



**For Action
with Confidential Attachment**

Financial and Major Projects Update for the Year Ended December 31, 2024

Date: April 16, 2025

To: TTC Board

From: Deputy Chief Executive Officer

Reason for Confidential Information

This report contains information about a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the City or local board.

Summary

This report sets out the preliminary operating and capital financial results for TTC Conventional and Wheel-Trans services. It also provides a status update of the TTC's major capital projects for the year ended December 31, 2024.

Preliminary year-end actual expenditures indicate that total spending will result in an underspend of \$54.86 million net, when compared to the TTC 2024 Operating Budget of \$2.641 billion gross and \$1.302 billion net. A total of \$71.22 million in under-expenditures is driven by the deferred opening of Line 5 Eglinton and Line 6 Finch West, fully offset by reductions in Provincial Funding and Reserve Draws planned to fund Line 5 and Line 6 mobilization activities. The net favourability was also driven by workforce vacancies experienced in the first six months of the year, lower health and dental claims driven by workforce vacancies and lower utilization, delayed IT software implementation, favourable IT contract pricing, lower diesel pricing, and higher passenger revenue due to higher TTC Conventional average fare per ride.

Based on preliminary year-end results, the TTC's base capital expenditures totalled \$1.271 billion, representing a year-end spending rate of 94.8% of the 2024 Approved Capital Budget. In addition, the TTC also incurred \$19.35 million or 95.8% of the 2024 Approved Capital Budget to continue the capital work program for transit-expansion-related initiatives. Combined, the TTC's preliminary year-end spending reached \$1.290 billion, representing a 94.8% spending rate overall.

The preliminary financial results are subject to the year-end audit process, and the audited financial statements will be presented to the Audit and Risk Management Committee on June 9, 2025, and the TTC Board on June 18, 2025.

Recommendations

It is recommended the TTC Board:

1. Approve the 2024 Capital Budget in-year budget adjustments to offset projects that have had accelerated spending by \$79.88 million with projects that have experienced delays and lower spending by \$79.88 million with no debt impact, as outlined in Appendix 4 of this report.
2. Authorize the recommended budget adjustments noted in Recommendation 1 above and the TTC's 2024-2034 Capital Budget and Plan to be included in the TTC's Capital Variance Report submission for the 12 months ended December 31, 2024, for City Council consideration and approval.
3. Authorize that the information contained in Confidential Attachment 1 remain confidential remain confidential in its entirety.

Financial Summary

2024 Preliminary Operating Results

Based on preliminary 2024 year-end financial results, the TTC incurred expenses of \$2.519 billion gross and \$1.247 billion net, compared to the planned budget of \$2.641 billion gross and \$1.302 billion net, resulting in a net favourable operating variance of \$54.86 million. The net favourable operating variance reflects \$121.88 million in under-expenditures and an unfavourable revenue variance of \$67.02 million.

Operating results for the period ended December 31, 2024, are summarized in Table 1 below:

Table 1 – 2024 Preliminary Year-End Operating Results

Description (\$Millions)	Preliminary Year-End Results		
	Budget	Actual	Variance
Revenue			
TTC Conventional			
Passenger Revenue	997.7	1,019.3	21.6
Ancillary Revenue	92.6	118.7	26.0
Provincial Funding	175.3	108.0	(67.3)
Wheel-Trans Passenger Revenue	7.3	8.0	0.7
Subtotal Revenues	1,273.0	1,254.0	(19.0)
TTC Stabilization Reserve Draw	45.7	0.0	(45.7)
Long-Term Liability Reserve Draw	20.6	18.2	(2.4)
Total Revenue	1,339.2	1,272.2	(67.0)
Expenditures			
TTC Conventional	2,454.9	2,336.4	(118.5)
Wheel-Trans	165.7	164.9	(0.8)
Subtotal Expenditures	2,620.6	2,501.4	(119.2)
TTC Stabilization Reserve Contribution	2.7	0.0	(2.7)
Long-Term Liability Reserve Contribution	17.6	17.6	0.0
Total Expenditures	2,640.9	2,519.0	(121.9)
Net Expenditure (Funding Required)	1,301.6	1,246.8	(54.9)

Note: On December 17, 2024, City Council approved an increase of \$2.20 million gross and \$0.60 million net to the 2024 TTC Operating Budget for TTC Conventional Service. This amount reflects the estimated cost to rename Dundas subway station and Dundas West subway station in collaboration with the General Manager, Economic Development and Culture, and Toronto Metropolitan University, such that the name Dundas is removed.

2024 Revenues

As of year-end, total revenue was \$67.02 million below budget, primarily driven by lower Provincial Funding due to the deferred opening of Line 5 and Line 6, forgone Stabilization Reserve draw due to favourable expenditure results, and lower Long-Term Liability Reserve draw due to lower-than-anticipated accident claims. This is partially offset by:

- \$21.64 million of favourable passenger revenue experienced due to higher TTC Conventional average fare per rider, despite lower-than-budgeted TTC Conventional ridership levels.
- \$11.00 million of favourable ancillary revenues associated with additional third-party cost recoveries.
- \$5.88 million of increased advertising revenue.
- \$0.69 million of increased Wheel-Trans passenger revenue due to higher ridership demand.

2024 Expenditures

Operating expenses incurred to the end of the year were \$121.88 million below planned spending, primarily driven by:

- \$71.22 million of cost savings due to delayed mobilization of Line 5 and Line 6.
- \$8.00 million driven by workforce vacancies, partially delayed in the first six months due to organizational strike preparedness and collective bargaining.

- \$8.00 million driven by lower uptake of health and dental benefits due to vacancies and lower utilization.
- \$7.66 million due to lower-than-anticipated pricing as a result of the successful negotiation of IT service contracts and delayed implementation of software roll-out, which have been reflected in the 2025 budget submission.
- \$5.61 million of lower average diesel fuel pricing.
- \$5.14 million of lower accident claims, which have been reflected in the 2025 budget submission.
- \$0.76 million of lower Wheel-Trans expenditures due to lower fuel pricing, lower employee benefits, and lower administration costs.

2024 Preliminary Capital Results

Based on the preliminary year-end results, expenditures incurred for the TTC's base capital program totalled \$1.271 billion, representing a year-end spending rate of 94.8% of the 2024 Approved Capital Budget. The TTC incurred a further \$19.35 million or 95.8% of the 2024 Approved Capital Budget to continue the capital work program for transit-expansion-related initiatives. Combined, the TTC's preliminary year-end spending reached \$1.290 billion, representing a 94.8% spending rate, as noted in Table 2 below:

Table 2 – 2024 Preliminary Year-End Capital Results

Description (\$ Millions)	Preliminary Year-End Results			
	Budget	Actual	Variance	%
TTC Base Capital	1,340.6	1,270.6	(70.0)	94.8%
TTC Transit Expansion Related Projects	20.2	19.3	(0.9)	95.8%
Total	1,360.8	1,289.9	(70.9)	94.8%

2024 Capital Budget Year-End Variance

The Capital Budget and Plan is updated annually to reflect refined estimates based on capital planning progress made through stage gating, changes to planned timing or requirements and their resultant costs as well as significant collaboration with key stakeholders. Despite the significant planning process in advance of capital project delivery, not all impacts on capital spending can be predicted or controlled. The 2024 capital underspending of \$70.86 million is the result of various drivers, including, but not limited to: resourcing and supply chain constraints; adjustments to project schedules due to dependencies with third parties/other projects; and other unforeseen factors, such as site conditions.

The most significant 2024 underspending is attributable to the Purchase of Battery-Electric Buses and Streetcars, where supply chain constraints have impacted the delivery schedule, resulting in the deferral of planned deliveries from 2024 to 2025. In addition, Information Technology Services projects, coupled with Fare Handling Equipment, faced scheduling setbacks and payment deferral due to identified deficiencies.

2024 Preliminary Capital Results: Adjustments to Carry-Forward Funding

Through the 2024 budget process, TTC staff estimated \$66.62 million in 2024 underspending would need to be carried forward to complete capital work in 2025, and included this amount in the 2025-2034 Capital Budget and Plan submission. After reviewing preliminary year-end results and carry-forward eligibility, the TTC requires a total of \$70.86 million to be carried forward into the 2025-2034 Capital Budget and Plan to complete 2024 capital projects. In accordance with the City's Carry Forward Policy, an incremental carry-forward funding increase of \$4.24 million will be applied to the existing carry-forward funding of \$66.62 million.

The \$4.24 million incremental carry-forward funding net increase will be included with the Adjustments to the Capital Budget Carry Forward Funding and Future Year Commitments Report for City Council's consideration and approval. Of this amount, an increase of \$3.82 million in incremental carry-forward funding will be applied to the 2025 Capital Budget with \$0.42 million being added to the 2026 cash flow estimates.

The 2024 preliminary year-end results summarized in Table 2 above, and outlined in Appendix 3, reflect the recommended adjustments to the 2024 Capital Budget and future-year cash flows in the 10-Year Capital Plan to account for projects that have had accelerated spending and projects that have experienced some delays and therefore lower spending, with no debt impact.

These budget adjustments, summarized in Table 3 below, and detailed in Appendix 4, are before the Board for approval and will be submitted for City Council approval with the City's Period 12 Capital Variance Report.

Table 3 – Recommended Adjustments to the 2024-2033 Capital Budget and Plan

Capital Plan and Adjustments (\$ Millions)	2024 Budget	2025	2026	2027	2028	2029	2030	2031	2032	2033	10-Year Total
Council Approved Capital Plan February 14, 2024	1,377.4	1,792.0	1,364.0	1,296.1	1,157.7	1,216.1	1,126.3	1,135.2	1,001.9	931.1	12,397.8
Previously Approved Amendments:											
Incremental Carryforward Adjustment	(16.7)	15.4	-	-	-	-	-	-	-	-	(1.3)
4M Variance Report Adjustments - Acceleration	54.5	(0.5)	(18.8)	3.6	0.7	-	-	-	-	-	39.5
4M Variance Report Adjustments - Deferrals	(54.5)	0.5	18.8	(3.6)	(0.7)	-	-	-	-	-	(39.5)
6M Variance Report Adjustments - Acceleration	20.2	5.6	7.1	6.4	1.8	0.3	0.3	0.3	0.3	0.3	42.5
6M Variance Report Adjustments - Deferrals	(20.2)	(5.6)	(7.1)	(6.4)	(1.8)	(0.3)	(0.3)	(0.3)	(0.3)	(0.3)	(42.5)
9M Variance Report Adjustments - Acceleration	135.6	(107.0)	(13.8)	0.4	0.6	-	-	-	-	-	15.8
9M Variance Report Adjustments - Deferrals	(135.6)	107.0	13.8	(0.4)	(0.6)	-	-	-	-	-	(15.8)
Total Previously Approved Amendments	(16.7)	15.4	-	-	-	-	-	-	-	-	(1.3)
Recommended Amendments:											
12M Variance Report Adjustments - Acceleration	79.9	-	-	-	-	-	-	-	-	-	79.9
12M Variance Report Adjustments - Deferrals	(79.9)	-	-	-	-	-	-	-	-	-	(79.9)
Total Recommended Amendments	-	-	-	-	-	-	-	-	-	-	-
Revised Capital Plan	1,360.7	1,807.4	1,364.0	1,296.1	1,157.7	1,216.1	1,126.3	1,135.2	1,001.9	931.1	12,396.5

Economic Impacts of TTC Spending

Using the economic model established in partnership with the University of Toronto's Mobility Network, the 2024 Capital Budget and Plan is estimated to have contributed \$1.303 billion in gross domestic product, \$3.289 billion in economic activity, and approximately 19,000 jobs.

Overall, 2024 operating and capital spending is estimated to have generated \$4.898 billion in economic activity and almost 26,000 jobs across Canada, with 90% of benefits accruing within Ontario, as summarized in Table 4 below:

Table 4 – Economic Impact of 2024 Preliminary Year-End Spending by the TTC

(\$Millions)	Preliminary Year-End Results		
	Capital	Operating	Sub-Total
Spending	1,289.9	711.7	2,001.6
Gross Domestic Product (GDP)	1,302.8		1,302.8
Economic Activity (Gross Output)	3,289.2	1,608.4	4,897.6
Jobs	19,349	6,405	25,754

Equity/Accessibility Matters

The TTC is strongly committed to making Toronto's transit system barrier-free and accessible to everyone. We believe all customers should enjoy the freedom, independence, and flexibility to travel anywhere on the public transit system.

To support the accessibility of transit to all riders, TTC fares were frozen at 2023 rates. In addition, through the City's Social Development, Finance and Administration Division, eligible customers, including Ontario Works, Ontario Disability Support Program, Child Care Fee Subsidy, and Rent Geared to Income clients whose income is under a threshold set below 75% of the Low Income Measure, may apply for the Fair Pass Program. This program entitles eligible customers to a discount of approximately one-third on single adult fares for single rides or 21% off adult monthly passes.

In addition, the TTC continues to protect service coverage across the city. This recognizes that even on the lowest ridership routes, it is critical that all customers have access to safe, reliable, and accessible service. Service investment increased to 97% of pre-pandemic levels in 2024 from 95% in 2023 to accommodate ridership demand changes through new and revised routes and to maintain reliability in the face of increasing congestion on mixed-traffic corridors. Recent and planned service increases will continue to be prioritized and implemented with an equity lens, which includes inclusive consultation approaches, geographic assessment of Neighbourhood Improvement Areas, and customer research around the use of routes by various socio-demographic populations.

In support of the Accessibility for Ontarians with Disabilities Act's goal of an accessible Ontario by 2025, the TTC has committed to investing more than \$1.7 billion for several major projects, with approximately \$972 million spent to date and planned spending of \$759 million (in total) included in the Approved 2024-2033 TTC Capital Budget and Plan. These projects include, but are not limited to, the Easier Access program, elevator/escalator overhauls, accessibility improvements at bus and streetcar stops, the Wheel-Trans Transformation program, and Wheel-Trans bus procurements. These initiatives are improving the accessibility of TTC facilities and vehicles for all customers.

The 2024-2033 Capital Budget and Plan provides funding of \$513.84 million to complete the TTC's Easier Access program, including an approved budget of \$142.44 million for 2024 to enable the continuation of capital works to make the remaining 12 of 70 subway stations accessible with elevators, wide fare gates and automatic sliding doors.

The 2024 Capital Budget and Plan also provides funding for modernization across the transit system, including procuring and accommodating the maintenance and storage of 60 new low-floor streetcars, additional new accessible TTC and Wheel-Trans buses as well as making another 322 bus and streetcar stops accessible.

Decision History

On November 27, 2023, the Government of Ontario and City of Toronto announced a new deal that will help achieve long-term financial stability and sustainability for the city. As part of this new deal, Ontario has agreed to provide the City with up to \$1.200 billion in Provincial operating supports over three years and significant capital relief, including the following Provincial support that will directly benefit the TTC:

- Annual operating funding of \$330.00 million over three years beginning in 2024-2025 for new subway-integrated Provincial transit projects – the Eglinton Crosstown LRT (Line 5 Eglinton) and the Finch West LRT (Line 6 Finch West);
- \$758.00 million in funding for 55 new subway trains for the TTC's Line 2, conditional on matching Federal support; and
\$300.00 million in one-time funding for subways and transit safety, recovery and sustainability that includes commitments on the part of the City related to increased police or safety officer presence on and near transit, continued expansion of transit rider cellular and data services across the TTC network and enhanced emergency reporting options and response timelines for riders.

The New Deal Term Sheet also requires the City to use immediate financial benefits and “all future financial benefits of the (Gardiner Expressway and Don Valley Parkway) upload” to “support investments in housing and the infrastructure that supports and enables growth”. This will allow for current budgeted funding to be reallocated to existing and unfunded City infrastructure priorities and may have potential benefits to the TTC.

[News Release: Ontario and Toronto Reach a New Deal Terms of the New Deal between Ontario and Toronto](#)

At its meeting on December 20, 2023, the TTC Board approved the 2024-2033 TTC Capital Budget and Plan of \$12.398 billion over the 10-year period, with \$1.369 billion approved in the 2024 Capital Budget and a 2024 Operating Budget of \$2.568 billion gross and \$1.231 billion net, with a 2024 total year-end workforce complement of 17,508 positions for the TTC. The 2024 Operating Budget is comprised of \$2.404 billion gross and \$1.076 billion net for TTC Conventional Service, and \$163.63 million gross and \$155.71 million net for Wheel-Trans Service.

[Staff Recommended 2024 TTC Conventional and Wheel-Trans Operating Budgets and 2024-2033 Capital Budget and Plan](#)

On February 14, 2024, City Council approved an amendment to the TTC Board's approved 2024 TTC Capital Budget, reallocating \$67.9 million for the Line 3 Scarborough Rapid Transit (SRT) Busway from permanent savings of \$12.2 million from the SRT Life Extension/Transition project and \$55.7 million from property acquisition funding reflected within the Line 1 Capacity Enhancement Project.

[City of Toronto 2024 Capital and Operating Budget](#)

At its meeting on May 16, 2024, the TTC Board approved adjustments to the TTC's 2024 Operating Budget by reducing the 2024 fare revenue budget by \$0.50 million and increasing the ancillary revenue budget by \$0.50 million, funded from proceeds to be received from the sale of decommissioned SRT fleet for the implementation of the Free Transit for Grade 7-12 Student Field Trips pilot.

[Pilot – Free Transit for Grade 7-12 Student Field Trips](#)

At its meeting on May 22, 2024, in accordance with the City's Carry Forward Policy, City Council approved an incremental carry-forward reduction of \$1.2 million applied to the TTC's existing carry-forward funding of \$180.5 million as submitted through the 2024 budget process.

[Adjustments to Capital Budget, Carry Forward Funding, and Future Year Commitments](#)

At its meeting on June 20, 2024, the TTC Board approved adjustments to the TTC's 2024-2033 Capital Budget and Plan to offset projects that have had accelerated spending by \$54.5 million with projects that have experienced delays and lower spending by \$54.5 million with no debt impact.

[Financial and Major Projects Update for the Period Ended April 27, 2024](#)

On June 26, 2024, City Council approved an increase of \$0.92 million gross and \$0 net to the 2024 TTC Operating Budget for TTC Conventional Service. This amount reflects the estimated cost to support upgrades at subway stations within Ward 11, University-Rosedale.

[Authorization to Release Section 37 Funds from Various Developments to Support Toronto Transit Commission Station Upgrades in Ward 11, University-Rosedale](#)

At its meeting on September 24, 2024, the TTC Board approved adjustments to the TTC's 2024-2033 Capital Budget and Plan to offset projects that have had accelerated spending by \$20.2 million with projects that have experienced delays and lower spending by \$20.2 million with no debt impact.

[Financial and Major Projects Update for the Period Ended June 29, 2024](#)

At its meeting on December 3, 2024, the TTC Board approved adjustments to the TTC's 2024-2033 Capital Budget and Plan to offset projects that have had accelerated spending by \$135.6 million with projects that have experienced delays and lower spending by \$135.6 million with no debt impact.

[Financial and Major Projects Update for the Period Ended September 28, 2024](#)

On December 17, 2024, City Council approved an increase of \$2.20 million gross and \$0.60 million net to the 2024 TTC Operating Budget for TTC Conventional Service. This amount reflects the estimated cost to rename Dundas subway station and Dundas West subway station in collaboration with the General Manager, Economic Development and Culture, and Toronto Metropolitan University, such that the name Dundas is removed. [City of Toronto Pending Budget Adjustments for the Nine Months Ended September 30, 2024 – Appendix D](#)

Comments

2024 Operating Budget: Financial Update

Key Operating Budget Indicators

The TTC's Operating Budget results are primarily driven by six key indicators. These indicators impact year-to-date spending and revenues as well as provide the basis for estimated year-end projections.

The key indicators include TTC Conventional and Wheel-Trans ridership, average fare per ride, and market prices for diesel fuel and electric power, which affect a combined fuel and utilities budget of \$182.00 million. The final and most significant driver of expenses is related to service hours delivered, which impacts labour expenses (\$1.302 billion) and non-labour expenses (\$362.67 million), such as parts and maintenance as well as fuel and hydro consumption.

Details of the TTC's key operating indicators are addressed in Table 5 below:

Table 5 – Summary of Key 2024 Operating Budget Indicators

Item	Preliminary Year-End Results			
	Budget	Actual	Variance	Status
TTC Conventional Ridership	422.4M	419.9M	(2.5M)	✗
TTC Average Fare (\$)	2.36	2.43	0.07	✓
TTC Actual Operating Service Hours	9.25M	9.19M	(0.06M)	✗
Price of Fuel (\$/litre)	1.44	1.30	(0.14)	✓
Price of Electric Power (\$/kWh)	0.14	0.14	0.00	–
Wheel-Trans Ridership	3.33M	3.58M	0.25M	✓

TTC Conventional Ridership and Revenue

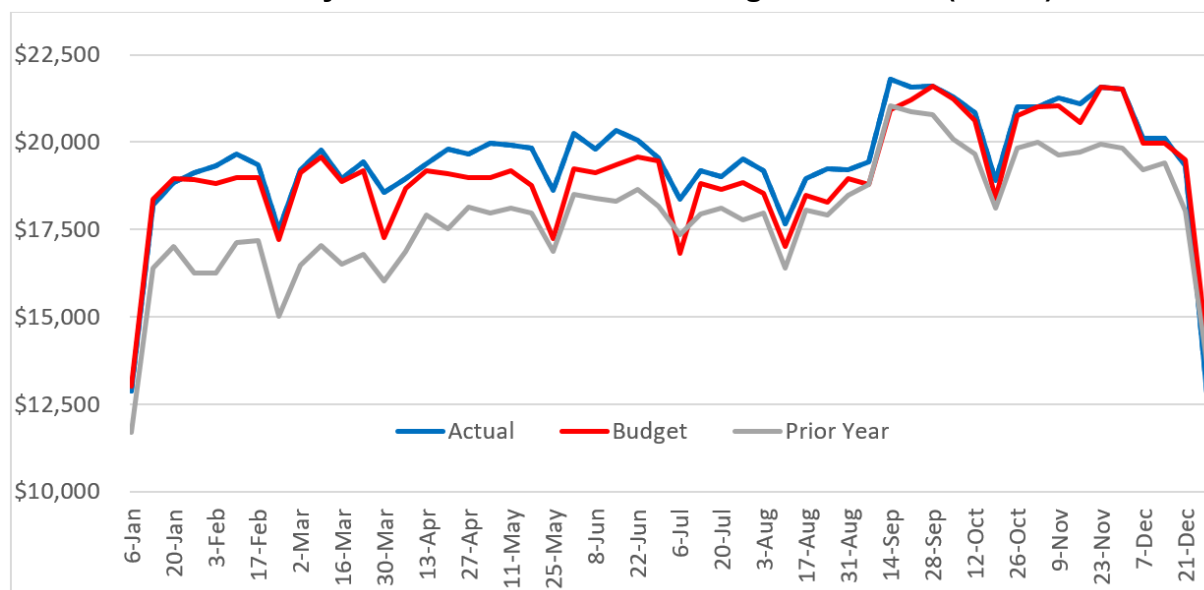
On a full-year basis, 2024 TTC Conventional revenue rides totalled 419.90 million, which is approximately 6% higher than 2023 rides of 396.33 million. Weekly ridership generally trended to budgeted levels throughout the year, with 2024 full-year ridership at approximately 99% of budget and 2.48 million rides below the 2024 budgeted level of 422.38 million.

Ridership continues to be highest across the mid-week period (Tuesday to Thursday), peaking at 1.49 million rides per day in mid-September. In-office occupancy is similarly highest on Tuesday to Thursday, with employees averaging approximately three days per week in-office, as understood by 2024 employer surveys and the Strategic Regional Research Alliance occupancy index.

While still subject to year-end audit adjustments, TTC Conventional passenger revenue realized in 2024 totalled \$1.019 billion, slightly higher than the approved budget of \$998.21 million, resulting in a budget surplus of \$21.14 million (approximately \$20.20 million net of PRESTO commissions). This excludes the Board directive to reduce the 2024 fare revenue budget by \$0.50 million (and increase the ancillary revenue budget by \$0.50 million) for the free youth field trip pilot. The surplus is updated to \$21.64 million after this \$0.50 million budget adjustment is made.

As shown in Chart 1 below, TTC Conventional weekly passenger revenue trended at or slightly above budgeted levels throughout most of 2024 due to higher-than-anticipated average fare per rider due to an increase in single ride fares. Total 2024 TTC Conventional fare revenue is 9% above the total TTC Conventional passenger revenue of \$935.78 million realized in 2023, driven by an increase in single ride fares over the prior year.

Chart 1 – 2024 Weekly TTC Conventional Passenger Revenue (\$000s)

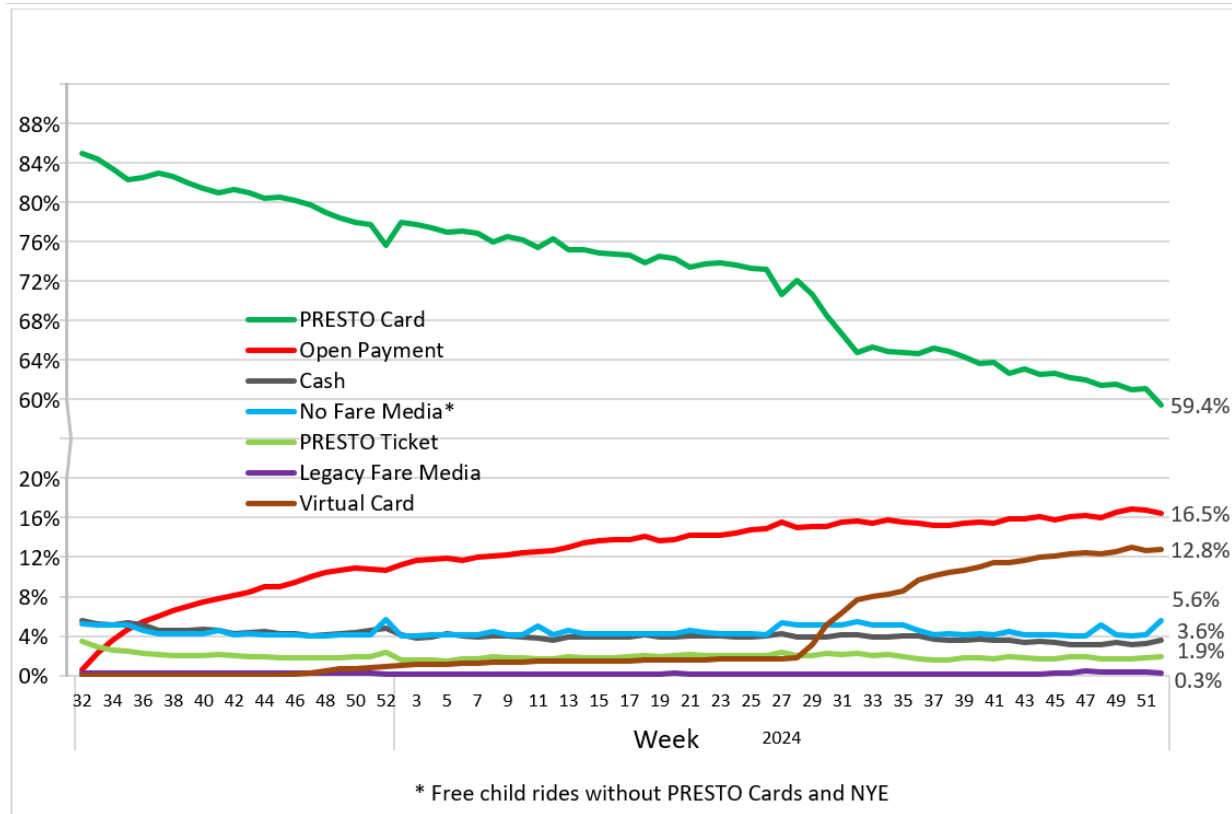


As shown in Chart 2 below, the adoption of the Open Payment and Virtual PRESTO Card payment methods continued to grow, with the following results at the end of 2024:

- Accounts for more than 29% of weekly ride payments
 - 16.5% of weekly rides paid using the Open Payment method
 - 12.8% of weekly rides paid using the Virtual PRESTO card
- Cash and fare payments from a physical PRESTO card have decreased since the launch of Open Payments and the Virtual PRESTO card
 - Weekly rides paid with cash down to 3.6% from 5.7%
 - Weekly rides paid with a physical PRESTO card down to 59% from 85%

- Legacy fare media usage initially decreased to 0.1% of weekly ridership from 0.3% prior to the launch of Open Payments, but then increased to 0.3% at the end of Period 12 due to the recent announcement of ending legacy fare media acceptance.

Chart 2 – 2024 TTC Conventional Fare Media Mix



Service Hours

Conventional service hours delivered to the end of the year were 0.6% below budgeted service levels due to the delayed mobilization of Lines 5 and 6, which were planned for budget purposes to begin in September 2024. Excluding Lines 5 and 6, conventional service hours delivered to the end of the year were 0.5% above budgeted service levels. In Q4 2024, service levels were temporarily increased accordingly to accommodate additional Operator availability, and to onboard additional Operators in preparation for the opening of Line 5 and Line 6 in 2025.

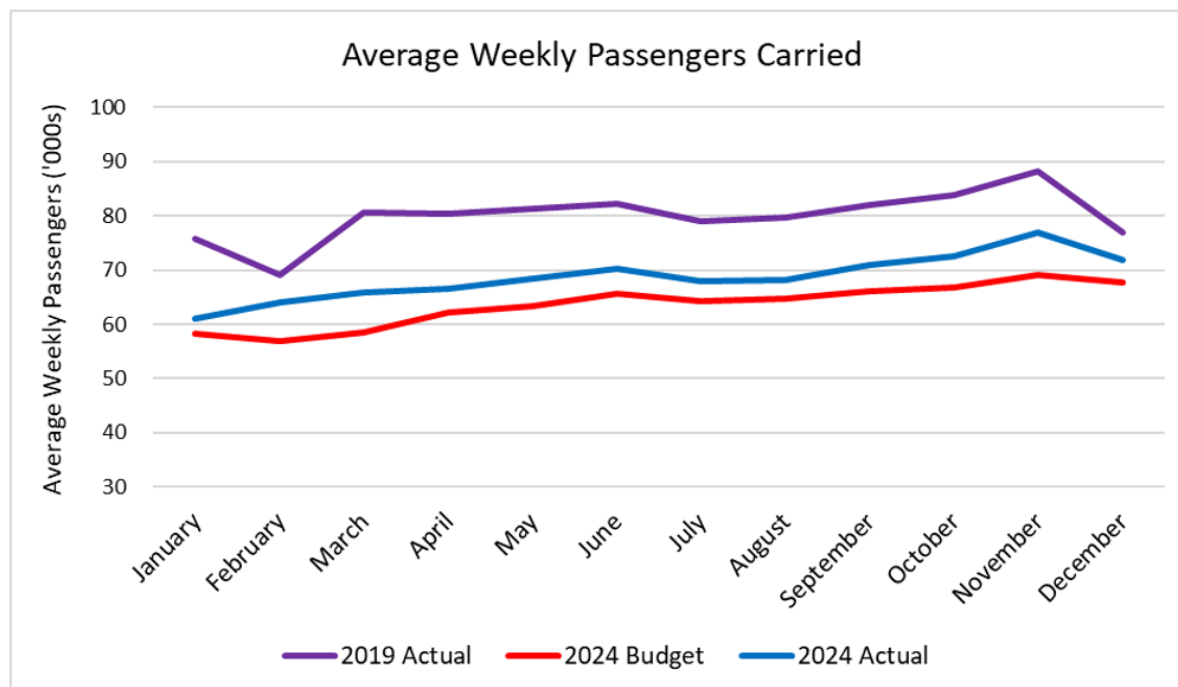
Diesel Fuel

Diesel prices averaged \$1.30 per litre for the year, coming in below the budgeted price of \$1.44 per litre. The TTC benefitted from lower diesel prices through the year due to lower crude oil prices and lower refining margins, which were the result of weaker oil demand globally, particularly from China, combined with increased supply from non-OPEC producers. This resulted in a well-supplied global oil market with less pressure on prices than anticipated..

Wheel-Trans Ridership

As shown in Chart 3 below, Wheel-Trans ridership has experienced steady growth in 2024. Overall, ridership was at 86% of pre-pandemic levels, compared to a budgeted level of 81%, as a result of approximately 2,700 or 7% more new registrants than anticipated in the 2024 Budget.

Chart 3 – 2024 Average Weekly Wheel-Trans Passenger Ridership



2024 Preliminary Year-End Operating Results

As of year-end, the TTC incurred expenditures of \$2.519 billion gross and \$1.247 billion net against the planned budget of \$2.641 billion gross and \$1.302 billion net, resulting in a net favourable operating variance of \$54.86 million.

The TTC's net favourable variance of \$54.86 million reflects a favourable expenditure variance of \$121.88 million and an unfavourable revenue variance of \$67.02 million.

The \$121.88 million favourable expenditure variance was primarily driven by underspending as a result of:

- Mobilization activities for Line 5 and Line 6 being delayed due to deferred opening to 2025.
- Workforce vacancies partially delayed in the first six months due to organizational strike preparedness and collective bargaining.
- Lower absence-related and Health and Dental costs driven by workforce vacancies and lower utilization, partially offset by higher sick benefits costs due to the introduction of the "5-day No Note" policy and higher WSIB claims cost.
- Lower-than-anticipated pricing as a result of successful negotiation of IT service contracts and delayed implementation of software roll-out, both of which are reflected in the 2025 budget.

- Lower accident claims, which are reflected in the 2025 budget.
- Lower average diesel fuel pricing.
- Lower Wheel-Trans administration costs.

The \$67.02 million unfavourable revenue variance was primarily due to lower Provincial Funding than planned due to delayed mobilization activities from the deferred opening of Line 5 and Line 6, foregoing the budgeted Stabilization Reserve draw due to overall under-expenditures and lower Long-Term Liability Reserve draws due to lower accident claims than budgeted. This was partially offset by the following:

- \$21.64 million of favourable passenger revenue or 2.2% above budget, given an increase in the average fare per rider.
- Higher-than-budgeted ancillary revenues driven by additional third-party cost recoveries.
- Higher-than-budgeted advertising revenue driven by ridership levels.
- Higher-than-anticipated Wheel-Trans ridership.

Table 6 below summarizes the key year-end expenditure and revenue results against the 2024 Operating Budget:

Table 6 – TTC and Wheel-Trans 2024 Preliminary Year-End Operating Results

Description (\$Millions)	Preliminary Year-End Results		
	Budget	Actual	Variance
Revenue			
TTC Conventional			
Passenger Revenue	997.7	1,019.3	21.6
Ancillary Revenue	92.6	118.7	26.0
Provincial Funding	175.3	108.0	(67.3)
Wheel-Trans Passenger Revenue	7.3	8.0	0.7
Subtotal Revenue	1,273.0	1,254.0	(19.0)
TTC Stabilization Draw	45.7	0.0	(45.7)
Long-Term Liability Draw	20.6	18.2	(2.4)
Total Revenue	1,339.2	1,272.2	(67.0)
Expenditures			
TTC Conventional			
Departmental Labour	1,302.3	1,273.3	(29.0)
Departmental Non-Labour	362.7	311.3	(51.4)
Employee Benefits	471.1	451.3	(19.8)
Diesel	101.2	95.6	(5.6)
Traction Power & Utilities	80.8	74.1	(6.7)
Corporate Costs	136.8	130.9	(6.0)
Wheel-Trans	165.7	164.9	(0.8)
Subtotal Expenditures	2,620.6	2,501.4	(119.2)
TTC Stabilization Contribution	2.7	0.0	(2.7)
Long-Term Liability Contribution	17.6	17.6	0.0
Total Expenditures	2,640.9	2,519.0	(121.9)
Net Expenditure (Funding Required)	1,301.6	1,246.8	(54.9)

An analysis of Operating Results by Service is provided in Appendix 1 and Overtime Management results are provided in Appendix 2 of this report.

2024 Capital Budget: Financial Update

2024 Preliminary Capital Results

For the year-ending December 31, 2024, the TTC incurred \$1.271 billion in base capital spending, reflecting a spending rate of 94.8% for the TTC's base capital program and \$19.35 million or 95.8% for transit-expansion-related projects, resulting in total capital spending of \$1.290 billion and an overall spending rate of 94.8% at year-end and an under-expenditure of \$70.86 million or 5.2%.

The year-end results by capital program are detailed in Appendix 3. Table 7 below summarizes the TTC's preliminary year-end results by key project type:

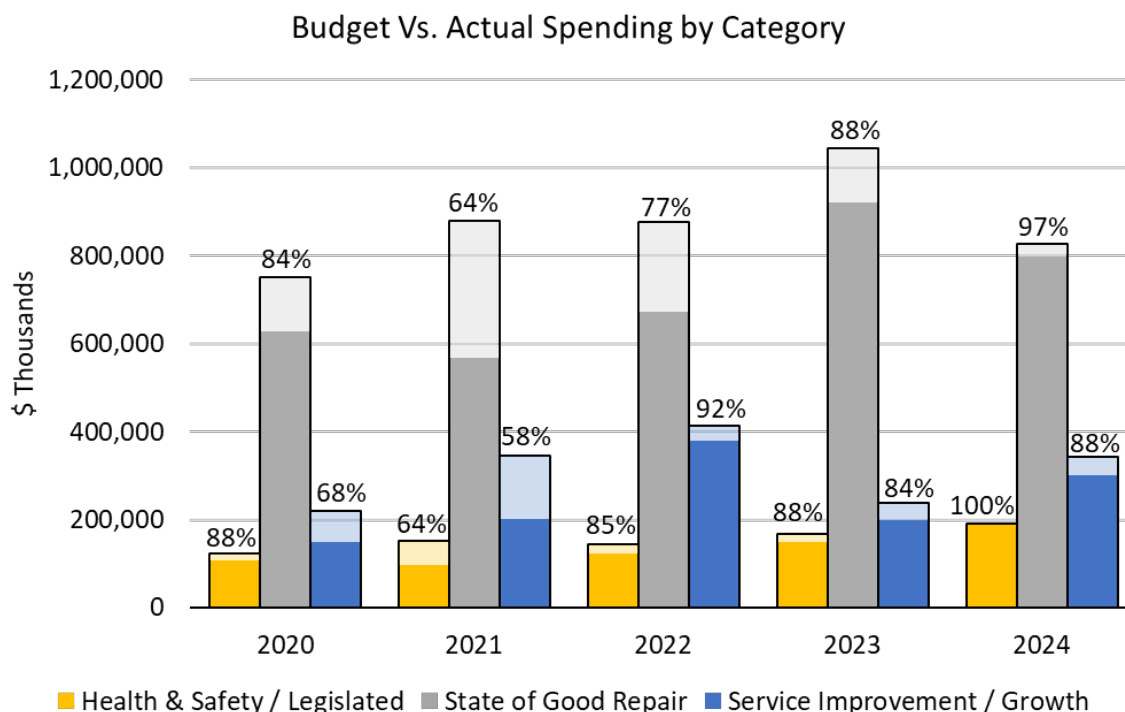
Table 7 – 2024 Preliminary Year-End Capital Budget Results

Description (\$ Millions)	Preliminary Year-End Results			
	Budget	Actual	Variance	%
TTC Base Capital				
Infrastructure Projects	786.9	764.9	(22.0)	97.2%
Vehicle Related Projects	553.7	505.7	(48.0)	91.3%
Total - Base Capital	1,340.6	1,270.6	(70.0)	94.8%
TTC Transit Expansion-Related Projects				
Toronto-York-Spadina Subway Extension	11.3	10.8	(0.5)	95.9%
SRT Conversion to Busway	8.6	8.2	(0.4)	95.4%
Waterfront Transit - Design	0.3	0.3	0.0	96.1%
Total - Transit Expansion Related Projects	20.2	19.3	(0.9)	95.8%
Total	1,360.8	1,289.9	(70.9)	94.8%

2020-2024 Base Capital Program Spending Rates

Chart 4 below provides the TTC's 2024 spending rate by project category for its base capital program and compares this to the TTC's experience over the previous five years.

Chart 4 – 2020-2024 Base Capital Program Spend Rate by Category



As shown in the graph above, spending has continued to increase across all project categories compared to prior years. The most significant increase has been experienced in the Service Improvement and Growth project categories, primarily driven by and Purchase of Streetcars and the Bloor-Yonge Capacity Improvements Project. Spending on Health and Safety/Legislated capital projects has also risen, mainly due to the Easier Access program. Although total spending in the State of Good Repair category decreased by \$120.18 million compared to the previous year, the TTC has increased to a spending rate of 97% against the planned budget, compared to 88% in 2023.

The overall spending trends reflect the TTC's annual recalibration of its Capital Budget and Plan, ensuring better alignment of annual cash flow estimates with actual spending, project readiness, activities, and timelines. This approach helps maximize the use of available capital funding.

2024 Capital Budget Underspending

Capital underspending at year-end has been impacted by various drivers, including, but not limited to: resourcing and supply chain constraints; adjustments to project schedules due to dependencies with third parties/other projects; and protracted negotiations for complex projects.

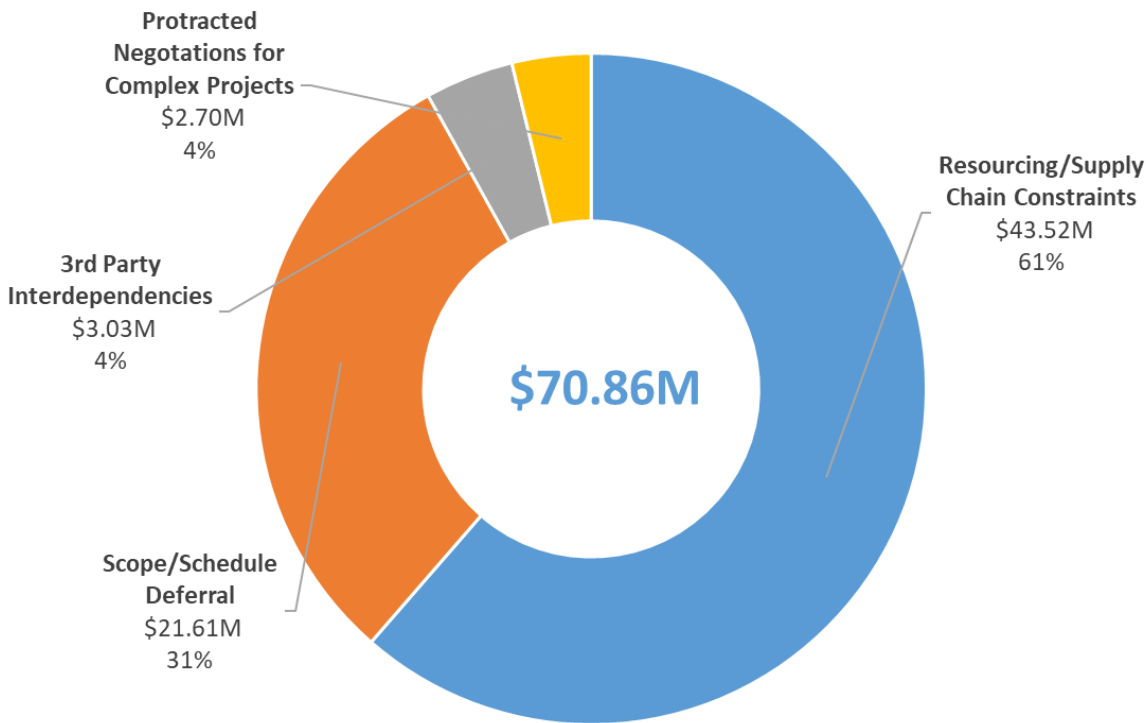
A significant portion of the 2024 underspending is attributable to a small number of projects in the 2024 Capital Budget. Supply chain constraints have impacted the delivery schedule for the purchase of eBuses and Streetcars, which has deferred planned deliveries from 2024 to 2025, resulting in delayed payments to align with contractual milestones.

In addition, some project schedules had to be adjusted due to unexpected site conditions and resource constraints including, but not limited to: ITS projects (VISION systems; EAM Systems; Networking SOGR); and Revenue and Fare Handling Equipment.

2024 Variance By Key Driver

The TTC’s capital year-end underspending of \$70.86 million in 2024 was impacted by various factors, including, but not limited to: scope/schedule deferrals; resourcing and supply chain constraints; and adjustments to project schedules due to dependencies with third parties and other projects. The underspending, summarized by the key drivers, is outlined in Chart 5 below.

Chart 5 – 2024 Total Variance by Key Driver



Approximately 61% (\$43.52 million) of the underspending was due to labour shortages and procurement delays in Computer Equipment and Software-related projects as well as supply chain uncertainties for various infrastructure and vehicle-related capital works across the TTC’s capital program, with the deferred delivery of Streetcars as primary driver of this underspending.

Another 31% (\$21.61 million) of the underspending was related to deferred delivery and delayed contractual agreement for Bus and Streetcar Maintenance equipment. In addition to this, a further 4% (\$3.03 million) of the underspending was due to delays associated with the need to maintain alignment with third parties who were experiencing delays in supporting or co-ordinating capital work.

Lastly, approximately 4% (\$2.70 million) underspending was caused by protracted negotiations for complex projects, primarily driven by various Computer Equipment and Software-related projects, including Public Wi-Fi on Buses and Streetcars.

Key Project Variances by Program

Year-end capital results for Infrastructure Programs were primarily driven by underspending related to Revenue and Fare Handling Equipment and Computer Equipment and Software projects. Underspending in the Vehicle Program was mainly driven by deferred deliveries in the Purchase of eBuses and Streetcars projects.

Infrastructure Projects

Revenue and Fare Handling Equipment

A total of \$0.46 million or 10% of the 2024 Approved Capital Budget of \$4.39 million was spent in 2024. The underspending is mainly attributable to a planned holdback release payment being deferred to 2025 in the Turnstile Replacement project and the Faregates in LRT stations due to equipment deficiencies.

Computer Equipment and Software

\$56.96 million or 83% of the 2024 Approved Capital Budget of \$68.47 million was spent in 2024. The primary driver of underspending is due to several SOGR and Service Improvements projects that experienced schedule and procurement delays, shifting expected work and funding to 2025 due to resourcing challenges. Projects include, but are not limited to: VISION systems; EAM Systems; and Networking SOGR.

Vehicle Projects

Purchase of Buses

\$170.77 million or 94% of the 2024 Approved Capital Budget of \$180.73 million was spent in 2024. The underspending is a result of supply chain constraints faced by the vendors, which have caused delays in the delivery of 10 Buses and related milestone payments to 2025 as well as contractual milestone payment deferrals for the hybrid bus procurements.

Purchase of Streetcars

\$168.84 million or 82% of the 2024 Approved Capital Budget of \$205.82 million was spent in 2024. Similar to the purchase of buses, the underspending for the purchase of streetcars is primarily due to supply chain constraints faced by the vendor. As a result, nine streetcars are scheduled for delivery in 2024 and the associated milestone payments have been deferred to 2025.

Major Capital Projects Update

The TTC's delivery of a multi-billion-dollar capital program is guided by the TTC's Project Management Framework. The TTC's framework consists of three classifications of projects: Category 1, 2 and 3. Category 3 projects and programs represent the TTC's major projects and are afforded more project management rigour and oversight. The categorization takes into consideration, among other things, the budget, scope, risks, and complexity as well as the strategic importance to the organization.

Category 3 projects and programs comprise approximately 57% of the TTC's Capital Plan. These projects and programs are grouped into specific, mode-based portfolios: Subway, Streetcar, Bus and Wheel-Trans, and Network Wide. This portfolio-based approach provides co-ordination and oversight for projects and programs with key interdependencies that must be managed together to achieve benefits for customers, and employees, and to meet service objectives.

Attachment 1 of this report contains the TTC's Major Projects Update.

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Deputy Chief Executive Officer

Attachments

Appendix 1 – Operating Results by Service for the Period Ended December 31, 2024
Appendix 2 – Overtime Management
Appendix 3 – 2024 Capital Spending Summary by Program
Appendix 4 – 2024-2033 Capital Budget and Plan Adjustments for Council Approval
Attachment 1 – Major Projects Update Report (December 31, 2024)
Confidential Attachment 1

Appendix 1 – Operating Results by Service for the Period Ended December 2024

TTC Conventional Service: 2024 Operating Results by Key Account Grouping and Comparison to 2023

For the full year, the 2024 Operating Budget for TTC Conventional Service realized a net favourable variance of \$53.27 million, attributable to the following under-expenditures:

- Approximately \$71.22 million due to delayed mobilization of Line 5 and Line 6, offset by reduced Provincial Funding and Stabilization Reserve draws budgeted to fund Line 5 and Line 6 mobilization activities.
- Approximately \$8.00 million as a result of workforce vacancies, primarily due to focus on strike preparedness and collective bargaining in the first half of the year, as well as ongoing recruitment challenges.
- Approximately \$8.00 million due to lower absence-related and health and dental costs driven by workforce vacancies and lower benefit utilization, partially offset by higher sick benefits costs due to the introduction of the “5-day No Note” policy and higher WSIB claims costs.
- Approximately \$7.66 million due to delayed IT software implementation and lower-than-anticipated IT contract pricing, which is reflected in the 2025 Operating Budget.
- \$5.61 million due to lower average diesel fuel prices, which is reflected in the 2025 Operating Budget.
- \$5.14 million due to lower accident claims, which is reflected in the 2025 Operating Budget.
- \$21.64 million of favourable Conventional passenger revenue due to a higher-than-anticipated average fare per rider.
- \$11.00 million of ancillary revenue favourability driven by additional third-party cost recoveries.

The net under-expenditure was partially offset by:

- \$67.34 million lower Provincial Funding than budgeted due to deferred mobilization activities for the opening of Line 5 and Line 6.
- \$12.13 million of foregone Stabilization Reserve draws related to the deferral of Line 5 and Line 6 one-time costs.
- \$33.53 million of foregone Stabilization Reserve draws related to overall under-expenditures.
- \$2.39 million of lower-than-planned Long-Term Liability Reserve draws due to lower accident claims than budgeted.
- \$1.94 million of unbudgeted net costs associated with service supporting the Taylor Swift: Eras Tour in November 2024.

The 2024 financial results for the TTC Conventional Service are summarized in Table 8 below:

Table 8 – TTC Conventional Service: 2024 Preliminary Year-End Operating Results by Key Account Grouping

Item (\$Millions)	Preliminary Year-End Results			
	Budget	Actual	Variance	Status
Revenues				
Passenger Revenue	997.7	1,019.3	21.6	✓
Ancillary Revenue	92.6	118.7	26.0	✓
Provincial Funding Deal	175.3	108.0	(67.3)	✗
Subtotal Revenues	1,265.6	1,246.0	(19.7)	✗
TTC Stabilization Reserve Draw	45.7	0.0	(45.7)	✗
Long-Term Liability Reserve Draw	20.0	17.6	(2.4)	✗
Total Revenues	1,331.3	1,263.5	(67.7)	✗
Expenses				
Departmental Labour	1,302.3	1,273.3	(29.0)	✓
Departmental Non-Labour	362.7	311.3	(51.4)	✓
Employee Benefits	471.1	451.3	(19.8)	✓
Diesel	101.2	95.6	(5.6)	✓
Traction Power & Utilities	80.8	74.1	(6.7)	✓
Other Corporate Costs	136.8	130.9	(6.0)	✓
Subtotal Expenditures	2,454.9	2,336.5	(118.4)	✓
TTC Stabilization Reserve Contribution	2.7	0.0	(2.7)	✓
Long-Term Liability Reserve Contribution	17.0	17.0	0.0	✗
Total Expenditures	2,474.6	2,353.5	(121.1)	✓
Net Expenditure (Funding Required)	1,143.3	1,089.9	(53.3)	✓

TTC Conventional Service: 2024 versus 2023 Results Comparison

As of year-end, TTC Conventional net expenditures were \$58.99 million below 2023 year-end results.

Expenditures

2024 year-end expenses were \$168.72 million (7.7%) higher than 2023 year-end spending. Key drivers of this increase include:

- Approximately \$33.90 million due to operating an additional 4.1% in service hours compared to the end of 2023, reaching budgeted service levels of 97% compared to pre-pandemic levels.
- Full-year impact of ratified Collective Bargaining Agreements for all Unions (Lodge 5089, Local 2, Local 113, and Lodge 235) of approximately \$69.70 million.
- Approximately \$34.30 million from inflationary and legislative impacts related to materials, service contracts, and employee benefit costs.

- An additional \$19.30 million was approved to sustain the TTC's Community Safety, Security, and Well-being program.
- An additional \$4.06 million was paid in PRESTO commission fees, commensurate with the increase in passenger revenue.
- An additional \$2.44 million was paid for accident claims.
- Increased salary and benefit costs of approximately \$8.00 million associated with fewer vacancies in 2024 compared to 2023, as a result of ongoing recruitment efforts to fill vacant roles.

The total increase in 2024 expenditures is partially offset by:

- \$3.87 million of lower diesel costs, resulting from a lower average fuel price compared to 2023.
- \$2.00 million of lower lease expenses, resulting from the expiration of the 1920 Yonge St. lease at the end of 2023.

Revenues

At 2024 year-end, revenue was \$227.72 million (22.0%) higher than in 2023, as a result of the following key drivers:

- Passenger revenue was \$83.57 million (8.9%) higher in 2024, reflecting a 5.9% ridership growth compared to 2023 levels due to continued ridership recovery and population growth, in addition to an increase in average fare per rider.
- \$107.96 million revenue increase from the Provincial New Deal Funding Agreement.
- \$7.59 million of increased advertising revenue driven by the increase in ridership over 2023.
- An additional \$4.31 million of withdrawal from the Long-Term Liability Reserve due to increased accident claims costs.

The 2024 preliminary year-end operating results versus the 2023 year-end operating results for the TTC Conventional Service are summarized in Table 9 below:

Table 9 – TTC Conventional Service 2024 versus 2023 Results Comparison

Item (\$Millions)	Preliminary Year-End Results		
	2024 Actuals	2023 Actuals	Change
Revenues			
Passenger Revenue	1,019.3	935.8	83.6
Ancillary Revenue	118.7	86.8	31.9
Provincial Funding Deal	108.0	0.0	108.0
Subtotal Revenues	1,246.0	1,022.6	223.4
TTC Stabilization Reserve Draw	0.0	0.0	0.0
Long-Term Liability Reserve Draw	17.6	13.3	4.3
Total Revenues	1,263.5	1,035.8	227.7
Expenditures			
Departmental Labour	1,273.3	1,166.0	107.3
Departmental Non-Labour	311.3	293.1	18.2
Employee Benefits	451.3	413.0	38.3
Diesel	95.6	99.5	(3.9)
Traction Power & Utilities	74.1	72.0	2.1
Other Corporate Costs	130.9	124.2	6.6
Subtotal Expenditures	2,336.5	2,167.8	168.7
TTC Stabilization Reserve Contribution	0.0	0.0	0.0
Long-Term Liability Reserve Contribution	17.0	17.0	0.0
Total Expenditures	2,353.5	2,184.8	168.7
Net Expenditure (Funding Required)	1,089.9	1,148.9	(59.0)

Wheel-Trans Service: 2024 Operating Results by Key Account Grouping and Comparison to 2023

As of the end of 2024, Wheel-Trans expenses were \$0.76 million (0.5%) below budget mainly due to favourable fuel pricing as well as lower employee benefit and administration costs, partially offset by higher contracted taxi costs driven by higher ridership demand. Revenue was \$0.69 million (9.2%) above budget due to higher ridership levels as a result of an increase in new registrants by approximately 3,780 or 9.7%. Ridership was 3.58 million rides, or 7.5% above the 3.33 million rides anticipated in the 2024 Approved Budget.

The 2024 financial results for the TTC Wheel-Trans Service are summarized in Table 10 below:

Table 10 – 2024 Wheel-Trans Service: 2024 Operating Results by Key Account Grouping

Item (\$Millions)	Preliminary Year-End Results			Status
	Budget	Actual	Variance	
Revenues				
Passenger Revenue	7.3	8.0	0.7	✓
Long-Term Liability Reserve Draw	0.6	0.6	0.0	–
Total Revenues	7.9	8.6	0.7	✓
Expenditures				
Bus Service	57.3	57.2	(0.1)	✓
Vehicle Fuel	4.4	3.7	(0.8)	✓
Contracted Taxi	64.6	67.4	2.8	✗
Employee Benefits	21.0	19.5	(1.4)	✓
Administration/Management	18.4	17.2	(1.2)	✓
Subtotal Expenditures	165.7	164.9	(0.8)	✓
Long-Term Liability Reserve Contribution	0.6	0.6	0.0	–
Total Expenditures	166.2	165.5	(0.8)	✓
Net Expenditure (Funding Required)	158.3	156.8	(1.5)	✓

Wheel-Trans Service: 2024 versus 2023 Results Comparison

As noted in Table 11 below, Wheel-Trans expenses were \$19.85 million (13.6%) higher and revenue was \$1.69 million (24.4%) higher compared to 2023, primarily due to increased ridership demand driven by growth in new registrants and the resultant requirements for Contracted Taxi services, Bus service and Call Centre services costs.

Table 11 – Wheel-Trans Service: 2024 versus 2023 Results Comparison

Item (\$Millions)	Preliminary Year-End Results		
	2024 Actuals	2023 Actuals	Change
Revenues			
Passenger Revenue	8.0	6.7	1.3
Long-Term Liability Reserve Draw	0.6	0.2	0.4
Total Revenues	8.6	7.0	1.7
Expenses			
Bus Service	57.2	52.5	4.7
Vehicle Fuel	3.7	3.7	(0.1)
Contracted Taxi	67.4	54.5	12.8
Employee Benefits	19.5	17.8	1.7
Administration/Management	17.2	16.5	0.7
Subtotal Expenditures	164.9	145.0	19.9
Long-Term Liability Reserve Contribution	0.6	0.6	0.0
Total Expenditures	165.5	145.6	19.9
Net Expenditure (Funding Required)	156.8	138.7	18.2

Appendix 2 – Overtime Management

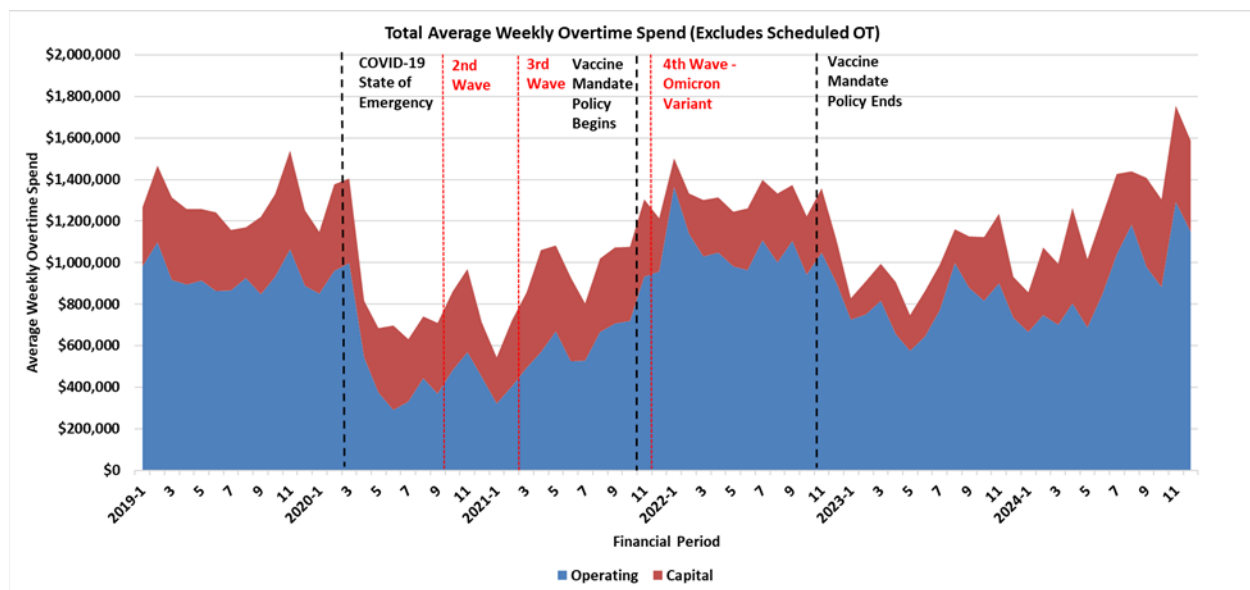
Overtime Management

The management of overtime expenses continues to be a key area of focus for the TTC, and one that contributes to meeting the TTC's objective of improving its financial sustainability. Overtime expenditures are incurred to meet both operating and capital needs. Operating requirements are driven by the need to address incident response and absence coverage, and capital overtime support efforts to maximize productivity, while minimizing disruption during capital project delivery.

Excluding overtime required for scheduled service, Chart 6 below shows that average weekly overtime spending (operating and capital combined) has increased to an average of \$1.30 million per week in 2024 from \$1.00 million per week in 2023, representing an increase of approximately 30%. The increase in overtime spending was primarily due to increased construction activity for TTC capital projects compared to 2023 and increased service levels.

In early 2024, overtime increased due to increased Service hours to 95% of pre-pandemic levels in late 2023 and into 2024, combined with lower Operator availability to fill the added scheduled crews on regular time. In Q3 2024, service hours were increased further to 97% of pre-pandemic levels, resulting in additional requirements from Operators and Maintenance staff, combined with lower workforce availability on the maintenance side. Overall, overtime spending is trending 1% below 2019 levels.

Chart 6 – Total Average Weekly Overtime Spending



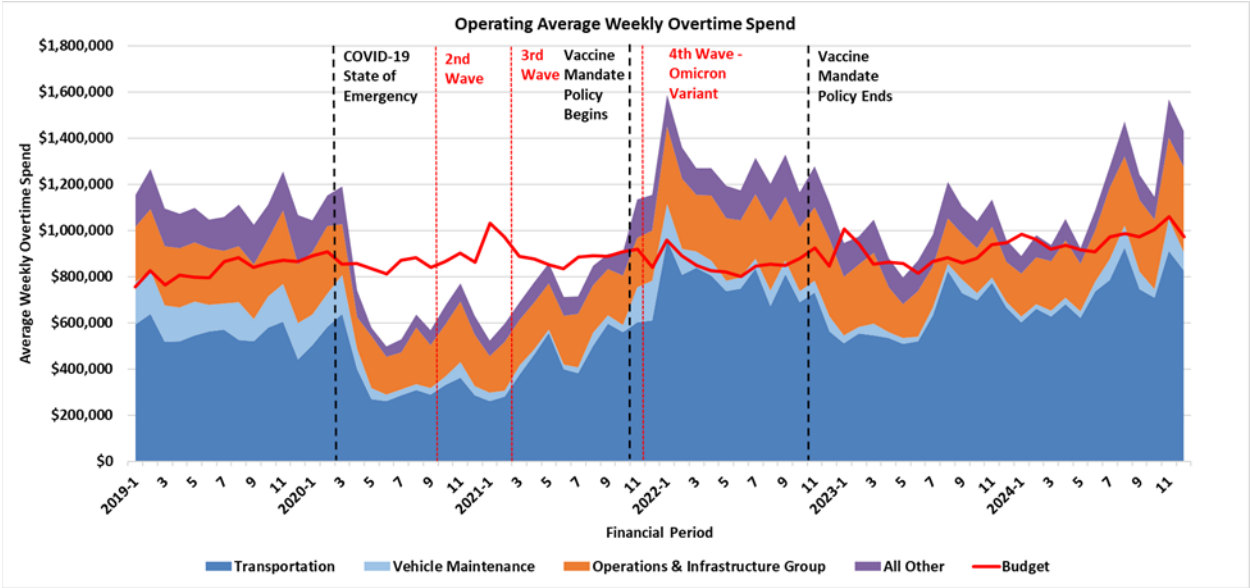
Operating Overtime

Operating overtime in 2024 increased approximately 17% compared to 2023, as illustrated in Chart 7 below. This was driven mainly by an increase in the need for overtime within the Transportation and Vehicles Group required to meet an increase in service levels to 95% of pre-pandemic levels in late 2023 and to 97% of pre-pandemic levels in Q3 2024, combined with lower Operators and Maintenance staff availability, as

noted above. The spike in overtime in August 2024 was the result of retro payment for August year to date overtime worked adjusted to the new rates under the recently settled collective bargaining agreement for ATU Local 113 as well as additional service provided for the CNE. In November 2024, the TTC experienced another spike in overtime, as supplemental service was required to accommodate the Taylor Swift: Eras Tour concert, relying on increased efforts from Operators and frontline staff to help keep Toronto moving.

Emphasis continues to be placed on absence management and recruitment activities to increase workforce availability, which in turn will reduce the reliance on overtime to meet and maintain service levels.

Chart 7 – Operating Average Weekly Overtime Spending



Appendix 3 – 2024 Capital Spending Summary by Program

Toronto Transit Commission 2024 Capital Budget Variance for the Period Ended December 31, 2024*

EXPENDITURES BY PROGRAM	2024 Year-end Results			
	Budget	Actuals	Variance	%
TRACK	90.308	89.844	(0.464)	99%
1.1 Subway Track	49.502	49.502	0.000	100%
1.2 Surface Track	40.806	40.342	(0.464)	99%
ELECTRICAL SYSTEMS	100.168	98.869	(1.299)	99%
2.1 Traction Power	33.451	32.251	(1.200)	96%
2.2 Power Distribution/Electric Systems	7.520	7.520	0.000	100%
2.3 Communications	16.022	16.020	(0.002)	100%
2.4 Signal Systems	18.633	18.536	(0.097)	99%
ATC Resignalling	24.541	24.541	0.000	100%
BUILDINGS & STRUCTURES	483.945	482.661	(1.284)	100%
3.1 Finishes	17.707	17.707	0.000	100%
3.2 Equipment	79.218	78.946	(0.272)	100%
3.3 Yards & Roads				
Streetcar Network Upgrades & BRT	0.349	0.261	(0.088)	75%
On-Grade Paving Rehabilitation Program	11.309	11.309	0.000	100%
Bicycle parking at stations	0.000	0.000	0.000	
Transit Shelters & Loops	0.192	0.192	(0.000)	100%
3.4 Bridges & Tunnels	50.610	50.610	0.000	100%
3.9 Buildings and Structures Projects				
Fire Ventilation Upgrades & Second Exits	22.233	22.233	0.000	100%
Easier Access Phase III	142.436	142.436	0.000	100%
Leslie Barns	0.242	0.242	0.000	100%
Toronto Rocket/T1 Rail Yard Accommodation	9.218	9.218	0.000	100%
McNicol New Bus Garage	0.421	0.413	(0.007)	98%
Warehouse Consolidation	0.566	0.335	(0.231)	59%
Yonge-Bloor Capacity Enhancement	42.653	42.653	0.000	100%
Line 1 Capacity Enhancement	20.589	20.589	0.000	100%
Line 2 Capacity Enhancement	12.802	12.802	0.000	100%
Other Buildings and Structures	73.403	72.717	(0.685)	99%

Continued on next page ...

Appendix 3 – 2024 Capital Spending Summary by Program (Cont'd)

EXPENDITURES BY PROGRAM	2024 Year-end Results			
	Budget	Actuals	Variance	%
VEHICLES	553.882	505.664	(48.218)	91%
REVENUE VEHICLES				
4.11 Purchase of Buses	180.725	170.769	(9.956)	94%
4.11 Purchase of Buses - Wheel Trans Buses	12.809	12.255	(0.555)	96%
4.12 Purchase of Subway Cars	1.605	1.605	0.000	100%
4.13 Bus Overhaul	67.996	67.926	(0.070)	100%
4.15 Streetcar Overhaul	32.289	31.750	(0.539)	98%
4.16 Subway Car Overhaul	32.822	32.822	0.000	100%
4.18 Purchase of Streetcars	205.824	168.843	(36.981)	82%
NON-REVENUE VEHICLES				
4.21 Purchase Automotive Non-Revenue Vehicles	17.407	17.407	0.000	100%
4.22 Rail Non-Revenue Vehicle Overhaul	1.967	1.951	(0.016)	99%
4.23 Purchase Rail Non-Revenue Vehicles	0.437	0.336	(0.101)	77%
TOTAL OTHER	112.265	93.497	(18.768)	83%
TOOLING, MACHINERY & EQUIPMENT				
5.1 Shop Equipment	9.067	8.259	(0.808)	91%
5.2 Revenue & Fare Handling Equipment	4.394	0.460	(3.934)	10%
5.3 Other Maintenance Equipment	4.120	1.916	(2.204)	47%
5.4 Fare System	0.304	0.261	(0.043)	86%
ENVIRONMENTAL PROGRAMS				
6.1 Environmental Programs	11.014	11.012	(0.002)	100%
6.1 Safety and Reliability	0.897	0.747	(0.150)	83%
COMPUTER EQUIPMENT & SOFTWARE				
7.1 Computer Equipment & Software	68.466	56.964	(11.502)	83%
OTHER				
9.1 Furniture & Office Equipment	0.127	0.001	(0.126)	1%
9.2 Service Planning	13.877	13.877	0.000	100%
Total Base Programs	1,340.569	1,270.535	(70.033)	95%
Toronto York Spadina Subway Extension	11.259	10.838	(0.421)	96%
SRT Conversion to Busway	8.612	8.218	(0.394)	95%
Waterfront Transit - Design	0.304	0.292	(0.012)	96%
Total Transit Expansion Projects	20.175	19.348	(0.827)	96%
Total Base & Transit Expansion Projects	1,360.744	1,289.884	(70.860)	95%

*Note: The 2024 Capital Budget and year-end results reflect the recommended budget adjustments, as outlined in Appendix 4, which in many cases, adjust the budget to match the actuals, evidenced by a 100% spending rate at year-end.

Appendix 4 – 2024 Capital Budget and Plan Adjustments for Council Approval

CTT	Program	2024 Recommended Capital Budget Adjustments (\$000s)	2025-2033 Recommended Capital Budget Adjustments (\$000s)	Comments
CTT001	Subway Track	\$16,413	(\$16,702)	Acceleration of funds to support construction schedule
CTT002	Surface Track	\$945	\$3,886	Acceleration of funds to support construction schedule for Surface Track and Hillcrest Facility
CTT003	Traction Power	\$4,244	(\$7,768)	Acceleration of funds to support traction power system and replacement of transformers
CTT005	Power Distribution/Electric Systems	\$64	(\$64)	Acceleration of funds to support construction schedule for transformers and switches
CTT006	Communications	\$5,291	(\$3,182)	Acceleration of funds for Track Level Occupation Light project and for the procurement of equipment
CTT008	Signal Systems	\$307	(\$532)	Acceleration of funding to support the procurement of parts
CTT010	Finishes	(\$3,139)	\$3,138	Deferral of Station Finish Renewal project
CTT012	Equipment	(\$4,193)	\$9,488	Deferral of eBus Charging Systems
CTT015	Yards & Roads	(\$114)	\$117	Minor deferral of work
CTT018	On-Grade Paving Rehabilitation Program	\$529	(\$3,912)	Acceleration of funds due to construction being ahead of schedule
CTT020	Bridges & Tunnels	\$6,613	(\$5,242)	Acceleration of funds due to construction being ahead of schedule
CTT024	Fire Ventilation Upgrade	(\$1,035)	\$1,035	Minor deferral of work on Second Exits project
CTT028	Easier Access Phase II & III	\$36,472	(\$38,737)	Acceleration of funds due to construction being ahead of schedule
CTT035	Sheppard Subway - Yonge to Don Mills	\$2,940	(\$1,706)	Reallocation of funding to accommodate project close-out cost
CTT045	Replacement Wheel-Trans Vehicles	(\$4,795)	\$6,997	Deferral of delivery of Wheel-Trans buses
CTT046	Subway Car Purchases	(\$1,538)	\$1,534	Scope deferral
CTT050	Streetcar Overhaul Program	(\$2,687)	\$4,857	Deferred due to supply chain issue and shortage of labour resources
CTT051	Subway Car Overhaul Program	(\$5,472)	(\$919)	Deferral of funding due to procurement issue
CTT052	Automotive Non-Revenue Vehicles	\$926	(\$1,521)	Acceleration of funds due to advancement of delivery
CTT053	Rail Non-Revenue Vehicle Overhaul	(\$185)	\$185	Minor deferral of work
CTT054	Rail Non-Revenue Vehicle Purchase	(\$280)	\$280	Minor deferral of work
CTT055	Tools & Shop Equipment	(\$926)	\$1,521	Minor delay in equipment procurement
CTT056	Fare Handling Equipment	(\$4,693)	\$3,984	Deferred due to coordination with Metrolinx

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Appendix 4 – 2024 Capital Budget and Plan Adjustments for Council Approval (Cont'd)

CTT	Program	2024 Recommended Capital Budget Adjustments (\$000s)	2025-2033 Recommended Capital Budget Adjustments (\$000s)	Comments
CTT058	Environmental Programs	\$1,863	(\$3,873)	Reallocation of funding due to minor cost escalation
CTT061	Information Technology Systems-Infras	(\$18,753)	\$24,249	Deferred to due to delay in delivery of software from vendor and shortage of labour resources
CTT063	Other Service Planning	(\$3,809)	\$3,033	Deferral due to delay in RapidTO bus lanes
CTT064	Transit Shelters & Loops	(\$225)	(\$200)	Minor reallocation of funding
CTT110	Other Buildings & Structures Projects	(\$8,306)	\$2,991	Reallocation of funding to accommodate acceleration/deferral of other projects
CTT111	Purchase of Buses	(\$4,217)	\$5,471	Deferral of delivery of electric buses
CTT112	Bus Overhaul	(\$4,436)	\$1,031	Deferred due to shortage of labour
CTT122	Purchase of Streetcars	(\$13,211)	\$13,191	Deferral of delivery of Streetcars
CTT130	Kipling Station Improvements	\$116	(\$79)	Minor reallocation of funding
CTT134	TYSSE	(\$31,089)	\$31,089	Deferral of project close-out
CTT141	Fare System	(\$2,430)	\$2,139	Deferred due to coordination with Metrolinx
CTT142	YUS ATC Resignalling	\$9,071	(\$7,088)	Acceleration of funds due to construction being ahead of schedule
CTT145	Leslie Barns Maintenance & Storage Fac	\$68	(\$91)	Minor accerleration of funding
CTT146	TR Yard and Tail Track Accommodation	\$2,235	(\$9,549)	Reallocation of funding to accommodate project close-out cost
CTT147	Scarborough Subway Extension	(\$7,104)	\$13,089	Deferred early works to 2025
CTT148	McNicoll Bus Garage Facility	\$88	\$312	Minor reallocation of funding
CTT151	Waterfront Transit	(\$320)	\$320	Deferred of funding due to work
CTT152	Safety Program	(\$1,423)	\$1,465	Deferred of funding due to scope deferral
CTT153	Warehouse Consolidation	\$0	\$0	Minor reallocation of funding
CTT154	Corporate Initiatives-CLA	(\$397)	(\$1,947)	Reallocation of funding to accommodate acceleration/deferral of other projects
CTT155	Yonge-Bloor Capacity Improvements	\$29,453	(\$30,116)	Acceleration of funds due to construction being ahead of schedule
CTT156	Line 1 Capacity Enhancement	\$5,070	(\$2,056)	Acceleration of funds due to construction being ahead of schedule
CTT157	Line 2 Capacity Enhancement	\$2,068	(\$116)	Acceleration of funds due to studies for identifying schedule and cost efficient options
Total Adjustments		\$0	\$0	