,060	0	8,060
1	7	Surface Track - SOGR	CW	S5	03	11,591	28,116	24,809	28,551	25,892	118,959	144,407	263,366	0	176,775	0	19,922	0	0	0	0	66,669	0	263,366
Sub-total						40,504	37,646	25,582	31,608	25,892	161,232	144,407	305,639	0	176,775	0	27,953	0	0	0	0	100,911	0	305,639
<u>TTC000210</u> <u>Traction Power - Various</u>																								
1	1	Traction Power - SOGR	CW	S2	03	10,902	2,132	0	0	0	13,034	0	13,034	9,253	3,047	0	0	0	0	0	0	734	0	13,034
1	6	Traction Power - SOGR	CW	S5	03	10,143	16,875	18,094	15,932	15,745	76,789	94,996	171,785	154,576	0	0	0	0	2	0	0	17,207	0	171,785
Sub-total						21,045	19,007	18,094	15,932	15,745	89,823	94,996	184,819	163,829	3,047	0	0	0	2	0	0	17,941	0	184,819
<u>TTC000220</u> <u>Power Dist./Electric Systems - Various</u>																								
1	1	Power Dist./Electric Systems - SOGR	CW	S2	03	7,013	5,990	0	0	0	13,003	0	13,003	0	0	0	0	0	6,768	0	0	6,235	0	13,003
0	3	Power Dist./Electric Systems - Improvement	CW	S2	04	210	0	0	0	0	210	0	210	0	0	0	0	0	0	0	0	210	0	210
1	5	Power Dist./Electric Systems - SOGR	CW	S5	03	0	550	10,996	6,323	6,715	24,584	30,823	55,407	0	29,307	0	0	0	0	0	0	26,100	0	55,407
0	6	Power Dist./Electric Systems - Improvement	CW	S5	04	144	210	220	220	230	1,024	1,264	2,288	0	408	0	0	0	0	0	0	1,880	0	2,288
Sub-total						7,367	6,750	11,216	6,543	6,945	38,821	32,087	70,908	0	29,715	0	0	0	6,768	0	0	34,425	0	70,908
<u>TTC000230</u> <u>Communications - Various</u>																								
1	1	Communications - SOGR	CW	S2	03	24,715	13,101	11,842	6,774	0	56,432	0	56,432	26,560	477	0	0	0	0	0	0	29,395	0	56,432
1	3	Communications - Legislated	CW	S2	02	2,669	543	207	538	0	3,957	0	3,957	2,514	0	0	0	0	0	0	0	1,443	0	3,957
0	5	Communication -Improvement	CW	S2	04	0	75	0	0	0	75	0	75	0	0	0	0	0	0	0	0	75	0	75
1	10	Communications - SOGR	CW	S5	03	0	0	0	4,857	8,077	12,934	38,389	51,323	6,998	19,939	0	0	0	0	0	0	24,386	0	51,323

CITY OF TORONTO

**Gross Expenditures (\$000's)
Appendix 3: 2018 Capital Budget; 2019 - 2027 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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable	Total Financing		
TTC000230 Communications - Various																								
1	11	Communications - Legislated	CW	S6	02	0	0	0	0	0	1,151	1,151	0	0	0	0	0	0	0	0	1,151	0	1,151	
Sub-total					27,384	13,719	12,049	12,169	8,077	73,398	39,540	112,938	36,072	20,416	0	0	0	0	0	0	0	56,450	0	112,938
TTC000240 Signal Systems - Various																								
1	1	Signal Systems - SOGR	CW	S2	03	18,077	15,744	14,822	14,154	4,009	66,806	1,974	68,780	0	3,037	0	15,036	0	0	0	50,707	0	68,780	
1	4	Signal Systems - SOGR	CW	S5	03	57	0	0	0	0	57	11,424	11,481	0	3,928	0	57	0	0	0	7,496	0	11,481	
Sub-total					18,134	15,744	14,822	14,154	4,009	66,863	13,398	80,261	0	6,965	0	15,093	0	0	0	0	0	58,203	0	80,261
TTC000310 Finishes - Various																								
1	1	Finishes - SOGR	CW	S2	03	19,965	13,868	0	0	0	33,833	0	33,833	0	10,228	0	0	0	0	0	23,605	0	33,833	
0	3	Finishes - Improvement	CW	S2	04	238	0	0	0	0	238	0	238	0	0	0	0	0	0	0	238	0	238	
1	5	Finishes - SOGR	CW	S5	03	0	7,215	12,607	16,157	21,277	57,256	39,554	96,810	0	31,333	0	0	0	0	0	65,477	0	96,810	
Sub-total					20,203	21,083	12,607	16,157	21,277	91,327	39,554	130,881	0	41,561	0	0	0	0	0	0	0	89,320	0	130,881
TTC000320 Equipment - Various																								
1	1	Equipment - SOGR	CW	S2	03	19,939	26,484	34,580	24,651	0	105,654	0	105,654	12,946	30,713	0	0	0	0	0	61,995	0	105,654	
1	3	Equipment - Legislated	CW	S2	02	1,107	1,094	778	855	1,827	5,661	89	5,750	0	0	0	0	0	0	0	5,750	0	5,750	
1	8	Equipment - SOGRS	CW	S5	03	3,209	0	0	1,681	13,685	18,575	71,505	90,080	0	56,843	0	0	0	0	0	33,237	0	90,080	
Sub-total					24,255	27,578	35,358	27,187	15,512	129,890	71,594	201,484	12,946	87,556	0	0	0	0	0	0	0	100,982	0	201,484
TTC000330 Yards and Roads - Various																								
1	1	Yards and Roads - Legislated	CW	S2	02	1,533	8,386	14,555	8,313	0	32,787	0	32,787	0	0	0	2,539	0	0	0	30,248	0	32,787	
0	4	Yards and Roads Expansion	CW	S2	05	256	0	0	0	0	256	0	256	0	0	0	256	0	0	0	0	0	256	
Sub-total					1,789	8,386	14,555	8,313	0	33,043	0	33,043	0	0	0	2,795	0	0	0	0	0	30,248	0	33,043
TTC000333 On-Grade Paving Rehabilitation																								
1	1	On-Grade Paving Rehabilitation - SOGR	CW	S2	03	10,764	3,241	0	0	0	14,005	0	14,005	0	1,761	0	0	0	9,655	0	2,589	0	14,005	
1	4	On-Grade Paving Rehabilitation - SOGR	CW	S5	03	0	8,122	12,486	17,530	16,587	54,725	52,978	107,703	0	64,332	0	0	0	0	0	43,371	0	107,703	
Sub-total					10,764	11,363	12,486	17,530	16,587	68,730	52,978	121,708	0	66,093	0	0	0	9,655	0	0	0	45,960	0	121,708
TTC000340 Bridges and Tunnels - Various																								
1	1	Bridges and Tunnels - SOGR	CW	S2	03	30,455	15,777	0	0	0	46,232	0	46,232	0	6,513	0	23,487	0	7,808	0	8,424	0	46,232	

CITY OF TORONTO

**Gross Expenditures (\$000's)
Appendix 3: 2018 Capital Budget; 2019 - 2027 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												
						2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TTC000910 Furniture & Office Equipment																									
1	1	Furniture & Office Equipment - SOGR	CW	S2	03	216	204	72	0	0	492	0	492	0	0	0	0	0	0	492	0	0	0	492	
1	6	Furniture & Office Equipment - SOGR	CW	S5	03	72	6	474	340	190	1,082	1,396	2,478	0	0	0	0	0	0	2,478	0	0	0	2,478	
Sub-total						288	210	546	340	190	1,574	1,396	2,970	0	0	0	0	0	0	2,970	0	0	0	2,970	
TTC000920 Other Service Planning																									
3	1	Other Service Planning - Improvement	CW	S2	04	14,169	8,993	8,625	8,010	873	40,670	0	40,670	0	0	7,040	0	0	0	0	33,630	0	0	40,670	
3	5	Other Service Planning - Improvement	CW	S6	04	0	0	0	0	1,977	1,977	8,800	10,777	0	0	10,560	0	0	0	0	217	0	0	10,777	
0	6	Other Service Planning - SOGR	CW	S2	03	4,000	7,000	6,730	0	0	17,730	0	17,730	0	2,075	0	0	0	0	0	15,655	0	0	17,730	
0	7	Other Service Planning - Legislated	CW	S2	02	4,110	7,300	6,688	0	0	18,098	0	18,098	0	0	0	0	0	0	0	18,098	0	0	18,098	
0	8	Other Service Planning - Legis	CW	S3	02	90	0	0	0	0	90	0	90	0	0	0	0	0	90	0	0	0	90		
0	9	Other Service Planning Expansion	CW	S2	05	600	600	601	0	0	1,801	0	1,801	0	0	0	0	0	0	0	1,801	0	0	1,801	
Sub-total						22,969	23,893	22,644	8,010	2,850	80,366	8,800	89,166	0	2,075	17,600	0	0	90	0	0	69,401	0	0	89,166
TTC000921 Transit Shelters & Loops																									
0	4	Transit Shelters & Loops - SOGR	CW	S2	03	206	280	209	0	0	695	0	695	0	0	0	0	0	206	0	0	489	0	695	
0	6	Transit Shelter & Loops SOGR	CW	S5	03	0	0	71	222	160	453	1,010	1,463	0	0	0	0	0	0	0	1,463	0	0	1,463	
0	7	Transit Shelter & Loops SI S6	CW	S6	04	0	0	0	0	0	0	334	334	0	0	0	0	0	0	0	334	0	0	334	
0	8	Transit Shelters & Loops SI	CW	S3	04	177	100	0	0	0	277	0	277	0	0	0	0	0	0	0	277	0	0	277	
Sub-total						383	380	280	222	160	1,425	1,344	2,769	0	0	0	0	0	206	0	0	2,563	0	0	2,769
TTC906010 Purchase of Streetcars																									
0	2	Purchase of Streetcars - SOGR	CW	S2	03	184,961	304,553	12,117	0	0	501,631	0	501,631	152,744	272,349	0	13,625	0	145	0	0	62,768	0	501,631	
Sub-total						184,961	304,553	12,117	0	0	501,631	0	501,631	152,744	272,349	0	13,625	0	145	0	0	62,768	0	0	501,631
TTC906365 Purchase of Rail Non-Revenue Vehicle																									
1	1	Purchase of Rail Non-Revenue Vehicle - SOGR	CW	S2	03	9,157	3,832	5,455	9,543	4,830	32,817	1,992	34,809	0	0	0	0	0	2,133	0	0	32,676	0	34,809	
1	3	Purchase of Rail Non-Revenue Vehicle - Improvement	CW	S2	04	6,670	13,002	6,237	0	0	25,909	0	25,909	0	5,999	0	0	0	0	0	19,910	0	0	25,909	
0	6	Purchase of Rail Non-Revenue Vehicle - SOGR	CW	S3	03	166	0	0	0	0	166	0	166	0	0	0	0	0	166	0	0	0	0	166	
Sub-total						15,993	16,834	11,692	9,543	4,830	58,892	1,992	60,884	0	5,999	0	0	0	2,299	0	0	52,586	0	0	60,884

CITY OF TORONTO

**Gross Expenditures (\$000's)
Appendix 3: 2018 Capital Budget; 2019 - 2027 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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TTC907743 ATC Resignalling																								
0 1	ATC YUS Resignalling - SOGR	CW	S2	03	65,174	71,110	35,515	8,030	0	179,829	0	179,829	0	8,030	87,714	15,345	0	0	0	0	68,740	0	179,829	
0 2	ATC BD Resignalling - SOGR	CW	S2	03	200	200	13,305	20,978	30,840	65,523	190,988	256,511	0	21,899	139,754	200	0	0	0	0	94,658	0	256,511	
0 3	BD Line ATC Resignalling - S3	CW	S3	03	0	0	0	0	0	0	43,304	43,304	0	20,494	10,247	0	0	0	0	0	12,563	0	43,304	
Sub-total					65,374	71,310	48,820	29,008	30,840	245,352	234,292	479,644	0	50,423	237,715	15,545	0	0	0	0	0	175,961	0	479,644
TTC907744 Fare System																								
0 1	Fare System - SOGR	CW	S2	03	125	125	0	0	0	250	0	250	0	0	0	0	0	47	0	0	203	0	250	
0 2	Fare System - Expansion	CW	S2	05	2,258	0	0	0	0	2,258	0	2,258	0	0	0	0	0	0	0	0	2,258	0	2,258	
0 3	Fare System - Expansion - Scope Change	CW	S3	05	8,310	0	0	0	0	8,310	0	8,310	2,906	0	0	5,000	0	0	0	0	404	0	8,310	
Sub-total					10,693	125	0	0	0	10,818	0	10,818	2,906	0	0	5,000	0	47	0	0	0	2,865	0	10,818
TTC907749 Leslie Barns Streetcar Maint. & Storage Facility																								
1 1	Leslie Barns Streetcar Main. & Storage Facility	CW	S2	03	16,829	7,048	0	0	0	23,877	0	23,877	0	0	5,250	0	0	0	0	0	18,627	0	23,877	
Sub-total					16,829	7,048	0	0	0	23,877	0	23,877	0	0	5,250	0	0	0	0	0	0	18,627	0	23,877
TTC907750 Toronto Rocket Yard & Storage Track Accommod.																								
1 1	Toronto Rocket Yard - Storage Track Accommodation	CW	S2	03	40,601	49,480	75,497	69,273	43,890	278,741	4,550	283,291	0	69,554	61,453	4,567	0	6,750	0	0	140,967	0	283,291	
0 2	Toronto Rocket Yard Storage Track Accom. Scope Cha	CW	S3	03	-6,750	0	0	0	0	-6,750	0	-6,750	0	0	0	0	0	-6,750	0	0	0	0	-6,750	
Sub-total					33,851	49,480	75,497	69,273	43,890	271,991	4,550	276,541	0	69,554	61,453	4,567	0	0	0	0	0	140,967	0	276,541
TTC908032 McNicoll Bus Garage Facility																								
0 1	McNicoll Bus Garage Facility - Growth	39	S2	05	30,000	45,000	52,974	28,807	0	156,781	0	156,781	0	0	61,346	33,597	0	0	0	0	61,838	0	156,781	
Sub-total					30,000	45,000	52,974	28,807	0	156,781	0	156,781	0	0	61,346	33,597	0	0	0	0	0	61,838	0	156,781
TTC908359 Bicycle Parking at Stations																								
0 1	Bicycle Parking at Stations	CW	S2	04	144	0	0	0	0	144	0	144	0	72	0	0	0	0	0	0	72	0	144	
Sub-total					144	0	0	0	0	144	0	144	0	72	0	0	0	0	0	0	0	72	0	144
TTC908574 Provincial Gas Tax Swap for Debt																								
0 1	Provincial Gas Tax Swap for Debt	CW	S4	03	0	0	0	0	0	0	0	0	585,125	0	0	0	0	0	0	0	0-585,125	0	0	
Sub-total					0	0	0	0	0	0	0	0	585,125	0	0	0	0	0	0	0	0	0-585,125	0	0
TTS000392 Sheppard Subway																								

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2018 Capital Budget; 2019 - 2027 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												
						2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
<u>TTS000392 Sheppard Subway</u>																								
4	1	Sheppard Subway - Expansion	CW	S2	05	3,705	0	0	0	0	3,705	0	3,705	0	0	0	0	0	0	0	0	3,705	0	3,705
Sub-total						3,705	0	0	0	0	3,705	0	3,705	0	0	0	0	0	0	0	0	3,705	0	3,705
Total Program Expenditure						1,410,655	1,227,132	867,672	704,893	463,975	4,674,327	1,869,050	6,543,377	1,570,179	1,989,335	516,404	269,371	0	84,346	151,674	1,801,960,267	0	6,543,377	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 3: 2018 Capital Budget; 2019 - 2027 Capital Plan

Toronto Transit Commission

Sub- Project No. Project Name Priority SubProj No. Sub-project Name Ward Stat. Cat.					Current and Future Year Cash Flow Commitments and Estimates						Current and Future Year Cash Flow Commitments and Estimates Financed By											
					2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	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					131,526	191,813	208,621	206,754	222,129	960,843	609,336	1,570,179	1,570,179	0	0	0	0	0	0	0	1,570,179	
Federal Subsidy					399,052	250,913	167,421	167,422	167,422	1,152,230	837,105	1,989,335	0	1,989,335	0	0	0	0	0	0	1,989,335	
Development Charges					132,796	64,981	65,891	65,130	64,702	393,500	122,904	516,404	0	0	516,404	0	0	0	0	0	516,404	
Reserves (Ind. "XQ" Ref.)					75,278	156,513	37,580	0	0	269,371	0	269,371	0	0	269,371	0	0	0	0	0	269,371	
Capital from Current					84,346	0	0	0	0	84,346	0	84,346	0	0	0	84,346	0	0	0	0	84,346	
Other1 (Internal)					29,295	18,109	11,948	13,450	9,722	82,524	69,150	151,674	0	0	0	0	151,674	0	0	0	151,674	
Other2 (External)					1,801	0	0	0	0	1,801	0	1,801	0	0	0	0	1,801	0	0	0	1,801	
Debt					556,561	544,803	376,211	252,137	0	1,729,712	230,555	1,960,267	0	0	0	0	0	0,960,267	0	1,960,267		
Total Program Financing					1,410,655	1,227,132	867,672	704,893	463,975	4,674,327	1,869,050	6,543,377	1,570,179	1,989,335	516,404	269,371	0	84,346	151,674	1,801,960,267	0	6,543,377

Status Code	Description
S2	S2 Prior Year (With 2018 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2018 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 2019 & 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

2018 Cash Flow and Future Year Commitments

CITY OF TORONTO

**Gross Expenditures (\$000's)
Appendix 4: 2018 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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing		
TTC000110						Subway Track																		
1 1	Subway Track - SOGR	CW	S2	03	36,106	15,409	0	0	0	51,515	0	51,515	0	18,801	0	6,911	0	0	0	0	25,803	0	51,515	
0 5	Subway Track Improvement	CW	S2	04	2,565	842	100	0	0	3,507	0	3,507	0	0	0	0	0	0	0	0	3,507	0	3,507	
1 7	Subway Track - SOGR	CW	S5	03	0	18,391	243	0	0	18,634	0	18,634	0	0	0	17,127	0	0	0	0	1,507	0	18,634	
Sub-total					38,671	34,642	343	0	0	73,656	0	73,656	0	18,801	0	24,038	0	0	0	0	30,817	0	73,656	
TTC000120						Surface Track																		
1 1	Surface Track - SOGR	CW	S2	03	25,163	5,220	773	3,057	0	34,213	0	34,213	0	0	0	8,031	0	0	0	0	26,182	0	34,213	
0 3	Surface Track Improvement	CW	S2	04	3,750	4,310	0	0	0	8,060	0	8,060	0	0	0	0	0	0	0	0	8,060	0	8,060	
1 7	Surface Track - SOGR	CW	S5	03	11,591	28,116	13,017	0	0	52,724	0	52,724	0	4,196	0	16,521	0	0	0	0	32,007	0	52,724	
Sub-total					40,504	37,646	13,790	3,057	0	94,997	0	94,997	0	4,196	0	24,552	0	0	0	0	66,249	0	94,997	
TTC000210						Traction Power - Various																		
1 1	Traction Power - SOGR	CW	S2	03	10,902	2,132	0	0	0	13,034	0	13,034	9,253	3,047	0	0	0	0	0	0	734	0	13,034	
1 6	Traction Power - SOGR	CW	S5	03	10,143	16,875	4,955	0	0	31,973	0	31,973	31,124	0	0	0	0	2	0	0	847	0	31,973	
Sub-total					21,045	19,007	4,955	0	0	45,007	0	45,007	40,377	3,047	0	0	0	2	0	0	1,581	0	45,007	
TTC000220						Power Dist./Electric Systems - Various																		
1 1	Power Dist./Electric Systems - SOGR	CW	S2	03	7,013	5,990	0	0	0	13,003	0	13,003	0	0	0	0	0	6,768	0	0	6,235	0	13,003	
0 3	Power Dist./Electric Systems - Improvement	CW	S2	04	210	0	0	0	0	210	0	210	0	0	0	0	0	0	0	0	210	0	210	
1 5	Power Dist./Electric Systems - SOGR	CW	S5	03	0	550	9,260	0	0	9,810	0	9,810	0	4,486	0	0	0	0	0	0	5,324	0	9,810	
0 6	Power Dist./Electric Systems - Improvement	CW	S5	04	144	210	0	0	0	354	0	354	0	0	0	0	0	0	0	0	354	0	354	
Sub-total					7,367	6,750	9,260	0	0	23,377	0	23,377	0	4,486	0	0	0	6,768	0	0	12,123	0	23,377	
TTC000230						Communications - Various																		
1 1	Communications - SOGR	CW	S2	03	24,715	13,101	11,842	6,774	0	56,432	0	56,432	26,560	477	0	0	0	0	0	0	29,395	0	56,432	
1 3	Communications - Legislated	CW	S2	02	2,669	543	207	538	0	3,957	0	3,957	2,514	0	0	0	0	0	0	0	1,443	0	3,957	
0 5	Communication -Improvement	CW	S2	04	0	75	0	0	0	75	0	75	0	0	0	0	0	0	0	0	75	0	75	
1 10	Communications - SOGR	CW	S5	03	0	0	0	4,857	8,077	12,934	519	13,453	0	5,422	0	0	0	0	0	0	8,031	0	13,453	
Sub-total					27,384	13,719	12,049	12,169	8,077	73,398	519	73,917	29,074	5,899	0	0	0	0	0	0	0	38,944	0	73,917

CITY OF TORONTO

**Gross Expenditures (\$000's)
Appendix 4: 2018 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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable	Total Financing		
TTC000240 Signal Systems - Various																								
1	1	Signal Systems - SOGR	CW	S2	03	18,077	15,744	14,822	14,154	4,009	66,806	1,974	68,780	0	3,037	0	15,036	0	0	0	50,707	0	68,780	
1	4	Signal Systems - SOGR	CW	S5	03	57	0	0	0	0	57	0	57	0	0	0	57	0	0	0	0	0	57	
Sub-total						18,134	15,744	14,822	14,154	4,009	66,863	1,974	68,837	0	3,037	0	15,093	0	0	0	50,707	0	68,837	
TTC000310 Finishes - Various																								
1	1	Finishes - SOGR	CW	S2	03	19,965	13,868	0	0	0	33,833	0	33,833	0	10,228	0	0	0	0	0	23,605	0	33,833	
0	3	Finishes - Improvement	CW	S2	04	238	0	0	0	0	238	0	238	0	0	0	0	0	0	0	238	0	238	
1	5	Finishes - SOGR	CW	S5	03	0	7,215	10,337	0	0	17,552	0	17,552	0	0	0	0	0	0	0	17,552	0	17,552	
Sub-total						20,203	21,083	10,337	0	0	51,623	0	51,623	0	10,228	0	0	0	0	0	0	41,395	0	51,623
TTC000320 Equipment - Various																								
1	1	Equipment - SOGR	CW	S2	03	19,939	26,484	34,580	24,651	0	105,654	0	105,654	12,946	30,713	0	0	0	0	0	61,995	0	105,654	
1	3	Equipment - Legislated	CW	S2	02	1,107	1,094	778	855	1,827	5,661	89	5,750	0	0	0	0	0	0	0	5,750	0	5,750	
1	8	Equipment -SOGRS	CW	S5	03	3,209	0	0	0	0	3,209	0	3,209	0	0	0	0	0	0	0	3,209	0	3,209	
Sub-total						24,255	27,578	35,358	25,506	1,827	114,524	89	114,613	12,946	30,713	0	0	0	0	0	0	70,954	0	114,613
TTC000330 Yards and Roads - Various																								
1	1	Yards and Roads - Legislated	CW	S2	02	1,533	8,386	14,555	8,313	0	32,787	0	32,787	0	0	0	2,539	0	0	0	30,248	0	32,787	
0	4	Yards and Roads Expansion	CW	S2	05	256	0	0	0	0	256	0	256	0	0	0	256	0	0	0	0	0	256	
Sub-total						1,789	8,386	14,555	8,313	0	33,043	0	33,043	0	0	0	2,795	0	0	0	30,248	0	33,043	
TTC000333 On-Grade Paving Rehabilitation																								
1	1	On-Grade Paving Rehabilitation - SOGR	CW	S2	03	10,764	3,241	0	0	0	14,005	0	14,005	0	1,761	0	0	0	9,655	0	2,589	0	14,005	
1	4	On-Grade Paving Rehabilitation - SOGR	CW	S5	03	0	8,122	2,325	0	0	10,447	0	10,447	0	0	0	0	0	0	0	10,447	0	10,447	
Sub-total						10,764	11,363	2,325	0	0	24,452	0	24,452	0	1,761	0	0	0	9,655	0	0	13,036	0	24,452
TTC000340 Bridges and Tunnels - Various																								
1	1	Bridges and Tunnels - SOGR	CW	S2	03	30,455	15,777	0	0	0	46,232	0	46,232	0	6,513	0	23,487	0	7,808	0	8,424	0	46,232	
1	4	Bridges and Tunnels - SOGR	CW	S5	03	0	17,392	13,685	0	0	31,077	0	31,077	0	13,435	0	0	0	0	0	17,642	0	31,077	
Sub-total						30,455	33,169	13,685	0	0	77,309	0	77,309	0	19,948	0	23,487	0	7,808	0	0	26,066	0	77,309
TTC000379 Fire Ventilation Upgrade																								

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Gross Expenditures (\$000's)

Appendix 4: 2018 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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other 2	Debt - Recoverable	Total Financing	
TTC000379 Fire Ventilation Upgrade																							
1	1	Fire Ventilation Upgrade - SOGR	CW	S2	03	15,760	18,110	33,221	18,416	0	85,507	0	85,507	15,636	0	0	9,144	0	0	0	60,727	0	85,507
0	5	Fire Ventilation Upgrade SOGR	CW	S3	03	0	0	0	26,676	0	26,676	0	0	0	0	0	0	0	0	0	26,676	0	26,676
Sub-total						15,760	18,110	33,221	45,092	0	112,183	0	112,183	15,636	0	0	9,144	0	0	0	87,403	0	112,183
TTC000383 Easier Access Phase II & III																							
1	1	Easier Access Phase III - Legislated	CW	S2	02	44,824	56,114	62,164	71,822	69,667	304,591	166,748	471,339	233,644	167,352	0	0	0	0	0	70,343	0	471,339
1	4	Easier Access Phase III - Legislated	CW	S3	02	0	0	0	0	1,596	1,596	0	1,596	0	0	0	0	0	0	0	1,596	0	1,596
Sub-total						44,824	56,114	62,164	71,822	71,263	306,187	166,748	472,935	233,644	167,352	0	0	0	0	0	71,939	0	472,935
TTC000390 Other Bldgs & Structures Projects																							
1	1	Other Buildings & Structures Projects - SOGRS	CW	S2	03	67,496	88,700	78,934	42,294	18,076	295,500	0	295,500	25,000	71,632	12,521	42,962	0	9,660	0	133,725	0	295,500
2	3	Other Bldgs & Structures Projects - SOGR	CW	S3	05	112,764	3,850	0	0	0	116,614	0	116,614	0	41,249	0	0	0	0	0	75,365	0	116,614
3	4	Other bldgs & structures projects - Expansion	CW	S2	05	8,683	0	0	0	0	8,683	0	8,683	0	0	0	0	0	0	0	8,683	0	8,683
1	5	Other Buildings and Structures - Legislated	CW	S2	02	12,196	16,217	11,718	11,562	3,985	55,678	7,705	63,383	0	2,214	5,349	16,153	0	0	0	39,667	0	63,383
0	17	Other Bldgs-Structures - SOGR	CW	S5	03	0	0	0	5,933	1,473	7,406	3,428	10,834	0	3,428	0	0	0	0	0	7,406	0	10,834
0	20	Other Buildings & Structure - Improvement	CW	S2	04	14,504	8,236	5,158	5,205	3,530	36,633	8,822	45,455	0	0	3,226	0	0	0	0	42,229	0	45,455
Sub-total						215,643	117,003	95,810	64,994	27,064	520,514	19,955	540,469	25,000	118,523	21,096	59,115	0	9,660	0	307,075	0	540,469
TTC000414 Purchases of Buses																							
1	1	Purchase of Buses - SOGR	CW	S2	03	212,239	115,051	80,837	23,369	11,626	443,122	100,578	543,700	0	209,577	86,362	0	0	0	0	247,761	0	543,700
0	7	Purchase of Buses - SOGR	CW	S3	03	0	0	0	0	0	0	-91,278	-91,278	0	0	0	0	0	0	0	-91,278	0	-91,278
0	9	Purchase of Buses - SI	CW	S3	04	17,186	22,247	27,946	14,631	0	82,010	0	82,010	0	0	14,631	0	0	0	0	67,379	0	82,010
Sub-total						229,425	137,298	108,783	38,000	11,626	525,132	9,300	534,432	0	209,577	100,993	0	0	0	0	223,862	0	534,432
TTC000415 Purchase of 360 Wheel-Trans Vehicles																							
1	1	Replacement Wheel-Trans Vehicles	CW	S2	03	10,380	0	0	0	0	10,380	0	10,380	0	5,190	0	0	0	1,730	0	3,460	0	10,380
1	3	Purchase of 360 Wheel-Trans Vehicle	CW	S5	03	0	7,629	0	0	0	7,629	0	7,629	0	3,815	0	0	0	0	0	3,814	0	7,629
Sub-total						10,380	7,629	0	0	0	18,009	0	18,009	0	9,005	0	0	0	1,730	0	7,274	0	18,009
TTC000421 Purchase of Subway Cars																							

CITY OF TORONTO

**Gross Expenditures (\$000's)
Appendix 4: 2018 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.	2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing			
TTC000421 Purchase of Subway Cars																									
1	1	Purchase of Subway Cars	CW	S2	03	26,700	0	0	0	0	26,700	0	26,700	0	0	0	0	0	0	0	26,700	0	26,700		
0	3	Purchase of Subway Car - SOGR	CW	S3	03	249	524	584	1,523	2,120	5,000	0	5,000	0	0	2,120	0	0	249	0	0	2,631	0	5,000	
Sub-total						26,949	524	584	1,523	2,120	31,700	0	31,700	0	0	2,120	0	0	249	0	0	29,331	0	31,700	
TTC000432 Bus Overhaul Program																									
1	1	Bus Overhaul Program - SOGR	CW	S2	03	45,885	23,583	0	0	0	69,468	0	69,468	0	27,927	0	0	0	0	0	0	41,541	0	69,468	
1	5	Bus Overhaul Program - SOGR	CW	S5	03	0	12,280	11,240	0	0	23,520	0	23,520	7,485	0	0	0	0	0	0	0	16,035	0	23,520	
Sub-total						45,885	35,863	11,240	0	0	92,988	0	92,988	7,485	27,927	0	0	0	0	0	0	0	57,576	0	92,988
TTC000450 Streetcar Overhaul Program																									
1	1	Streetcar Overhaul Program - SOGR	CW	S2	03	12,473	2,864	1,866	1,704	617	19,524	9,383	28,907	0	6,730	0	0	0	5,355	0	1,801	15,021	0	28,907	
1	3	Streetcar Overhaul Program - SOGR Scope Change	CW	S3	03	0	0	0	0	0	0	54,533	54,533	0	25,689	0	0	0	0	0	0	28,844	0	54,533	
Sub-total						12,473	2,864	1,866	1,704	617	19,524	63,916	83,440	0	32,419	0	0	0	5,355	0	1,801	43,865	0	83,440	
TTC000460 Subway Car Overhaul Program																									
1	1	Subway Car Overhaul Program - SOGR	CW	S2	03	31,807	29,158	17,437	17,910	19,103	115,415	81,758	197,173	22,445	68,943	0	13,825	0	420	0	0	91,540	0	197,173	
1	4	Subway Car Overhaul Program - SOGR	CW	S3	03	13,753	899	4,696	7,003	0	26,351	0	26,351	0	13,753	0	4,696	0	0	0	0	7,902	0	26,351	
Sub-total						45,560	30,057	22,133	24,913	19,103	141,766	81,758	223,524	22,445	82,696	0	18,521	0	420	0	0	0	99,442	0	223,524
TTC000470 Automotive Non-Revenue Vehicles																									
1	1	Automotive Non-Revenue Vehicles - SOGR	CW	S2	03	1,686	500	1,297	1,605	1,715	6,803	2,300	9,103	0	0	0	0	0	0	9,103	0	0	0	9,103	
0	6	Automotive Non-Revenue Vehicle Additions	CW	S2	05	1,729	1,200	0	0	0	2,929	0	2,929	0	0	0	0	0	0	2,929	0	0	0	2,929	
0	7	Automotive Non-Revenue Vehicle Additions	CW	S5	05	916	0	0	0	0	916	0	916	0	0	0	0	0	0	916	0	0	0	916	
Sub-total						4,331	1,700	1,297	1,605	1,715	10,648	2,300	12,948	0	0	0	0	0	0	12,948	0	0	0	0	12,948
TTC000480 Rail Non-Revenue Vehicle Overhaul																									
1	1	Rail Non-Revenue Vehicle Overhaul - SOGR	CW	S2	03	5,018	3,275	3,219	5,060	0	16,572	0	16,572	0	1,712	0	0	0	1,206	0	0	13,654	0	16,572	
1	9	Rail Non-Revenue Vehicle Overhaul	CW	S3	03	-603	0	0	0	0	-603	0	-603	0	0	0	0	0	-603	0	0	0	0	-603	
Sub-total						4,415	3,275	3,219	5,060	0	15,969	0	15,969	0	1,712	0	0	0	603	0	0	13,654	0	15,969	
TTC000510 Tools and Shop Equipment																									
1	1	Tools and Shop Equipment - SOGR	CW	S2	03	4,394	214	943	4,686	0	10,237	0	10,237	0	0	0	0	0	0	10,237	0	0	0	10,237	

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**Gross Expenditures (\$000's)
Appendix 4: 2018 Cash Flow and Future Year Commitments**

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						Current and Future Year Cash Flow Commitments						Current and Future Year Cash Flow Commitments Financed By												
Sub-Project No.	Project Name	Ward	Stat.	Cat.		2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TTC000510 Tools and Shop Equipment																								
1 6	Tools and Shop Equipment - SOGR	CW	S5	03		516	2,206	0	0	0	2,722	0	2,722	0	0	0	0	0	0	2,722	0	0	0	2,722
	Sub-total					4,910	2,420	943	4,686	0	12,959	0	12,959	0	0	0	0	0	0	12,959	0	0	0	12,959
TTC000520 Fare Handling Equipment																								
1 1	Fare Handling Equipment - SOGR	CW	S2	03		1,199	0	0	0	0	1,199	0	1,199	0	0	0	0	0	1,199	0	0	0	0	1,199
1 7	Fare Handling Equipment - SOGR	CW	S5	03		11,258	175	0	0	0	11,433	0	11,433	0	0	0	0	0	0	360	0	11,073	0	11,433
	Sub-total					12,457	175	0	0	0	12,632	0	12,632	0	0	0	0	0	1,199	360	0	11,073	0	12,632
TTC000530 Other Maintenance Equipment																								
1 1	Other Maintenance Equipment - SOGR S2	CW	S2	03		3,253	2,996	733	734	772	8,488	726	9,214	0	0	0	0	0	0	9,214	0	0	0	9,214
1 4	Other Maintenance Equipment - SOGR	CW	S5	03		0	0	0	0	0	0	1,812	1,812	0	0	0	0	0	0	1,812	0	0	0	1,812
	Sub-total					3,253	2,996	733	734	772	8,488	2,538	11,026	0	0	0	0	0	0	11,026	0	0	0	11,026
TTC000610 Environmental Programs																								
2 1	Environmental Programs - Legislated	CW	S2	02		7,838	9,067	8,017	5,752	0	30,674	0	30,674	0	185	0	0	0	0	0	0	30,489	0	30,674
	Sub-total					7,838	9,067	8,017	5,752	0	30,674	0	30,674	0	185	0	0	0	0	0	0	30,489	0	30,674
TTC000710 Information Technology System-Infrastructure																								
1 1	Information Tech. System-Infrastructure - SOGR	CW	S2	03		100,791	52,287	37,735	86,409	0	277,222	0	277,222	0	12,346	0	0	0	38,110	30,942	0	195,824	0	277,222
1 8	Information Tech. Systems-Infrastructure - SOGR	CW	S3	03		0	0	0	-86,409	0	-86,409	0	-86,409	0	0	0	0	0	0	0	0	-86,409	0	-86,409
	Sub-total					100,791	52,287	37,735	0	0	190,813	0	190,813	0	12,346	0	0	0	38,110	30,942	0	109,415	0	190,813
TTC000910 Furniture & Office Equipment																								
1 1	Furniture & Office Equipment - SOGR	CW	S2	03		216	204	72	0	0	492	0	492	0	0	0	0	0	0	492	0	0	0	492
1 6	Furniture & Office Equipment - SOGR	CW	S5	03		72	6	124	0	0	202	0	202	0	0	0	0	0	0	202	0	0	0	202
	Sub-total					288	210	196	0	0	694	0	694	0	0	0	0	0	0	694	0	0	0	694
TTC000920 Other Service Planning																								
3 1	Other Service Planning - Improvement	CW	S2	04		14,169	8,993	8,625	8,010	873	40,670	0	40,670	0	0	7,040	0	0	0	0	0	33,630	0	40,670
0 6	Other Service Planning - SOGR	CW	S2	03		4,000	7,000	6,730	0	0	17,730	0	17,730	0	2,075	0	0	0	0	0	0	15,655	0	17,730
0 7	Other Service Planning - Legislated	CW	S2	02		4,110	7,300	6,688	0	0	18,098	0	18,098	0	0	0	0	0	0	0	0	18,098	0	18,098
0 8	Other Service Planning - Legis	CW	S3	02		90	0	0	0	0	90	0	90	0	0	0	0	0	90	0	0	0	0	90

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2018 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											
						2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	Provincial Grants and Subsidies	Federal Subsidy	Development Charges	Reserves	Reserve Funds	Capital from Current	Other 1	Other2	Debt - Recoverable Debt	Total Financing	
TTC907749 <u>Leslie Barns Streetcar Maint.& Storage Facility</u>																								
1	1	Leslie Barns Streetcar Main. & Storage Facility	CW	S2	03	16,829	7,048	0	0	0	23,877	0	23,877	0	0	5,250	0	0	0	0	18,627	0	23,877	
Sub-total						16,829	7,048	0	0	0	23,877	0	23,877	0	0	5,250	0	0	0	0	18,627	0	23,877	
TTC907750 <u>Toronto Rocket Yard & Storage Track Accommod:</u>																								
1	1	Toronto Rocket Yard - Storage Track Accommodation	CW	S2	03	40,601	49,480	75,497	69,273	43,890	278,741	4,550	283,291	0	69,554	61,453	4,567	0	6,750	0	140,967	0	283,291	
0	2	Toronto Rocket Yard Storage Track Accom. Scope Cha	CW	S3	03	-6,750	0	0	0	0	-6,750	0	-6,750	0	0	0	0	0	-6,750	0	0	0	-6,750	
Sub-total						33,851	49,480	75,497	69,273	43,890	271,991	4,550	276,541	0	69,554	61,453	4,567	0	0	0	140,967	0	276,541	
TTC908032 <u>McNicoll Bus Garage Facility</u>																								
0	1	McNicoll Bus Garage Facility - Growth	39	S2	05	30,000	45,000	52,974	28,807	0	156,781	0	156,781	0	0	61,346	33,597	0	0	0	61,838	0	156,781	
Sub-total						30,000	45,000	52,974	28,807	0	156,781	0	156,781	0	0	61,346	33,597	0	0	0	61,838	0	156,781	
TTC908359 <u>Bicycle Parking at Stations</u>																								
0	1	Bicycle Parking at Stations	CW	S2	04	144	0	0	0	0	144	0	144	0	72	0	0	0	0	0	72	0	144	
Sub-total						144	0	0	0	0	144	0	144	0	72	0	0	0	0	0	72	0	144	
TTC908574 <u>Provincial Gas Tax Swap for Debt</u>																								
0	1	Provincial Gas Tax Swap for Debt	CW	S4	03	0	0	0	0	0	0	0	0	585,125	0	0	0	0	0	0	0	585,125	0	
Sub-total						0	0	0	0	0	0	0	0	585,125	0	0	0	0	0	0	0	0	585,125	0
TTS000392 <u>Sheppard Subway</u>																								
4	1	Sheppard Subway - Expansion	CW	S2	05	3,705	0	0	0	0	3,705	0	3,705	0	0	0	0	0	0	0	3,705	0	3,705	
Sub-total						3,705	0	0	0	0	3,705	0	3,705	0	0	0	0	0	0	0	0	3,705	0	3,705
Total Program Expenditure						1,410,655	1,225,302	743,444	473,748	228,626	4,081,775	589,931	4,671,706	1,127,382	1,164,330	497,013	249,079	0	84,346	68,929	1,801,478,826	0	4,671,706	

CITY OF TORONTO

Gross Expenditures (\$000's)

Appendix 4: 2018 Cash Flow and Future Year Commitments

Toronto Transit Commission

Sub- Project No. Project Name Priority SubProj No. Sub-project Name Ward Stat. Cat.					Current and Future Year Cash Flow Commitments and Estimates						Current and Future Year Cash Flow Commitments and Estimates Financed By												
					2018	2019	2020	2021	2022	Total 2018-2022	Total 2023-2027	Total 2018-2027	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					131,526	191,813	160,537	155,224	170,373	809,473	317,909	1,127,382	1,127,382	0	0	0	0	0	0	0	1,127,382		
Federal Subsidy					399,052	250,913	145,981	113,497	56,485	965,928	198,402	1,164,330	0	1,164,330	0	0	0	0	0	0	1,164,330		
Development Charges					132,796	64,981	65,891	65,130	54,111	382,909	114,104	497,013	0	0	497,013	0	0	0	0	0	497,013		
Reserves (Ind. "XQ" Ref.)					75,278	156,513	17,288	0	0	249,079	0	249,079	0	0	249,079	0	0	0	0	0	249,079		
Capital from Current					84,346	0	0	0	0	84,346	0	84,346	0	0	0	84,346	0	0	0	0	84,346		
Other1 (Internal)					29,295	16,279	9,005	7,025	2,487	64,091	4,838	68,929	0	0	0	0	68,929	0	0	0	68,929		
Other2 (External)					1,801	0	0	0	0	1,801	0	1,801	0	0	0	0	1,801	0	0	0	1,801		
Debt					556,561	544,803	344,742	132,872	-54,830	1,524,148	-45,322	1,478,826	0	0	0	0	0	0	478,826	0	1,478,826		
Total Program Financing					1,410,655	1,225,302	743,444	473,748	228,626	4,081,775	589,931	4,671,706	1,127,382	1,164,330	497,013	249,079	0	84,346	68,929	1,801	478,826	0	4,671,706

Status Code	Description
S2	S2 Prior Year (With 2018 and/or Future Year Cashflow)
S3	S3 Prior Year - Change of Scope 2018 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

2018 Capital Budget with Financing Detail



CITY OF TORONTO
Appendix 5: 2018 Capital Budget with Financing Detail
Toronto Transit Commission
Sub-Project Summary

Project/Financing				2018	Financing										
Priority	Project	Project Name	Start Date	Completion Date	Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
1	TTC000220	Power Dist./Electric Systems - Various													
0	6	Power Dist./Electric Systems - Improvement	01/01/2014	12/31/2024	144	0	0	0	0	0	0	0	0	144	0
1	1	Power Dist./Electric Systems - SOGR	01/01/1996	12/31/2017	7,013	0	0	0	0	0	6,768	0	0	245	0
		Project Sub-total:			7,367	0	0	0	0	0	6,768	0	0	599	0
1	TTC000230	Communications - Various													
1	1	Communications - SOGR	01/01/1996	12/31/2023	24,715	14,387	477	0	0	0	0	0	0	9,851	0
1	3	Communications - Legislated	01/01/2006	12/31/2018	2,669	2,514	0	0	0	0	0	0	0	155	0
		Project Sub-total:			27,384	16,901	477	0	0	0	0	0	0	10,006	0
1	TTC000240	Signal Systems - Various													
1	1	Signal Systems - SOGR	01/01/1999	12/31/2023	18,077	0	0	0	5,049	0	0	0	0	13,028	0
1	4	Signal Systems - SOGR	01/01/2003	12/31/2024	57	0	0	0	57	0	0	0	0	0	0
		Project Sub-total:			18,134	0	0	0	5,106	0	0	0	0	13,028	0
1	TTC000310	Finishes - Various													
0	3	Finishes - Improvement	11/10/2005	12/31/2017	238	0	0	0	0	0	0	0	0	238	0
1	1	Finishes - SOGR	01/01/1996	12/31/2017	19,965	0	6,608	0	0	0	0	0	0	13,357	0
		Project Sub-total:			20,203	0	6,608	0	0	0	0	0	0	13,595	0
1	TTC000320	Equipment - Various													
1	1	Equipment - SOGR	01/01/1996	12/31/2024	19,939	0	4,850	0	0	0	0	0	0	15,089	0
1	3	Equipment - Legislated	01/01/1996	12/31/2023	1,107	0	0	0	0	0	0	0	0	1,107	0
1	8	Equipment - SOGRS	01/01/2003	12/31/2024	3,209	0	0	0	0	0	0	0	0	3,209	0
		Project Sub-total:			24,255	0	4,850	0	0	0	0	0	0	19,405	0
1	TTC000333	On-Grade Paving Rehabilitation													
1	1	On-Grade Paving Rehabilitation - SOGR	01/01/1996	12/31/2018	10,764	0	1,056	0	0	0	9,655	0	0	53	0
		Project Sub-total:			10,764	0	1,056	0	0	0	9,655	0	0	53	0
1	TTC000340	Bridges and Tunnels - Various													
1	1	Bridges and Tunnels - SOGR	01/01/1996	12/31/2017	30,455	0	4,735	0	17,912	0	7,808	0	0	0	0
		Project Sub-total:			30,455	0	4,735	0	17,912	0	7,808	0	0	0	0
1	TTC000379	Fire Ventilation Upgrade													
1	1	Fire Ventilation Upgrade - SOGR	01/01/1996	12/31/2019	15,760	0	0	0	0	0	0	0	0	15,760	0
		Project Sub-total:			15,760	0	0	0	0	0	0	0	0	15,760	0
1	TTC000390	Other Bldgs & Structures Projects													
0	20	Other Buildings & Structure - Improvement	01/01/2014	12/31/2017	14,504	0	0	0	0	0	0	0	0	14,504	0



CITY OF TORONTO
Appendix 5: 2018 Capital Budget with Financing Detail
Toronto Transit Commission
Sub-Project Summary

Project/Financing Priority Project Project Name		Start Date	Completion Date	2018	Financing									
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable
1 <u>TTC000390</u> <u>Other Bldgs & Structures Projects</u>														
1	1 Other Buildings & Structures Projects - SOGRS	01/01/2000	12/31/2021	67,496	0	19,972	2,395	23,905	0	9,660	0	0	11,564	0
1	5 Other Buildings and Structures - Legislated	01/01/2002	12/31/2014	12,196	0	0	0	0	0	0	0	0	12,196	0
2	3 Other Bldgs & Structures Projects - SOGR	01/01/2017	12/31/2020	112,764	0	41,249	0	0	0	0	0	0	71,515	0
3	4 Other bldgs & structures projects - Expansion	01/01/2014	12/31/2018	8,683	0	0	0	0	0	0	0	0	8,683	0
Project Sub-total:				215,643	0	61,221	2,395	23,905	0	9,660	0	0	118,462	0
1 <u>TTC000414</u> <u>Purchases of Buses</u>														
0	9 Purchase of Buses - SI	01/01/2016	01/01/2026	17,186	0	0	0	0	0	0	0	0	17,186	0
1	1 Purchase of Buses - SOGR	01/01/2000	12/31/2023	212,239	0	117,645	21,720	0	0	0	0	0	72,874	0
Project Sub-total:				229,425	0	117,645	21,720	0	0	0	0	0	90,060	0
1 <u>TTC000415</u> <u>Purchase of 360 Wheel-Trans Vehicles</u>														
1	1 Replacement Wheel-Trans Vehicles	01/01/1998	12/31/2022	10,380	0	5,190	0	0	0	1,730	0	0	3,460	0
Project Sub-total:				10,380	0	5,190	0	0	0	1,730	0	0	3,460	0
1 <u>TTC000421</u> <u>Purchase of Subway Cars</u>														
0	3 Purchase of Subway Car - SOGR	01/01/2018	12/31/2022	249	0	0	0	0	0	249	0	0	0	0
1	1 Purchase of Subway Cars	01/01/1996	12/31/2018	26,700	0	0	0	0	0	0	0	0	26,700	0
Project Sub-total:				26,949	0	0	0	0	0	249	0	0	26,700	0
1 <u>TTC000432</u> <u>Bus Overhaul Program</u>														
1	1 Bus Overhaul Program - SOGR	01/01/1996	12/31/2026	45,885	0	22,943	0	0	0	0	0	0	22,942	0
Project Sub-total:				45,885	0	22,943	0	0	0	0	0	0	22,942	0
1 <u>TTC000450</u> <u>Streetcar Overhaul Program</u>														
1	1 Streetcar Overhaul Program - SOGR	01/01/2003	12/31/2023	12,473	0	2,530	0	0	0	5,355	0	1,801	2,787	0
Project Sub-total:				12,473	0	2,530	0	0	0	5,355	0	1,801	2,787	0
1 <u>TTC000460</u> <u>Subway Car Overhaul Program</u>														
1	1 Subway Car Overhaul Program - SOGR	01/01/1996	12/31/2024	31,807	0	2,193	0	5,936	0	420	0	0	23,258	0
1	4 Subway Car Overhaul Program - SOGR	01/01/2015	12/31/2027	13,753	0	13,753	0	0	0	0	0	0	0	0
Project Sub-total:				45,560	0	15,946	0	5,936	0	420	0	0	23,258	0
1 <u>TTC000470</u> <u>Automotive Non-Revenue Vehicles</u>														
0	6 Automotive Non-Revenue Vehicle Additions	08/02/2017	12/31/2019	1,729	0	0	0	0	0	0	1,729	0	0	0
0	7 Automotive Non-Revenue Vehicle Additions	08/02/2017	12/31/2027	916	0	0	0	0	0	0	916	0	0	0
1	1 Automotive Non-Revenue Vehicles - SOGR	01/01/1996	12/31/2025	1,686	0	0	0	0	0	0	1,686	0	0	0
Project Sub-total:				4,331	0	0	0	0	0	0	4,331	0	0	0



CITY OF TORONTO
Appendix 5: 2018 Capital Budget with Financing Detail
Toronto Transit Commission
Sub-Project Summary

Project/Financing Priority Project	Project Name	Start Date	Completion Date	2018	Financing										
				Cash Flow	Provincial Grants Subsidies	Federal Subsidy	Developmt Charges	Reserves	Reserve Funds	Capital From Current	Other 1	Other 2	Debt	Debt - Recoverable	
1	<u>TTC907749</u>	<u>Leslie Barns Streetcar Maint.& Storage Facility</u>													
1	1 Leslie Barns Streetcar Main. & Storage Facility	10/04/2010	12/31/2016	16,829	0	0	3,702	0	0	0	0	0	0	13,127	0
	Project Sub-total:			16,829	0	0	3,702	0	0	0	0	0	0	13,127	0
1	<u>TTC907750</u>	<u>Toronto Rocket Yard & Storage Track Accommodation</u>													
0	2 Toronto Rocket Yard Storage Track Accom. Scope Cha	01/01/2017	12/31/2018	-6,750	0	0	0	0	0	-6,750	0	0	0	0	0
1	1 Toronto Rocket Yard - Storage Track Accommodation	10/04/2010	12/31/2019	40,601	0	7,811	26,040	0	0	6,750	0	0	0	0	0
	Project Sub-total:			33,851	0	7,811	26,040	0	0	0	0	0	0	0	0
2	<u>TTC000383</u>	<u>Easier Access Phase II & III</u>													
1	1 Easier Access Phase III - Legislated	01/01/1996	12/31/2025	44,824	39,759	645	0	0	0	0	0	0	0	4,420	0
	Project Sub-total:			44,824	39,759	645	0	0	0	0	0	0	0	4,420	0
2	<u>TTC000610</u>	<u>Environmental Programs</u>													
2	1 Environmental Programs - Legislated	01/01/1996	12/31/2019	7,838	0	185	0	0	0	0	0	0	0	7,653	0
	Project Sub-total:			7,838	0	185	0	0	0	0	0	0	0	7,653	0
3	<u>TTC000920</u>	<u>Other Service Planning</u>													
0	6 Other Service Planning - SOGR	01/01/2014	12/31/2017	4,000	0	2,075	0	0	0	0	0	0	0	1,925	0
0	7 Other Service Planning - Legislated	01/01/2015	12/31/2025	4,110	0	0	0	0	0	0	0	0	0	4,110	0
0	8 Other Service Planning - Legis	01/01/2017	12/31/2026	90	0	0	0	0	0	90	0	0	0	0	0
0	9 Other Service Planning Expansion	06/23/2015	12/31/2026	600	0	0	0	0	0	0	0	0	0	600	0
3	1 Other Service Planning - Improvement	01/01/1996	12/31/2015	14,169	0	0	1,760	0	0	0	0	0	0	12,409	0
	Project Sub-total:			22,969	0	2,075	1,760	0	0	90	0	0	0	19,044	0
3	<u>TTC000921</u>	<u>Transit Shelters & Loops</u>													
0	4 Transit Shelters & Loops - SOGR	01/01/2013	12/31/2016	206	0	0	0	0	0	206	0	0	0	0	0
0	8 Transit Shelters & Loops SI	01/01/2018	12/31/2019	177	0	0	0	0	0	0	0	0	0	177	0
	Project Sub-total:			383	0	0	0	0	0	206	0	0	0	177	0
4	<u>TTC000330</u>	<u>Yards and Roads - Various</u>													
0	4 Yards and Roads Expansion	12/01/2000	12/31/2016	256	0	0	0	256	0	0	0	0	0	0	0
1	1 Yards and Roads - Legislated	01/01/1997	12/31/2020	1,533	0	0	0	639	0	0	0	0	0	894	0
	Project Sub-total:			1,789	0	0	0	895	0	0	0	0	0	894	0



CITY OF TORONTO
Appendix 5: 2018 Capital Budget with Financing Detail
Toronto Transit Commission
Sub-Project Summary

Project/Financing		Start Date	Completion Date	2018 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> Sheppard Subway													
4	1 Sheppard Subway - Expansion	01/01/1996	12/31/2019	3,705	0	0	0	0	0	0	0	0	3,705	0
	Project Sub-total:			3,705	0	0	0	0	0	0	0	0	3,705	0
Program Total:				1,410,655	131,526	399,052	132,796	75,278	0	84,346	29,295	1,801	556,561	0

Status Code Description
 S2 S2 Prior Year (With 2018 and/or Future Year Cashflow)
 S3 S3 Prior Year - Change of Scope 2018 and/or Future Year Cost(Cashflow)
 S4 S4 New - Stand-Alone Project (Current Year Only)
 S5 S5 New (On-going or Phased Projects)

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

Appendix 6

Reserve / Reserve Fund Review

Reserve / Reserve Fund – Program Specific
(\$000s)

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2017 *	Contributions / (Withdrawals)										2018 - 2027 Total Contributions / (Withdrawals)	
			2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan		
Capital Financing Reserve (XQ0011)	Beginning Balance	357,238,996	357,238,996	357,184,594	357,128,081	357,190,501	357,290,501	357,390,501	357,490,501	357,565,501	357,640,501	357,715,501		
	Withdrawals (-)													
	ATC Resignalling		(9,545)	(6,000)	-								(15,545)	
	Bridges and Tunnels - Various		(17,912)	(5,575)	-								(23,487)	
	Fire Ventilation Upgrade		-	(9,144)	-								(9,144)	
	McNicol Bus Garage Facility		(2,547)	(31,050)	-								(33,597)	
	Other Bldgs & Structures Projects		(23,905)	(35,210)	-								(59,115)	
	Signal Systems - Various		(5,106)	(9,987)	-								(15,093)	
	Subway Car Overhaul Program		(5,936)	(6,061)	(6,524)								(18,521)	
	Subway Track		-	(23,795)	(17,134)								(40,929)	
	Surface Track		(4,432)	(9,599)	(13,922)								(27,953)	
	Toronto Rocket Yard & Storage Track Accommodation		-	(4,567)	-								(4,567)	
	Yards and Roads - Various		(895)	(1,900)	-								(2,795)	
	Purchase of Streetcars		-	(13,625)	-								(13,625)	
	Total Withdrawals for TTC			(70,278)	(156,513)	(37,580)	-	-	-	-	-	-	-	(13,625)
	Other Allocation for Waterfront and Subway Cost Recovery			(99,124)										
	Total Withdrawals			(169,402)	(156,513)	(37,580)	-							
Contributions (+)			115,000	100,000	100,000	100,000	100,000	100,000	75,000	75,000	75,000	75,000		
Total Contributions			115,000	100,000	100,000	100,000	100,000	100,000	75,000	75,000	75,000	75,000	-	
Total Reserve Fund Balance at Year-End		357,238,996	357,184,594	357,128,081	357,190,501	357,290,501	357,390,501	357,490,501	357,565,501	357,640,501	357,715,501	357,790,501	(13,625)	

* Based on the 2017 Q3 Variance Report

Reserve / Reserve Fund Review – Corporate
(\$000s)

Reserve / Reserve Fund Name	Project / SubProject Name and Number	Projected Balance as at Dec 31, 2017 *	Contributions / (Withdrawals)										2018 - 2027 Total Contributions / (Withdrawals)	
			2018 Budget	2019 Plan	2020 Plan	2021 Plan	2022 Plan	2023 Plan	2024 Plan	2025 Plan	2026 Plan	2027 Plan		
Development Charges (2009 Roads & Related (XR2109))	Beginning Balance		80,333	9,315	6,942	4,074	2,603	1,952	24,234	61,952	100,106	160,326	451,835	
	Withdrawals (-)		-	-	-	-	-	-	-	-	-	-	-	
	ATC Resignalling		(55,829)	(12,310)	(19,575)	(20,978)	(30,840)	(25,369)	(27,160)	(28,057)	(7,350)	(10,247)	(237,715)	
	Leslie Barns Streetcar Maint. & Storage Facility		(3,702)	(1,548)	-	-	-	-	-	-	-	-	(5,250)	
	McNicol Bus Garage Facility		(21,350)	(13,950)	(24,209)	(1,837)	-	-	-	-	-	-	(61,346)	
	Other Bldgs & Structures Projects		(2,395)	-	-	(2,555)	(9,525)	(6,621)	-	-	-	-	(21,096)	
	Other Service Planning		(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(1,760)	(17,600)	
	Toronto Rocket Yard & Storage Track Accommodation		(26,040)	(35,413)	-	-	-	-	-	-	-	-	(61,453)	
	Purchases of Buses		(21,720)	-	(20,347)	(38,000)	(11,626)	(9,300)	-	-	-	-	(100,993)	
	Purchase of 360 Wheel-Trans Vehicles		-	-	-	-	(8,831)	-	-	-	-	-	(8,831)	
	Purchase of Subway Cars		-	-	-	-	(2,120)	-	-	-	-	-	(2,120)	
	Total Withdrawals			(132,796)	(64,981)	(65,891)	(65,130)	(64,702)	(43,050)	(28,920)	(29,817)	(9,110)	(12,007)	(516,404)
	Contributions (+)			61,778	62,608	63,023	63,659	64,051	65,332	66,638	67,971	69,330	70,717	655,107
	Total Contributions			61,778	62,608	63,023	63,659	64,051	65,332	66,638	67,971	69,330	70,717	655,107
	Other Program/Agency Net Withdrawals (-) and Contributions (+)													
	Total Reserve Fund Balance at Year-End		80,333	9,315	6,942	4,074	2,603	1,952	24,234	61,952	100,106	160,326	219,036	590,538

* Based on the 2017 Q3 Variance Report