

Ideal Scenario Implementation Timeline

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	Total 2040				
New Southeast O&M	Program, Design & Construction						Paterson Workaround															Capacity 430 FFE; phase-in E-Bus infrastructure	395 FFE	
Davies Facility	Program, Design & Construction																					Existing maintenance capacity	Increased DATS maintenance capacity	
Ellerslie Facility	Program, Design & Construction																					Existing Body Shop capacity	Increased Body Shop capacity	
New Northwest O&M				Program, Design & Construction																		Capacity 430 FFE; phase-in E-Bus infrastructure	393 FFE	
Richard Paterson Garage				Program, Design & Construction																		Existing Heavy Maintenance capacity	Workaround	Increased Heavy Maintenance capacity
Thomas Ferrier Garage					PDC																	Facility capacity 208 FFE	Reduce capacity to 160 FFE and reallocate to New O&M.	160 FFE
Centennial Garage					PDC																	Facility capacity 238 FFE	Reduce capacity to 228 FFE; increase from 4 to 26 chargers; increase E-Buses	228 FFE
Kathleen Andrews Transit Garage					PDC																	Facility capacity 300 FFE	300 FFE; increase from 22 to 28 chargers; increase E-Buses	300 FFE
Mitchell Garage																						Facility capacity 208 FFE	Reduce capacity to 190 FFE and reallocate to New Southeast O&M	190 FFE
Percy Wickman Garage																						Facility capacity from 93 up to 112 DATS buses	Reduce capacity to 101 DATS and allocate growth to New O&M(s)	101 DATS

By 2032 and the opening of the New Northwest Operations and Maintenance Garage, the overall capacity of the facilities exceeds the number of buses in the fleet, creating flexibility to move buses between facilities and allow for future growth as well.