

TTC Subway Fleet Plan													
Fall 2013													
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Yonge-University-Spadina													
Service													
Extend Short Turn to Glencairn			3										
Reduce Gap Trains (?)			-1										
Growth				5		1	1	1		1	1	1	
TYSSE plus Wilson Short Turn				9									
Total Peak Trains	49	49	51	65	65	66	67	68	68	69	70	71	71
Spares at 15%	8	8	8	10	10	10	11	11	11	11	11	11	11
Total Required	57	57	59	75	75	76	78	79	79	80	81	82	82
Available													
H5 Retirements	-8												
Transfer T1s to BD Line	-16	-13											
Procure TRs	24	18	10										
Total Trains Available	65	70	80	80	80	80	80	80	80	80	80	80	80
Contingency	8	13	21	5	5	4	2	1	1	0	-1	-2	-2
Bloor-Danforth / Sheppard													
Service													
Growth		1	1								4		1
Total Peak Trains BD	43	44	45	45	45	45	45	45	45	45	49	49	50
Sheppard (equivalent)	3	3	3	3	3	3	3	3	3	3	3	3	3
Spares at 15%	7	7	7	7	7	7	7	7	7	7	8	8	8
Total Required	53	54	55	55	55	55	55	55	55	55	60	60	61
Available													
H4 Retirements													
H6 Retirements	-10	-10											
Transfer T1s from YUS Line	16	13											
Total Trains Available	59	62	62	62	62	62	62	62	62	62	62	62	62
Contingency	6	8	7	7	7	7	7	7	7	7	2	2	1
Headway (Secs)	141	138	135	135	135	135	135	135	135	135	124	124	121

TTC Bus Fleet Plan Fall 2013																
	Fleet Series	Year Built	Access	Propulsion	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Orion V	9400/7000	1996	Lift	Diesel	185		-185									
NOVA RTS	7200	1998	Lift	Diesel	52			-52								
Flyer	7300	1998-1999	Low Floor	Diesel	50				-50							
Orion VII	7400	2000-2005	Low Floor	Diesel	482							-50	-50	-230	-152	
Orion VII	7900/8000	2006-2007	Low Floor	Clean Diesel	180										-80	-80
Orion VII	1000	2006	Low Floor	Hybrid	150				-75	-75						
Orion VII NG	1200/1500/1700	2007-2009	Low Floor	Hybrid	541					-10	-86	-135	-135	-176		
Orion VII NG	8100/8300	2010-2012	Low Floor	Clean Diesel	217											
Planned Purchases																
Standard								100	100	100	100	200	200	200	200	100
Articulated						11	142									
Total Available																
40' Vevhicles					1857	1857	1672	1720	1695	1710	1724	1739	1754	1548	1516	1536
Artics						11	153	153	153	153	153	153	153	153	153	153
40' Equivalentents					1857	1872	1878	1926	1901	1916	1931	1946	1961	1755	1723	1743
Artic Equivalent As 40'						15	206	206	206	206	207	207	207	207	207	207
Artic Ratio to 40'						1.36	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35
Peak Service Required (40')					1522	1563	1614	1675	1650	1662	1676	1688	1698	1509	1486	1498
Spares/Rebuild/Warranty					241	260	271	251	241	243	247	252	258	237	236	235
Spare %					15.8%	16.6%	16.8%	15.0%	14.6%	14.6%	14.7%	14.9%	15.2%	15.7%	15.9%	15.7%
Total Required					1763	1823	1885	1926	1891	1905	1923	1940	1956	1746	1722	1733
Contingency					94	49	-7	0	10	11	8	6	5	9	1	10
Garage Capacity						1630	1630	1630	1630	1630	1630	1885	1885	1885	1885	1885
Net Fleet at Garages						1703	1759	1825	1798	1811	1826	1839	1850	1644	1619	1632
Garage Capacity Deficit						-73	-129	-195	-168	-181	-196	46	35	241	266	253

TTC Wheel Trans Fleet Plan Fall 2013													
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
ELF		-10	-10	-5	-5								
Friendly Planned Purchases							-10	-31	-79		-71	-10	
							10	35	85		68		
Total Available	231	221	211	206	201	201	201	205	211	211	208	198	
Peak Service Required	170	172	172	172	172	172	172	172	172	172	172	172	
Spares/Rebuild/Warranty	26	26	26	26	26	26	26	26	26	26	26	26	
Spare %	15.3%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	15.1%	
Total Required	196	198	198	198	198	198	198	198	198	198	198	198	
Contingency	35	23	13	8	3	3	3	7	13	13	10	0	

TTC Streetcar Fleet Plan												
Fall 2013												
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LFLRV Fleet												
510 Spadina			12									
511 Bathurst			10									
509 Harbourfront			7									
505 Dundas			7	7								
501/508 Queen/Lake Shore				23	15				3	5	6	6
504 King					15	20						
512 St. Clair						12	5					
502 Downtowner							6					
503 Kingston Road Tripper							5					
506 Carlton							14	10				
LFLRV Total			36	66	96	128	158	168	171	176	182	188
Spares at 20%			7	13	19	26	32	34	35	36	37	38
Total Required			43	79	115	154	190	202	206	212	219	226
Procurements	1	8	34	36	36	39	36	36	36	2		
Available	1	9	43	79	115	154	190	226	262	264	264	264
Contingency		9	0	0	0	0	0	24	56	52	45	38
ALRV Fleet												
Required	38	38	7									
Spares at 35%	14	14	3									
Total Required	52	52	10									
Retirements			-42	-10								
Active Fleet	52	52	10	0								
CLRV Fleet												
Required	163	163	163	135	94	56	9					
Spares at 20%	32	32	32	27	19	11	2					
Total Required	195	195	195	162	113	67	11					
Retirements				-33	-49	-46	-56	-11				
Active Fleet	195	195	195	162	113	67	11	0				

TTC Streetcar Fleet Plan Fall 2013											
Service Comparison	Scheduled Fall 2012		CLRV	LFLRV	LFLRV	LFLRV	Headway (Secs)		Headway (mm:ss)		Cars/Hour
	CLRV	ALRV	Equivalent	Planned	Vehicle	Capacity	Fall 2012	LFLRV	Fall 2012	LFLRV	LFLRV
					Ratio	Ratio					
510 Spadina	15		15	12	0.80	1.60	150	188	2:30	3:08	19.1
511 Bathurst	13		13	10	0.77	1.54	240	312	4:00	5:12	11.5
509 Harbourfront	7		7	7	1.00	2.00	315	315	5:15	5:15	11.4
505 Dundas	19		19	14	0.74	1.47	315	428	5:15	7:08	8.4
501 Queen		31	46.5	33	0.71	1.42	310	291	5:10	4:51	12.4
508 Lake Shore	3		3	3	1.00						3.0
504 King Base	29		29	22	0.76	1.52	240	316	4:00	5:16	11.4
504 King Trippers	9	7	19.5	13	0.67		240	316	4:00	5:16	11.4
504 King Combined	38	7	48.5	35	0.72	1.52	120	158	2:00	2:38	22.8
512 St. Clair	25		25	17	0.68	1.36	150	221	2:30	3:41	16.3
502 Downtowner	7		7	6	0.86	1.71	720	840	12:00	14:00	4.3
503 Kingston Road Tripper	6		6	5	0.83	1.67	720	840	12:00	14:00	4.3
502/503 Combined	13		13	11	0.85	1.69	360	425	6:00	7:00	8.5
506 Carlton	32		32	24	0.75	1.50	225	300	3:45	5:00	12.0
Notes:											
501 Queen: 36 LFLRVs assigned for 501/508 service in Fleet Plan. Assume 3 to 508 to maintain headway, balance to 501.											
504 King: 35 LFLRVs assigned for 504 service in Fleet Plan. Assume 1:1.3 replacement for base service, balance to trippers.											
LFLRV assumed to have design capacity 2x that of a CLRV.											
Spring 2012 schedules used for Spadina/Harbourfront routes.											