

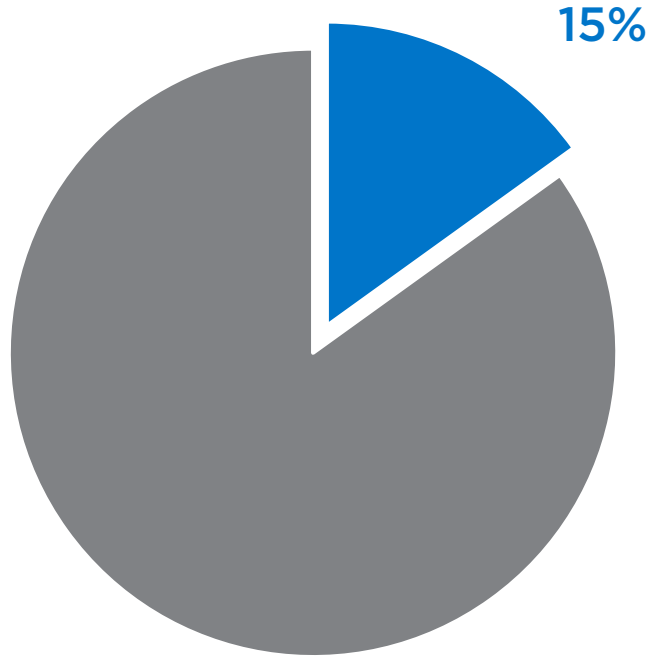
# Transit

Proposed 2024-2027 Business Plan & 2024 Budget  
Presentation to Budget Committee  
November 2023



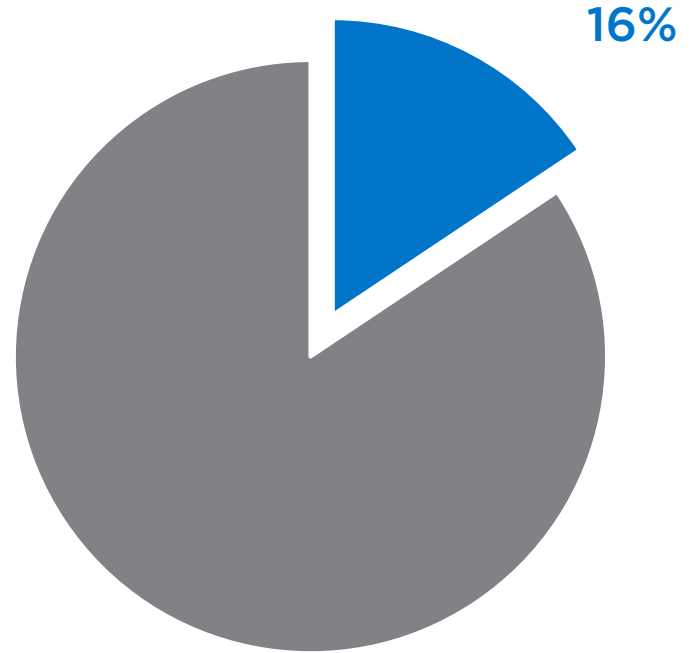
## 2024 Budget

## 2024 Net Operating Budget % of City



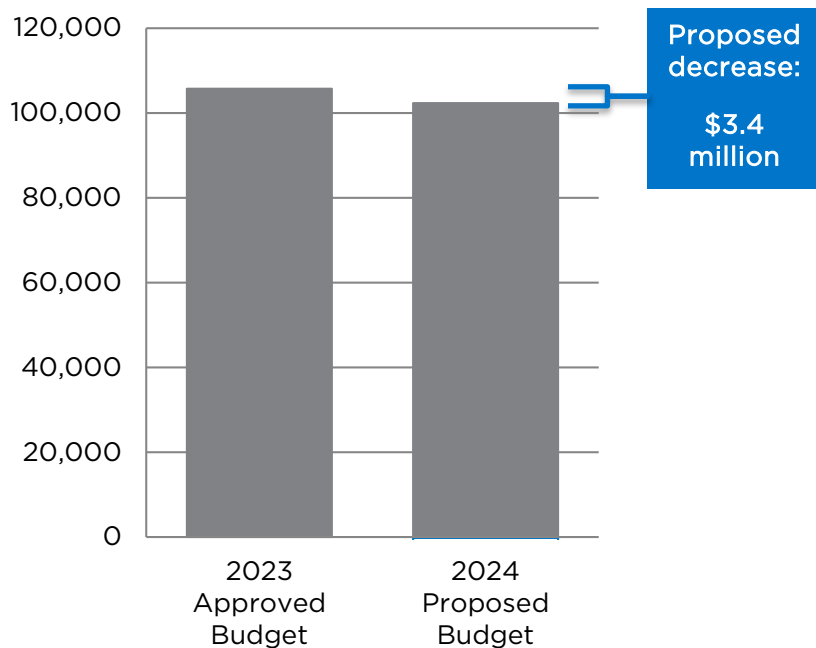
## 2024 Net Capital Budget % of City

9.1.6



# 2024 Net Operating Budget

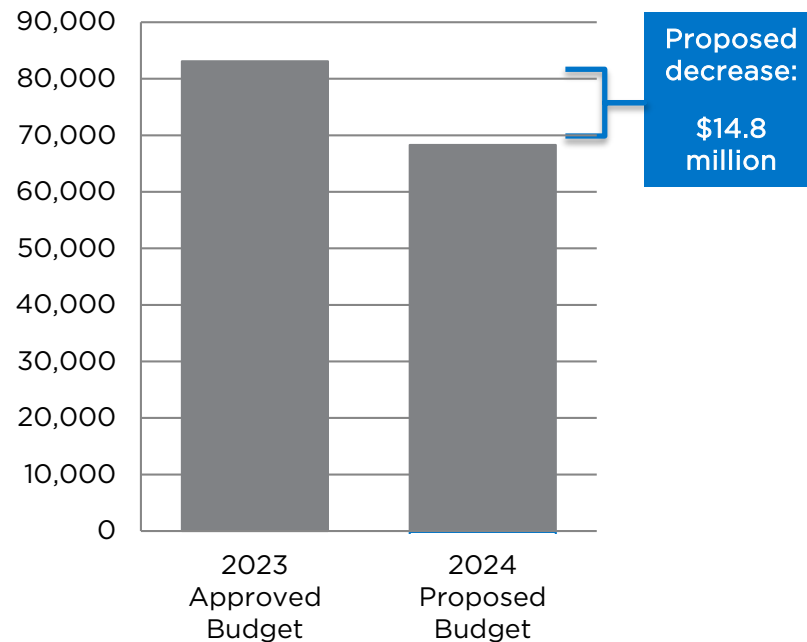
(\$000s)



# 2024 Net Capital Budget

(\$000s)

9.1.6



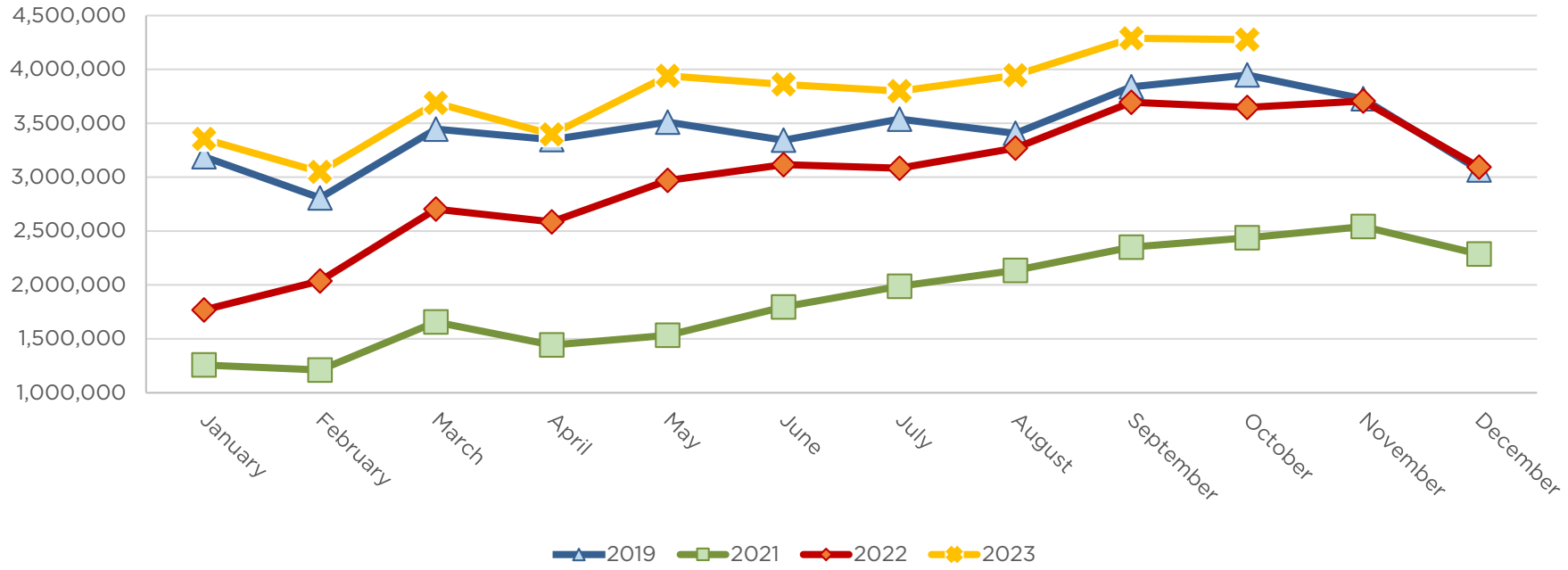
# Key Objectives 2024–2027

- Focusing on responsive service planning and delivery
- Continuing MiWay's commitment to a customer focus
- Monitoring new technologies to stay up to date with industry trends and moving forward with Investing in Canada Infrastructure Program-funded initiatives
- Progressing on MiWay's commitment to the environment and climate change goals
- Supporting the opening of the Hazel McCallion Light Rail Transit Line and advancing key transit projects including Lakeshore Higher Order Transit and Dundas Bus Rapid Transit
- Participation in regional fare and service integration programs
- Incorporating governance changes following the dissolution of Peel Region

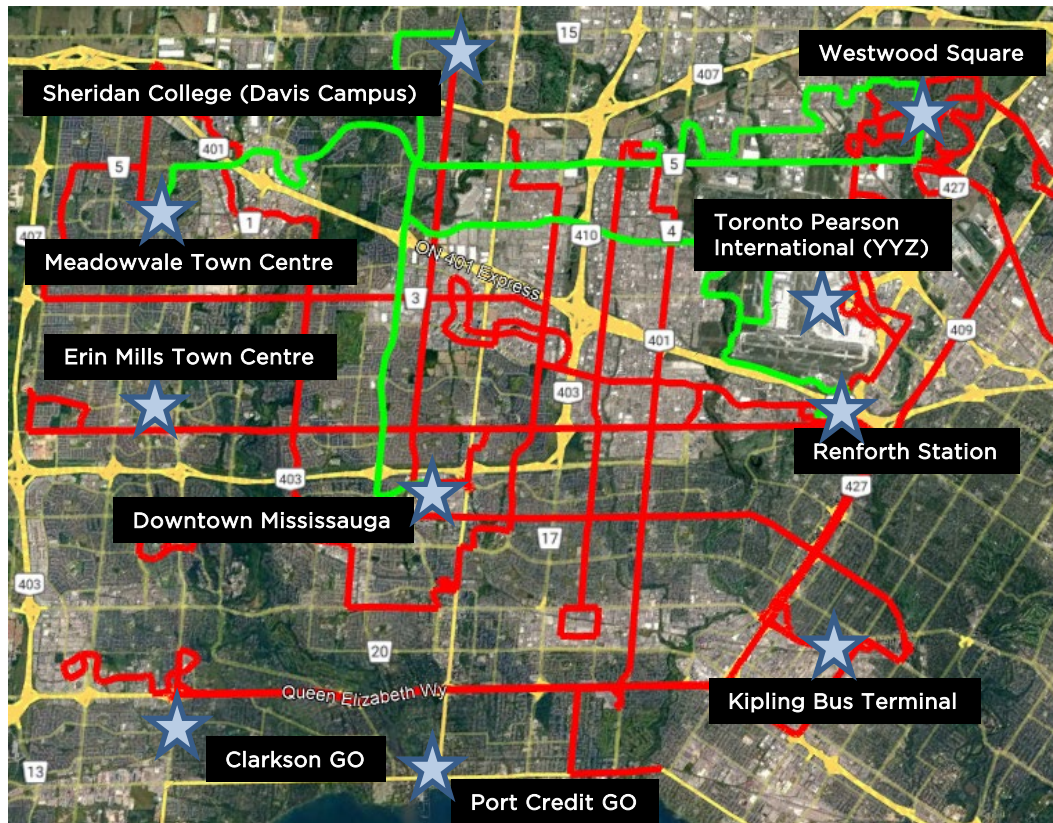
# System-Wide Ridership

Monthly Revenue Ridership Comparison

Operating



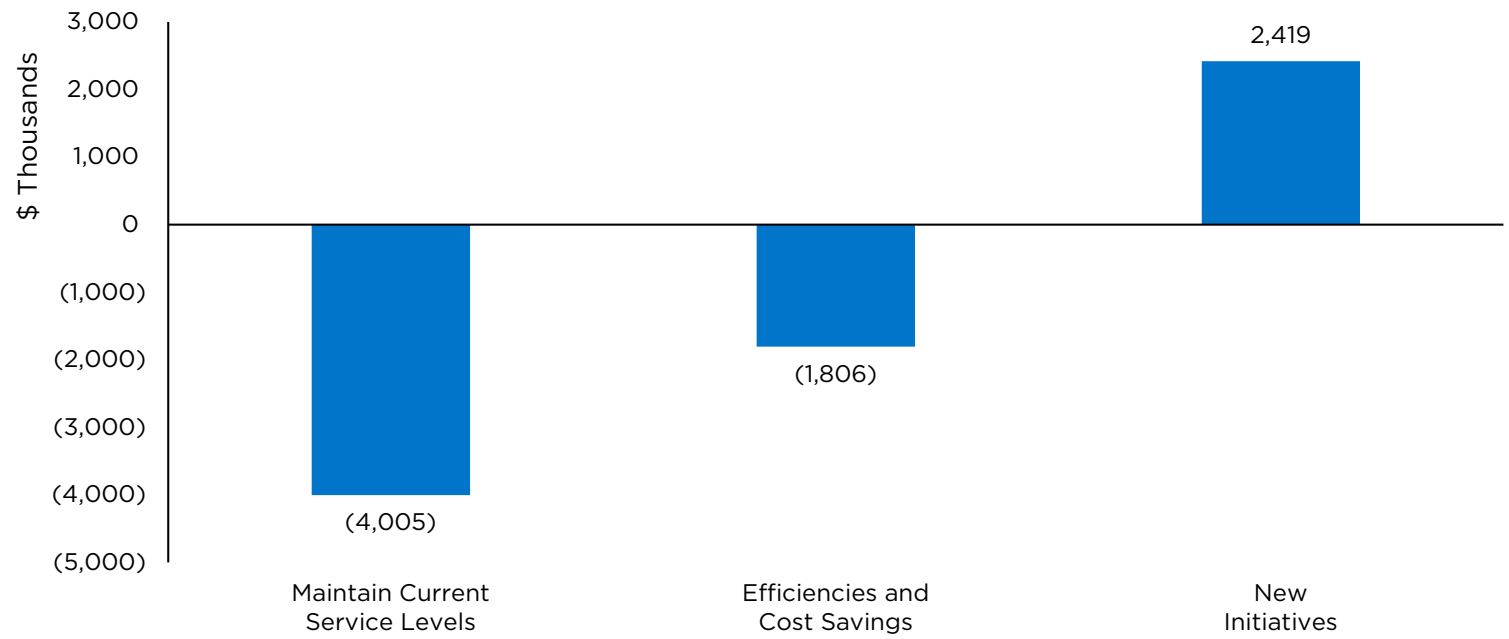
# Weekday Ridership Evolution by Route



Top Performing Route/Corridor	% Growth over 2019
57 Courtneypark	72%
61 Mavis	69%
Derry Rd. (Rts 18/42/104)	68%
15 Drew	62%
53 Kennedy	44%
39 Britannia	38%
51 Tomken	38%
11 Westwood	36%
7 Airport	35%
24 Northwest	28%
26 Burnhamthorpe	28%
30 Rexdale	22%
66 McLaughlin	19%
5 Dixie	15%
25 Traders Loop	10%
35 Eglinton	10%
71 Sheridan-Subway	10%
22 Finch	8%
16 Malton	7%
38 Creditview	7%

# 2024 Operating Changes

Net Decrease: \$3,392,953, or (3.2%)



# Maintain Current Service Levels

- A cost **increase** of \$5,337,000 for labour and benefits
- A **decrease** of \$4,500,000 due to lower diesel prices
- A **revenue increase** of \$4,500,000 from higher than forecasted fare revenue due to ridership growth
- A **revenue increase** of \$3,600,000 from a fare increase
- An **increase** of \$2,123,000 for PRESTO commission on higher fare revenue
- An **increase** of \$1,135,000 for other expenses including higher vehicle maintenance costs, increased hydro and heating costs, cost increases for materials and supplies, offsets from higher advertising revenues



# Efficiencies and Cost Savings

- A **decrease** of \$1,806,000 due to lower fuel consumption for hybrid buses compared to diesel buses as hybrids replace diesel buses in the MiWay fleet



# New Initiatives

Budget Request Name	BR #	2024 FTEs	2024 Gross Budget (\$000s)	2024 Net Tax Levy Impact (\$000s)	2024 Other Funding (\$000s)	2024 Capital (\$000s)
MiWay Service Increase	5906	49.0	3,940	2,144	(1,796)	0
MiWay Maintenance Staff Requirement	10818	3.0	274	274	0	0
<b>Total</b>		<b>52.0</b>	<b>4,215</b>	<b>2,419</b>	<b>(1,796)</b>	<b>0</b>

- A cost **increase** of \$2,419,000 for new initiatives

# 2024 Capital Projects

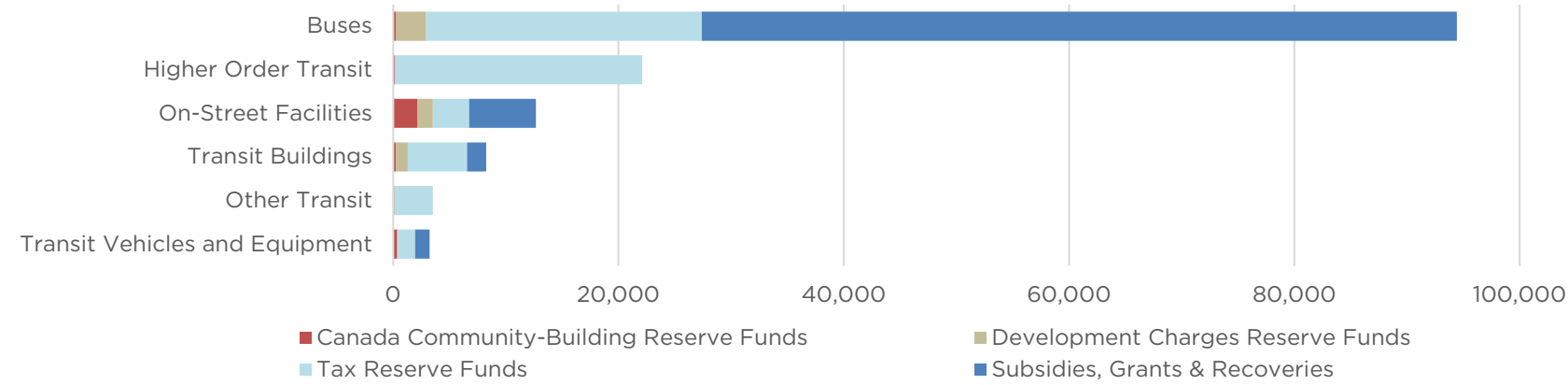
2024 projects are proposed to be funded at \$144 million (gross) and include:

- Bus Replacement
- Higher Order Transit (LRT, BRT)
- On-Street Facilities
- Transit Buildings
- Transit Vehicles



# 2024 Capital Budget by Funding Source

(\$000s)



	Canada Community-Building Reserve Funds	Development Charges Reserve Funds	Tax Reserve Funds	Subsidies, Grants & Recoveries	Total Capital Expenditure
Buses	1%	3%	26%	71%	\$94,425
Higher Order Transit	1%	99%	0%	0%	\$22,107
On-Street Facilities	17%	11%	25%	47%	\$12,674
Transit Buildings	3%	13%	64%	20%	\$8,258
Other Transit	4%	4%	96%	0%	\$3,519
Transit Vehicles and Equipment	11%	2%	47%	40%	\$3,235

# 10-Year Capital Plan

2024-2033 projects are proposed to be funded at \$2 billion and include:

- Higher Order Transit design and implementation
- Ongoing bus replacement and fleet expansion
- Major vehicle repairs and refurbishment
- New bus loops, bus bays, and expansion of terminals
- Electric Bus charging infrastructure







Questions