

Metrolinx Committed Funding - Phase 1 - Including Yards and Vehicles				
Project	Approved Funding Including Escalation (\$billion)			Spent to Sept. 30, 2010
	2010 to 2015	2015 to 2020	Total	
Sheppard East LRT	\$1.11	\$0.03	\$1.13	\$0.0341
Eglinton Crosstown LRT	\$1.82	\$4.25	\$6.07	\$0.0414
Finch West LRT	\$0.07	\$1.21	\$1.28	\$0.0144
Scarborough RT	\$0.10	\$2.37	\$2.47	\$0.0394
Total	\$3.09	\$7.85	\$10.94	\$0.1293
Major Commitments	182 Light Rail Vehicles to Bombardier - \$777m 4 Tunnel Boring Machines to Lovat - \$54m RFP for Sheppard East yard issued Agincourt GO Grade Separation - \$28m Consultants - \$520m			

	Sheppard East LRT	Eglinton Crosstown LRT	Finch West LRT	Scarborough RT	Total
Phase 1					
Scope					
Length (km)	12	19	11	9.9	51.9
Stations	26	27	20	8	81
Location	Don Mills Stn to Conlins Yard	Jane St. to Kennedy Station including 10km underground	Keele Street (Finch West Station) to Humber College	Kennedy Station to Sheppard Avenue	
Budget (\$billion incl. escalation)					
2010 to 2015	\$1.105	\$1.815	\$0.070	\$0.100	\$3.090
2015 to 2020	\$0.025	\$4.250	\$1.210	\$2.365	\$7.850
Total	\$1.130	\$6.065	\$1.280	\$2.465	\$10.940
Schedule					
Design			30% complete in 2011	30% complete in 2011	
Under Construction	Agincourt GO Grade Separation Maintenance Facility RFP issued	Geotechnical work Tunnel boring machines ordered			
Major Construction Period	2011 to 2012	2011: Tunnel launch pit at Black Creek 2012: Bored tunnel construction start 2013: Underground station construction start	2015 start	2015 start	
Opening	2014	2020	2019	2020	
Bus Fleet Reductions	37	98	47		182
Phase 2					
Scope					
Length (km)	2	14	6	1.5	
Stations	3	16	10	1	
Location	Conlins Yard to Meadowvale	Jane Street to Pearson Airport	Yonge Street to Keele Street	Sheppard Avenue to Malvern Town Centre	

LRT vs Subway Comparison	Scarborough RT			Sheppard East	
	LRT	Subway	Subway	LRT	Subway
Scope	Kennedy Stn. To Sheppard	Kennedy Station to STC	Kennedy Station to Sheppard	Don Mills to Conlins Yard	Don Mills to STC
Length (km)	9.8	5.9	7.6	12	8
Stations	8	2	3	26	7
Cost	\$2.50	\$2.60	\$3.30	\$1.10	\$3.60
Notes	Includes vehicles and part of Sheppard Maintenance Facility	Includes vehicles	Includes vehicles	Includes vehicles and part of Sheppard Maintenance Facility	Includes vehicles
		New yard may be required at up to \$500m	New yard may be required at up to \$500m		New yard may be required at up to \$500m
EA Status	Completed	New EA required	New EA required	Completed	EA approved in 1994 for approved alignment Yonge to STC
Design	Progressing to 30%, complete by 2015	Restart design	Restart design	Ongoing.	New EA required Restart design
Construction	2015 to 2020	2015 to 2021	2015 to 2022 (open to STC in 2021)	Underway - complete in 2014	2014 to 2020
Total Cost	\$2.50	\$3.10	\$3.80	\$1.10	\$4.10
Increase over LRT		\$0.60	\$1.30		\$3.00
Issues	<p>If the SRT is not an LRT, then the Sheppard maintenance facility would be reduced in size to accommodate only the Sheppard LRT. Redesign would be required.</p> <p>Sheppard LRT project would no longer share MSF costs with the Scarborough LRT project adding about \$150m to the Sheppard project.</p> <p>Deletion of 48 vehicles from the Transit City order will raise the overhead cost/vehicle for a smaller order.</p> <p>Sheppard MSF is intended as the delivery and testing site for the prototype vehicle. Delay in construction of this facility affects the vehicle delivery schedule.</p> <p>Operation of the SRT would have to be extended to 2022.</p>			<p>If Sheppard East is not an LRT, then the SRT will require its own maintenance and storage facility adding approximately \$150m to its cost as an LRT line.</p> <p>Deletion of 35 vehicles from the Transit City order will raise the overhead cost/vehicle for a smaller order.</p> <p>Vehicle delivery would have to be delayed until a new SRT MSF was constructed.</p>	