



**For Action**

## **Draft Annual Report for the Toronto Transit Commission for 2022**

**Date:** June 1, 2023  
**To:** TTC Audit and Risk Management Committee  
**From:** Chief Financial Officer

### **Summary**

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Each year, the TTC prepares an Annual Report, which presents the consolidated financial statements of the TTC and its subsidiaries and non-financial statement information, including the Chair's Message, the CEO's Message, Management's Statement, Statistical Information and the Management Directory.

This report presents the materials other than the financial statements, which will be included in the 2022 TTC Annual Report.

The 2022 Consolidated Financial Statements have been submitted for Audit and Risk Management Committee consideration through the companion report, "Draft Consolidated Financial Statements of Toronto Transit Commission for the Year Ended December 31, 2022".

### **Recommendations**

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It is recommended that the TTC Audit and Risk Management Committee:

1. Approve the non-financial statement information to be published in the 2022 TTC Annual Report.

### **Implementation Points**

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This report must be approved at the June 1, 2023, TTC Audit and Risk Management Committee meeting to ensure timely publication and distribution of the 2022 TTC Annual Report.

### **Financial Summary**

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There are no financial implications resulting from the adoption of this report.

## **Equity/Accessibility Matters**

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This report and its recommendations have no accessibility or equity issues or impacts.

## **Decision History**

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The TTC's Corporate Policy 6.2.0 Financial Reporting to the Board, paragraph 4.1 states that annual audited financial statements must be included in the TTC's Annual Report.

Furthermore, at its meeting on February 9, 2017, the TTC Audit and Risk Management Committee approved the terms of reference of the Audit and Risk Management Committee, which includes a requirement to "review other sections of the annual report before release and consider the accuracy and completeness of the information" under its Financial Reporting Process and Financial Statements Responsibilities.

The report, dated October 19, 2016, outlining the Committee's terms of reference can be accessed by the link below:

[https://ttc-cdn.azureedge.net/-/media/Project/TTC/DevProto/Documents/Home/Public-Meetings/Audit-and-Risk-Management/2017/Feb-9/2\\_TTC\\_Audit\\_and\\_Risk\\_Management\\_Committee\\_Terms\\_Of\\_Referenc.pdf?rev=40d4ed703a344b1e8d1816787cd3cabc&hash=F50FB7E52C62C3CFEE7A8D3A1AEB2758](https://ttc-cdn.azureedge.net/-/media/Project/TTC/DevProto/Documents/Home/Public-Meetings/Audit-and-Risk-Management/2017/Feb-9/2_TTC_Audit_and_Risk_Management_Committee_Terms_Of_Referenc.pdf?rev=40d4ed703a344b1e8d1816787cd3cabc&hash=F50FB7E52C62C3CFEE7A8D3A1AEB2758)

## **Issue Background**

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The report presents the non-financial statement information to be contained within the 2022 TTC Annual Report.

## **Comments**

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The attached 2022 TTC Annual Report will contain the following information:

1. Chair's Message
2. CEO's Message
3. Management's Statement
4. 10-Year Non-Consolidated Financial and Operating Statistics
5. Management Directory

The 2022 TTC Annual Report will be issued following approval of the consolidated financial statements at the June 12, 2023, TTC Board meeting.

## **Contact**

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John Montagnese, Executive Director – Finance  
(416) 393-3654  
john.montagnese@ttc.ca

## **Signature**

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Josie La Vita  
Chief Financial Officer

## **Attachments**

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Attachment 1 – Draft 2022 TTC Annual Report



# 2022 Annual Report Toronto Transit Commission



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An overhead pantograph eBus charging station at TTC's Birchmount Facility.

# Chair's Message

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**Looking to the future, we know that Toronto's population will continue to grow and the TTC needs to grow right along with it.**

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## **To: Deputy Mayor Jennifer McKelvie and Councillors of the City of Toronto**

It is my privilege to submit the 2022 Annual Report for the Toronto Transit Commission (TTC).

The network is run by a workforce of more than 16,000 professionals dedicated to the task of operating and maintaining a system that welcomed its 33rd billionth rider this year.

In 2022, the TTC carried 318.5 million riders as restrictions from the pandemic were lifted and transit ridership began its rebound. This ridership return represents a 61-per-cent increase from the total number of customers carried in 2021.

Throughout the pandemic, the TTC rediscovered a great deal about who relies on public transit and for what purposes.

We know people's travel patterns have changed as a result of the pandemic, but the reliance on the TTC did not. More than a million customers were taking the TTC on an average weekday by year's end. And more and more riders are returning.

Looking to the future, we know that Toronto's population will continue to grow and the TTC needs to grow right along with it. Modernization and investment in the TTC network will be essential for providing a safe, efficient and affordable service to the citizens of Toronto and beyond, and for enticing more customers to get on the better way.

The TTC is critical to maintaining Toronto's vibrancy and prosperity. A convenient, reliable, inclusive and accessible public transit service is a priority for this Board.

I would like to thank my fellow Councillors who began a new Board term with me in December 2022: Paul Ainslie, Ward 24 Scarborough-Guildwood; Stephen Holyday, Ward 2 Etobicoke Centre; Nick Mantas, Ward 22 Scarborough-Agincourt; and Chris Moise, Ward 13 Toronto Centre. It is a pleasure to join and serve alongside our four citizen



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Commissioners, which together we form the nine-member Board:  
Vice-Chair Joanne De Laurentiis, Fenton Jagdeo, Ron Lalonde and  
Julie Osborne.

Sincerely,

A handwritten signature in black ink, appearing to be 'Jon Burnside', with a long horizontal flourish extending to the right.

**Jon Burnside**

TTC Chair  
May 2023

# The TTC Board

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As of December 2022



**Jon Burnside**  
Chair



**Joanne De Laurentiis**  
Vice-Chair

## Commissioners



**Paul Ainslie**



**Stephen Holyday**



**Fenton Jagdeo**



**Ron Lalonde**



**Nick Mantas**



**Chris Moise**



**Julie Osborne**



Lawrence West to Wilson station  
Automatic Train Control (ATC)  
system installation.

# CEO's Message

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**We want to continue to be the mode of transportation people choose to take – not because they have to, but because they want to.**

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**To: TTC Chair and Commissioners, Deputy Mayor Jennifer McKelvie and Councillors of the City of Toronto**

2022 marked the conclusion of the TTC's Five-Year Corporate Plan. Launched in 2018 with the unanimous approval of the TTC Board, the plan was organized into five Critical Paths, with safety and security as a cornerstone of everything we do.

The TTC made great strides on delivering more than 100 initiatives to transform for financial sustainability, enable our employees to succeed, move more customers more reliably, make taking public transit seamless and innovate for the long-term.

We are improving on our reliability as well as our on-time performance. We are setting new corporate and long-term service planning goals. And we continue to find ways to grow our capacity for the future with new streetcars on the way, massive improvements to the Bloor-Yonge interchange station and with transit priority initiatives, such as RapidTO bus lanes.

The TTC looks forward to presenting our Board with our next Five-Year Corporate Plan in 2023.

In 2022, the TTC took numerous steps to help support our frontline workers and bring awareness to the challenges that our employees often face, as well as to respond to the needs of vulnerable people sheltering on our system. The safety of our employees and our customers remains the TTC's top priority.

We acted quickly to introduce numerous measures to enhance our community safety and security practices and policies. We continue to work with our City colleagues, our union partners as well as our frontline employees and customers on ways that we can make the TTC as safe as possible.

We want to continue to be the mode of transportation people choose to take – not because they have to, but because they want to. The TTC must be a pleasant and comfortable experience where customers and employees feel safe and welcome, and where service is reliable. This is the TTC I want people to see every day and night.

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I am deeply thankful to TTC employees who are going above and beyond normal duties to make their presence known on the system to the benefit of our customers. All while delivering a demand-responsive service to riders under the most difficult circumstances. Your hard work and dedication have not gone unnoticed.

I would like to take this opportunity to thank Deputy Mayor McKelvie, City Councillors, our union partners, our funding partners, our employees and all of our riders.

Sincerely,

A handwritten signature in black ink, appearing to read 'Richard J. Leary', with a stylized, cursive script.

**Richard J. Leary**

Chief Executive Officer  
May 2023

# Executive Team

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**Richard J. Leary**  
Chief Executive  
Officer



**Michael Atlas**  
Head of Legal and  
General Counsel



**Keisha Campbell**  
Chief Diversity and  
Culture Officer



**Gary Downie**  
Chief Capital Officer



**Angela Gibson**  
Chief Strategy and  
Customer Experience  
Officer (Acting)



**Betty Hasserjian**  
Chief Safety Officer



**Josie La Vita**  
Chief Financial Officer



**Fortunato Monaco**  
Chief Operations and  
Infrastructure Officer



**Natalie Poole-Moffatt**  
Chief Corporate  
Affairs Officer



**Joan Taylor**  
Chief of Staff



**Rich Wong**  
Chief Transportation  
and Vehicles Officer



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Elevator  
Subway



2

Elevator  
Subway

\*1  
B

A newly installed elevator, making more stations accessible.

Pride Official Sponsor 2022



It's time to come out  
with us again!



#TTCPRIDE 

The first PRIDE Wheel-Trans vehicle wrap.



# Management's Statement

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As public stewards, management of the TTC has a responsibility that requires the highest standard of accountability and integrity. Over the past two years, the TTC has received critical funding totalling \$1.386 billion from the Provincial and Federal governments through the Safe Restart Agreement. This funding has ensured the continued provision of essential public transportation services throughout the pandemic and the early stages of recovery. Management's continued commitment to governance and strong financial control mechanisms in the administration of public funds, combined with cost containment actions where possible, have contributed to the confidence required by upper levels of government to secure this critical funding.

The accompanying consolidated financial statements of the Toronto Transit Commission (TTC) have been prepared in accordance with Canadian public sector accounting standards recommended by the Public Sector Accounting Board of the Chartered Professional Accountants of Canada and are the responsibility of management.

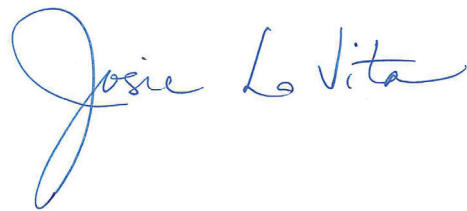
Management is also responsible for all of the notes to the consolidated financial statements and schedules, and for ensuring that this information is consistent with the consolidated financial statements. A summary of the significant accounting policies is described in Note 2 to the consolidated financial statements. The preparation of financial statements necessarily involves the use of estimates based on management's judgment, particularly when transactions affecting the current accounting period cannot be finalized with certainty until future periods.

The management of the TTC is also responsible for the integrity, objectivity and accuracy of the financial information. To meet its responsibility, management maintains a system of internal controls designed to provide reasonable assurance that the assets are safeguarded and that reliable financial information is available on a timely basis. The system includes formal policies and procedures and an organizational structure that provides for appropriate delegation of authority and segregation of responsibilities.

The Board of Directors oversees management's responsibilities for financial reporting through the Audit and Risk Management Committee. The Audit and Risk Management Committee reviews and approves the consolidated financial statements and recommends them to the Board of Directors for approval. In addition, the Auditor General is informed of all significant audit issues through participation in closing meetings held between the external auditors and management.

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The consolidated financial statements have been audited by the TTC's external auditors, KPMG LLP, and their report precedes the consolidated financial statements. The Auditor's responsibility is to express an opinion on whether the financial statements are fairly presented in accordance with generally accepted accounting principles. The Auditor's report outlines their responsibilities, the scope of the Auditor's examination and their opinion on the financial statements.



**Josie La Vita**

Chief Financial Officer  
June 12, 2023



Skilled trades  
apprenticeship program.





Mt Dennis Division tour of eBuses and charging stations.

TTC SUPPORTS BLACK ARTISTS



TTC engaged local artist Leyland Adams, amongst others, to develop unique bus designs to recognize Black History Month (February 2022).



**Supplementary Schedules (Unaudited)**  
Year ended December 31, 2022



## CONVENTIONAL SYSTEM - 10 YEAR NON-CONSOLIDATED FINANCIAL & OPERATING STATISTICS (UNAUDITED)

	2022 <sup>11</sup>	2021 <sup>11</sup>	2020 <sup>11</sup>
<b>OPERATING STATISTICS (regular service inside City)</b>			
Revenue Passenger Trips (Millions)	318.8	197.8	225.0
Basic Adult Token/PRESTO Fare (at December 31) (\$)	3.20	3.20	3.20
Average Number of Employees	14,917	14,877	14,843
Hourly Base Wage Rate & Benefits per Operator (\$)	60.31	59.56	57.14
Kilometres Operated (Millions)			
Bus	135.3	136.6	131.5
Subway Car	82.4	75.9	85.0
Streetcar	9.2	8.9	9.9
Scarborough RT	3.5	3.6	3.3
<b>Total Kilometres Operated</b>	<b>230.4</b>	<b>225.0</b>	<b>229.7</b>
<b>OPERATING REVENUE STATISTICS</b>			
Operating Revenue - including property rental, etc. (\$ Millions)	789.2	513.4	583.7
Operating Revenue per Passenger Trip (\$)	2.48	2.60	2.59
Operating Revenue per Kilometre (\$)	3.43	2.28	2.54
<b>OPERATING EXPENSE STATISTICS<sup>1</sup></b>			
Operating Expenses (\$ Millions)	2,090.2	1,956.1	1,884.2
Operating Expense per Passenger Trip (\$)	6.56	9.89	8.37
Operating Expense per Kilometre (\$)	9.07	8.69	8.20
<b>OPERATING SUBSIDY STATISTICS</b>			
Operating Subsidy (\$ Millions)	1,300.1 <sup>10</sup>	1,441.9 <sup>9</sup>	1,296.4 <sup>8</sup>
Operating Subsidy per Passenger Trip (\$)	4.08	7.29	5.78
Operating Subsidy per Kilometre (\$)	5.64	6.41	5.66
<b>REVENUE/COST RATIO</b>	<b>37.8%</b>	<b>26.2%</b>	<b>31.0%</b>
<b>PASSENGER VEHICLE FLEET</b>			
(Conventional & Wheel-Trans, owned and in service December 31)			
Buses	2,061	2,071	2,114
Subway Cars	848	848	848
Streetcars (CLRV & ALRV)	0	0	0
Streetcars (LFLRV)	204	204	204
Scarborough RT Cars	28	28	28
Wheel-Trans Buses	264	250	256
<b>Total Vehicle Fleet</b>	<b>3,405</b>	<b>3,401</b>	<b>3,450</b>

<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>
525.5	521.4	533.2	538.1	537.6	534.8	525.2
3.10	3.00	3.00	2.90	2.80	2.70	2.65
15,251	14,812	14,389	14,095	13,651	13,209	12,920
53.50	51.65	51.68	50.81	50.33	49.01	47.94
145.1	143.2	142.0	138.6	131.6	131.3	129.6
93.5	92.6	82.9	83.0	82.2	80.8	79.3
11.9	11.4	11.5	13.1	13.9	12.8	12.5
3.5	3.4	3.4	3.5	3.4	3.5	3.5
<b>254.0</b>	<b>250.6</b>	<b>239.8</b>	<b>238.2</b>	<b>231.1</b>	<b>228.4</b>	<b>224.9</b>
1,253.9	1,226.2	1,234.5	1,196.3	1,179.1	1,157.5	1,120.2
2.39	2.35	2.32	2.22	2.19	2.16	2.13
4.94	4.89	5.15	5.02	5.10	5.07	4.98
1,918.2	1,803.1	1,696.2	1,712.6	1,695.7	1,589.5	1,491.7
3.65	3.46	3.18	3.18	3.15	2.97	2.84
7.55	7.20	7.07	7.19	7.34	6.96	6.63
661.3 <sup>7</sup>	576.9 <sup>6</sup>	461.8 <sup>5</sup>	516.3 <sup>4</sup>	516.6 <sup>3</sup>	432.0 <sup>2</sup>	371.5
1.26	1.11	0.86	0.96	0.96	0.81	0.71
2.62	2.30	1.92	2.17	2.24	1.89	1.65
65.4%	68.0%	72.8%	69.9%	69.5%	72.8%	75.1%
2,096	2,010	1,920	1,926	1,861	1,869	1,851
848	848	848	840	796	724	704
0	128	184	219	235	247	247
198	117	57	30	13	3	0
28	28	28	28	28	28	28
266	263	212	199	205	221	221
<b>3,436</b>	<b>3,394</b>	<b>3,249</b>	<b>3,242</b>	<b>3,138</b>	<b>3,092</b>	<b>3,051</b>

## NOTES for CONVENTIONAL SYSTEM - 10 Year Non-Consolidated Financial & Operating Statistics (Unaudited)

1. In 2013, the total subsidy paid by the City was \$273.4 million, consisting of \$279.9 million for the operating subsidy, \$3.6 million for the City special costs, \$13.1 million for accident claims and less a \$23.2 million long-term payable for employee benefits. The City allocated \$91.6 million of Provincial subsidy to the operating budget.
2. In 2014, the total subsidy paid by the City was \$301.4 million, consisting of \$340.4 million for the operating subsidy, \$3.6 million for the City special costs, less \$42.6 million long-term payable (employee benefits of \$29.8 million less accident claims of \$12.8 million). The City allocated \$91.6 million of Provincial subsidy to the operating budget.
3. In 2015, the total subsidy paid by the City was \$373.8 million, consisting of \$427.0 million for the operating subsidy, \$19.2 million for capital from current, \$3.6 million for the City special costs, less \$26.6 million long-term payable for accident claims and \$40.1 million long-term payable for employee benefits, less \$9.0 million draw from the TTC Stabilization Reserve Fund and \$0.3 million draw from the City Tax Rate Stabilization Reserve. The \$427.0 million for operating subsidy includes \$2.0 million in funding for the Wheel-Trans deficit. The City allocated \$91.6 million of Provincial subsidy to the operating budget.
4. In 2016, the total subsidy paid by the City was \$396.0 million, consisting of \$426.4 million for the operating subsidy, \$3.7 million for the City special costs, \$6.3 million long-term payable for accident claims and less a \$40.4 million long-term payable for employee benefits. The \$426.4 million for operating subsidy includes \$1.7 million in funding for the Wheel-Trans deficit. The City allocated \$91.6 million of Provincial subsidy to the operating budget.
5. In 2017, the total subsidy paid by the City was \$383.5 million, consisting of \$370.2 million for the operating subsidy, \$14.2 million for contributions to Long-Term Liability Reserve, \$4.7 million for the City special costs, \$34.8 million long-term payable for accident claims and less a \$40.4 million long-term payable for employee benefits. The City allocated \$91.6 million of Provincial subsidy to the operating budget.
6. In 2018, the total subsidy paid by the City was \$491.6 million, consisting of \$485.3 million for the operating subsidy, \$6.9 million contribution to the TTC Stabilization Reserve, \$12.4 million for contributions to Long-Term Liability Reserve, \$5.1 million for the City special costs, and an \$11.8 million reduction in the long-term payable for accident claims and less a \$29.9 million increase in the long-term payable for employee benefits. The City allocated \$91.6 million of Provincial subsidy to the operating budget.
7. In 2019, the calculated subsidy of \$664.3 million was reduced to \$661.3 million in the 10 Year Non-consolidated Financial Statistics to reflect expenses funded by liquidated damages. This amount is further reduced by \$91.6 million to reflect the Provincial subsidy allocated to the operating budget to total of \$569.7 million.

The total conventional system funding provided by the City was \$529.6 million, consisting of \$569.7 million for the operating subsidy, \$3.5 million for the City special costs, \$3.7 million long-term payable for accident claims, less a \$7.0 million draw from the TTC Stabilization Reserve, less a \$15.7 million draw from Long-Term Liability Reserve and less \$24.6 million increase in long-term payable for employee benefits.

The Wheel-Trans deficit of \$1.5 million is added to the \$661.3 million to total \$662.8 million as the reported subsidy in the consolidated financial statements.

8. In 2020, the calculated subsidy of \$1,300.5 million was reduced to \$1,296.4 million in the 10 Year Non-consolidated Financial Statistics to reflect expenses funded by liquidated damages. Of this amount, \$91.6 million was sourced from Provincial Gas Tax and \$590.2 million from the Safe Restart Agreement to arrive at total conventional system City funding of \$614.6 million.

City Funding paid of \$578.8 million is comprised of \$614.6 million for the operating subsidy, plus \$3.1 million for the City special costs, less \$5.7 million long-term payable for accident claims and \$33.2 million long-term payable for employee benefits.

9. In 2021, the calculated subsidy of \$1,442.7 million is reduced to \$1,441.9 million in the 10 Year Non-consolidated Financial Statistics to reflect expenses funded by liquidated damages. Of this amount, \$91.6 million was sourced from Provincial Gas Tax and \$796.4 million from the Safe Restart Agreement to arrive at total conventional system City funding of \$553.9 million.

City Funding paid of \$600.7 million is comprised of \$553.9 million for the operating subsidy, plus \$0.1 million for the City special costs, plus \$7.3 million long-term payable for accident claims, less \$38.8 million long-term payable for employee benefits, plus a \$75.1 million contribution to the TTC's Stabilization Reserve and a \$3.1 million contribution to the Long-Term Liability Reserve.

10. In 2022, the calculated subsidy of \$1,301.0 million was reduced to \$1,300.1 million in the 10 Year Non-consolidated Financial Statistics to reflect expenses funded by liquidated damages. Of this amount, \$543.5 million was attributable to COVID relief funding of which \$452.2 million was sourced from the Safe Restart Agreement and \$91.3 million from the City. The remaining \$756.6 million is attributable to base operating funding of which \$91.6 million was sourced from Provincial Gas Tax and the remaining \$665.0 million from the City.

City Base Operating Funding paid for TTC conventional of \$642.0 million is comprised of \$665.0 million for the operating subsidy, plus \$4.5 million for the City special costs, plus \$0.3 million long-term payable for accident claims, less \$35.1 million long-term payable for employee benefits, plus a \$7.3 million contribution to the Long-Term Liability Reserve.

11. 2022, 2021 and 2020 Statistics have limited comparability to other years due to the impact of the COVID-19 pandemic.

# Management Directory

## May 2023



### Executive Team

**Richard J. Leary**  
Chief Executive Officer

**Michael Atlas**  
Head of Legal and General Counsel

**Keisha Campbell**  
Chief Diversity and Culture Officer

**Gary Downie**  
Chief Capital Officer

**Angela Gibson**  
Chief Strategy and Customer  
Experience Officer (Acting)

**Betty Hasserjian**  
Chief Safety Officer

**Josie La Vita**  
Chief Financial Officer

**Fortunato Monaco**  
Chief Operations and Infrastructure  
Officer

**Natalie Poole-Moffatt**  
Chief Corporate Affairs Officer

**Joan Taylor**  
Chief of Staff

**Rich Wong**  
Chief Transportation and Vehicles  
Officer

### Senior Management and Department Heads

**Sedat Akkaya**  
Head, Project Management Office

**Nasir Bhatti**  
Head, Operations Financial Control  
(Acting)

**Hannah Biesterfeld**  
Head, Human Rights and Investigations

**Deborah Brown**  
Head, Marketing and Customer  
Experience

**Bryan Callaghan**  
Senior Manager, Operational Safety  
and Planning

**Claudio Caschera**  
Head, Subway Transportation

**Bem Case**  
Executive Director, Innovation and  
Sustainability Programs

**Alex Cassar**  
Head, Finance and Treasurer

**Viraj Chandrakanthan**  
Head, Audit, Risk and Compliance

**Eric Chu**  
Head, Project Development and  
Planning

**Steve Cuschieri**  
Head, Bus Maintenance and Shops

**John Dimovski**  
Chief Project Manager, Construction

**Shabnum Durrani**  
Head, Corporate Communications

**Nicole Ehlers**  
Head, Special Constable Service  
(Acting)

**Victoria Fichtenbaum**  
Director, Employee Relations (Acting)

**Sean Fuller**  
Head, Light Rail Transit Operations

**Yan He**  
Project Director, Transit Expansion  
Assurance

**Bruce Hoang**  
Director, Corporate Services  
Transformation

**Grant Houston**  
Head, Service Delivery Control (Acting)

**Christina Holt**  
Director, Talent Acquisition and  
Outreach

**Matthew Hopkins**  
Executive Director, People

**Peter Hrovat**  
Head, Streetcar Infrastructure

**Michelle Jones**  
Head, Renewable Energy Programs

**Pam Kraft**  
Head, Property, Planning and  
Development

**Susanna Lee**  
Head, Farecard Team (Acting)

**Laurence Lui**  
Head, Service Planning and Scheduling

**Deborah Lyon**  
Head, Streetcar Transportation

**Sal Maltese**  
Head, Operations Training Centre  
(Acting)

**Gord McKee**  
Head, Signals/Electrical/Communications

**David Metcalfe**  
Head, Business Management and  
Performance

**Mark Mis**  
Head, Strategy and Foresight

**Giovanni Montagnese**  
Executive Director, Finance

**Harpreet Nagi**  
Head, Rail Cars and Shops

**David Nagler**  
Head, Community and Stakeholder  
Relations

**Lou Narduzzo**  
Head, Track and Structure

**Haroon Nuri**  
Head, Plant Maintenance

**Roy Park**  
Head, Vehicle Programs

**Cameron Penman**  
Head, Wheel-Trans

**Predrag Petrovic**  
Head, Engineering

**Mike Puplett**  
Head, Transit Control

**Wendy Reuter**  
Head, Research and Analytics

**Jamal Richardson**  
Head, Stations

**Rob Rush**  
Head, Materials Management

**Chris Salvador**  
Head, Revenue Operations

**Dhaksayan Shanmuganayagam**  
Head, Information Technology Services

**Anja Schiralli**  
Head, Employee Services and Systems

**Robert Smith**  
Head, Bus Transportation

**Amrita Sidhu**  
Head, Revenue Protection

**Visha Sukdeo**  
Associate General Counsel

**Tamu Thomas**  
Head, Operations Support

**Karen Thorburn**  
Executive Director, Corporate Initiatives

**Chad Townsend**  
Litigation Counsel, Legal

**Frank Trianni**  
Head, Streetcar Maintenance





