

| Toronto Development Charges for Transit 2022-2031 | | | | | | | | | |
|--|-----------|------------|------------------------------------|---------------------------|---------------------------|-----------------------------|---------------------------------------|----------------------|-----------------------|
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| | | | | | BTE % (47% default) | Replacement & BTE Shares | | 2022-2031 | Other Dev. Related |
| 1. Spadina Subway Extension | 2022-2031 | \$ 3,184.2 | \$ 2,280.5 | \$ 903.7 | | \$ 425.9 | \$ 477.7 | \$ 292.6 | \$ 185.1 |
| Sheppard Subway | | | | | | | | | |
| 2.2.2 Sheppard Subway | 2022-2027 | \$ 384.9 | | \$ 384.9 | 70% | \$ 269.4 | \$ 115.5 | \$ 36.6 | \$ 78.9 |
| 2.2.5.3 Line 4 Sheppard | 2022 | \$ 3.6 | | \$ 3.6 | | \$ 1.7 | \$ 1.9 | \$ 1.2 | \$ 0.7 |
| Subtotal Sheppard Subway | | \$ 388.5 | | \$ 388.5 | | \$ 271.1 | \$ 117.4 | \$ 37.8 | \$ 79.6 |
| Streetcar | | | | | | | | | |
| 2.1.1 Surface Track | 2022-2023 | \$ 11.1 | | \$ 11.1 | | \$ 5.2 | \$ 5.8 | \$ 3.6 | \$ 2.3 |
| 2.1.2 Yards & Roads | 2022-2031 | \$ 33.1 | | \$ 33.1 | | \$ 15.6 | \$ 17.5 | \$ 10.7 | \$ 6.8 |
| 2.1.3 Buildings & Structures | 2022-2031 | \$ 110.9 | | \$ 110.9 | | \$ 52.3 | \$ 58.6 | \$ 35.9 | \$ 22.7 |
| 2.1.4 Purchase of Streetcars | 2022-2030 | \$ 499.3 | \$ 276.8 | \$ 222.5 | | \$ 104.9 | \$ 117.7 | \$ 72.1 | \$ 45.6 |
| 2.1.5 Shop Equipment | 2022-2031 | \$ 4.8 | | \$ 4.8 | | \$ 2.2 | \$ 2.5 | \$ 1.5 | \$ 1.0 |
| 2.1.6 Other Maintenance Equipment | 2022-2026 | \$ 7.6 | | \$ 7.6 | | \$ 3.6 | \$ 4.0 | \$ 2.4 | \$ 1.5 |
| 2.2.8.6 Leslie Barns | 2022 | \$ 12.8 | | \$ 12.8 | | \$ 6.0 | \$ 6.7 | \$ 4.1 | \$ 2.6 |
| 2.6.1.10 Hillcrest Expansion - 2021 | 2022 | \$ 0.2 | | \$ 0.2 | | \$ 0.1 | \$ 0.1 | \$ 0.1 | \$ 0.0 |
| 2.6.1.11 Hillcrest Expansion | 2022-2027 | \$ 92.0 | \$ 84.0 | \$ 8.0 | | \$ 3.8 | \$ 4.3 | \$ 2.6 | \$ 1.6 |
| 2.6.1.19 Russell Carhouse Expansion | 2022 | \$ 0.1 | | \$ 0.1 | | \$ 0.0 | \$ 0.1 | \$ 0.0 | \$ 0.0 |
| Subtotal Streetcar | | \$ 771.9 | \$ 360.8 | \$ 411.1 | | \$ 193.7 | \$ 217.3 | \$ 133.0 | \$ 84.2 |
| 2.2.3 Planning & Design Studies | 2022 | \$ 2.5 | \$ 1.2 | \$ 1.2 | | \$ 0.6 | \$ 0.7 | \$ 0.4 | \$ 0.3 |
| 2.2.4 GO Transit 10-Year Expansion Pgm | 2022 | \$ 60.0 | | \$ 60.0 | | \$ 28.3 | \$ 31.7 | \$ 19.4 | \$ 12.3 |
| Eglinton East LRT | | | | | | | | | |
| 2.2.5.1 Eglinton East LRT | 2022-2026 | \$ 400.0 | | \$ 400.0 | | \$ 188.5 | \$ 211.5 | \$ 129.5 | \$ 81.9 |
| 2.2.5.2 Eglinton East LRT | 2027-2031 | \$ 4,000.0 | \$ 1,320.0 | \$ 2,680.0 | | \$ 1,263.2 | \$ 1,416.8 | \$ 867.8 | \$ 549.1 |
| Subtotal Eglinton East LRT | | \$ 4,400.0 | \$ 1,320.0 | \$ 3,080.0 | | \$ 1,451.7 | \$ 1,628.3 | \$ 997.3 | \$ 631.0 |
| 2.2.5.8 Smart Track | 2025 | \$ 1,359.2 | \$ 539.6 | \$ 819.6 | | \$ 386.3 | \$ 433.3 | \$ 265.4 | \$ 167.9 |

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| Waterfront West LRT | | | | | | | | | |
| 2.2.5.10 Humber Bayshores | | | | | | | | | |
| Lakeshore from Long Branch & Legion Rd | 2022-2031 | \$ 142.4 | | \$ 142.4 | | \$ 67.1 | \$ 75.3 | \$ 46.1 | \$ 29.2 |
| Lakeshore from Legion Rd to Humber Loop | 2022-2027 | \$ 41.6 | | \$ 41.6 | | \$ 19.6 | \$ 22.0 | \$ 13.4 | \$ 8.5 |
| Qsy/Colborne to Dufferin | 2022-2031 | \$ 533.9 | | \$ 533.9 | | \$ 251.7 | \$ 282.3 | \$ 172.3 | \$ 109.4 |
| 2.2.5.11 Exhibition | | | | | | | | | |
| Dufferin to Exhibition Loop | 2022-2028 | \$ 106.8 | | \$ 106.8 | | \$ 50.3 | \$ 56.5 | \$ 34.6 | \$ 21.9 |
| Intersection of Bathurst/Fleet/Lakeshore | 2022-2031 | \$ 391.6 | | \$ 391.6 | | \$ 184.6 | \$ 207.0 | \$ 126.8 | \$ 80.2 |
| 2.6.1.24 Exhibition to Dufferin - 2021 | 2022 | \$ 0.2 | | \$ 0.2 | | \$ 0.1 | \$ 0.1 | \$ 0.1 | \$ 0.0 |
| 2.6.1.25 Exhibition to Dufferin | 2022 | \$ 26.5 | | \$ 26.5 | | \$ 12.5 | \$ 14.0 | \$ 8.6 | \$ 5.4 |
| Subtotal Waterfront West LRT | | \$ 1,243.0 | | \$ 1,243.0 | | \$ 585.9 | \$ 657.2 | \$ 401.9 | \$ 254.6 |
| 2.2.5.12 Operational Infrastructure | | | | | | | | | |
| | | \$ 89.0 | | \$ 89.0 | | \$ 41.9 | \$ 47.0 | \$ 28.8 | \$ 18.2 |
| Waterfront East LRT | | | | | | | | | |
| 2.2.5.9 Union Station to QQ Portal | 2022-2031 | \$ 522.1 | | \$ 522.1 | | \$ 246.1 | \$ 276.0 | \$ 169.0 | \$ 107.0 |
| 2.2.5.13 Cherry from QQ to Mill | 2033 | \$ 118.7 | | \$ 118.7 | | \$ 55.9 | \$ 62.7 | | \$ 62.7 |
| 2.2.5.14 Commissioners Cherry to Bridge | 2033 | \$ 142.4 | | \$ 142.4 | | \$ 67.1 | \$ 75.3 | | \$ 75.3 |
| 2.2.5.15 Commissioners LRT Bridge | 2033 | \$ 34.5 | | \$ 34.5 | | \$ 16.3 | \$ 18.3 | | \$ 18.3 |
| 2.2.5.16 Commissioners Don Rdwy to Bview | 2033 | \$ 85.4 | | \$ 85.4 | | \$ 40.3 | \$ 45.2 | | \$ 45.2 |
| 2.2.5.17 Broadview Eastern to Lakeshore | 2033 | \$ 12.8 | | \$ 12.8 | | \$ 6.0 | \$ 6.8 | | \$ 6.8 |
| 2.2.5.18 Broadview Lakeshore to Comm'r | 2033 | \$ 9.6 | | \$ 9.6 | | \$ 4.5 | \$ 5.1 | | \$ 5.1 |
| 2.2.5.19 Commissioners Bview to Leslie | 2033 | \$ 71.2 | | \$ 71.2 | | \$ 33.6 | \$ 37.6 | | \$ 37.6 |
| 2.2.5.20 QQ/Cherry | | | | | | | | | |
| Bay to Bonnycastle | 2023-2031 | \$ 71.2 | | \$ 71.2 | | \$ 33.6 | \$ 37.6 | \$ 23.1 | \$ 14.6 |
| Bonnycastle to Silo (Keating West) | 2023-2031 | \$ 35.6 | | \$ 35.6 | | \$ 16.8 | \$ 18.8 | \$ 11.5 | \$ 7.3 |
| Silo to Cherry | 2023-2031 | \$ 15.4 | | \$ 15.4 | | \$ 7.3 | \$ 8.2 | \$ 5.0 | \$ 3.2 |
| Cherry from QQ to Polson | 2023-2031 | \$ 118.7 | | \$ 118.7 | | \$ 55.9 | \$ 62.7 | \$ 38.4 | \$ 24.3 |
| 2.2.5.21 Broadview Ext Protect for LRT | 2036-2041 | \$ 12.1 | | \$ 12.1 | | \$ 5.7 | \$ 6.4 | | \$ 6.4 |
| Subtotal Waterfront East LRT | | \$ 1,249.7 | | \$ 1,249.7 | | \$ 589.1 | \$ 660.7 | \$ 247.0 | \$ 413.8 |

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| 2.2.6 Signal Systems (ATC) | | | | | | | | | |
| 2.2.6.1 YUS Resignalling (balance) | 2022-2023 | \$ 171.6 | \$ 19.1 | \$ 152.6 | | \$ 71.9 | \$ 80.7 | \$ 49.4 | \$ 31.3 |
| 2.2.6.2 BD Resignalling | 2022-2030 | \$ 654.7 | \$ 25.0 | \$ 629.7 | | \$ 296.8 | \$ 332.9 | \$ 203.9 | \$ 129.0 |
| Subtotal Signal Systems | | \$ 826.3 | \$ 44.1 | \$ 782.3 | | \$ 368.7 | \$ 413.6 | \$ 253.3 | \$ 160.3 |
| Subway Capacity Enhancement | | | | | | | | | |
| 2.6.1.5 Line 1 Capacity Enhancement - 2021 | 2022 | \$ 8.8 | | \$ 8.8 | | \$ 4.2 | \$ 4.7 | \$ 4.7 | |
| 2.6.1.6 Line 1 Capacity Enhancement | 2022-2031 | \$ 1,569.5 | | \$ 1,569.5 | | \$ 739.7 | \$ 829.7 | \$ 508.2 | \$ 321.5 |
| 2.6.1.7 Line 2 Capacity Enhancement | 2022-2030 | \$ 464.3 | | \$ 464.3 | | \$ 218.8 | \$ 245.4 | \$ 150.3 | \$ 95.1 |
| 2.6.1.8 Second Exits - 2021 | 2022 | \$ 16.4 | | \$ 16.4 | | \$ 7.8 | \$ 8.7 | \$ 5.3 | \$ 3.4 |
| 2.6.1.9 Second Exits | 2022-2030 | \$ 153.0 | | \$ 153.0 | | \$ 72.1 | \$ 80.9 | \$ 49.5 | \$ 31.4 |
| 2.6.1.14 Easier Access III - 2021 | 2022 | \$ 75.2 | | \$ 75.2 | | \$ 35.5 | \$ 39.8 | \$ 24.4 | \$ 15.4 |
| 2.6.1.15 Easier Access III | 2022-2026 | \$ 296.1 | | \$ 296.1 | | \$ 139.6 | \$ 156.5 | \$ 95.9 | \$ 60.7 |
| Subtotal Subway Capacity Enhancement | | \$ 2,583.3 | | \$ 2,583.3 | | \$ 1,217.7 | \$ 1,365.7 | \$ 838.3 | \$ 527.5 |
| Yonge-Bloor | | | | | | | | | |
| 2.2.8.1 Yonge Bloor - 2021 | 2022 | \$ 45.1 | | \$ 45.1 | | \$ 21.3 | \$ 23.9 | \$ 14.6 | \$ 9.3 |
| 2.2.8.2 Yonge Bloor | 2022-2030 | \$ 1,287.2 | \$ 1,000.0 | \$ 287.2 | | \$ 135.3 | \$ 151.8 | \$ 93.0 | \$ 58.8 |
| Subtotal Yonge Bloor | | \$ 1,332.3 | \$ 1,000.0 | \$ 332.3 | | \$ 156.6 | \$ 175.7 | \$ 107.6 | \$ 68.1 |
| Station Capacity Study | 2022 | \$ 0.6 | | \$ 0.6 | | \$ 0.3 | \$ 0.3 | \$ 0.2 | \$ 0.1 |
| Union Station | | | | | | | | | |
| 2.2.8.4 Union Station New Platform - 2021 | 2022 | \$ 0.1 | | \$ 0.1 | | | | | |
| 2.2.8.5 Union Station Revitalization | 2022 | \$ 750.7 | \$ 358.6 | \$ 392.1 | | \$ 184.8 | \$ 207.3 | \$ 127.0 | \$ 80.3 |
| Subtotal Union Station | | \$ 750.8 | \$ 358.6 | \$ 392.2 | | \$ 184.8 | \$ 207.3 | \$ 127.0 | \$ 80.3 |
| Line 2 Stations | | | | | | | | | |
| 2.2.5.4 Warden Station 2021 | 2022 | \$ 3.9 | \$ 2.6 | \$ 1.3 | | \$ 0.6 | \$ 0.7 | \$ 0.4 | \$ 0.3 |
| 2.2.5.5 Warden Station | 2022-2026 | \$ 146.4 | \$ 98.1 | \$ 48.3 | | \$ 22.8 | \$ 25.5 | \$ 15.6 | \$ 9.9 |
| 2.2.5.6 Islington Station 2021 | 2022 | \$ 3.0 | \$ 2.0 | \$ 1.0 | | \$ 0.5 | \$ 0.5 | \$ 0.3 | \$ 0.2 |
| 2.2.5.7 Islington Station | 2023-2026 | \$ 140.3 | \$ 94.0 | \$ 46.3 | | \$ 21.8 | \$ 24.5 | \$ 15.6 | \$ 9.9 |
| Subtotal Line 2 Stations | | \$ 293.6 | \$ 196.7 | \$ 96.9 | | \$ 45.7 | \$ 51.2 | \$ 31.9 | \$ 20.3 |

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| Station Transformations | | | | | | | | | |
| 2.2.8.9 Station Transformations - 2021 | 2022-2026 | \$ 8.8 | | \$ 8.8 | | \$ 4.2 | \$ 4.7 | \$ 2.9 | \$ 1.8 |
| 2.2.8.10 Station Transformations | 2022-2026 | \$ 16.9 | | \$ 16.9 | | \$ 8.0 | \$ 8.9 | \$ 5.5 | \$ 3.5 |
| Subtotal Station Transformations | | \$ 25.7 | | \$ 25.7 | | \$ 12.2 | \$ 13.6 | \$ 8.4 | \$ 5.3 |
| Subway MSFs | | | | | | | | | |
| 2.2.8.7 New Subway Mtce & Storage Facil - 2021 | 2022 | \$ 20.5 | | \$ 20.5 | | \$ 9.7 | \$ 10.8 | \$ 6.6 | \$ 4.2 |
| 2.2.8.8 New Subway Mtce & Storage Facility | 2022-2023 | \$ 208.8 | | \$ 208.8 | | \$ 98.4 | \$ 110.4 | \$ 67.6 | \$ 42.8 |
| 2.6.1.2 New Subway MSF - 2021 | 2022 | \$ 0.7 | | \$ 0.7 | | \$ 0.3 | \$ 0.4 | \$ 0.2 | \$ 0.1 |
| 2.6.1.3 New Subway MSF Study | 2022-2023 | \$ 4.1 | | \$ 4.1 | | \$ 1.9 | \$ 2.2 | \$ 1.3 | \$ 0.8 |
| 2.6.1.4 New Subway MSF Western Yard | 2026-2030 | \$ 2,961.0 | | \$ 2,961.0 | | \$ 1,395.6 | \$ 1,565.4 | \$ 197.6 | \$ 1,367.8 |
| 2.6.1.16 TR/T1 Yard Accommodation - 2021 | 2022 | \$ 35.0 | | \$ 35.0 | | \$ 16.5 | \$ 18.5 | \$ 11.3 | \$ 7.2 |
| 2.6.1.17 TR/T1 Yard Accommodation | 2022-2025 | \$ 127.8 | | \$ 127.8 | | \$ 60.2 | \$ 67.6 | \$ 41.4 | \$ 26.2 |
| Subtotal New Subway MSF | | \$ 3,357.9 | | \$ 3,357.9 | | \$ 1,582.6 | \$ 1,775.3 | \$ 326.0 | \$ 1,449.1 |
| 2.2.9 Purchase of Subway Cars and LRT | | | | | | | | | |
| 2.2.9.1 T1 Replacements - 2021 | 2022 | \$ 1.6 | | \$ 1.6 | 100% | \$ 1.6 | | | |
| 2.2.9.2 T1 Replacements | 2022-2030 | \$ 1,548.6 | | \$ 1,548.6 | 100% | \$ 1,548.6 | | | |
| Subtotal T1 Replacements | | \$ 1,550.2 | | \$ 1,550.2 | | \$ 1,550.2 | | | |
| 2.2.9.3 Subway Cars - Growth - 2021 | 2022 | \$ 2.7 | | \$ 2.7 | | \$ 1.3 | \$ 1.4 | \$ 0.9 | \$ 0.5 |
| 2.2.9.4 Subway Cars - Growth | 2022-2028 | \$ 491.1 | | \$ 491.1 | | \$ 231.5 | \$ 259.6 | \$ 159.0 | \$ 100.6 |
| 2.2.9.6 60 New Subway Cars - Growth - 2021 | 2022 | \$ 4.6 | | \$ 4.6 | | \$ 2.2 | \$ 2.4 | \$ 1.5 | \$ 0.9 |
| Subtotal Subway Cars - Growth | | \$ 498.4 | | \$ 498.4 | | \$ 235.0 | \$ 263.4 | \$ 161.4 | \$ 102.0 |
| 2.2.10 Shop Equipment | 2022-2027 | \$ 17.0 | | \$ 17.0 | | \$ 8.0 | \$ 9.0 | \$ 5.5 | \$ 3.5 |
| 2.2.11 Other Maintenance Equipment | 2022-2027 | \$ 9.4 | | \$ 9.4 | | \$ 4.4 | \$ 5.0 | \$ 3.0 | \$ 1.9 |

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| Other LRT | | | | | | | | | |
| 2.2.9.5 Rolling Stock | 2026-2027 | \$ 3.1 | | \$ 3.1 | | \$ 1.5 | \$ 1.6 | \$ 1.0 | \$ 0.6 |
| 2.6.1.12 Eglinton Interchange Study | 2022 | \$ 0.1 | | \$ 0.1 | | \$ 0.1 | \$ 0.1 | \$ 0.0 | \$ 0.0 |
| 2.6.1.20 Eglinton LRT Faregates | 2022 | \$ 4.4 | | \$ 4.4 | | \$ 2.1 | \$ 2.3 | \$ 1.4 | \$ 0.9 |
| 2.6.1.21 Finch LRT Faregates | 2022 | \$ 0.3 | | \$ 0.3 | | \$ 0.1 | \$ 0.2 | \$ 0.1 | \$ 0.1 |
| Subtotal LRT | | \$ 7.9 | | \$ 7.9 | | \$ 3.8 | \$ 4.1 | \$ 2.5 | \$ 1.6 |
| 2.3.1 Bus Equipment | | | | | | | | | |
| 2.3.1.1 eBus Charging Systems | 2022 | \$ 17.7 | | \$ 17.7 | 90% | \$ 15.9 | \$ 1.8 | \$ 1.8 | |
| 2.3.1.2 eBus Charging Systems | 2022-2031 | \$ 610.2 | | \$ 610.2 | 90% | \$ 549.2 | \$ 61.0 | \$ 61.0 | |
| 2.3.1.3 Bus Hoists | 2022 | \$ 5.1 | | \$ 5.1 | | \$ 2.4 | \$ 2.7 | \$ 1.6 | \$ 1.0 |
| 2.3.1.4 Bus Hoists | 2022-2030 | \$ 125.2 | | \$ 125.2 | | \$ 59.0 | \$ 66.2 | \$ 40.5 | \$ 25.6 |
| Subtotal Bus Equipment | | \$ 758.2 | | \$ 758.2 | | \$ 626.5 | \$ 131.7 | \$ 104.9 | \$ 26.6 |
| 2.3.2 Bus Buildings & Structures | 2022-2024 | \$ 43.8 | | \$ 43.8 | | \$ 20.7 | \$ 23.2 | \$ 14.2 | \$ 9.0 |
| 2.3.3 Purchase of Buses | | | | | | | | | |
| 2.3.3.1 Wheel Trans Buses | 2026-2031 | \$ 19.8 | | \$ 19.8 | | | \$ 19.8 | \$ 19.8 | |
| 2.3.3.2 Conventional Buses | 2025-2031 | \$ 187.9 | | \$ 187.9 | | | \$ 187.9 | \$ 187.9 | |
| Subtotal Bus Purchases | | \$ 207.7 | | \$ 207.7 | | | \$ 207.7 | \$ 207.7 | |
| New Bus Garage | | | | | | | | | |
| 2.6.1.1 New Bus Garage | 2029-2030 | \$ 364.2 | | \$ 364.2 | | \$ 171.7 | \$ 192.6 | \$ 17.8 | \$ 174.8 |
| 2.6.1.18 New Bus Garage Property | 2022 | \$ 100.0 | | \$ 100.0 | | \$ 47.1 | \$ 52.9 | \$ 32.4 | \$ 20.5 |
| Subtotal New Bus Garage | | \$ 464.2 | | \$ 464.2 | | \$ 218.8 | \$ 245.5 | \$ 50.2 | \$ 195.3 |
| 2.3.4 Purchase of Automotive Non-Rev Veh | 2022-2030 | \$ 29.7 | | \$ 29.7 | | 14 | \$ 15.7 | \$ 9.6 | \$ 6.1 |
| 2.4.1 Communications Equipment | 2022-2030 | \$ 6.4 | | \$ 6.4 | | \$ 3.0 | \$ 3.4 | \$ 2.1 | \$ 1.3 |
| 2.4.2 Revenue & Fare Handling Equipment | 2022-2030 | \$ 20.6 | | \$ 20.6 | | \$ 9.7 | \$ 10.9 | \$ 6.7 | \$ 4.2 |
| 2.4.3 Other Maintenance Equipment | 2022-2030 | \$ 30.0 | | \$ 30.0 | | \$ 14.2 | \$ 15.9 | \$ 9.7 | \$ 6.2 |

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| 2.4.4 Fare Systems | 2022-2024 | \$ 65.8 | | \$ 65.8 | | \$ 31.0 | \$ 34.8 | \$ 21.3 | \$ 13.5 |
| Transit Priority | | | | | | | | | |
| 2.5.1.2 Transit Priorities - 2021 | 2022 | \$ 7.6 | | \$ 7.6 | | \$ 3.6 | \$ 4.0 | \$ 2.5 | \$ 1.6 |
| 2.5.1.3 Transit Priorities | 2022-2027 | \$ 45.5 | | \$ 45.5 | | \$ 21.4 | \$ 24.0 | \$ 14.7 | \$ 9.3 |
| 2.5.1.4 Construct BRT Lines - EAs - 2021 | 2022 | \$ 0.9 | | \$ 0.9 | | \$ 0.4 | \$ 0.5 | \$ 0.3 | \$ 0.2 |
| 2.5.1.5 Construct BRT Lines - EAs | 2022 | \$ 0.6 | | \$ 0.6 | | \$ 0.3 | \$ 0.3 | \$ 0.2 | \$ 0.1 |
| 2.5.1.10 Transit Priority Measures | 2022 | \$ 4.4 | | \$ 4.4 | | \$ 2.1 | \$ 2.3 | \$ 1.4 | \$ 0.9 |
| 2.5.1.11 Transit Priority Measures | 2022 | \$ 77.4 | | \$ 77.4 | | \$ 36.5 | \$ 40.9 | \$ 25.1 | \$ 15.9 |
| 2.6.1.13 BRT Spadina Subway to York - 2021 | 2022 | \$ 2.8 | | \$ 2.8 | | \$ 1.3 | \$ 1.5 | \$ 0.9 | \$ 0.6 |
| 2.6.1.22 Queue Jump Lanes - 2021 | 2022 | \$ 2.8 | | \$ 2.8 | | \$ 1.3 | \$ 1.5 | \$ 0.9 | \$ 0.6 |
| 2.6.1.23 Queue Jump Lanes | 2022-2025 | \$ 20.9 | | \$ 20.9 | | \$ 9.8 | \$ 11.0 | \$ 6.8 | \$ 4.3 |
| 2.6.1.26 Bus Lane Implementation - 2021 | 2022 | \$ 8.6 | | \$ 8.6 | | \$ 4.1 | \$ 4.6 | \$ 2.8 | \$ 1.8 |
| 2.6.1.27 Bus Lane Implementation | 2022-2030 | \$ 208.3 | | \$ 208.3 | | \$ 98.2 | \$ 110.1 | \$ 67.5 | \$ 42.7 |
| Subtotal Transit Priority | | \$ 379.8 | | \$ 379.8 | | \$ 179.0 | \$ 200.7 | \$ 123.1 | \$ 78.0 |
| 2.5.1.6 Platform Mods for Artic Buses - 2021 | 2022 | \$ 7.0 | | \$ 7.0 | | \$ 3.3 | \$ 3.7 | \$ 2.3 | \$ 1.4 |
| 2.5.1.7 Platform Mods for Artic Buses | 2022-2025 | \$ 28.5 | | \$ 28.5 | | \$ 13.4 | \$ 15.1 | \$ 9.2 | \$ 5.8 |
| Subtotal Platform Mods | | \$ 35.5 | | \$ 35.5 | | \$ 16.7 | \$ 18.8 | \$ 11.5 | \$ 7.2 |
| 2.5.1.8 APCs for future vehicles - 2021 | 2022 | \$ 0.5 | | \$ 0.5 | | \$ 0.2 | \$ 0.2 | \$ 0.2 | \$ 0.1 |
| 2.5.1.9 APCs for future vehicles | 2022-2023 | \$ 0.6 | | \$ 0.6 | | \$ 0.3 | \$ 0.3 | \$ 0.2 | \$ 0.1 |
| Subtotal APCs | | \$ 1.1 | | \$ 1.1 | | \$ 0.5 | \$ 0.5 | \$ 0.4 | \$ 0.2 |
| 2.5.1.1 Delivery of Growth Related Capital Programs | 2022-2027 | \$ 2.0 | | \$ 2.0 | 0% | | \$ 2.0 | \$ 1.6 | \$ 0.4 |
| Grand Total (Excl Spadina Subway) | | \$ 22,862.0 | \$ 3,821.0 | \$ 19,041.0 | | \$ 10,052.7 | \$ 8,988.6 | \$ 4,559.1 | \$ 4,429.9 |
| Grand Total (All Transit) | | \$ 26,046.2 | \$ 6,101.5 | \$ 19,944.7 | | \$ 10,478.6 | \$ 9,466.3 | \$ 4,851.7 | \$ 4,615.0 |