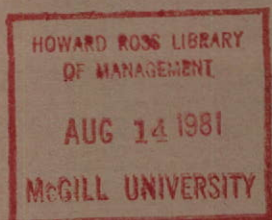




Commission de transport de la Communauté urbaine de Montréal



Annual Report 1980



Commission de transport de la Communauté urbaine de Montréal

Annual Report for the period from January 1, 1980 to December 31, 1980

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Under the authority of the 1969 Provincial Act, the Commission de transport de la Communauté urbaine de Montréal is mandated to organize, operate and maintain an urban transit system and to offer the best possible service at the most reasonable cost.

Three members form the Commission: a Chairman and General Manager appointed by the Provincial Government and two other Commissioners appointed by the Communauté urbaine de Montréal (C.U.M.) council.

Eleven departments form the organizational basis of the C.T.C.U.M. and share the responsibilities for operation, maintenance and support functions.



Lawrence Hanigan
Chairman and General Manager



Armand Lambert, c.a.
Commissioner



Robert Hainault, c.m.
Commissioner

La Commission



Summary

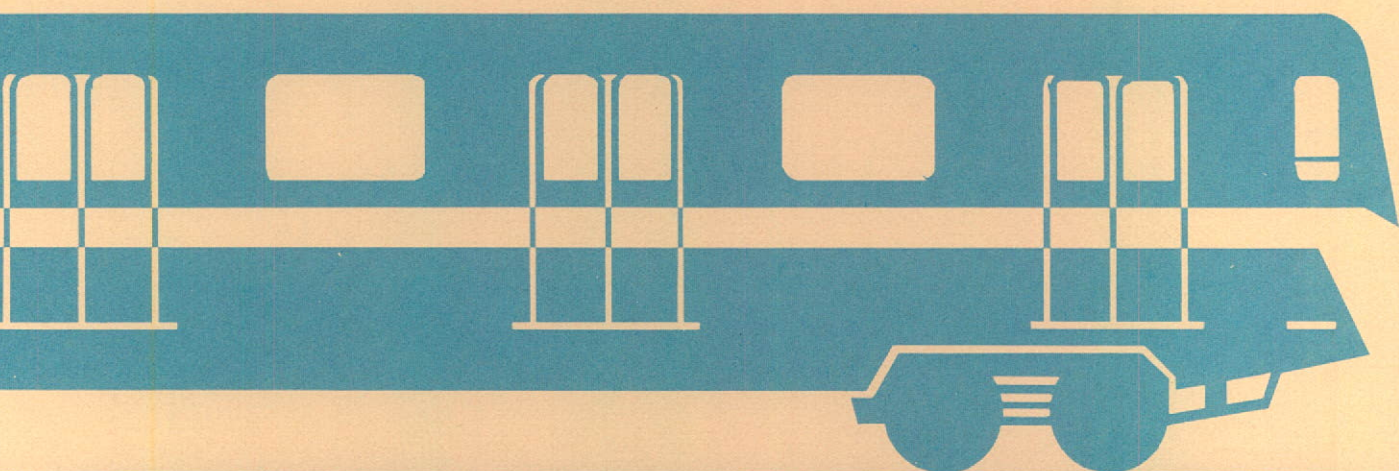
Report of Activities for 1980	7
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Sectors

■ Operation	15
■ Maintenance	19
■ Support functions	23

Financial Statements and Statistics	33
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■ Balance Sheet, year ended December 31, 1980	34
■ Statement of Income and Expenditures	36
■ Auditors' report	40
■ Statistics	43



Report of Activities for 1980

Adoption of a monthly Autobus-Métro pass

On April 1, 1980, the Commission de transport de la Communauté urbaine de Montréal adopted an alternate fare payment method by establishing a system-wide monthly Autobus-Métro pass (C•A•M).

The new Québec Government policy concerning subsidies paid to urban transit commissions, in particular for monthly passes was thus taken advantage of by the C.T.C.U.M. From the start, the Commission set the regular price for a C•A•M pass at \$16 with a reduced price of \$7 for senior citizens and students; rates that conform with the existing C.T.C.U.M. tariff structure. In addition, all restrictions concerning the hours of validity of student identification cards were abolished.

The monthly Autobus-Métro pass provides unlimited access to the regular C.T.C.U.M. transit system which covers at present the 29 municipalities of the C.U.M. and the City of Longueuil. The C•A•M pass promotes greater use of urban transit by regular users and in addition attracts new passengers.

A survey made by the C.T.C.U.M. Planning Department, during the C•A•M pass sales period of October 1980, revealed that 8,1 o/o of C.T.C.U.M. passengers did not at that time, avail themselves of its services before the adoption of the C•A•M pass.

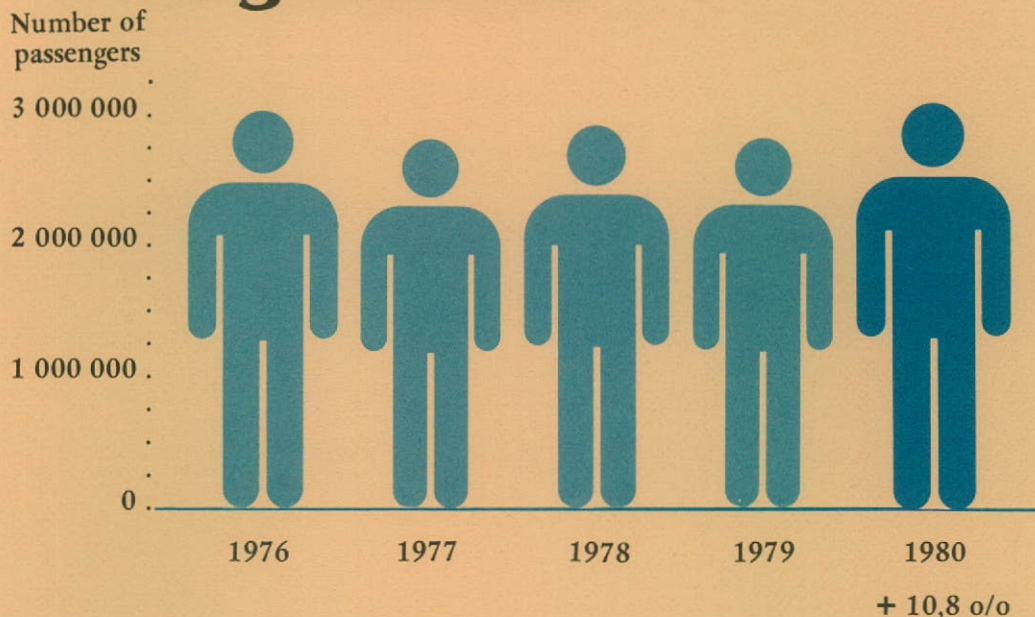
From April 1 to December 31, 1980, the C.T.C.U.M. sold 2 044 054 monthly Autobus-Métro passes, of which 1 635 462 at the regular price and 408 592 at the reduced price. Sales for the period averaged 227 117 passes per month.

1980 sets C.T.C.U.M. passenger record

The Commission de transport de la Communauté urbaine de Montréal registered in 1980 its best patronage in 25 years.

During the year, the Métro and autobus systems carried 314 122 696 people, a record that dates back to 1955 when fares totalled 316 442 441. The 1980 figure represents an increase of 10,8 o/o over the previous year (283 444 952). Extension of the surface system of the C.T.C.U.M. to the West-Island accounted for an increase of 800 000 fares between November 10 and December 31, 1980.

Passenger Record



Expropriation of the assets of Métropolitain Provincial (1967) Inc. and of part of the assets of Les Autobus Trans-Urbain Inc.

Adoption of Bill 112 by National Assembly, on June 18, 1980, made it possible to expropriate the assets of Métropolitain Provincial (1967) Inc., and part of the assets of Les Autobus Trans-Urbain Inc., and to integrate the employees of these two companies into the personnel of the Commission de transport de la Communauté urbaine de Montréal.

Following the adoption of Bill 112, the Commission proceeded to extend its regular system to the West-Island.

The taking over of the assets of Métropolitain Provincial (1967) Inc., made necessary the establishment of the new regional division of the C.T.C.U.M. which carries out the operations in the outer-laying areas.

Since October 18, sixty-one municipalities of the north-east, north-west and south-west areas surrounding the Island of Montréal are serviced by the C.T.C.U.M.*

Routes are operated as a suburban service and are run by the new regional division. They cover a distance of 75 kilometres from the center of Montréal to the most distant municipalities, Berthierville to the north-east and Cazaville to the south-west.*

* See map on last page.

West-Island service

Planning the West-Island service took on great importance for the C.T.C.U.M. in 1980, due to the extensive territory and additional population to be serviced.

November 10, 1980, marked the start of regular C.T.C.U.M. service operations in this western part of the Island. New West-Island clients benefit from the same advantages as to tariffs, transfer privileges, etc., enjoyed by users over all of the C.T.C.U.M. territory.

Prior to the adoption on June 18, 1980, of Bill 112 by the National Assembly, the C.T.C.U.M. operated in 17 municipalities on the Montréal Island and in the City of Longueuil on the South Shore. On the Island, the service extended over an area of 373 square kilometres. With the addition of 12 West-Island municipalities, the surface system of the C.T.C.U.M. covers the municipalities of the C.U.M., as a whole, an area of 523 square kilometres.*

* See map on last page.

Reduced fare benefits extended to West-Island senior citizens and students

Since February 5, 1980, persons aged 65 and over, and students of less than 18 years of age, residents of the West-Island suburbs, can take advantage of the reduced fare in the Métro and on the buses of the C.T.C.U.M.

Special service for the handicapped

Transportation of handicapped people has been committed to the Commission by the Provincial Government. Special vehicles of the C.T.C.U.M. now cover an area which extends north to south from Boulevard Gouin to the Saint-Laurent River, east to west, from the eastern limits of the City of Montréal-Est to Boulevard Laurentien in the north-west and Westminster Street in the south-west.

During a period of nine months, the special service for the handicapped has carried 70 734 people, or an average of 7 859 per month. This service will eventually be extended to the whole Island.

Three-year capital expenditures program

On December 17, 1980, a three-year capital expenditures program for the C.T.C.U.M. was accepted by the council of the Communauté urbaine de Montréal, covering the financial years 1981, 1982 and 1983.

Eventual relocation of the C.T.C.U.M. head office building and construction of two new service garages in the north-east and north-west sectors of the Communauté urbaine de Montréal are provided for in this capital expenditures program.

In order to provide for its expansion requirements of the next decade, a mandate has been given by the Commission to Mineau, Allard, Mantha and Associates to study the possibility of relocating and constructing a new head office building containing approximately 20 905 square metres of office space. As a principle, such a building would be large enough to house at one location all the C.T.C.U.M. office personnel until 1990.

Land required for the construction of the north-east sector garage was purchased in Ville-d'Anjou in 1980. A contract to prepare plans for the foundations and structure has been given by the Commission to a firm of consulting engineers while the preparation of architectural, building mechanical and general mechanical and electrical plans has been entrusted to the C.T.C.U.M. Engineering Department.

Management organizational study

Changes through recent decades have brought about the present management organization of the C.T.C.U.M. The Commission has expanded its services to the public and its management force has grown accordingly.

It has become essential, in view of this growth, to review the Commission's organizational structure so as to ascertain its equilibrium and efficiency, and to decide on the opportunity of making certain changes.

It is to this purpose that management consultants, Mineau, Allard, Mantha and Associates, have been retained by the Commission. Undertaken by the consultants in mid-September 1980, the study is an independent effort, by an outside organization, to submit a modified structure for the continued development of the Commission.

Westward extension of Métro Line No. 2

On April 28, 1980, the C.T.C.U.M. inaugurated three new Métro stations along the westward extension of Line No. 2 past Bonaventure station.

Lucien-L'Allier, Georges-Vanier and Place-Saint-Henri stations add 2,9 kilometres to the Métro system which now has 46 stations interspersed along 41 kilometres of subway.

Line No. 2 westward extension now connects the two lines, east-west and north-south, at Lionel-Groulx station, which becomes the second transfer point of the Métro system, the first being Berri-de Montigny connecting lines 1, 2 and 4.

New entrance for Henri-Bourassa station

Henri-Bourassa station, the northern terminal of Métro Line No. 2, is the second busiest station in the system (9 316 130 people in 1980).

Since November 21, 1980, this station has a fourth entrance to provide easier access to the train level.

Located at the south-west corner of Berri and Henri-Bourassa streets, the new entrance was constructed in order to relieve traffic in the three existing entrances to the station and, in case of need, to provide greater evacuation facilities.

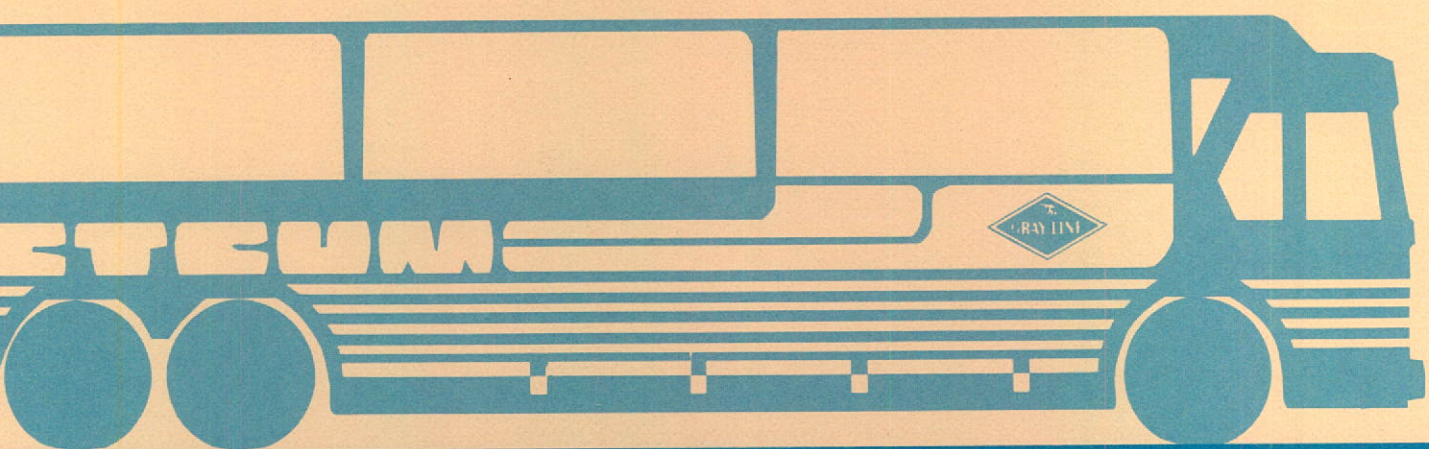
Decorative mural at Henri-Bourassa station

To mark the International Year of the Child, in 1979, the C.T.C.U.M. accepted from the City of Montréal the project of a mural entirely designed and produced by children.

Some 330 young Montrealers, aged six to 12, were invited to take part in the project conceived by the Sports and Recreation Department of the City of Montréal.

An imposing mural, measuring 13,4 by 2,75 metres has been installed in 1980, at the intermediary level of the station. It comprises 330 cement blocks of 25,4 by 35,6 centimetres, molded from hand made sketches and earthen bas-reliefs designed and sculptured by the children.





Operation



Since October 1980, the Transportation Department of the C.T.C.U.M. has nine operating divisions, including the new regional division, as well as a commercial division established following the take-over by the C.T.C.U.M. of the assets of Métropolitain Provincial (1967) Inc.

Métropolitain Provincial (1967) Inc. operated, in addition to its suburban services, the Gray Line franchise, an international tour service for visitors. The franchise now belongs to the Commission along with the operation of the Gray Line travel agency.

A new commercial division replaces and completes the bus charter section of the C.T.C.U.M. (established in 1954) and is charged with the promotion of group visitor tours in the metropolis and surrounding area, and also the organization of charter trips wherever it is permitted to do so. It continues as before to sell city charter services.



The surface system and regional division of the C.T.C.U.M. operate since the fall of 1980 in some 91 municipalities in the C.U.M. territory and in the surrounding suburbs.

Extension of its services to the West-Island adds to the surface system of the Commission ten new bus routes inaugurated on November 10, 1980: 200 Sainte-Anne, 201 Beaconsfield, 202 Dawson, 203 Carson, 204 Cardinal, 205 Gouin, 206 Anselme-Lavigne, 207 Jacques-Bizard, 208 Brunswick and 209 Côte-de-Liesse.

This extension to the West-Island resulted in an increase of more than 250 kilometres to the system and required the installation of some 800 new bus stops.

In addition, three existing routes were extended to Dorval: 190 Métrobus-Lachine and 191 Notre-Dame. In order to insure the connection of the various routes, two important bus terminals have been established, one in Dorval by the City of Dorval, the other at Fairview Shopping Center by the Center management. In April 1980, following the Métro extension, the 17, 35, 36, 37, 58, 61, 107, 148 and 149 bus routes were reorganized in the south-west sector.

Route 182 Polyvalente-de-Pointe-aux-Trembles was also inaugurated for day time service in that area. Route 188 Couture was made permanent.



Thirty Prestige buses assigned to airport service have travelled, in 1980, 1 866 074 kilometres, and have transported 196 940 passengers.



Installation of a new signaling system in the Métro resulted in necessary and important changes to the full track network and to the Providence Central Control and Dispatching Center.

Modernization of the system, already completed on Line No. 1 (1978) and Line No. 4 (1979), brought the change-over to automatic control of Line No. 2 of the Métro, from Henri-Bourassa station to Place-Saint-Henri on April 9, 1980.

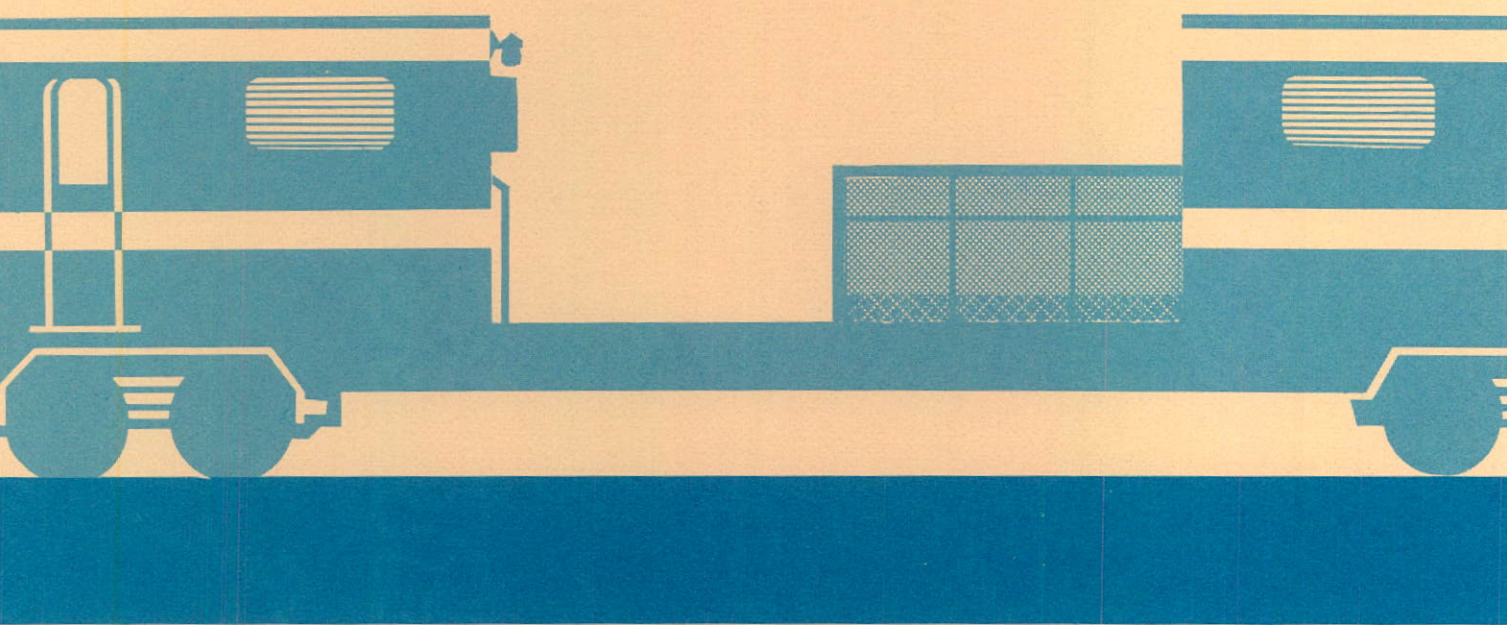
A greater element of safety for the travelling public through continuous control of train speeds and greater regularity in train traffic is provided by the automatic control system.

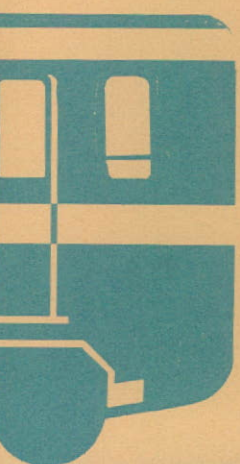


Some 119 new Métro operators, 163 cashiers and 438 new bus drivers have received their training during the year from the C.T.C.U.M. Transportation Department's training center. It has in addition set up a special training course for drivers assigned to handicapped people transportation duty.



A new means of identification of bus stops has been conceived for visually handicapped people. Installation of specially embossed disks on bus stop posts at a height of one metre is 25 o/o complete. It is expected that this work will be completed in 1981.





Maintenance



Extensive renovations have been made to the Saint-Henri garage during 1980, mainly in the interior of the buildings which date back to the beginning of the century.

Renovations and construction work of supervisory personnel offices and of new premises for the 500 employees at the division were spread over a period of six months.

Saint-Henri garage was equipped, during 1980, with a new mobile electro-mechanical jack to hoist buses, following a three-month test which proved conclusive. Further purchases of this type of mechanical jack are planned for 1981. In addition, the Vehicle Maintenance Department has installed a dynamometric chassis for the inspection of autobuses at the Frontenac garage.



Responsibility for the equipment and buildings of the westward extension of Métro Line No. 2, and also for connecting track-work between Youville complex and future Line No. 5 of the Métro, was taken over by the Engineering Department.

Maintenance of fixed installations, buildings and equipment required an ongoing effort which never failed. Among the many tasks, track switch gear maintenance and escalator overhaul are worthy of special mention. In the matter of station maintenance, a new work program has been implemented for the winter months.



Real estate development in the proximity of Métro stations is ongoing and a number of new sites have been opened during 1980: the Banque Nationale de Paris building at the McGill Métro station, the Canderel - 2000 building at Peel station, the Bell Canada - Banque Nationale complex at Victoria station and the Palais des Congrès at the Place-d'Armes station.





Support functions



The Commission de transport de la Communauté urbaine de Montréal work force numbered 7 919 employees as at December 31, 1980.

Extension of transit services to the West-Island made it necessary to hire 180 additional bus drivers.

In addition, the expropriations required negotiations between the Fraternité des Chauffeurs d'autobus, Opérateurs de Métro et Employés des Services connexes au transport de la C.T.C.U.M., and the Commission in order to adapt the collective labour agreement to the operating methods of interurban transit.



An illegal three-day work stoppage, November 1 - 3, 1980, was launched by the Fraternité des Chauffeurs d'autobus et Opérateurs de Métro. It is estimated that two million fares were lost due to this illegal strike.



New contracts were signed at the beginning of 1980 by the Syndicat du Transport en Commun, the Fraternité des Agents de la Paix, the Syndicat des Contremaîtres et contremaîtres-adjoints and the Fraternité des Cadre conventionnés.



As a rule, labour relations have been satisfactory and special attention was given to safety and industrial health.



In June 1980, a new first aid station was inaugurated at Plateau Youville by the C.T.C.U.M. Medical Office.



The Fairview Commercial Center Terminus



Participation of the Planning Department to the various committees of the Conseil des transports de la Région métropolitaine (COTREM) was increased during 1980. The Montréal area integrated transportation plan introduced by the Minister of Transport in December 1979, indeed entails extensive repercussions on the transport systems of the future. The evaluation of the various solutions must be made with the cooperation of the operators of those systems. It is in this spirit that the C.T.C.U.M. attended the many committee meetings.



Following an agreement with the C.T.C.U.M., 4 000 copies of a Montréal Métro map in Braille were printed with full information on its use. The distribution of the maps was entrusted to the Corporation du Journal des handicapés du Québec which had obtained the prior support of the Canadian National Institute for the Blind.



In accordance with the prescriptions of the French Language Charter concerning the language of management, the C.T.C.U.M. set up a committee formed of representatives of all departments of the Commission to supervise the application of the Charter's requirements.

The first responsibilities of the committee were to analyse the language status of the C.T.C.U.M. and to prepare a francization program. The program received the approval of the Office de la Langue française (french language board) at the beginning of 1980, and its implementation should be completed at the end of June 1981. As of that date, the language status of the C.T.C.U.M. should conform to the requirements of the Charte de la Langue française (french language charter).



The C.T.C.U.M. took an active part in the C.U.M. exhibition at the Desjardins Complex.



An information campaign at the Fairview Commercial Center preceded the opening of the service on the West-Island.



An information program aimed at the population concerned with the integration of the West-Island to the C.T.C.U.M. territory was carried out from October 20 to November 7, 1980, by the Advertising and Public Relations Department.

Due to the remarkable response to this campaign, it is estimated that no less than 56 000 people visited the C.T.C.U.M. stand set up at the Fairview Shopping Center.

During the period, 40 000 system maps and 40 000 leaflets outlining the itinerary of the various routes were distributed and 2 775 identification cards for senior citizens and 2 054 for students were issued.

Another publicity campaign in March of 1980, informed the public on the advantages provided by the new monthly Autobus-Métro (C-A-M) pass.

From September 8 to 13, 1980, the C.T.C.U.M. has taken part, at Complexe Desjardins, in an exhibition to mark the tenth anniversary of the Communauté urbaine de Montréal. With the slogan "Avancez en arrière", and with many photographs culled from its archives, the Commission highlighted a century of transit history in the Canadian metropolis.

The C.T.C.U.M. received 5 016 visitors during 1980. To these, must be added 531 photographers and film makers. A total of 17 countries were represented; Canada comes in first place with 2 619 visitors, followed by France, 360, and the United States, 276.

Since January 1980, C.T.C.U.M. Métro and autobus users, as well as residents and visitors who wish to have information concerning the C.T.C.U.M. transit services, can dial A-U-T-O-B-U-S on their phone. The easily remembered "phone number" connects the enquirer directly with the C.T.C.U.M. information service operators.



Construction of the Craig Terminus in 1925.



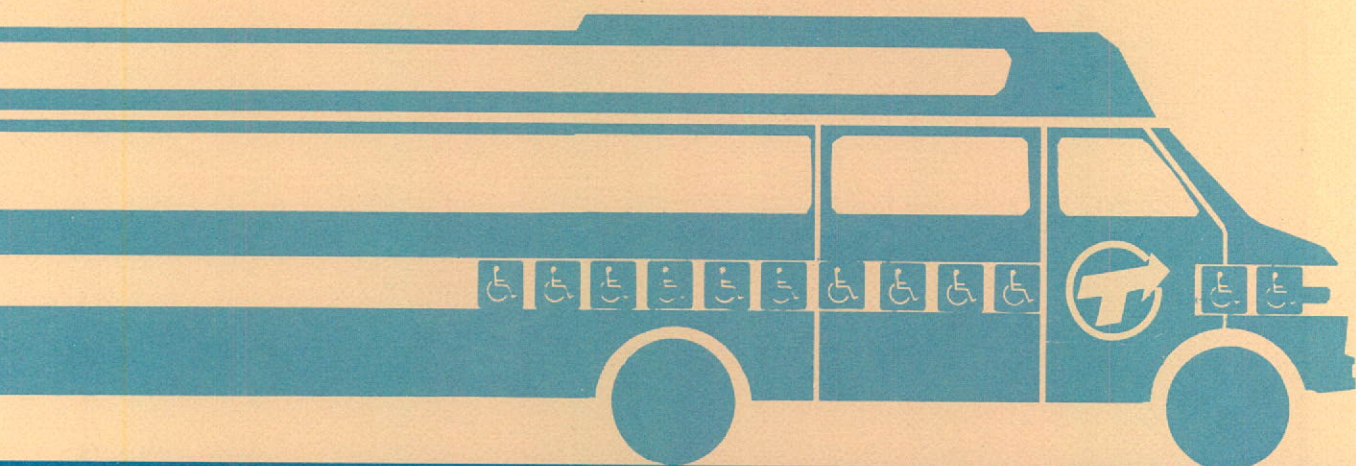
Craig Terminus in September 1932.

Demolition of the Craig



Terminus One of the last remains of the street car area of urban transit in Montréal has disappeared under the wreckers ball in 1980, after a 55 year stand. The old Craig Terminus on Saint-Antoine Street, which served as a turn-around point between east and west for street car traffic gave way to the Palais des Congrès, the construction of which is already started.





Financial Statements and Statistics

Balance Sheet, year ended December

(note 1)

Assets

Operating Fund

Cash	\$ 1 488 810
Receivables	2 408 154
Deficit recoverable from municipalities (1980)	114 519
Subsidies receivable from the Province	34 495 550
Advances to ticket offices and ticket sellers	289 634
Due from debenture debt fund	20 038 818
Supplies and spare parts at cost	6 894 059
1979 deficit and interest receivable from the Province (note 3)	58 857 689
Deposit - Insurance Fund	202 000
	<u>\$124 789 233</u>

Fixed Assets Fund

Property, plant and equipment at cost	<u>\$192 072 837</u>
	<u>\$192 072 837</u>

Debenture Debt Fund

Amounts to be provided for redemption of debt	<u>\$ 41 528 818</u>
	<u>\$ 41 528 818</u>

The notes form an integral part of the financial statements.

Montréal, March 11, 1981.

31, 1980

Liabilities

Operating Fund

Short term loans	\$101 000 000
Payables and accrued liabilities	23 578 061
Debenture proceeds not expended	211 172
	<u>\$124 789 233</u>

Fixed Assets Fund

Investment from revenue	\$131 985 859
Investment from subsidies	18 769 331
Investment from borrowing	41 317 647
	<u>\$192 072 837</u>

Debenture Debt Fund (note 5)

Due to operating fund (note 6)	\$ 20 038 818
Bonded debt (note 4)	21 490 000
	<u>\$ 41 528 818</u>

Approved:

L. Hanigan R. Hainault A. Lambert

L. Hanigan
Chairman and General Manager

R. Hainault, c.m.
Commissioner

A. Lambert, c.a.
Commissioner

Statement of Income and Expenditures

Revenue

	Year ended December 31				Budget estimates
Transportation	1980	1979	1978	1977	1981 (unaudited)
Passengers - C.T.C.U.M. territory	\$117 040	\$103 201	\$102 261	\$ 97 876	\$137 254
Passengers - outside territory	989	—	—	—	4 523
Airport, charter and sight-seeing services	745	1 384	1 698	1 534	4 155
Express parcels - outside territory	16	—	—	—	100
	<u>\$118 790</u>	<u>\$104 585</u>	<u>\$103 959</u>	<u>\$ 99 410</u>	<u>\$146 032</u>

Other Operating Revenue

Advertising	\$ 1 307	\$ 1 158	\$ 977	\$ 920	\$ 1 234
Rentals	706	599	580	539	708
Proceeds from sale of property	2 851	4 031	96	261	200
Sundry revenue	911	1 157	1 144	1 372	600
	<u>\$ 5 775</u>	<u>\$ 6 945</u>	<u>\$ 2 797</u>	<u>\$ 3 092</u>	<u>\$ 2 742</u>
Total - Operating Revenue	<u>\$124 565</u>	<u>\$111 530</u>	<u>\$106 756</u>	<u>\$102 502</u>	<u>\$148 774</u>

Provincial Subsidy

Operating:					
- C.T.C.U.M. territory	\$ 58 604	—	—	—	\$ 68 961
- outside territory	396	—	—	—	1 809
Monthly passes	13 941	—	—	—	22 063
Capital expenditures	3 109	4 078	3 331	1 651	8 818
Transportation of pupils	2 930	—	—	323	3 157
Transportation of the handicapped	891	—	—	—	3 000
Study and demonstration projects	—	—	—	—	100
Deficit	—	53 721	52 277	36 648	—
	<u>\$ 79 871</u>	<u>\$ 57 799</u>	<u>\$ 55 608</u>	<u>\$ 38 622</u>	<u>\$107 908</u>
Interest recoverable from the Province	\$ 5 755	—	—	—	\$ 7 099
Deficit chargeable to municipalities served	<u>\$ 59 604</u>	<u>\$ 65 658</u>	<u>\$ 52 887</u>	<u>\$ 44 791</u>	<u>\$ 69 349</u>

Total - Revenue	\$269 795	\$234 987	\$215 251	\$185 915	\$333 130
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(in thousand dollars) (note 2)

Expenditures

	Year ended December 31			Budget estimates	
	1980	1979	1978	1977	1981 (unaudited)
Transportation Department	\$111 476	\$ 95 036	\$ 90 661	\$ 83 182	\$136 209
Vehicle Maintenance Department	59 095	45 730	41 464	35 004	69 453
Engineering Department	41 538	34 551	31 560	27 504	48 418
Treasurer's Office	6 213	5 315	4 952	4 509	7 387
Other Departments	12 818	11 356	10 327	9 547	15 559
General Administration	1 356	1 055	985	771	1 279
Taxes and permits	7 793	7 951	8 638	6 994	8 557
Interest, Amortization and Purchase of buses (note 7)	25 905	31 907	24 818	16 012	31 268
Capital expenditures	2 006	1 733	1 497	1 827	2 500
Excess of direct operating expenditures over revenue Mirabel	684	353	349	565	—
Transportation of the handicapped	911	—	—	—	—
Railway services	—	—	—	—	12 500
Total - Expenditures	\$269 795	\$234 987	\$215 251	\$185 915	\$333 130

Notes to Financial Statements

December 31, 1980

1. The property of the Commission, including the Métro, belongs to the Commission as mandatory of the Communauté urbaine de Montréal. The financial statements of the Commission do not include the assets of the Métro and the related borrowings, the service of which is an obligation of the served municipalities of the C.T.C.U.M. territory.

2. Accounting policies

Revenues

Revenues from sale of tickets are taken into income at the time they are sold to the users.

Other revenues, including subsidies from the Province, are recorded on the accrual basis.

Expenditures

Employees' sickness benefits and vacation pays are reflected in the accounts at the time of their payment.

The employees of the Commission are covered by a supplemental pension plan. The contributions are reflected in the accounts at the time of their payment.

All other expenditures are recorded on the accrual basis.

3. 1979 deficit and interest receivable from the Government of Québec

The Province has not informed the Commission of the date of payment of the subsidy of \$53 720 593 covering the deficit for the year 1979; as at December 31, 1980, accrued related interest amounted to \$5 137 096.

4. Bonded debt

Serial Debentures	Authorized and issued	Redeemed and cancelled	Balance
7 1/2 o/o, maturing \$1 245 000 per annum from December 1, 1973 to December 1, 1982 inclusive	\$12 450 000	\$ 9 960 000	\$ 2 490 000
10 o/o, 10 1/4 o/o, 10 1/2 o/o, maturing \$1 200 000 per annum from November 17, 1976 to November 17, 1985 inclusive	12 000 000	6 000 000	6 000 000
9 1/4 o/o, 9 1/2 o/o, 9 3/4 o/o, maturing \$1 500 000 per annum from March 15, 1978 to March 15, 1987 inclusive	15 000 000	4 500 000	10 500 000
Sinking Fund Debentures			
8 o/o, maturing December 1, 1992	2 500 000	—	2 500 000
Total of Bonded Debt	\$41 950 000	\$20 460 000	\$21 490 000

These debentures constitute direct and general obligations of the municipalities on the C.T.C.U.M. territory. These municipalities are jointly and severally liable with the Commission for the repayment of the principal of the debentures and interest thereon.

5. Borrowing By-Laws

As at December 31, 1980, the balance of unused authorized borrowing By-Laws amounted to \$19,05 million. These By-Laws provide for an amount of \$2,0 million for the cost not yet determined of expropriating assets of two transportation companies.

The terms of the Province's Public Transportation Aid Program were announced by the Minister of Transport on October 15, 1980. The Province will reimburse 75 o/o of debt service costs repayable on a period not exceeding ten years, on loans incurred for fixed assets approved by the Province and acquired on and after January 1, 1980. Under this program, the Commission will borrow the share of the Province, totalling approximately \$60 million, of the cost of purchase of buses; as at December 31, 1980, the operating fund had advanced the sum of \$16,6 million for buses delivered in 1980.

6. Due to operating fund

This amount represents the acquisition of fixed assets which will be financed by the proceeds from a bond issue.

7. Interest, amortization and purchase of buses

This item includes purchase of buses from revenue and subsidies for an amount of \$5 587 514 in 1980 (1979: \$13 892 849, 1978: \$11 109 119, 1977: \$3 712 132).

8. Supplemental pension plan and sickness benefits

An actuarial valuation dated June 12, 1980, states that the actuarial deficit for the Supplemental pension plan, as at January 1, 1980, was \$41,1 million. In accordance with the requirements of the Supplemental Pension Plans Act, this deficit will be amortized by 1991.

As at December 31, 1980, the accumulated sickness benefits are estimated at \$23,4 million on the basis of salaries paid as of that date. Employees are entitled to receive in cash the value of the accumulated sickness benefits at the time they leave the Commission.

9. Comparative figures

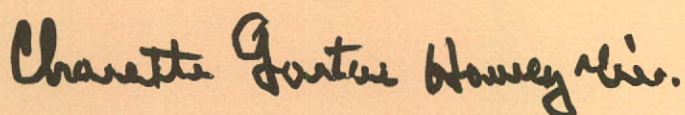
Grants from the Province are identified and presented in the revenue of the Commission according to the purposes for which they were given. Prior year figures have been reclassified to conform to 1980 presentation.

Auditors' report

To the Chairman and General Manager
and to the Commissioners

We have examined the balance sheet of the Commission de transport de la Communauté urbaine de Montréal as at December 31, 1980, and the statement of revenue and expenditures for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as we considered necessary in the circumstances.

In our opinion, these financial statements present fairly the financial position of the Commission as at December 31, 1980, and the results of its operations for the year then ended in accordance with generally accepted accounting principles and municipal accounting practices applied on a basis consistent with that of the preceding year.



Montréal, Québec
March 11, 1981

Charette, Fortier, Hawey & Cie
Chartered Accountants

Financial Results

Operating revenue for the year ending December 31, 1980 is \$124 564 881 to which is added an amount of \$85 626 262 in interest charges and subsidies to be paid by the Province. Expenditures amount to \$269 795 374, resulting in an excess of expenditures over revenue of \$59 604 231 which is borne by the municipalities served.

Beginning with the 1980 fiscal year, under the new terms of the Public Transportation Aid Program of the Government of Québec, transit commissions receive operating subsidies equal to 40 o/o of revenue earned by the regular mass transit system. Thus, for the year 1980, the Province has granted a subsidy of \$58 604 105 at this chapter.

Ninety per cent of the operating subsidy budgeted for the current year is paid in equal quarterly payments to be made no later than two months after each quarter. A final payment, based on the year's results, is due no later than August 31, of the subsequent year.

On April 1, 1980, the Commission established a monthly pass system called C.A.M. Through the public transportation aid program, the Province subsidizes 110 o/o of the loss in earnings resulting from the sale of monthly passes up to a maximum difference of 30 o/o between the price of the monthly pass and a sum equal to 50 times the regular fare. The statement of revenue and expenditures shows a revenue of \$13 941 411 at this chapter. Subsidies for fixed assets in the amount of \$3 109 311 are included in the 1980 results.

Expenditures for fixed assets are now subsidized at 75 o/o whereas previously only the purchase of buses was subsidized at 30 o/o. Henceforth, payment of subsidies towards the acquisition of assets including the purchase of buses will be in the form of debt service over a period, not to extend more than 10 years, determined by the nature of the acquired asset, its cost and the usual practice in the amortization of a bonded debt related to such an asset. The Commission maintains its policy of charging its 25 o/o share of bus purchases that is not subsidized by the Province to current expenditures in each fiscal year.

Finally, other parts of the public transportation aid program provide subsidies for studies and experimental projects, subsidies for services outside the territory, subsidies for integrated school transit as well as subsidies to transit adapted to handicapped persons.

Furthermore, the municipal fiscality reform provides that beginning with the 1980 fiscal year, the deficit after provincial subsidies will be shared among all the municipalities of the Commission's territory. The Commission will receive the amount of this sharing in four equal payments at latest on the 10th of each of the months of March, June, September and November of the year corresponding to the budget period.

During the year 1980, we have carried 314,1 million passengers for an income of \$117,0 million compared to 283,4 million passengers who paid \$103,2 million in 1979. The increase of 30,7 million passengers for 1980 over 1979 is due in part to the great popularity enjoyed by the monthly pass which affords passengers a 30 o/o fare discount and to the decrease in passengers recorded in 1979 following a 17 day suspension of service. In 1980, we experienced a 3 day work stoppage.

The cost per passenger in 1980 was 85,8 cents compared to 81,0 cents the previous year while per passenger revenue was 39,6 cents in 1980 compared to 39,3 cents in 1979.

Bonded debt

In conformity with the commitments regarding bond issues, the Commission, since the outset of its administration, has redeemed and cancelled \$99 460 000 of the \$120 950 000 of the bonds issued. The balance of the bonded debt thus stands at \$21 490 000 as at December 31, 1980.

Statistics

Period ending	Revenue Passengers	Passenger Revenue
30 Nov. 1961	281 859 091	\$ 38 221 042
30 Nov. 1962	282 566 340	38 020 514
30 Nov. 1963	279 085 950	37 654 601
30 Nov. 1964	285 023 167	38 474 505
30 April 1965 (a)	124 734 432	17 727 039
30 April 1966 (b)	258 738 425	43 824 157
30 April 1967 (c)	284 803 721	54 175 958
30 April 1968 (d)	308 059 527	72 476 738
30 April 1969	287 254 176	67 547 992
30 April 1970	266 700 610	73 274 509
31 Dec. 1970 (e)	171 158 191	48 122 692
31 Dec. 1971	264 212 787	73 711 471
31 Dec. 1972	270 026 541	74 644 310
31 Dec. 1973	274 650 113	76 480 167
31 Dec. 1974	263 119 265	73 142 757
31 Dec. 1975 (f)	264 305 817	78 445 524
31 Dec. 1976	304 394 301	104 261 591
31 Dec. 1977 (g)	283 446 467	97 864 855
31 Dec. 1978	298 600 396	102 249 834
31 Dec. 1979 (h)	283 444 952	103 200 703
31 Dec. 1980 (i)	314 122 696	117 040 081

(a) Period December 1, 1964 to April 30, 1965 only.

(b) Work stoppage from June 8 to 21, 1965 and abolition of zone tariff on November 27, 1965.

(c) Opening of the Métro October 14, 1966.

(d) Expo 67, from May 1 to October 30; and work stoppage from September 20 to October 20, 1967.

(e) Period May 1 to December 31, 1970 only.

(f) Work stoppage: July 24, August 5 – August 20 to August 31 inclusively – September 18 to September 28 inclusively.

(g) Work stoppage from November 21 to December 7 inclusively.

(h) Work stoppage from October 12 to October 30 inclusively.

(i) Work stoppage from November 1 to November 3 inclusively.

Number of kilometres operated

Period ending	Autobus		Métro cars		Trolleybus		Total Number
	Number	o/o of total	Number	o/o of total	Number	o/o of total	
30 Nov. 1961	72 859 655	96 o/o	—	—	3 011 259	4 o/o	75 870 914
30 Nov. 1962	73 267 138	96 o/o	—	—	3 152 216	4 o/o	76 419 354
30 Nov. 1963	72 775 371	96 o/o	—	—	3 202 222	4 o/o	75 977 593
30 Nov. 1964	74 695 387	96 o/o	—	—	2 877 955	4 o/o	77 573 342
30 April 1965 (a)	32 136 248	96 o/o	—	—	1 399 450	4 o/o	33 535 698
30 April 1966 (b)	73 962 565	96 o/o	—	—	2 706 099	4 o/o	76 668 664
30 April 1967 (c)	84 159 426	81 o/o	20 069 797	19 o/o	148 217 1,4	o/o	104 377 440
30 April 1968 (d)	77 954 644	67 o/o	38 965 557	33 o/o	—	—	116 920 201
30 April 1969	77 211 225	70 o/o	33 605 563	30 o/o	—	—	110 816 788
30 April 1970	75 280 807	71 o/o	30 823 181	29 o/o	—	—	106 103 988
31 Dec. 1970 (e)	49 335 424	71 o/o	19 793 356	29 o/o	—	—	69 128 780
31 Dec. 1971	74 650 571	72 o/o	29 147 350	28 o/o	—	—	103 797 921
31 Dec. 1972	76 766 522	72 o/o	30 300 107	28 o/o	—	—	107 066 629
31 Dec. 1973	77 252 077	74 o/o	27 772 026	26 o/o	—	—	105 024 103
31 Dec. 1974	74 795 901	77 o/o	27 648 277	23 o/o	—	—	102 444 178
31 Dec. 1975 (f)	74 273 225	75 o/o	24 664 176	25 o/o	—	—	98 937 401
31 Dec. 1976	82 207 155	70 o/o	34 879 469	30 o/o	—	—	117 086 624
31 Dec. 1977 (g)	79 864 475	66 o/o	41 070 892	34 o/o	—	—	120 935 367
31 Dec. 1978	82 580 374	63 o/o	48 677 403	37 o/o	—	—	131 257 777
31 Dec. 1979 (h)	76 197 570	59 o/o	53 958 179	41 o/o	—	—	130 155 749
31 Dec. 1980 (i)	80 101 297	57 o/o	59 386 779	43 o/o	—	—	139 488 076

See explanatory notes (a), (b), (c), (d), (e), (f), (g), (h), (i) on preceding page.

Number of vehicles

30 Nov. 1961	1 904	95 o/o	—	—	105	5 o/o	2 009
30 Nov. 1962	1 897	95 o/o	—	—	105	5 o/o	2 002
30 Nov. 1963	1 896	95 o/o	—	—	105	5 o/o	2 001
30 Nov. 1964	1 896	95 o/o	—	—	105	5 o/o	2 001
30 April 1965	1 896	95 o/o	—	—	105	5 o/o	2 001
30 April 1966	1 996	95 o/o	—	—	105	5 o/o	2 101
30 April 1967	1 971	84 o/o	369	16 o/o	—	—	2 340
30 April 1968	1 957	84 o/o	369	16 o/o	—	—	2 326
30 April 1969	1 852	83 o/o	369	17 o/o	—	—	2 221
30 April 1970	1 852	83 o/o	369	17 o/o	—	—	2 221
31 Dec. 1970	1 852	83 o/o	369	17 o/o	—	—	2 221
31 Dec. 1971	1 850	84 o/o	345	16 o/o	—	—	2 195
31 Dec. 1972	1 825	84 o/o	345	16 o/o	—	—	2 170
31 Dec. 1973	1 890	85 o/o	345	15 o/o	—	—	2 235
31 Dec. 1974	1 904	85 o/o	336	15 o/o	—	—	2 240
31 Dec. 1975	1 985	85 o/o	336	15 o/o	—	—	2 321
31 Dec. 1976	2 004	85 o/o	357	15 o/o	—	—	2 361
31 Dec. 1977	2 075	82 o/o	471	18 o/o	—	—	2 546
31 Dec. 1978	2 041	74 o/o	735	26 o/o	—	—	2 776
31 Dec. 1979	2 041	73 o/o	759	27 o/o	—	—	2 800
31 Dec. 1980	2 189	74 o/o	759	26 o/o	—	—	2 948

Total length of streets covered by the Commission's vehicles

	Kilometres
As at November 30, 1961	611,00
As at November 30, 1962	624,52
As at November 30, 1963	647,83
As at November 30, 1964	666,88
As at April 30, 1965	671,74
As at April 30, 1966	747,56
As at April 30, 1967	789,33
As at April 30, 1968	791,76
As at April 30, 1969	822,99
As at April 30, 1970	825,98
As at December 31, 1970	827,25
As at December 31, 1971	835,34
As at December 31, 1972	863,58
As at December 31, 1973	871,88
As at December 31, 1974	911,80
As at December 31, 1975	917,76
As at December 31, 1976	930,15
As at December 31, 1977	938,82
As at December 31, 1978	943,13
As at December 31, 1979	945,96
As at December 31, 1980	1 070,50

Consumption

from January 1, 1980 to December 31, 1980

Electricity	276 863 650 kWh
Diesel oil	55 213 960 litres

Yvon Clermont, Q.C.
Secretary and Legal Counsel

J.-J. Bouvrette, C.A.
Treasurer and Executive Assistant

Gaston Beauchamp, Eng.
Vehicle Maintenance Department

Georges Donato, Eng.
Engineering Department

Nicholas Benedetto
Protection Department

J. Jacques Gauthier, C.A.
Budget Department

Henri Bessette, Eng.
Transportation Department

Jacques Guilbault, M.Sc.Soc.
Industrial Relations Department s

Guy Lafontaine, Eng.
Planning Department

Guy Hearson
Supply Department

Guy Jeannotte
Advertising and
Public Relations Department



Saint-Alexis
Réseau Nord-est

Rive-Sud

de-Montréal

ouest

ostome

Legend

■ Montréal City Center

Territory served
before June 18, 1980

West-Island
territory

Area served at
December 31, 1980

Population of municipalities
served



523 km²

1 973 000



