

# 2005

ANNUAL REPORT  
A-10 YEAR JOURNEY



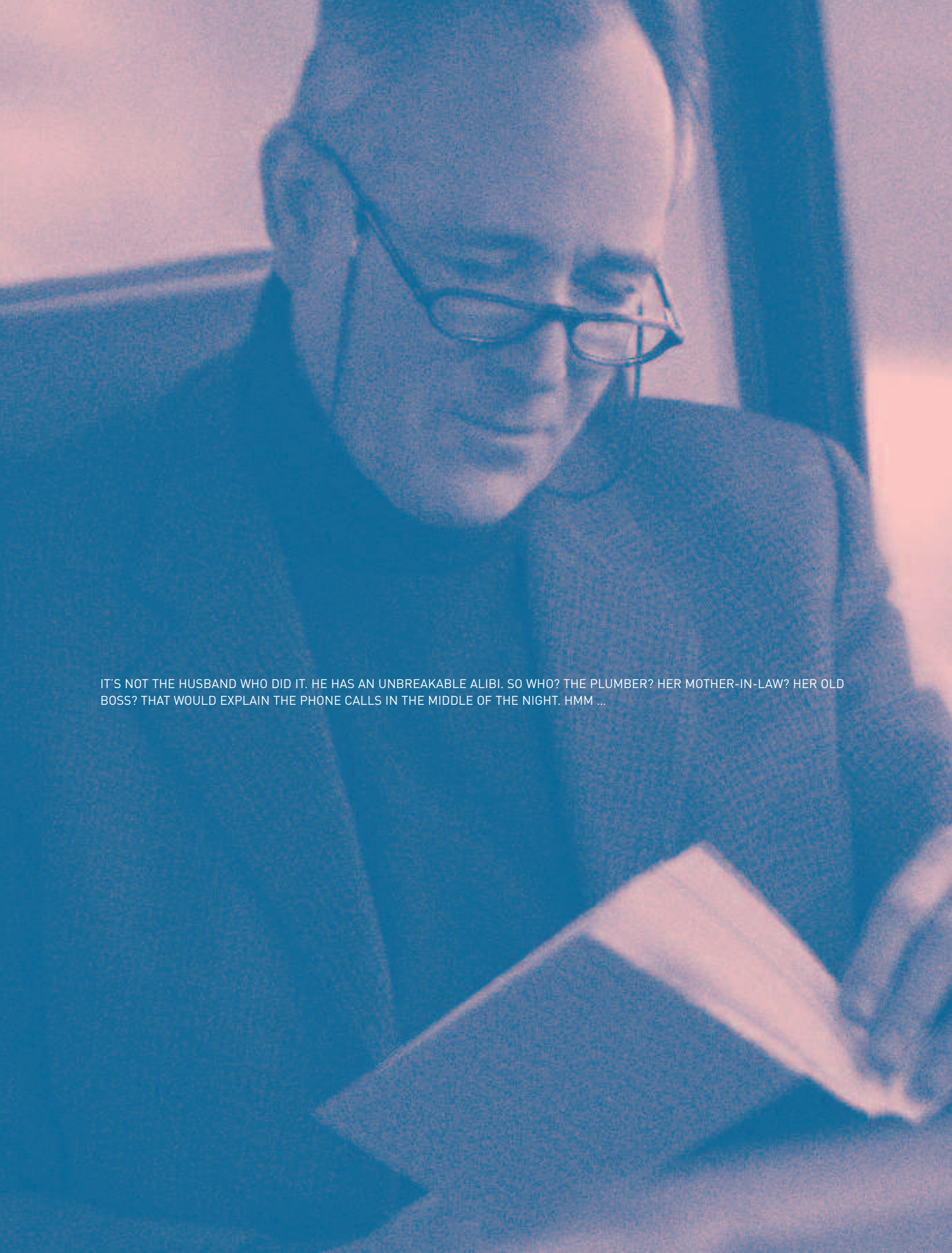
Agence métropolitaine de transport





5:26 PM





IT'S NOT THE HUSBAND WHO DID IT. HE HAS AN UNBREAKABLE ALIBI. SO WHO? THE PLUMBER? HER MOTHER-IN-LAW? HER OLD BOSS? THAT WOULD EXPLAIN THE PHONE CALLS IN THE MIDDLE OF THE NIGHT. HMM ...

# AMT'S MISSION

OUR MISSION IS TO EXPAND PUBLIC TRANSIT SERVICES IN ORDER TO IMPROVE THE EFFICIENCY OF INDIVIDUAL TRAVEL IN THE METROPOLITAN MONTRÉAL AREA, WHILE ACTIVELY PARTICIPATING IN PRESERVING THE ENVIRONMENT AND THE QUALITY OF URBAN LIFE.

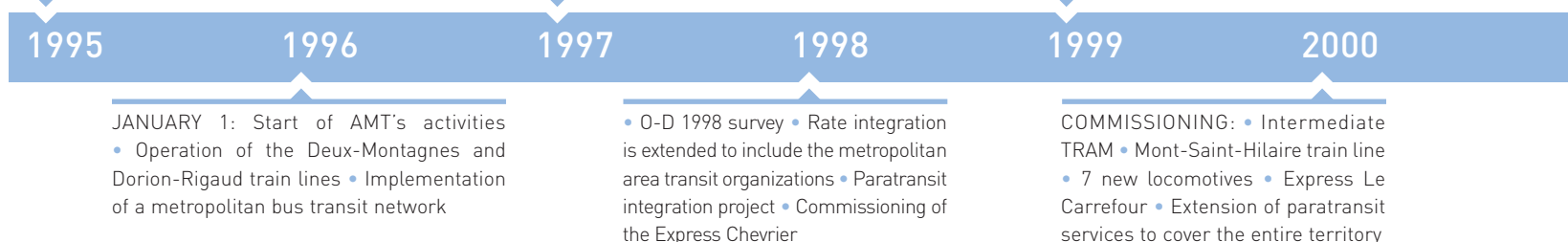
THROUGH OUR DEDICATION TO PROVIDING SERVICES THAT MEET THE NEEDS OF OUR CUSTOMERS, WE CURRENTLY OPERATE 5 COMMUTER TRAIN LINES, 2 METROPOLITAN EXPRESS BUS LINES, 13 TERMINUSES, 57 PARK AND-RIDE LOTS (24,582 SPACES) AND 83.4 KM OF RESERVED BUS LANES IN THE METROPOLITAN AREA.

## A 10-YEAR

**DECEMBER 15**  
**Creation of AMT: 1<sup>st</sup> Canadian agency for metropolitan public transit planning and coordination**

• Publication of the 1<sup>st</sup> *Plan stratégique de développement du transport métropolitain (vision 1997-2007)* • Commissioning of the Blainville train line

• Start of the *allégo* program • 1<sup>st</sup> public service announcement promoting public transit • Adoption of a policy favouring an intermodal (bike/public transit) system



The Agence métropolitaine de transport (AMT), which began operations on January 1, 1996, is a government agency for metropolitan transportation accountable to the Québec Minister of Transport. Its territory covers 83 municipalities<sup>1</sup> and the Kahnawake Mohawk Reserve; it extends from Saint-Jérôme to Saint Jean-Baptiste along the north-south corridor, and from Hudson to Contrecoeur along the east-west corridor.

Its activities are varied and complementary: Planning, coordinating, integrating and promoting public transit services in close collaboration with its partners, the transit organizations, the ministère des Transports du Québec, the cities and the Metropolitan Montréal Community. It also contributes to improving the efficiency of city roads and is responsible for planning and building all métro network extensions.

Furthermore, the AMT helps finance the service operations of 14 transit organizations in the area, and the 9 paratransit organizations currently participating in the service integration project. The AMT also offers its partners the collaboration, expertise and tools required to meet their diverse travel management needs.

<sup>1</sup> Following the municipal demergers, the number of municipalities on the AMT's territory increased from 64 in 2005 to 83 in 2006.

## OUR PARTNERS

### TRANSIT STAKEHOLDERS

Ministère des Transports du Québec (MTQ)

#### 14 transit organizations

- 3 transit corporations:

- Réseau de transport de Longueuil (RTL) • Société de transport de Laval (STL) • Société de transport de Montréal (STM)

- 9 intermunicipal transit councils (CIT):

- CIT de Chambly-Richelieu-Carignan • CIT de la Presqu'île
- CIT de la Vallée du Richelieu • CIT de Sorel-Varennes • CIT du Haut-Saint-Laurent • CIT du Sud-Ouest • CIT Laurentides • CIT Le Richelain • CIT Roussillon

- 1 regional transit council (CRT): CRT de Lanaudière

- 1 municipality that coordinates its own public transit services: City of Sainte-Julie

#### 13 paratransit organizations (OTA)

### MUNICIPAL PARTNERS

- The territory includes 83 municipalities and the Kahnawake Mohawk Reserve • 12 regional county municipalities (RCM) • 2 agglomeration councils • Metropolitan Montréal Community (MMC)

### GOVERNMENT PARTNERS

- Ministère des Affaires municipales et Régions • Ministère du Développement durable, Environnement et Parcs • Ministère des Finances • Revenu Québec • Treasury Board • Transport Canada

# JOURNEY

• Review of the *Plan stratégique (vision 2002-2007)* • Start of construction for the extension of line 2 of the métro to Laval

• Development of the Côte-Vertu terminus • Commissioning of the Saint-Eustache terminus • Reserved lanes on R-132 and R-116

2006 • Development of the *Plan stratégique (vision 2007-2017)* • Announcement of the East train line • Commissioning of the Blainville line extension to Saint-Jérôme

2007 • Commissioning of the extension of line 2 of the Montréal métro to Laval

2001

2002

2003

2004

2005

2006/07

COMMISSIONING: • Delson train line • 1<sup>st</sup> edition of Excursions by Train • Opening of the Longueuil intermodal terminus

• Origin-Destination 2003 survey • First "In town, without my car!" day • Activation of AlloTRAM • Reserved lane on A-25

• Commissioning of 22 new bi-level cars • Extension of the Delson train line to Candiac • Reserved lane on A-10 • Announcement of the plan to extend the Blainville line to Saint-Jérôme



# LETTER TO THE PRESIDENT OF THE NATIONAL ASSEMBLY



Monsieur Michel Bissonnet  
Président de l'Assemblée nationale  
Hôtel du Parlement  
Québec

Monsieur le Président,

J'ai l'honneur de vous présenter le rapport des activités de l'Agence métropolitaine de transport pour l'exercice financier se terminant le 31 décembre 2005.

Je vous prie, Monsieur le Président, de l'expression de mes sentiments les meilleurs.

Le ministre des Transports du Québec, responsable de l'application de la Loi sur l'Agence métropolitaine de transport,

Michel Després  
Québec, le 27 avril 2006

# LETTER TO MINISTER OF TRANSPORT OF QUÉBEC



# CUSTOMER COMMITMENT: OUR DRIVING FORCE IN 2005

## Customer commitment: Planning, developing, promoting

2005 saw a new customer focus at the AMT. We worked hard in all areas to provide public transit users with reliable, efficient service that suited their needs and we are committed to maintaining this focus in the coming years.

To this end, we drew up and submitted to the Government of Québec and our partners an ambitious, far-sighted three-year (2006–2007–2008) capital expenditure plan (CEP) that makes our customers the focal point of our concerns. We are planning to carry out an array of measures designed to improve the quality of our services: increase the ridership capacity of our commuter train system (in particular, by purchasing new rolling stock), expand our park-and-ride facilities, develop new routes for reserved bus and car-pool lanes, and install intelligent transportation and traveller information system equipment.

Consolidation of our existing facilities and systems was one of our chief objectives in 2005, and in that respect it was a very productive year.

We extended the Montréal/Delson line of our commuter rail system as far as Candiac, while work on the extension of the Montréal/Blainville line to Saint-Jérôme is now in progress. We also completed a large number of specific projects on our five train lines (commissioning of new bi-level cars, 29 major infrastructure maintenance projects, etc.). Our customers will also have noted an improvement in the on-time service of our trains, with an increase of 0.6% in overall on-time performance between 2004 and 2005. It is also worth mentioning here that authorization has been given for the building of a sixth commuter rail line: Montréal-East/Repentigny/Mascouche. The final studies for this project should be completed in 2006, with service beginning 24 to 36 months from now.

A number of projects concerning the metropolitan area bus system (RTMA) were also completed in 2005. The Côte-Vertu terminal was officially opened, and the reserved lane on the A-10, on Montréal's South Shore, was completed. The AMT continued its efforts to improve the accessibility and efficiency of its paratransit services, in particular through initiatives to help blind and visually impaired persons make use of certain metropolitan terminuses. A promising pilot project to provide car-poolers with reserved parking spaces in some park-and-ride facilities

was launched. The AMT team was also busy planning the future of the RTMA bus system and began studies on the development of new metropolitan-area bus routes.

We also innovated in 2005 by negotiating a partnership agreement with the Société de transport de Laval on the quality of the service provided by the Le Carrefour Express. This quality-of-service agreement, which is a first in Québec, is subject to a bonus-malus formula based on actual results.

The effect of all these projects was boosted by very effective promotion of public transit through media relations, promotional campaigns, participation in various forums, and the third annual "In town, without my car!" day. The AMT also received awards from a number of organizations.

## Rigorous management of a healthy system

The AMT was successful in rigorously managing the public transit system, with ridership, on all modes of transport, increasing 0.7% between 2004 and 2005. With a budget surplus of \$3.6 million, we were able to make a special refund payment to the 14 transportation agencies in the metropolitan area. We also managed to stay on course in controlling the project to extend the métro to Laval, which will be completed by July 2007, within the budget authorized by the Government of Québec.

## Objectives for 2006

The AMT's vision for the future and prospects for 2006 focus on four main points.

We hope to strengthen the AMT's leadership role in the planning, promotion and development of public transit. To this end, it will be essential to highlight the full range of services that the AMT can provide, not just as an operator, but also with respect to project planning and implementation. Note that in 2006 we will be developing our strategic plan for 2007–2017; this plan will be at the centre of our discussions about the future of public transit in the greater Montréal area.

In keeping with our new customer focus, another of our objectives is to increase the satisfaction level of the people using our services. This will necessarily involve developing effective ways to measure customer satisfaction, making the customer the focus of all our processes (operations, planning, communications), expanding customer service and, of course, improving commuter train and metropolitan express bus service.

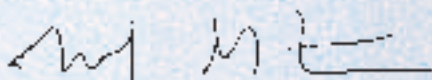


In 2006, the AMT intends to concentrate more on getting commuters to switch from taking their cars to taking public transit, in particular by setting up a customer loyalty program.

Lastly, over the course of the next year, we will seek to optimize the AMT's organizational performance, in part by completing a new structure whose foundations were laid in 2005.

#### Preparing the future of public transit

The AMT has been providing transit services for 10 years now—a decade that has seen strong growth in the greater Montréal area's mass transit systems. Since 1996, the AMT has shown the way with respect to completed projects, cooperation, development and planning. It is now time for us to turn our attention to the future and to develop reliable, attractive, efficient public transit systems for the coming decades. And there is no doubt that the AMT will be a key player in this debate about our future.



JOËL GAUTHIER

President and Chief Executive Officer





# BOARD OF DIRECTORS



*RAYMOND LAFONTAINE,  
company director  
(not pictured)*

MICHEL FORTIER,  
Secretary-General  
and Vice-President of  
Corporate, Legal and  
Real Estate

MARTINE CORRIVEAU-  
GOUGEON,  
President, Gestion  
Corriveau-Gougeon Inc

CLAUDE GLADU,  
Mayor of Longueuil

## AMT's Board of Directors

The AMT's Board of Directors comprises seven people: The CMM appoints three representatives from among its members, including one from Montreal, one from Longueuil and one from Laval, and, alternately, a representative from the other municipalities on Montreal's north and south shores; the president and CEO and three people from the socioeconomic sector are appointed by the Québec government.

The Board adopted 315 resolutions during its 11 meetings held in 2005, compared with 435 in 2004. The Auditing Committee, set up by the Board of Directors on December 16, 2004, held six meetings to ensure that the current AMT management process is being respected.

A code of ethics governs the AMT's Board members and employees. Everyone is responsible for complying with this code, which is available on the following AMT Web site: [www.amt.qc.ca/corpo/code\\_ethique.pdf](http://www.amt.qc.ca/corpo/code_ethique.pdf). Also, since 2004, each AMT Board and Executive Committee member has made a yearly interest statement.





JOËL GAUTHIER,  
President and CEO, AMT

JEAN-ROBERT GRENIER,  
Mayor of Calixa-Lavallée

PIERRE MARTIN,  
President of Faubourg  
Boisbriand Inc., Chairman of  
the Board of Quebec Railway  
Corporation and Chairman of  
the Board of Aéroports de  
Montréal

ANDRÉ LAVALLÉE,  
*City of Montreal Executive  
Committee member responsible  
for public transit and borough  
mayor of Rosemont–La Petite-  
Patrie (not pictured)*

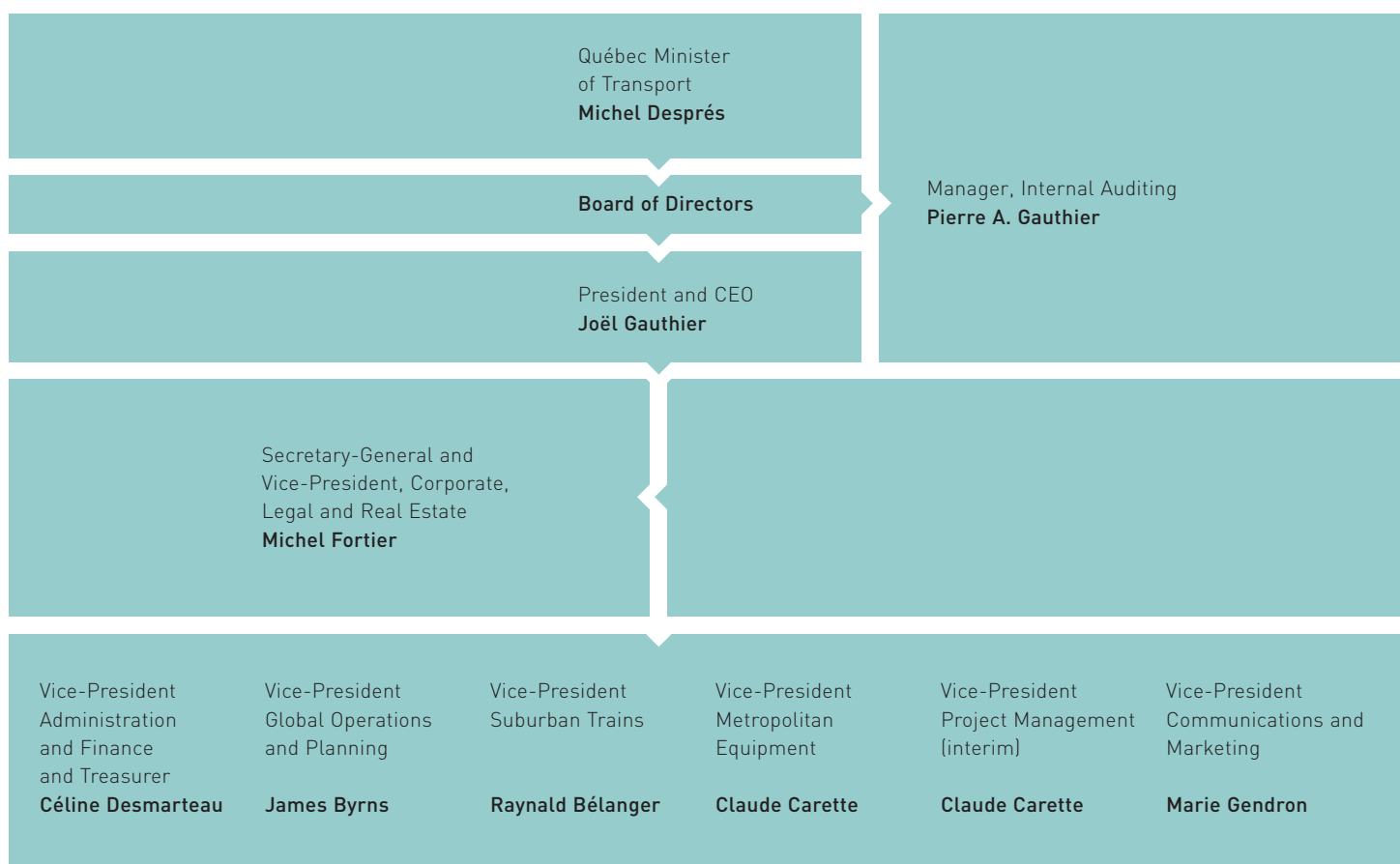
## New directors

At the end of their mandate, two CMM representatives, Jean-Jacques Beldié, city councillor of Laval-Les Îles and STL Chairman of the Board, and Claude Dauphin, member of the City of Montréal Executive Committee, borough mayor of Lachine and STM Chairman of the Board, were replaced by André Lavallée, City of Montréal Executive Committee member responsible for public transit and borough mayor of Rosemont–La Petite-Patrie, and Claude Gladu, the mayor of Longueuil.

In addition, Jean-Robert Grenier, the mayor of Calixa-Lavallée, was appointed to replace Réjean Boyer, whose term as mayor of Vaudreuil-Dorion and president of the CMM Transport Committee ended on December 5, 2005.

*(as at April 12, 2006)*

# AMT ORGANIZATION CHART



*(as at April 12, 2006)*

In 2005, several new positions were added to AMT's Executive Committee:

- Manager, Internal Auditing • Vice-President, Corporate, Legal and Real Estate • Vice-President, Communications and Marketing • Vice-President, Project Management • Manager, Commercial Affairs and Real Estate • Manager, Human Resources (January 2006) • Manager, Safety (planned for 2006)





MARIE  
GENDRON

JAMES  
BYRNS

CLAUDE  
CARETTE

CÉLINE  
DESMARTEAU

JOËL  
GAUTHIER

RAYNALD  
BÉLANGER

MICHEL  
FORTIER







# 2005 HIGHLIGHTS

## FINANCIAL DATA 2005

- AMT annual revenues: **\$238.1 M** with \$3.6 M in profits, \$3.1 M of which was redistributed through special remittances to the 14 transit organizations in the metropolitan area
- Gross government remittances: **\$100.3 M**
- TRAM monthly pass sales: **\$84.3 M**, allowing a further \$5.2 M to be redistributed to transit corporations in the metropolitan area
- Commuter train revenues: **\$37.6 M**
- Commuter train system's annual operating deficit: **\$12.4 M**
- Commuter train self-financing ratio: **47.3%**
- Metropolitan express bus self-financing ratio: **52.5%**

## 10-YEAR JOURNEY

2004	1996
\$228.5 M	\$168.7 M
\$99.5 M	\$83.1 M
\$79.1 M	\$39.8 M
\$34.6 M	\$9.1 M
\$13.8 M	\$16.6 M
45.1%	20.3%
54.1%	N.A.

## MAIN ACHIEVEMENTS

### Customer traffic

- 0.7% growth in public transportation (intermodal)
- 1.8% growth in commuter trains
- 18.1% growth in metropolitan express bus services

### Planning

- Detailed analysis of the Origin-Destination 2003 survey
- Completion of the studies on implementing a light rail transit system (LRT) in the A-10/Downtown Montréal corridor
- Studies on the Montréal-East/Repentigny/Mascouche train project
- Initiation of the *Plan stratégique de développement des transports collectifs (vision 2007-2017)*
- Design studies for various public transit projects: Boucherville terminus, Saint-Hubert station, Sainte-Julie terminus, etc.

### Metropolitan bus transit system

- Opening of a reserved lane on the A-10 approach to the Champlain Bridge
- Opening of the Côte-Vertu terminus
- Design of two terminuses linking the Montmorency and Cartier métro stations, under construction
- Agreement with STL regarding the Express Le Carrefour bonus-malus quality of service
- Implementation of 11 major maintenance projects for maintaining the system infrastructures

### Commuter train system

- Complete commissioning of 22 new bi-level cars, to replace cars dating from 1953
- Start of construction for extension of the Montréal/Blainville line to Saint-Jérôme (to be operational in late 2006)
- Commissioning of the extension of the Montréal/Delton line to Candiac, and opening of Candiac station
- Implementation of 29 major maintenance projects for maintaining the system infrastructures

### Métro

- Continuation of construction for the extension of line 2 of the métro to Laval (to be operational in summer 2007)
- Renewal of AMT's contribution to preserving the métro's heritage (Réno-Systèmes – Phase 1) for a total of \$38.9 M

### Promoting public transit

- Presentation of the third edition of "In town, without my car!" day
- Continuation of the *allégo* program
- 9 excursions for the general public, and 6 for children (Excursions by train)
- A dual public transit-Communauto subscription deal
- Participation in the sustainable development studies (Mercredis de l'AMT, booth at the UN Climate Change Conference, etc.)

# DISTRIBUTION OF GOVERNMENT REBATES

## A 10-YEAR JOURNEY

### Government rebates

	In thousands of \$	Change
1996	82.3	N.A.
1997	85.7	+4.1%
1998	85.7	+0.0%
1999	86.0	+0.3%
2000	87.0	+1.2%
2001	86.1	-1.0%
2002	90.8	+5.5%
2003	97.2	+7.0%
2004	98.5	+1.3%
2005	99.4	+0.9%

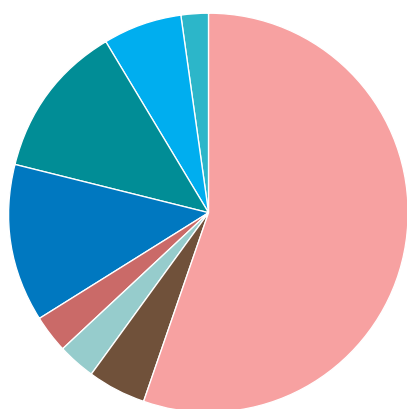
2005/1996 +20.8%

Government rebates come from the gasoline tax (1.5¢ per litre of gasoline) and registration fees (\$30 per vehicle registration) collected on its territory. They are used to subsidize the métro, metropolitan bus transport and commuter train systems.

In 2005, government rebates totalled \$99.4 million (+0.9% over 2004). Revenues from the gasoline tax were \$50.9 million (+0.2%) and from registration fees, net of management expenses of \$1.0 million payable to the SAAQ, \$48.5 million (+1.7%).

The 2005 distribution of these rebates can be broken down as follows:

- \$43.6 million to the métro system as metropolitan assistance (\$0.20 per passenger)
- \$25.8 million for the metropolitan bus transport system:
  - \$13.0 million as metropolitan assistance (\$0.50 per passenger)
  - \$11.9 million for metropolitan equipment operating expenditures
  - \$0.9 million for the deficit of the metropolitan express buses
- \$12.4 million to make up the residual operating deficit of the suburban train system (-10.2% compared to 2004 and continuously declining since 1996, despite service additions)
- \$8.8 million for other metropolitan assistance (assistance for fare integration, reduced and intermediate fares, handicapped transport and development)
- \$5.2 million for the operating expenditures of the AMT and other
- \$3.1 million as a special rebate to transit companies from the operating surplus generated by the AMT in 2005



### DISTRIBUTION OF GOVERNMENT REBATES

STM	55.4%
RTL	4.8%
CIT/ CRT/Municipality	3.0%
STL	2.9%
AMT Metropolitan bus transit network	12.8%
AMT Commuter trains	12.5%
AMT Operations	6.4%
AMT Development assistance	2.1%

### DISTRIBUTION OF GOVERNMENT REBATES

(in thousands of \$)	2004	2005	CHANGE 2005/2004	2006 BUDGET
<b>NET GOVERNMENT REBATES</b>				
Registration fees	48,704	49,441	+1.5%	50,180
Fuel tax	50,792	50,905	+0.2%	50,450
SAAQ management fees	[974]	[989]	+1.5%	[1,004]
<b>TOTAL</b>	<b>98,522</b>	<b>99,357</b>	<b>+0.9%</b>	<b>99,626</b>
<b>DISTRIBUTION OF NET GOVERNMENT REBATES</b>				
Metropolitan assistance				
- Metro	43,495	43,610	+0.3%	43,300
- RTMA and related expenses	12,880	12,990	+0.9%	13,376
- Assistance for reduced and intermediate fares	4,920	5,288	+7.5%	7,300
- New fare integration assistance	-	937	-	1,988
- Paratransit	325	495	+52.3%	850
- Development assistance	2,509	2,113	-15.8%	3,000
<b>Subtotal (assistance)</b>	<b>64,129</b>	<b>65,433</b>	<b>+2.0%</b>	<b>69,814</b>
Commuter trains	13,836	12,430	-10.2%	11,762
Metropolitan equipment	11,455	11,854	+3.5%	11,283
Metropolitan express buses	942	893	-5.2%	504
AMT operations and other	5,128	5,188	+1.2%	5,263
Contingencies	-	-	-	1,000
<b>TOTAL</b>	<b>95,490</b>	<b>95,798</b>	<b>+0.3%</b>	<b>99,626</b>
Annual surplus (before distribution of special rebate to transit companies)	3,032	3,559	-	-
Special rebate to transit companies	2,850	3,059	-	-
<b>ANNUAL SURPLUS</b>	<b>182</b>	<b>500</b>	<b>-</b>	<b>-</b>
Balance carried forward at start of year	318	500	-	-
<b>SURPLUS AT END OF YEAR</b>	<b>500</b>	<b>1,000</b>	<b>-</b>	<b>-</b>



# PRIORITIES FOR 2006

## KEY POINTS

- Strengthen the AMT's leadership role in planning, coordination, integration, promotion and development of public transit
- Increase customer satisfaction level
- Encourage commuters to switch from cars to public transit
- Optimize AMT's organizational performance

**Means: customer-oriented approach, efficiency, innovation, rigour and cooperation**

### Planning and development

- Three-year capital expenditure plan (CEP): 2007–2008–2009
- Draw up new *Plan stratégique de développement des transports collectifs (vision 2007-2017)*
- Finalize studies for Montréal-East/Repentigny/Mascouche train line
- Finalize studies for LRT along the A-10 to downtown Montréal
- Strategic plan for implementation of intelligent transportation systems

### Metropolitan area bus system (RTMA)

- Reserved lane A-25 – Phase 2
- Finalize Cartier and Montmorency terminuses
- Boucherville terminus and parking facility
- Sainte-Julie terminus
- Improve park-and-ride facilities, reserved lanes and existing terminuses
- Develop projects with broad-based support for the 2007–2008–2009 CEP

### Commuter rail system

- Finalize studies of and build Montréal-East/Repentigny/Mascouche train line (rolling stock and infrastructure)
- Begin service on extension of Montréal/Blainville line to Saint-Jérôme
- Build Chabanel station
- Provide permanent facilities for certain stations in system
- Rehabilitate railway infrastructure and station facilities
- Plan to increase service on the Blainville, Dorion-Rigaud, Mont-Saint-Hilaire and Delson-Candiac lines

### Project management office

- Finalize extension of Montréal/Blainville train line to Saint-Jérôme
- Begin building Montréal-East/Repentigny/Mascouche train line
- Start construction work on CEP projects authorized by government

### Finance and administration

- 2007 budget: reassess metropolitan assistance criteria
- Review long-term financial plan
- Analyse new financial framework for public transit
- Accelerate fare integration
- Proceed with smart card project (service slated for 2008)
- Accountability of managers and closer monitoring of contracts
- Greater emphasis on organizational communications

### Communications and marketing

- Set up a customer loyalty program
- Develop a customer perspective
- Strengthen relations with governments
- Plan and prepare for official opening of métro to Laval

### Real estate and business affairs

- Increase efforts to raise business revenue



5:26 PM





YOU KNOW WHAT WOULD BE GREAT? WE SHOULD GET ALL HIS FRIENDS FROM UNIVERSITY TOGETHER AND ORGANIZE THE BIGGEST SURPRISE PARTY HE'S EVER HAD IN HIS LIFE. IF WE DID IT AT OUR PLACE, HE'D NEVER SUSPECT A THING.



# PLANNING AND DEVELOPMENT



## ACHIEVEMENTS IN 2005

- Detailed analysis of 2003 Origin-Destination survey
- Finalization of studies for a light rail transit (LRT) system along the A-10 through to downtown Montréal
- Studies for the Montréal-East/Repentigny/Mascouche train line project
- Initial preparatory work on *Plan stratégique de développement du transport métropolitain* (Vision 2007–2017)
- Studies of proposals for various public transit projects: Boucherville terminus, Saint-Hubert station, Sainte-Julie terminus, etc.

## A 10-YEAR JOURNEY

### Development of a metropolitan perspective on public transit planning

**1997** – From its inception, the AMT quickly became a forum for discussing and planning public transit on a metropolitan scale. The metropolitan transportation development strategic plan was published in 1997. This first area-wide plan was the result of a broad consultation with metropolitan area decision makers at 23 presentation and discussion sessions. The plan also took into consideration the 30 briefs submitted, setting out the needs and concerns of the various organizations involved directly and indirectly in public transit.

Thanks to this wide-ranging consultative process, a 10-year vision (1997–2007) of metro-

politan area transit patterns was produced for the first time, enabling area strategies for coordinating, developing and promoting public transit to be drawn up. More concretely, the strategic plan established a diagnosis of residents' commuting needs, identified main destinations and travel routes, and proposed specific measures for each transit corridor.

**2002** – Five years after the submission of the strategic plan, the AMT, in compliance with its enabling legislation, carried out a detailed assessment of the plan with a view to making the necessary adjustments and putting the strategies into perspective for the coming years. This exercise, which was conducted in close collaboration with all the partners involved, revealed

that 80% of the objectives set for 2007 had already been achieved and that public transit ridership had increased by 13% since 1997.

**2006** – In 2006 the AMT began the preparatory work on its strategic plan by assessing the progress it had made from 2002 to 2007; it will now, with its partners, draw up a new 10-year vision (2007–2017) for the development of metropolitan transportation in the greater Montréal area.

### A wide range of studies (planning as a daily activity)

In addition to strategic analyses, the AMT has carried out close to a hundred specific studies over the last ten years. These studies were done in connection with development work on the existing métro system, commuter rail service and metropolitan transit facilities (metropolitan area service, terminuses, reserved lanes and park-and-ride facilities), as well as for new public transit infrastructure, including the building or extension of new commuter train and métro lines and putting in light rail transit systems and reserved bus lanes.

Here are a few of the many types of studies conducted:

- Opportunity studies for various proposals
- Technical feasibility studies
- Site selection analyses
- Ridership analyses
- Functional and operational concept development
- Financial and economic analyses
- Environmental impact studies

### Contribution to expertise and optimization of public resources

Through its outsourcing policy, with respect to both studies and the carrying out of actual projects, the AMT plays a role in helping to develop and maintain consulting engineering and land-use planning expertise in the Montréal area. Since it was established, the AMT has awarded 1,808 contracts, worth a total of \$1,504.2 million, to the private sector.

Moreover, by awarding specific contracts to transit corporations and other public agencies, the AMT benefits from their combined expertise without having to duplicate these resources internally. The ridership studies required for the various projects are conducted by the transit corporations and the modelling division of the Québec department of transport (MTQ).

Lastly, through its association with various university research centres for the development of computerized data management and planning tools, the AMT helps keep research teams in the greater Montréal area.



# ORIGIN-DESTINATION SURVEY



## Profile of commuting patterns

An origin-destination (O-D) survey provides information on residents' commuting patterns on business days during the week. Survey data are used to draw up a map showing where residents live, where they work, study and engage in recreational activities, and the modes of transportation they use.

For the AMT and other major public agencies, this source of information constitutes a key reference for managing, devising, developing and assessing passenger transportation and urban development infrastructure policies and projects.

The data and results of these surveys are made available to the community in the hope that they will contribute to better planning of the urban environment in the greater Montréal area.

## New publications

In 2005 the AMT's secretariat for O-D surveys published the report *Mobilité des personnes dans la région de Montréal – Enquête O-D 2003*, which profiles commuting patterns by municipality, RCM and region. A total of 70,400 households took part in the survey.

### RECENT HIGHLIGHTS OF 2003 O-D SURVEY

- Public transit's market share levelled off at 22%, between 1998 and 2003, for the first time since 1970, despite the fact that car ownership rose by 10%.
- The number of trips by public transit increased by 8%, compared with an increase of just 5% in the number of trips by automobile.
- Growth in commuter train ridership accounted for 40% of the increase in public transit use recorded between 1998 and 2003.

## A 10-YEAR JOURNEY

In 1970 the CTCUM conducted the first O-D survey in the greater Montréal area, querying 27,600 households about their commuting habits.

**1997** – The AMT establishes a secretariat for metropolitan O-D surveys, to conduct and coordinate surveys in the greater Montréal area. The secretariat coordinates the participation of the STM, RTL, STL, ACIT, MAMR and MTQ, which are jointly responsible for the surveys.

**1998** – A seventh O-D survey, of 65,000 households, is conducted in the fall of 1998.

**2003** – An eighth O-D survey, involving 70,400 households, is carried out in the fall of 2003.

**2005** – The O-D survey secretariat, in cooperation with the École Polytechnique de Montréal and the Université du Québec à Montréal, organizes the first specialized training seminar on metropolitan area O-D surveys.

**2006** – The AMT's O-D survey secretariat begins preparatory work for the ninth O-D survey, slated for 2008.

## PLANNING AND DEVELOPMENT

# PARATRANSIT

## AND ACCESSIBILITY OF REGULAR TRANSIT SYSTEM

### A 10-YEAR JOURNEY

**1998** – Plan to incorporate paratransit services within the limits of the area served by the three metropolitan transit authorities (RTL, STL, STM)

**2003** – Extension of paratransit services to north and south belts of the metropolitan area; comprehensive inventory of facilities in order to determine access problems

**2004** – Familiarization of staff with recently adopted standards respecting access to the regular system, which must now be taken into consideration right from the planning stage of a new project

**2006** – Involvement in the preparatory work for the 11<sup>th</sup> International Conference on Mobility and Transport for Elderly and Disabled Persons (TRANSED 2007), to be held in Montréal in June 2007

#### Paratransit

##### Incorporation of services

In 2005, thanks to the project to incorporate paratransit services, over 30,600 paratransit trips were made in the metropolitan area, an increase of 20.0% from 2004: the three transit corporations (RTL, STL and STM) recorded 29,000 trips and the Les Moulins RCM, the De Lajemmerais RCM and the City of Vaudreuil-Dorion, 1,600 trips. Negotiations are now under way with the other transit authorities on the north and south shores of the metropolitan area to include them in the project, too.

#### Accessibility of the regular transit system

##### Metropolitan area facilities

Work is currently under way on certain facilities, including the Longueuil terminus, to improve access for persons with limitations. Further improvements in this respect will gradually be made to all terminuses and park-and-ride facilities.

##### Métro

The three new stations (Cartier, de la Concorde, Montmorency) on the extension of métro line 2 to Laval, as well as the associated terminuses and parking facilities, will be accessible to persons with limitations; the métro stations, for instance, will have elevators in them to ensure optimal access.

##### Commuter trains

The AMT will adapt the surrounding environment of its stations to make them more easily accessible to persons with limitations, at an average rate of approximately five stations per year, over a 10-year period.

##### Customer service

To provide better customer service, the AMT is developing a disability travel card specifically for its regular transit system. In addition, it will be incorporating sound-signal technology into its new automatic ticketing machines. Incorporation of the technology will be completed within 18 months of the introduction of the new electronic (smart card) ticketing system.





# RIDERSHIP IN 2005

## A 10-YEAR JOURNEY

### Ridership up 10.5%

After declining at an average rate of 1% per year from 1986 to 1995, annual public transit ridership (métro, bus, commuter train) has since gone up steadily, for a total rise of 10.5% over 10 years, which works out to an average annual increase of 1.1%.

This success is a joint achievement of the various greater Montréal area transit authorities, which work closely together in their ongoing efforts to improve public transit services.

### Public transit ridership, all modes combined

In 2005 public transit ridership, all modes combined, rose 0.7% from 2004, sustaining the upward trend noted since 1996 that was highlighted by the O-D surveys.

The results for 2005 can be broken down as follows:

**+2.7%** for the AMT (commuter trains and metropolitan express buses)

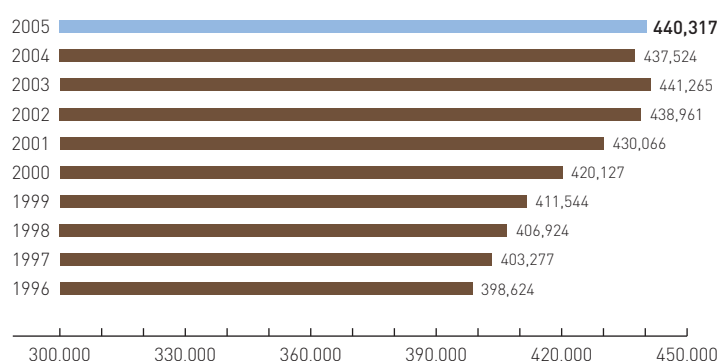
**+0.2%** for the STM (metro and buses)

**+3.8%** for the STL

**+0.7%** for the RTL

**+5.0%** for the CIT, CRT and municipality of Sainte-Julie

### RIDERSHIP (in thousands)



### RIDERSHIP (in thousands)

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
AMT	6,939	8,125	10,081	11,298	12,398	12,833	13,624	14,648	15,148	15,557
STM	337,000	339,700	340,300	342,300	347,800	354,900	363,186	363,229	358,430	359,200
STL	15,955	16,284	16,581	16,352	16,823	17,663	17,870	18,597	18,675	19,379
RTL	26,821	26,990	27,510	28,350	29,004	30,427	30,114	30,376	30,054	30,263
CIT/CRT/Munic.	11,909	12,178	12,452	13,244	14,102	14,243	14,167	14,415	15,217	15,978
<b>TOTAL</b>	<b>398,624</b>	<b>403,277</b>	<b>406,924</b>	<b>411,544</b>	<b>420,127</b>	<b>430,066</b>	<b>438,961</b>	<b>441,265</b>	<b>437,524</b>	<b>440,317</b>

Sources: Metropolitan region transit authorities (preliminary data)

**+0.7% in ridership for all modes of public transit**

**+1.8% in commuter train ridership**

**+18.1% in metropolitan express bus ridership**

### Commuter rail service

The popularity of the AMT's commuter trains has been rising steadily since 1996. In 2005 a total of 14.6 million trips were made on the five lines in service, an increase of 1.8% from 2004 and 110.2% over 10 years. With over 64,000 passengers per day, the greater Montréal area's commuter rail system ranks sixth in terms of ridership in North America, after the metropolitan areas of New York, Chicago, Boston, Philadelphia and Toronto.<sup>1</sup>

### Metropolitan express buses

Greatly appreciated as a quick way of getting into Montréal, metropolitan express buses are enjoying increasing success. In 2005 the number of passenger trips rose to 1.0 million, an increase of 18.1% from 2004.

<sup>1</sup> Based on ridership figures for 2004 compiled by the American Public Transportation Association (APTA).

## METROPOLITAN AREA

# FARE INTEGRATION

### A 10-YEAR JOURNEY

In 1982 the Government of Québec proposed an integrated fare system for the various transit authorities in the greater Montréal area.

In 1986 the first integrated fares between the STCUM, on the one hand, and the STRSM and STL, on the other, were implemented.

In 1990 the metropolitan public transit council (CMTC) introduced the first metropolitan area ticket, giving users access to the STCUM, STL and STRSM systems.

**1998** – The AMT expands the metropolitan fare system to take in all public transit modes and agencies in the greater Montréal area. Consisting of eight concentric zones, this system implements a zonal fare structure where fares increase with distance from downtown Montréal. With the introduction of the TRAM monthly pass, public transit users throughout the AMT's jurisdiction have access to the métro, buses and commuter trains.

**2000** – The AMT brings in the intermediate-level TRAM, for students aged 18 to 21, offering approximately 20% off the regular fare.

**2003** – The AMT initiates pilot projects for purchasing TRAM passes by mail and in the workplace.

**2005** – The AMT sells 936,278 TRAM passes—undeniable evidence that the fare integration is a success. Financial assistance is made available to transit authorities to offset, in part, the costs they incurred from the fare reductions that resulted from the integration.

**In progress** – The AMT is actively preparing for the introduction, slated for 2008, of smart cards into the metropolitan area fare system.

#### Sales of TRAM passes up 1.4% in 2005

A total of 936,278 TRAM monthly passes were sold in 2005. The sales breakdown by zone was as follows:

##### TRAM zone:

<b>1:</b> 45,938 (-5.1%)	<b>5:</b> 152,224 (+5.5%)
<b>2:</b> 155,615 (-1.8%)	<b>6:</b> 31,733 (+9.9%)
<b>3:</b> 526,189 (-1.0%)	<b>7:</b> 1,753 (+1.5%)
<b>4:</b> 18,920 (+181.3%)	<b>8:</b> 3,906 (+14.0%)

To ensure more equitable conditions for all commuter train users, some stations changed fare zones in 2005. To attenuate the impact of these changes, customers affected benefited from a year of transition measures and promotions.

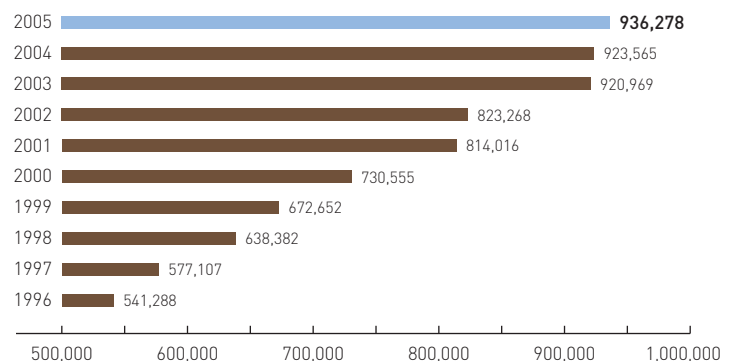
#### Revenue redistributed to transit authorities

Revenue from the sale of TRAM passes rose from \$79.1 million in 2004 to \$84.3 million in 2005, an increase of 6.6%, all of which was redistributed to the metropolitan area transit authorities.

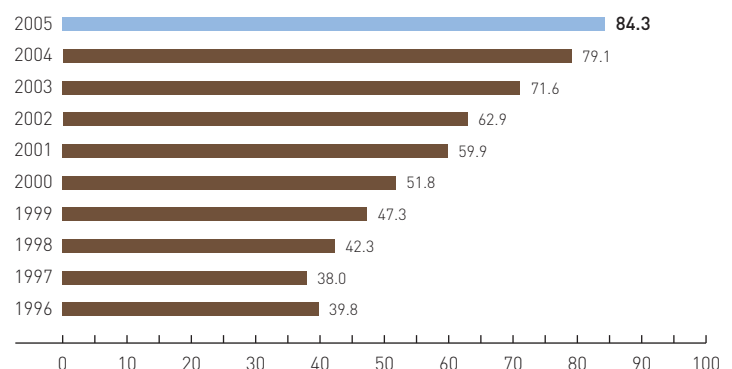
#### Metropolitan area ticketing machines

To make it easier for users to buy their tickets, the AMT has installed a network of ticketing machines. In 2005 a total of 366,789 TRAM monthly passes were sold through the machines, while the others were sold through the point-of-sale systems of the various transit authorities in the metropolitan area.

#### TRAM PASSES SOLD



#### METROPOLITAN REVENUES – TRAM (in millions of \$)





# RTMA

## (METROPOLITAN AREA BUS SYSTEM)



With close to 63.5 million customers per year going through the AMT's 13 terminuses, including 25.9 million passengers who commute on the metropolitan area's reserved bus lanes and 1.8 million motorists who use its park-and-ride facilities, the metropolitan area bus system (RTMA) is a key component of the greater Montréal transit system. Being highly efficient and reasonably inexpensive, the RTMA provides an alternative, complementary mode of transport for all metropolitan geographic areas not served by a heavy mode of public transit, and especially areas with lower population densities.

### RTMA OVERVIEW

	1997	2005
<b>Metropolitan routes</b>	9	19
<b>Métropolitan express routes</b>	n/a	2
Annual ridership	n/a	1.0 M
<b>Reserved lanes</b>	9	26
Annual ridership	16.0 M	25.9 M
Number of km	41.2	83.4
<b>Terminuses</b>	6	13
Annual number of users	40.7 M	63.5 M
Capacity (platforms)	118	201
<b>Park-and-ride facilities</b>	11	19
Annual number of users	0.6 M	1.8 M
Capacity (spaces)	4,600	10,503

## A 10-YEAR JOURNEY

**1996** – First metropolitan area bus system • Pie-IX route: **RL** extended

**1997** – Viau Bridge/Des Laurentides route: **RL** extended • La Prairie, Sainte-Julie and Seigneurial **PARs**

**1998** – Viau Bridge/Des Laurentides route: **RL** extended • Mercier **PAR**: development • Chevrier Express: service begins

**1999** – Chevrier and Chambly **PARs**: development • Namur **PAR**: redevelopment • Saint-Charles/Riverside route: **RL** extended

**2000** – Chomedey/Lachapelle Bridge/M. Laurin and Taschereau routes: **PM** implemented • Le Carrefour Express: service begins •

Le Carrefour **T** and **PAR**, Repentigny **T** and **PAR**, and Radisson **PAR**: development

**2001** – Longueuil **T**: redevelopment • A-25 route: **PM** implemented • Terrebonne **T** and **PAR**, Sainte-Thérèse **T**, and Châteauguay **PAR**: development • Georges Gagné **PAR**: redevelopment • Chomedey/Lachapelle Bridge/Laurentian/M. Laurin, Champlain Bridge/A-10 and R-132-138 routes: **PM** extended and added

**2002** – Champlain Bridge/A-10 route: **PM** extended and added • R-132-138 route: **RLs** extended and **PM** added

**2003** – Saint-Charles/Riverside and Viau Bridge/Des Laurentides routes: **PM** added

**2004** – Côte-Vertu **T**: development • Chomedey/Lachapelle Bridge/M. Laurin route: **PM** extended and implemented • R-116 and R-132 routes: **RL** developed • Saint-Eustache **T** and **PAR**: development • De Montagne **PAR**: redevelopment

**2005** – Côte Vertu **T**: official opening • A-10 approach to Champlain Bridge: **RL** • Design of two terminals linked to Montmorency and Cartier métro stations (under construction) • Completion of 11 major maintenance projects on system infrastructure

### Metropolitan area bus service

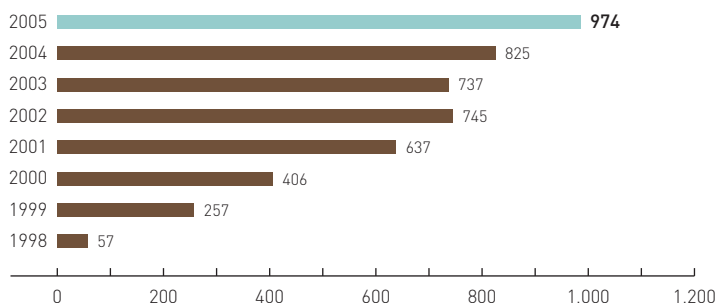
In 2005 approximately 26.0 million passengers, i.e. an increase of 3.9% over 2004, travelled on the 300 or so metropolitan area bus routes operated by the AMT and greater Montréal transit authorities.

### Metropolitan express buses

The AMT's two metropolitan express buses alone saw their ridership increase 18.1% over 2004, a continuation of the steady growth they have experienced since service began. In addition, the AMT and the STL have concluded a bonus-malus service quality agreement for the Le Carrefour Express.

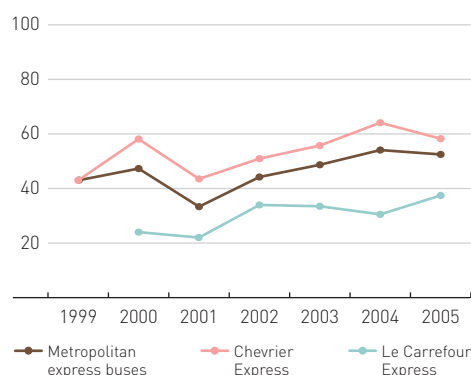
METROPOLITAN EXPRESS BUSES:	CHEVRIER EXPRESS		LE CARREFOUR EXPRESS	
	2004	2005	2004	2005
Annual operating costs	\$1,697,140	\$1,985,515	\$720,477	\$763,395
Total annual traffic	589,908	716,422	235,436	257,460
Net revenues	\$1,088,042	\$1,157,000	\$219,888	\$286,000
Self-financing ratio	64.11 %	58.27 %	30.52 %	37.46 %
Operating costs per passenger km	\$0.23	\$0.18	\$0.45	\$0.43

### RIDERSHIP (in thousands)



**PM**: preferential measures - **PAR**: park-and-ride facility - **T**: terminus - **RL**: reserved lane

### SELF-FINANCING RATIO





# METROPOLITAN AREA BUS SYSTEM (RTMA)

## Metropolitan facilities

### Preferential measures for buses and reserved lanes on main routes of metropolitan bus system

In 2005 the AMT began using a section of reserved lane on highway A-10, at the Taschereau interchange, providing a link between the A-10 reserved lane and the reserved lane on the Champlain Bridge, as well as a direct link with the Brossard-Panama terminal. Ridership on these reserved lanes is stable in relation to 2004, at 25.9 million passengers.

### Metropolitan terminals

In 2005 the system had 13 metropolitan bus terminuses and 201 platforms. The number of users rose from 53.8 million in 2004 to 63.5 million in 2005, an increase of 18.0%. In January 2005 the AMT officially opened the Côte-Vertu terminus. It also concentrated its development efforts on the design and commissioning of the two terminuses at the next métro stations, Montmorency and Cartier, which are currently being built.

### Metropolitan park-and-ride facilities

In 2005 the RTMA had 19 park-and-ride facilities providing 10,503 parking spaces.<sup>1</sup> Besides expanding some existing facilities, the AMT sought to optimize use of the spaces already available. In the fall of 2005, it launched a park-and-ride reserved space pilot project for users who carpool, with a view to increasing transportation mobility and efficiency, boosting modal integration by improving transfers between means of transportation, and promoting adherence to the principles of sustainable transportation. The pilot project will also help optimize use of available parking areas near public transit service points. The project targets two types of carpool customers: those who meet away from the site and travel to it in the same vehicle, and those who use the site as a meeting point and continue their commute by car. Registration for the service is free but compulsory and can be done easily through the AMT's Web site. In February 2006, at the six park-and-ride facilities where the program is being implemented, 168 users had signed up and 51 carpool groups had been formed and were operating. The project should gradually be expanded to other park-and-ride facilities.

RESERVED LANES	2004	2005
Annual operating costs	\$1,699,672	\$ 2,117,000
Total annual traffic	25,908,686	25,934,007
Km of reserved lanes available	82.7	83.4
Operating costs per passenger	\$0.07	\$0.08
Operating costs per km of lane	\$20,565	\$25,384

TERMINUSES	2004	2005
Annual operating costs	\$8,761,082	\$8,898,000
Total annual traffic	53,795,227	63,476,561
Number of platforms offered (platform/year)	192	201
Ratio of daily use in passengers/platform	768	865
Operating costs per passenger	\$0.16	\$0.14
Operating costs per platform	\$45,631	\$44,269

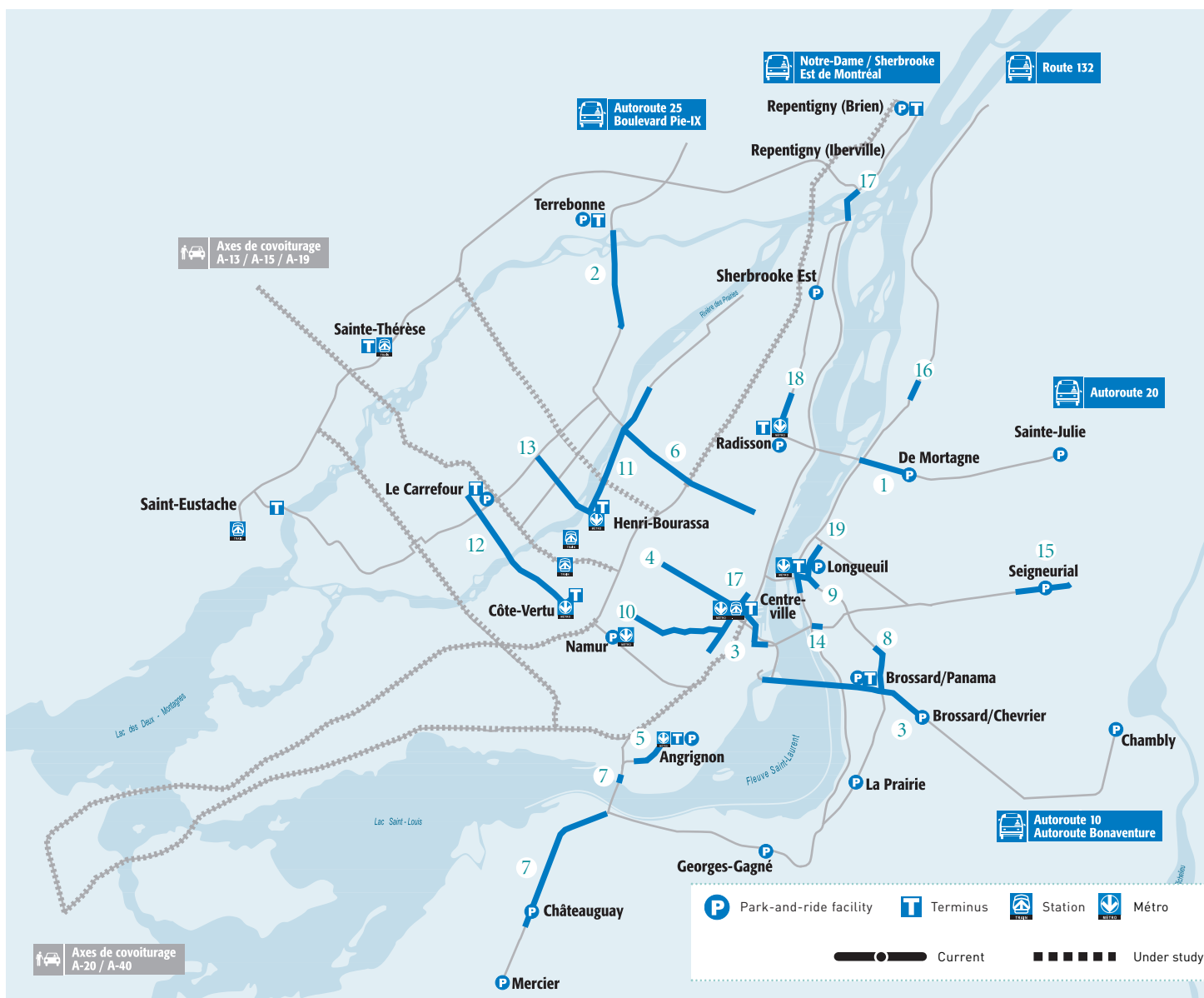
RTMA PARK-AND-RIDE LOTS	2004	2005
Annual operating costs	\$1,285,186	\$1,339,000
Total annual traffic	1,689,936	1,839,300
No. of parking spaces at year end	10,657	10,503
Parking lot utilization rate	72%	75%
Operating costs per car	\$0.76	\$0.73
Operating costs per space/year	\$123.95	\$128.49

## Main routes of metropolitan transit system

- ① A-20/Tellier ramp
- ② A-25
- ③ A-10/Champlain Bridge/Bonaventure Expressway/through to downtown terminal (TCV)
- ④ Park Avenue
- ⑤ Newman Blvd.
- ⑥ Pie-IX Blvd.
- ⑦ Saint-Jean-Baptiste Blvd./R-132-138/Mercier ramp
- ⑧ Taschereau Blvd.
- ⑨ Taschereau ramp
- ⑩ Côte-des-Neiges
- ⑪ Henri-Bourassa
- ⑫ Le Carrefour/Côte-Vertu
- ⑬ Viau Bridge/Des Laurentides Blvd.
- ⑭ Victoria Bridge/Des Irlandais
- ⑮ R-116
- ⑯ R-132/Montbrun
- ⑰ René-Lévesque/Notre-Dame
- ⑱ Sherbrooke Street East
- ⑲ Saint-Charles/Riverside/Lafayette

In 2006 the possibility of incorporating the routes along Concorde Boulevard in Laval and Chambly Road in Longueuil into the system is being assessed.

<sup>1</sup> Across its entire system, the AMT operates 57 park-and-ride facilities providing a total of 24,582 parking spaces for daily use. Of these 57 facilities, 19 are operated by the RTMA and provide a total of 10,503 parking spaces.



### FUTURE DEVELOPMENT: PRIORITY ROUTES

- A-25/Pie-IX routes: extend existing reserved lane northward; incorporate reserved lane into project to complete A-25; expand Terrebonne parking facility; reimplement preferential measures on Pie-IX route in Montréal and extend to Laval
- A-20/R-132 routes: implement reserved lanes and preferential measures in Montréal and on South Shore; Sainte-Julie terminus, Boucherville terminus; redevelop De Mortagne and Varennes/Verchères parking facilities
- Champlain Bridge/A-10 routes: finalize work respecting access to reserved lane in middle of A-10; preferential measures for access to Champlain Bridge in Montréal; redevelop Panama terminus; expand Chambly parking facility; redevelop Georges-Gagné parking facility; increase capacity of downtown Montréal terminus
- Notre-Dame/Sherbrooke routes: implement preferential measures on Sherbrooke Street; redevelop Sherbrooke parking facility; implement preferential measures on Notre-Dame Street; put in new parking facility at Repentigny; implement preferential measures and develop public transit in corridor/railway right-of-way
- A-15 route: implement new preferential measures when the métro to Laval begins operation



5:26 PM



A man with dark hair and glasses is looking out of a train window. He is wearing a dark jacket over a light-colored shirt. The image is tinted with a blue color. The text is overlaid on the lower left portion of the image.

SHE'S JUST MY TYPE ... I WONDER IF SHE TAKES THE TRAIN EVERY DAY AT THE SAME TIME. I HOPE SHE GETS OFF AT THE SAME STOP AS ME ... SHOULD I SMILE AT HER?



# COMMUTER TRAIN SYSTEM



After 10 years of existence during which it introduced three new commuter train lines and began work to extend certain lines while doubling the network's ridership, the AMT must take stock of its success and preserve its heritage, as well as increase its services, in order to respond to growing demand and ensure the network's success.

## TRAIN OVERVIEW

	1996	2005
Ridership	6.9 M	14.6 M
Lines	2	5
Stations	30	49
Park-and-ride lots	22	38
Parking spaces	6,068	14,079

## 10-YEAR JOURNEY

**1996** – Commissioning of the Montréal/Dorion-Rigaud and Montréal/Deux-Montagnes lines entrusted to the AMT

**1997** – Commissioning of the Montréal/Blainville line

**2000** – Commissioning of the Montréal/Mont-Saint-Hilaire line • Commissioning of 7 new locomotives to replace old ones dating back to 1953

**2001** – Commissioning of the Montréal/Delton line

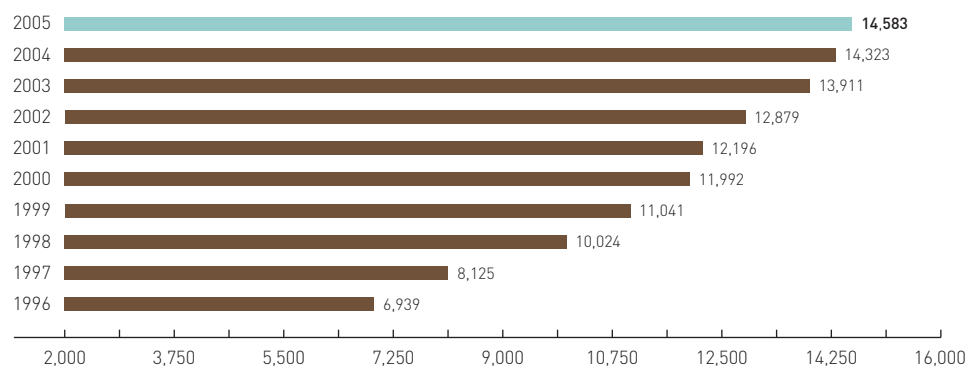
**2002-2004** – Gradual improvements to facilities, train schedules and capacity on the three

new lines (43% increase in ridership)

**2005** – Commissioning of 22 new bi-level cars • Start of work on the Montréal/Blainville line to Saint-Jérôme • Extension of the Montréal/Delton line to Candiac and construction of the station • Implementation of 29 major maintenance projects for the network infrastructures

**2006** – Planned commissioning of the extension of the Montréal/Blainville line to Saint-Jérôme • Announcement and construction of the Montréal-East/Repentigny/Mascouche train

## RIDERSHIP - 5 COMMUTER TRAIN LINES



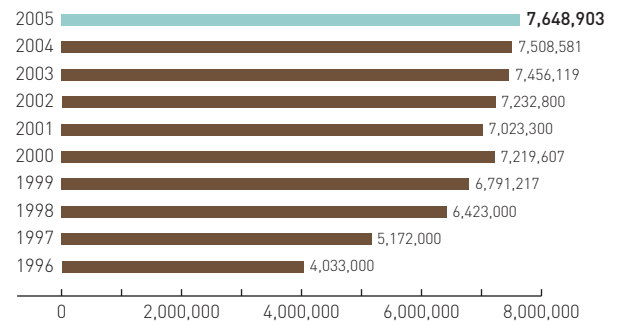
### Montréal/Deux-Montagnes line

With 7.7 million trips made in 2005, this line represents 52.5% of the network's overall user traffic, which has increased by 1.9% compared with 2004. The number of park-and-ride spaces increased from 5,268 in 2004 to 5,382 in 2005.

An estimated \$173.9 million is recommended to increase the line's capacity in order to accommodate the ridership estimated at over 40,000 passengers a day. The work includes the grade separation of the East junction, double railway tracks between Bois-Franc and Roxboro, the addition of two stations and the purchase of 22 new cars.

	2004	2005
Annual operating costs	\$29,749,000	\$29,643,000
Net revenues	\$15,799,000	\$17,008,000
Self-financing ratio	53.11%	57.38%
Operating costs per passenger km	\$0.23	\$0.21

### RIDERSHIP



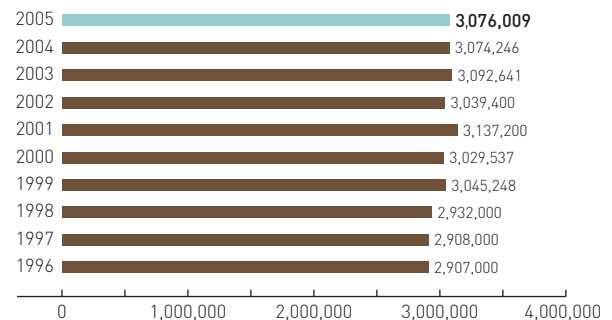
### Montréal/Dorion-Rigaud line

With 3.1 million trips made in 2005, the annual user traffic on this line increased slightly by 0.1% compared with 2004. The average daily user traffic in fall 2005 also increased to 14,100 passengers, i.e. a 0.6% increase compared to the same period in 2004. In 2005, the AMT commissioned 14 new bi-level cars to replace the car fleet dating back to 1953. With the expansion of the parking lots at the Pincourt/Terrasse-Vaudreuil and Vaudreuil stations, the number of spaces increased from 2,897 in 2004 to 3,031 in 2005.

Work on this line is ongoing with the extension of platforms, the reconditioning of rail infrastructures and the expansion of park-and-ride lots.

	2004	2005
Annual operating costs	\$22,365,000	\$22,736,000
Net revenues	\$5,411,000	\$6,038,000
Self-financing ratio	24.20%	26.56%
Operating costs per passenger km	\$0.35	\$0.35

### RIDERSHIP



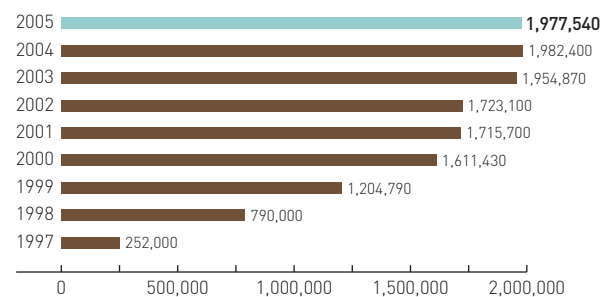
### Montréal/Blainville line

The annual user traffic on this line decreased slightly by 0.2% to about 2 million trips. With the creation of permanent parking spaces at Sainte-Rose station, the number of spaces available on this line increased from 2,115 in 2004 to 2,532 in 2005. The extension of the Blainville line to Saint-Jérôme, authorized by the Minister of Transport in April 2005, is underway and should be operational by the end of 2006.

In order to improve the capacity of the trains on this line during peak periods, the AMT commissioned a set of eight new bi-level cars in June 2005. The AMT is currently studying a number of potential short-term and long-term solutions for increasing the capacity on this line.

	2004	2005
Annual operating costs	\$10,520,000	\$11,825,000
Net revenues	\$7,064,000	\$7,419,000
Self-financing ratio	67.15%	62.74%
Operating costs per passenger km	\$0.21	\$0.26

### RIDERSHIP





## COMMUTER TRAIN SYSTEM

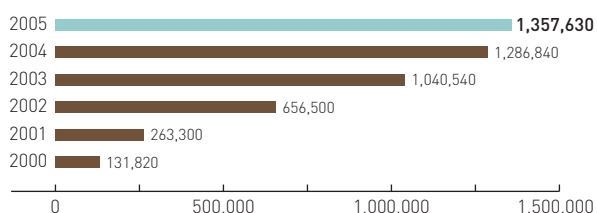
### Montréal/Mont-Saint-Hilaire line

The annual user traffic on this line increased by 5.5% in 2005 to reach 1.4 million trips, which represents 6,000 passengers travelling per day. With the expansion of the parking lot at the Saint-Basile-le-Grand station, the number of spaces increased from 2,115 in 2004 to 2,368 in 2005.

This line's user traffic profile is similar to that of the Blainville line, yet it still has a strong potential for growth. The addition of new bi-level cars is scheduled in the short and medium term.

	2004	2005
Annual operating costs	\$10,599,000	\$10,984,000
Net revenues	\$4,661,000	\$5,218,000
Self-financing ratio	43.98%	47.51%
Operating costs per passenger km	\$0.39	\$0.37

### RIDERSHIP



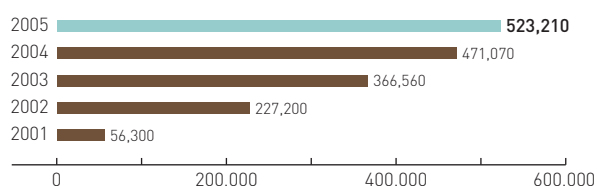
### Montréal/Delton-Candiac line

In 2005, the service extension to Candiac resulted in 2,600 passengers using this line on a daily basis. Annual user traffic grew 11.1% compared with 2004, representing the largest increase in the entire network. The number of parking spaces increased from 603 in 2004 to 766 in 2005.

User traffic on certain trains on this line is rapidly nearing maximum capacity, and so the addition of bi-level cars is scheduled in the near future.

	2004	2005
Annual operating costs	\$3,455,000	\$4,379,000
Net revenues	\$1,641,000	\$1,934,000
Self-financing ratio	47.47%	44.17%
Operating costs per passenger km	\$0.44	\$0.52

### RIDERSHIP



### Common infrastructures

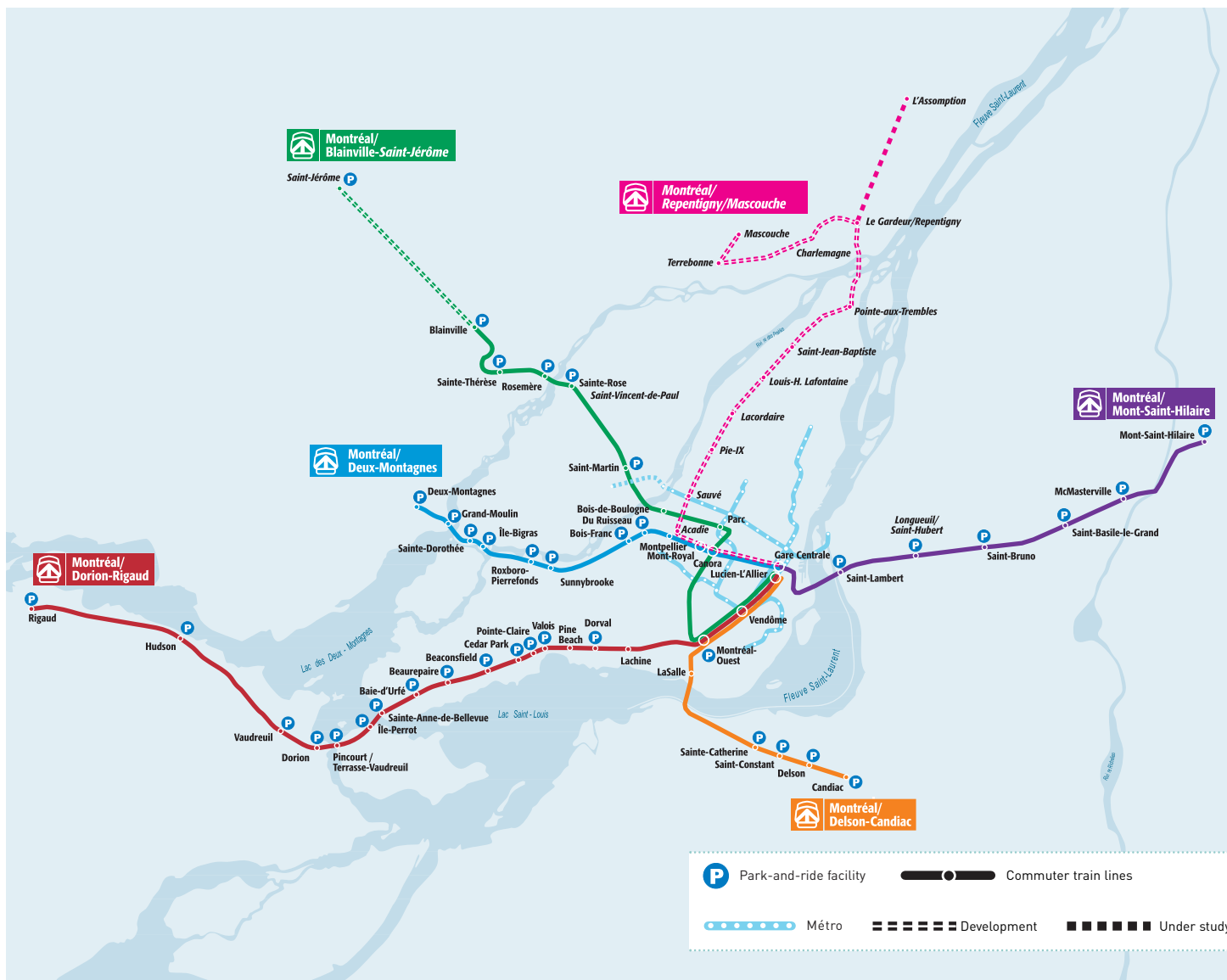
Certain infrastructures, such as train garages, overhead wires, stations and rolling stock, require major repairs in order to keep them in good working order and prevent breakdowns. Phase 1 of this work began in 2005 and is slated for completion in 5 years. Twenty-nine projects have been developed.

Moreover, signage at every network station will be standardized in order to provide clients with better information. This work was completed in 2004 for the Montréal/Blainville line and in 2005 for the Montréal/Dorion-Rigaud line; it is ongoing for the Montréal/Mont-Saint-Hilaire and Montréal/Delton Candiac lines, and is slated for completion in 2006 for the Montréal/Deux-Montagnes line.

### COMMUTER TRAIN

LINES: MONTRÉAL/	DEUX-MONTAGNES	DORION-RIGAUD	BLAINVILLE	MONT-ST-HILAIRE	DELTON-CANDIAC	TOTAL
Daily ridership	31,800	14,100	9,500	6,000	2,600	64,000
Yearly ridership	7.6 M	3.1 M	2.0 M	1.4 M	0.5 M	14.6 M
Variation of ridership 2005/2004	1.9%	0.1%	-0.2%	5.5%	11.1%	1.8%
Stations	12	19	10	7	8	49 <sup>1</sup>
Park-and-ride lots	8	15	5	6	4	38
Parking spaces	5,382	3,031	2,532	2,368	766	14,079
Occupancy rate of park-and-ride lots	94%	79%	91%	65%	63%	84%
Departures to Montréal	26	12	11	4	4	57
Departures from Montréal	23	13	11	4	4	55
Route (km)	31.1	64.4	47.5	34.9	23.3	201.2
Punctuality rate	98.9%	96.0%	95.2%	96.4%	97.3%	97.3%

<sup>1</sup> Certain stations serve many lines.



### SCHEDULED DEVELOPMENT OF THE SYSTEM: THE MONTRÉAL-EAST/REPENTIGNY/MASCOUCHE TRAIN LINE

In March 2006, the Government of Québec confirmed its decision to invest \$300 M ( $\pm$  30%) to build a new commuter train line to serve Montréal East and the northeastern suburbs (Repentigny, Terrebonne and Mascouche) in the metropolitan area. This 51-km-long line will follow a new railway section between Mascouche and Le Gardeur/Repentigny, and then use the CN track through northeast Montréal and join the Montréal/Deux-Montagnes tracks, which lead to downtown via the tunnel under Mont-Royal. Access to downtown will then take 61 minutes from Mascouche and 39 minutes from Pointe-aux-Trembles. Market studies show that at least 5,500 people would use this service every morning during rush hour, 70% of whom would be coming from Montréal and 30% from the northeast suburbs.

The Train de l'Est will have 14 stations, 11 of which will be newly constructed. It will connect to Line 2 of the métro at Sauvé station and Central Station. There will be five departures in the morning and evening rush hours. The AMT will operate five new diesel-electric locomotives, as well as 30 new bi-level cars. Permanent parking lots at the stations will be developed. The work is expected to take between 24 and 36 months.

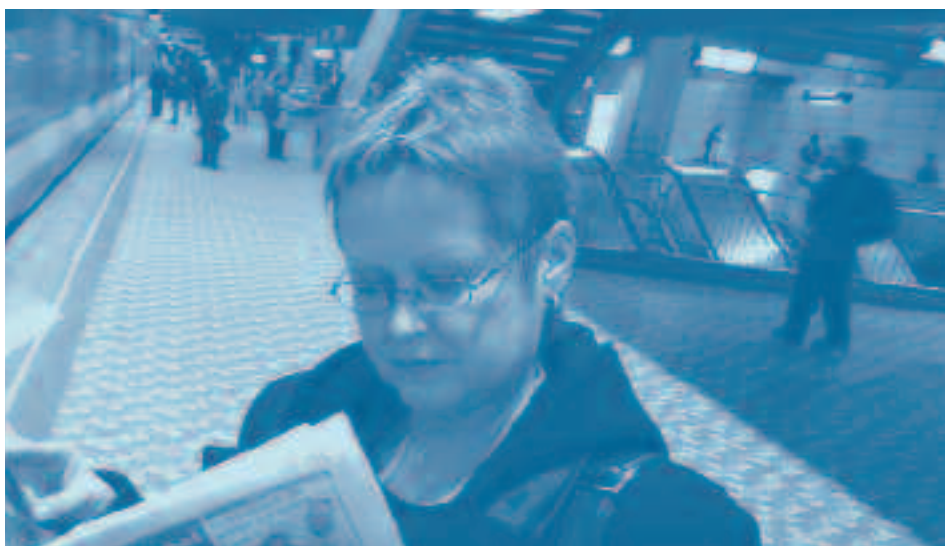
### FUTURE SYSTEM DEVELOPMENT

- Implementation of a short- and long-term intervention program for the commuter trains' rolling stock to ensure the preservation of assets and increase capacity
- Implementation of a permanent development and expansion program for the parking lots at commuter train stations in order to ensure the preservation of assets and increase capacity
- Assessment of the possibility of establishing new intermodal stations at the McGill, Édouard-Montpetit and Université de Montréal métro stations



# MONTRÉAL MÉTRO SYSTEM

## PRESERVING ASSETS



### The métro, the cornerstone of public transit in the Montréal area

With 217.7 million annual trips, representing about 50% of the public transit trips in the Montréal area, the STM-operated métro is the cornerstone of public transit in the city.

The existing system's renovation and consolidation are major factors in ensuring efficient public transit services for people living on and off the Island of Montréal.

#### *The Réno-Systèmes and Réno-Stations programs*

Nearly half of Montréal's métro network has been in service for 40 years, whereas the other half, consisting of extensions, has been in service for anywhere between 14 and 26 years. Certain stationary equipment in the métro has reached the end of its service life.

Thanks to the Réno-Systèmes program, this stationary operating equipment, found mainly on the original network, is being gradually replaced or reconditioned. This equipment includes motorized installations (escalators, ventilation systems, pumps, etc.), tracks, operating and train control equipment, as well as control room and telecommunications systems.

The AMT contributes to the *Réno-Systèmes – Phase 1* program managed by the STM. In this \$311.0 million project, the AMT's financial commitment stands at \$38.9 million (12.5%), the Government of Québec's at \$130.2 million (41.7%), the Federal Government's at \$103.1 million (33.3%), and the STM's at \$38.9 million (12.5%).

The AMT also contributed to the *Réno-Stations* program from 1997 to 1999. The total cost of this renovation program for the 26 original métro stations and for the Providence control room was \$60.0 million, and was funded by the MTQ for \$30.0 million (50%), the STM for \$15.0 million (25%) and the AMT for \$15.0 million (25%).

## EXTENSION OF LINE 2 TO LAVAL



### BRIEF OVERVIEW

**Project contractor:** AMT

**Construction:** Groupement SGTM (SNC-Lavalin, Tecsub and Municonsult, Bisson & Associés, Giasson et Farregut [MBGF])

**Stations:**

- Cartier
- De la Concorde (intermodal station with Montréal/Blainville commuter train)
- Montmorency (terminus)

**Section length:** 5.2 km

**Cost of the project:** \$803.6 M

**Expected date of commissioning:** July 2007

### Ongoing construction

Begun in March 2002, the work to extend line 2 of the métro to Laval is on track: As at December 31, 2005, the overall project was 74.8% completed. The Cartier and Montmorency stations have now seen the light of day—at the end of 2005, the work was 92% and 81% completed, respectively. As for laying the tracks and installing the related equipment, the work was 84% completed. The concreting of the tunnels, the Montmorency tail track and train garage, and the Henri-Bourassa section are nearing completion.

### Under construction

Begun in March 2005, construction of De La Concorde station was 56% completed by the end of 2005. In November, the construction of the *Centre de formation souterrain en prévention des incendies* began. Also, several contracts for stationary equipment (tunnel cabling, electrical equipment installations, mechanical installations, traction equipment, etc.) were awarded in 2005.

### Highlights

- The new organizational structure for the project, proposed by the AMT further to recommendations by the Experts' Committee (created in 2004), was approved on February 11, 2005, by the AMT, Groupement SGTM and the STM.
- In February-March 2005, the 500-worker threshold was reached on the construction sites, making it a "major construction site" pursuant

to the *Act respecting Occupational Health and Safety*. The project contractor's framework safety program was revised and submitted to the CSST, which confirmed its approval. The AMT's measures helped keep the number of employment injuries (accidents, illness, etc.) with lost work time at a very low level compared with the construction industry's average. In terms of severity, represented by the number of work days lost following an employment injury, the project's cumulative rate is 18.5, as opposed to 1,247 in the construction industry, per 200,000 hours worked.

- In 2005, the equivalent of about 1,260,000 person-hours were spent working on the construction sites, for a cumulative total of 3,740,037 person-hours worked (November 2005 data) since the start of the project in March 2002.
- As part of the program to integrate the arts into architecture and the environment, coordinated by the Ministère de la Culture et des Communications du Québec, Axel Morgentaler was the artist chosen at the close of the contest in September 2005 to create a work of art that will be installed on platform 3 at Henri-Bourassa station. The Montmorency station contest was launched in November 2005.
- Information sessions for local residents, focusing on neighbourhoods affected by the work, were held throughout 2005. In November, the press was invited to visit the métro work site.



# PROMOTIONAL ACTIVITIES



SEPTEMBER 22:  
IN TOWN, WITHOUT  
MY CAR!

Since the transportation sector generates 47% of the greenhouse gas emissions in the metropolitan Montréal area, the AMT's goal is to persuade the public of the benefits of moderate car use. In an effort to change people's travel habits and, at the same time, promote its services, the AMT strives to provide the public with information on alternative means of transport other than cars for daily use—efficient and economical means to help protect Montréal's quality of urban life and economic vitality, and promote a healthy environment.

## Sustainable development awareness

### International "In town, without my car!" day

On September 22, 2005, for the 3rd "In town, without my car!" day, over 40,000 people responded to the AMT's call for action, in collaboration with the City of Montréal, the borough of Ville-Marie and the STM. Against a festive backdrop, participants enjoyed a multitude of activities as downtown streets were closed to car traffic. The goal of this event is to raise public awareness about the alternatives to SOV (single-occupant vehicle) travel, and to provide them with information on the various methods of sustainable transportation.

### Environmental rock

The rock group Les Respectables have been spokespeople since the beginning of this event in Montréal. They performed two shows during the day, unplugged in the afternoon and rock in the evening.

### Encouraging results

- 9-decibel decrease, or 10 times less noise in the areas closed to car traffic
- 90-100% decrease in both nitrogen monoxide (NO) and carbon monoxide (CO)
- Of the 500 people surveyed in the metropolitan area, 86% had heard of the event

## A 10-YEAR JOURNEY

**1996-2005** – Implementation of various advertising campaigns to provide information on available public transit services

**1999-2002** – Creation of four public service announcements promoting public transit

**1999** – Start of the Allégo program, formerly the Employers' Program

**2001** – 1<sup>st</sup> edition of the *Excursions by Train*

**2002** – Launching of the TRAM by mail membership program • Implementation of the Mercredis de l'AMT conferences

**2003-2005** – Organization of the three "In town, without my car!" days

**2003** – Launching of the annual public transit pass subscription program for MTQ employees in the Montréal area

**2005-2006** – Dual public transit-Communauto membership program

### **Allégo program**

In 2000, AMT and the MTQ implemented the Allégo program, whose main objective is to develop and promote appealing, competitive transportation alternatives over SOV travel in businesses and institutions, through transportation demand management.

Five Commuter Management Centres (CMCs) have been established by the AMT since 2001 in order to introduce the Allégo program in various boroughs throughout its territory. The results to date are conclusive:

- 30 Allégo programs have been introduced in businesses and institutions
- 22 self-serve bike projects have been created
- 758 carpoolers have registered through the Allégo carpooling software—554 from businesses and institutions, and 204 for carpooling services to park-and-ride lots.

### **Excursions by Train**

Since 2001, AMT has offered tourist packages for residents and visitors in the metropolitan Montréal area travelling by commuter train. These trips are a creative way of discovering the surrounding areas of Montréal without having to rely on a car. In 2005, over 3,200 people enjoyed the nine excursions organized for the general public, and 2,500 children enjoyed the six trips designed specifically for them.

### **Many promotional activities throughout the year**

Throughout the year, periodic campaigns are carried out that target the various services offered, such as TRAM passes, commuter trains, metropolitan express buses, park-and-ride lots, reserved lanes and TRAM by mail.

### **Securing customer loyalty**

#### **TRAM by mail subscription**

Implemented in 2002, the TRAM pass membership program had 1,500 subscribers in 2005, who received their monthly transit pass in the mail at home, at no cost.

#### **Enrolling at work**

Since 2003, MTQ employees in the Montréal area have had the option of purchasing an annual subscription for public transit passes through their employer. Not only do employees receive their passes directly at work, they also get a discount equivalent to one free month. The AMT and its partners plan to expand this program to other businesses in the metropolitan area, many of which have already shown interest.

Negotiations are underway with other regional transit organizations in an effort to broaden the program. Furthermore, this program could be combined with the project announced in March 2006 by the Québec government, consisting in a 200% tax deduction of the actual cost for employers who cover the cost of their employees' transit passes.

### **Dual public transit-Communauto membership**

Since fall 2005, Laval citizens have been able to purchase an annual subscription for public transit passes (giving them access to STL, STM and commuter train services), combined with a membership in Communauto, a self-serve car service. By becoming members for a minimum of 12 consecutive months, users do not have to pay the \$535 membership fee.

### **TRAM promotions**

The TRAM promotion aims to secure the loyalty of existing clientele, to increase users' pass purchases and to revive the transit pass. This promotion, which targets some 85,000 monthly TRAM and TRAIN pass holders, has two components: A subsidization of the card through a discount on specific purchases, and a contest featuring numerous prizes to be won. In 2005, the four promotions created were: *Énergie Cardio* (January), *La réserve* (February), *Orchestre métropolitain* (May) and *Atrium Le 1000 de La Gauchetière* (November).

### **The environment, the core of our reflections and decisions**

#### **Les Mercredis de l'AMT**

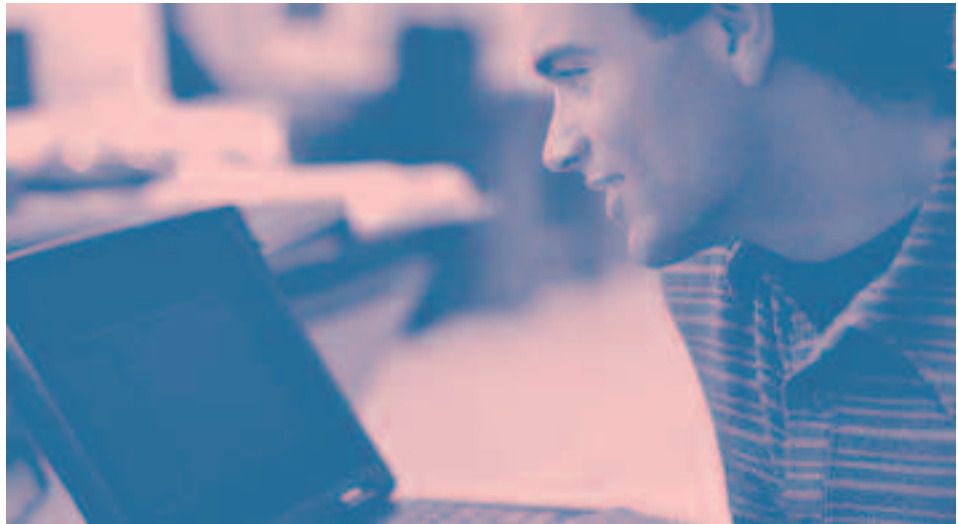
Through its dozen or so Les Mercredis de l'AMT conferences a year, the AMT offers an arena for thought on the broad social, economic and environmental issues linked to public transit. The subjects discussed include urban planning in relation to public transit development, sustainable transportation and its influence on public and environmental health, and innovative projects such as the new tramway.

#### **Participation at the UN conference**

As part of the UN Climate Change Conference held in Montréal in fall 2005, the AMT participated in the exhibit "A World of Solutions." At its booth, the AMT presented its mission, i.e. promoting public transit, and the resulting benefit of environmental protection. The AMT was also invited to attend numerous conferences in Québec, Canada and abroad as an expert contributor.



# CUSTOMER SERVICE



The AMT's Customer Service department received over 160,000 calls in 2005 (16% more than in 2004), 68,000 of which were handled by the telephone information centre employees. The AlloTRAM automated telephone service, open 24/7, handled over 80,000 calls.

The average number of daily calls is about 500 on weekdays and 300 on weekends.

The AMT's Web site had 1,432,000 hits in 2005, an increase of over 25% compared with 2004. On average, it receives 4,500 hits a day on weekdays and 2,500 on weekends.

The info-courriel service, through which 56 customer notices and 30 press releases were issued in 2005, has close to 12,000 subscribers

## A 10-YEAR JOURNEY

**1996** – The first Web site is set up, introducing the AMT, and displaying the commuter train rates and schedule.

**1998** – A new Web site is set up, incorporating the information on metropolitan public transit services and all the bus services offered by the metropolitan area CITs.

**1999** – The telephone information centre is established for customers of major metropolitan public transit services, creating a close link with customer service departments for all the public transit organizations in the metropolitan area.

**2003-2005** – Activation of AlloTRAM, the AMT's telephone system for the automated distribution of commuter train schedules, metropolitan express buses and CIT buses • Bus stop signs in the metropolitan area are coordinated to make them easier to locate and to interface them with the new customer information tools (Internet, AlloTRAM, telephone information centre).

allo  
514 . 287 . tram

# 22 AWARDS AND DISTINCTIONS

## A 10-YEAR JOURNEY

### 2005

**Grand Prize** at the American Public Transportation Association's (APTA) 26th Annual AdWheel Awards Competition in the category Public Relations/Special Event for its "*In town, without my car!*" day

**Environment Award** from the *Association québécoise du transport et des routes* (AQTR) in the category Education and Awareness for the 2004 public service announcement promoting public transit

**Essay Competition** by PIARC for AMT's essay on introducing reserved carpooling spaces in the park-and-ride lots

### 2004

**Honorary Certificate** at the Toronto Marketing Awards in the category Best Ad Campaign

**Environment Award** from AQTR in the category Education and Awareness for organizing the "*In town, without my car!*" day

**Grand Prize** at APTA's 25th Annual AdWheel Awards Competition in the category Television Advertisement or Public Service Announcement

**Excellence Award** from the Association for Commuter Transportation (ACT) in the category Creative Excellence for the Allégo program in schools

**Innovation Award** from the Canadian Urban Transit Association (CUTA) in the category Companies for the public service announcement promoting public transit

### 2003

**Media Award** in the Radio category for the advertising campaign to promote park-and-ride lots, and in the Posters category for its joint advertising with the Salon Habitat d'automne

**Environment Award** from AQTR in the category Education and Awareness for developing the Allégo press kit

**Best Presentation Award** at the 2003 AQTR conference for a speech on the "New Tramway in France"

**Dessau-Soprin Essay Competition** by PIARC-Québec for AMT's essay on the strategic vision of the Communauté métropolitaine de transport

**TMA Summit 2003** – Outstanding TMA Award from ACT (joint AMT-Ville Saint-Laurent award)

**Richard-Couture Award** from TRAQ awarded to the organization that contributed the most to the growth of Québec railways in 2002

### 2002

**Prix Émérite** from the Association de la construction du Québec for the preservation of the Beaconsfield station and for the Montréal/Dorion-Rigaud commuter train line

**Environment Award** from the AQTR for fluidity management (joint AMT-Bombardier Aeronautics award)

### 2001

**Honourable mention** from ACT in the category Outstanding Service Award – Private Sector for the projects developed to manage Bombardier Transport's travel demands

**Outstanding Achievement Award** from CUTA in the category Corporate Recognition for the global relaunching of commuter train lines in the metropolitan Montréal area

**Prix Accès** from the City of Laval in the category Institutions for excellence in the *Terminus Le Carrefour* project to improve access for people with limited mobility

**Favourable mention** awarded by *Transport 2000 Québec* for the leadership demonstrated through the Employers' Program, which aims to decrease employees' personal travelling, and encourage carpooling and public transit

### 2000

**Excellence Award** in steel construction from Canadian Institute of Steel Construction for the architectural originality of the steel structure at the Longueuil terminus

### 1999

**Coq d'or** (Golden Rooster Award) at the 40th Concours de création from the Publicité Club de Montréal in the category Radio-Services

### 1997

**Environment Award** from AQTR for the modernization work at Deux-Montagnes station

**Orange Award** from *Sauvons Montréal* for introducing the commuter train link between Blainville and Montréal



A close-up portrait of a person wearing a light-colored hat and a patterned garment. The person's eyes are closed, and their expression is serene. The image has a soft, slightly blurred quality. Overlaid on the lower half of the image is the text "5:26 PM" in a large, white, sans-serif font.

5:26 PM





I ADORE THIS SONG—IT'S SO GOOD! I WONDER IF ASTRID HAS ANY OTHER MP3S BY THIS GROUP.

# OPERATING FUND

## REVENUES

The revenues of the AMT Operating Fund rose from \$168.7 million in 1996 to \$238.1 million in 2005, an increase of \$69.4 million, representing growth of 41.1%. This growth results mainly from the following factors:

- 278.2% increase in suburban train revenues, as the result of the installation of new train lines and the constantly growing popularity of services
- 329.8% increase in revenues from TRAM sales, due to the expansion of metropolitan fare service to include all modes of transportation and transit organizing authorities in the Montréal metropolitan region and the creation of the intermediate TRAM for students aged 18 to 21
- higher government rebates (+20.7%), resulting from the larger automobile fleet and gas consumption within the AMT territory

### Government rebates

Gasoline tax and registration fee revenues are some \$600,000 greater than planned in the 2005 budget and up \$900,000 compared to 2004, an increase of 0.9%.

### Metropolitan revenues

2005 metropolitan revenues from the sale of TRAM cards totalled \$84.3 million, up \$5.2 million or 6.6% over 2004. Of this amount, \$25.4 million was allocated to suburban train revenues and \$0.5 million to metropolitan express bus revenues. Metropolitan revenues to allocate among the transit operating authorities are \$58.4 million, up \$4.0 million or 7.3% compared to 2004.

### Revenues associated with commuter trains

#### Revenues from users

Due to the general increase in traffic, revenues from commuter train users rose from \$34.6 million in 2004 to \$37.6 million in 2005, up \$3.0 million compared to 2004 and \$2.3 million above the approved 2005 budget.

#### Municipal contributions

Municipal contributions to financing of commuter trains rose from \$28.3 million in 2004 to \$29.5 million in 2005, up 4.2%.

## REVENUES FROM USERS

LINES: MONTRÉAL/	REVENUES 2004	REVENUES 2005	2005/2004
Deux-Montagnes	\$15.8 M	\$17.0 M	+7.6%
Dorion-Rigaud	\$5.4 M	\$6.0 M	+11.1%
Blainville	\$7.1 M	\$7.5 M	+5.6%
Mont-Saint-Hilaire	\$4.7 M	\$5.2 M	+10.6%
Delson-Candiac	\$1.6 M	\$1.9 M	+18.8%
<b>TOTAL</b>	<b>\$34.6 M</b>	<b>\$37.6 M</b>	<b>+8.7%</b>
<b>METROPOLITAN EXPRESS BUS</b>			
Chevrier Express	\$1.1 M	\$1.2 M	+9.1%
Le Carrefour Express	\$0.2 M	\$0.3 M	+50.0%
<b>TOTAL</b>	<b>\$1.3 M</b>	<b>\$1.5 M</b>	<b>+15.4%</b>

## A 10-YEAR JOURNEY

### The Operating Fund

	in millions of \$	Change
1996	168.7	N.A.
1997	176.2	+4.4%
1998	184.2	+4.5%
1999	192.4	+4.4%
2000	191.2	-0.6%
2001	206.0	+7.7%
2002	212.6	+3.2%
2003	218.9	+3.0%
2004	228.5	+4.4%
2005	238.1	+4.2%

**2005/1996 +41.1%**

In 2005, the good performance of the Montréal/Blainville train line resulted in a budget surplus of \$0.3 million, which was redistributed at their request to the municipalities served by this line, prorated by their respective financial contributions.

### Revenues associated with metropolitan express buses

Revenues from metropolitan express bus users rose from \$1.3 million in 2004 to \$1.5 million in 2005, an increase of 15.4%.

### Allocation of the cost of metropolitan equipment

Billing of the cost of metropolitan equipment totalled \$0.7 million, equivalent to the actual cost in 2004. The costs associated with invoiced metropolitan equipment include all management and operating expenses associated with the reserved lanes, terminuses and ticket offices installed in the terminuses.



## EXPENDITURES

### SPECIAL REBATE TO TRANSIT AUTHORITIES: \$3.1 MILLION

In 2005, because of a surplus of revenues over expenditures of \$3.6 million, \$3.1 million was redistributed in the form of a special rebate to the region's transit authorities as an incentive for their contribution to the metropolitan transport system.

#### Metropolitan and other assistance

In order to encourage traffic growth, the AMT grants the transit authorities an operating subsidy at the rate of \$0.20 per passenger using the métro and \$0.50 per passenger using the metropolitan bus transport system at an embarkation point located on the AMT territory. This annual operating subsidy totalled \$64.9 million, including the related expenditures of \$0.2 million.

ASSISTANCE	2004	2005	2005/2004
Basic metropolitan assistance			
- Métro	\$43,495	\$43,610	+0.3%
- Bus (RTMA) and related expenditures	\$12,880	\$12,990	+0.9%
Sub-total	\$56,375	\$56,600	+0.4%
Assistance for reduced and intermediate fares	\$4,920	\$5,288	+7.5%
New assistance for fare integration	-	\$937	-
Development assistance	\$2,509	\$2,113	-15.8%
<b>TOTAL</b>	<b>\$63,804</b>	<b>\$64,938</b>	<b>+1.8%</b>

#### Commuter trains

The management and operating costs of the commuter trains amounted to \$79.6 million, or \$2.9 million (+3.8%) more than in 2004 and \$0.1 million less than the 2005 budget. The increase in costs reflects contractual increases and the rise in the cost of fuel.

#### Metropolitan equipment

Metropolitan management and operating costs were \$12.3 million in 2005, \$0.5 million less than the 2005 budget and \$0.6 million more than in 2004.

#### Sharing the net metropolitan revenues from TRAM cards

The metropolitan revenues for metropolitan tickets and passes amounted to \$58.4 million, up \$4.0 million or 7.3% over 2004. These net revenues were paid entirely to the transit authorities: STM (\$25.9 million), RTL (\$14.4 million), STL (\$8.2 million) and CIT/CRT/municipality (\$9.9 million).

### OPERATING FUND

(in millions of \$)	2005 BUDGET	2005 ACTUAL	BUDGET/ACTUAL CHANGE	2004 ACTUAL	2005/2004 CHANGE
<b>REVENUES</b>					
Regional sources (fuel, registration)	99.73	100.35	0.62	99.49	0.86
Sources associated with commuter trains					
- User revenues	35.34	37.62	2.28	34.58	3.04
- Municipal contributions	30.50	29.52	-0.98	28.28	1.24
Metropolitan revenues	57.44	58.42	0.98	54.43	3.99
Government debt subsidy					
- Commuter trains	7.12	7.12	—	7.12	—
- Metropolitan equipment	0.68	0.66	-0.02	0.97	-0.31
Metropolitan express buses	1.92	1.86	-0.06	1.48	0.38
Distribution of infrastructure cost	0.83	0.69	-0.14	0.67	0.02
Other	1.45	1.83	0.38	1.46	0.37
	235.01	238.07	3.06	228.48	9.59
<b>EXPENDITURES</b>					
Metropolitan network					
- Metropolitan and other assistance	65.34	64.94	-0.40	63.80	1.14
- Metropolitan equipment	12.86	12.35	-0.51	11.75	0.60
Commuter trains	79.71	79.57	-0.14	76.69	2.88
Sharing of metropolitan revenues	57.44	58.42	0.98	54.43	3.99
Debt service					
- Commuter trains	7.12	7.12	—	7.12	—
- Metropolitan equipment	0.84	0.85	0.01	1.35	-0.50
Metropolitan express bus	2.78	2.75	-0.03	2.42	0.33
Operating expenses	5.50	5.47	-0.03	4.81	0.66
Other	3.42	3.04	-0.38	3.07	-0.03
	235.01	234.51	-0.50	225.44	9.07
Annual surplus (before distribution of special rebate to transit authorities)	—	3.56	3.56	3.04	0.52
Special rebate to transit authorities	—	3.06	3.06	2.85	0.21
<b>NET INCOME FOR THE YEAR</b>	<b>—</b>	<b>0.50</b>	<b>0.50</b>	<b>0.19</b>	<b>0.31</b>
Surplus at the start of the year	—	0.50	0.19	0.31	0.19
<b>SURPLUS AT THE END OF THE YEAR</b>	<b>—</b>	<b>1.00</b>	<b>0.69</b>	<b>0.50</b>	<b>0.50</b>

# FIXED ASSETS FUND

Since its founding, the AMT, through its Three-Year Fixed Asset Program and the Government Assistance for Mass Transit Program of the ministère des Transports du Québec (MTQ), has completed 159 projects with total expenditures of \$388 million as at December 31, 2005; 72 projects are currently underway for a total of \$599.2 million.

Capital investments for 2000 to 2005, excluding the extension of the métro to Laval, have reached respective levels of \$68.7 million, \$71.9 million, \$77.7 million, \$61.5 million, \$45.9 million and \$75.7 million.

## A 10-YEAR JOURNEY

### The 2005 Metropolitan Fixed Assets Fund

	In millions of \$	Change
1996	1.2	N.A.
1997	6.9	+ 475.0%
1998	29.5	+ 327.5%
1999	36.3	+ 23.1%
2000	68.7	+ 89.3%
2001	79.3	+ 15.4%
2002	116.9	+ 47.4%
2003	171.2	+ 46.4%
2004	214.7	+ 25.4%
2005	271.7	+ 26.5%

The 64 municipalities<sup>1</sup> that made up the territory of the AMT in 2005 paid financial contributions of \$18.1 million to the Metropolitan Fixed Assets Fund, up 8.1% over 2004. This increase in contributions, which are used to finance fixed asset projects not subsidized by the MTQ, results from the reassessments of property values of recent years. Furthermore, in 2005, the Québec transport minister authorized subsidies of \$234.8 million for fixed asset investments and other metropolitan projects totalling \$271.7 million including the cost of extending métro line 2 to Laval. These investments are up \$57.0 million, an increase of 26.5% over 2004.

#### Projects completed in 2005: \$58.6 million

During 2005, the AMT, in collaboration with its partners, completed 12 projects for a total cost of \$58.6 million within budget and on time. The projects included:

- commissioning 22 bi-level cars (14 for the Montréal/Dorion-Rigaud line and 8 for the Montréal/Blainville line)
- acquisition of rail right-of-way (Saint-Jérôme section)
- renovation of the Pincourt-Terrasse-Vaudreuil station
- renovation of the Lachine parking lot
- extension of service and opening Candiac station
- renovation and expansion of Sainte-Rose station
- inauguration of the Côte-Vertu terminus.

#### The main projects in progress in 2005: \$213.1 million

Projects still under way cost a total of \$213.1 million for 2005, and included:

- extension of the métro line 2 to Laval
- contribution to the métro: Programme Réno-Systèmes – Phase 1
- extension of the platforms at Pointe-Claire station
- overhaul of the series-900 train cars
- refurbishing of railway infrastructures (Westmount subdivision)
- engineering and design of the Saint-Hubert permanent station
- extension of the Blainville line to Saint-Jérôme
- Montréal-East/Repentigny/Mascouche train<sup>2</sup>
- A-25 reserved lane – Phase 2
- Cathedral preferential traffic measure
- Sherbrooke/A-25 preferential traffic measure
- automation of ticket sale and fare collection equipment
- creation of the reserved lane integrated with the Taschereau interchange

<sup>1</sup> Further to the municipal demergers, the number of municipalities has risen from 64 in 2005 to 83 in 2006.

<sup>2</sup> In March 2006, the Government of Québec confirmed its decision to invest \$300 million (±30%) in installing the Montréal-East/Repentigny/Mascouche train.



# CEP

(THREE-YEAR CAPITAL EXPENDITURE PLAN)

# 2006-2007-2008

On December 15, 2005, the AMT's Board of Directors adopted the 2006-2008 Three-Year Capital Expenditure plan (CEP), representing \$1.2 billion worth of investments. Some of the 109 projects recommended involve commitments beyond 2008. Projected investments totalling \$2.2 billion include projects for the métro, commuter trains and metropolitan equipment.

## Montréal métro system projects

Two projects are currently underway:

- The *Réno-Systèmes-Phase 1* project: At a cost of \$311.0 million, the purpose of this project is to replace the control and communication systems in the métro. The AMT is contributing \$38.9 million towards maintaining the métro network, since it is essentially considered metropolitan equipment.
- The extension of line 2 of the métro to Laval: Estimated at \$803.6 million, this project was approved by Order-in-Council no. 1117-2004 by the Government of Québec. To date, the cost of construction is \$532.3 million.

## Commuter train projects

The 2006-2008 CEP comprises 51 commuter train projects totalling \$828.7 million.

The most important projects in terms of cost or impact on service improvements are:

- Acquisition and commissioning of 28 new bi-level cars: After analysis, these bi-level cars were found to be the best solution to increasing the system's capacity in order to accommodate ridership growth, while reducing operating costs
- Purchase of 12 new locomotives to replace old ones at the end of their service life
- Planning studies and construction of the Montréal-East/Repentigny/Mascouche train line
- Increased capacity on the Montréal/Deux-Montagnes line (purchase of 22 cars, grade separation of the East junction, double railway tracks between Bois-Franc and Roxboro, Autoroute 13 station, Saint-Eustache station)
- Extension of the Montréal/Blainville line to Saint-Jérôme
- Construction of Chabanel station
- Rehabilitation of railway infrastructures and station equipment
- Ongoing development of certain stations

## Metropolitan equipment projects

The 2006-2008 CEP comprises 34 metropolitan bus transit network projects totalling \$62.2 million. These smaller-scale projects nonetheless constitute very efficient means of improving the flow of the metropolitan bus transit network.

The main projects regarding reserved lanes and priority measures are:

- The 1.5-km extension of the A-25 reserved lane in Laval
- Implementation of priority measures for buses at the intersection of Notre-Dame Street and de la Cathédrale Street in Montréal, to ease traffic on the Champlain Bridge reserved lane to the South Shore
- Safe recommissioning of the reserved lane on Pie-IX Blvd.
- Implementation of priority measures for the Sherbrooke Street buses in Montréal-East
- Implementation of priority measures for the Notre-Dame Street buses in Repentigny
- Creation of park-and-ride lots: Terrebonne, Boucherville, Pie-IX, De Montagne, Sherbrooke East, Eastern North Shore
- Completion of the Cartier and Montmorency terminuses
- Development of the Boucherville terminus and parking lot, and the Sainte-Julie terminus
- Development of the Cousineau/Chemin Chambly reserved lane (Saint-Hubert – Phase 1)
- Increased capacity at the Downtown terminus
- Reorganization of the Brossard-Panama terminus and parking lot
- Improvement of existing park-and-ride lots, reserved lanes and terminuses

# ASSETS OF THE AMT

## COMMUTER TRAIN SYSTEM

### COMMUTER TRAIN SYSTEM, in brief

	STATIONS	PARK-AND-RIDE			RIDERSHIP	
LINES MONTRÉAL/		PARK-AND-RIDE	CARS PLACES	BIKES PLACES	PASSENGERS 2005	CHANGE 2005/2004
Deux-Montagnes	12	8	5,382	382	7,648,900	1.9%
Dorion-Rigaud	19	15	3,031	346	3,076,000	0.1%
Blainville	7+3 <sup>1</sup>	5	2,532	181	1,977,600	-0.2%
Mont-Saint-Hilaire	6+1 <sup>2</sup>	6	2,368	121	1,357,600	5.5%
Delson-Candiac	5+3 <sup>1</sup>	4	766	60	523,200	11.1%
<b>GRAND TOTAL</b>	<b>49</b>	<b>38</b>	<b>14,079</b>	<b>1,090</b>	<b>14,583,300</b>	<b>1.8%</b>

### COMMUTER TRAIN LINES, in detail

	PARK-AND-RIDE				RIDERSHIP
	CARS PLACES	OCCUPATION %	USE CARS	BIKES PLACES	2005
<b>MONTRÉAL/DEUX-MONTAGNES</b>					
Deux-Montagnes	1,100	98%	249,800	137	1,436,000
Grand-Moulin	201	100%	41,200	37	435,500
Sainte-Dorothée	973	100%	231,100	21	985,600
Île-Bigras	68	94%	16,200	15	166,600
Roxboro-Pierrefonds	786	82%	166,100	51	1,517,100
Sunnybrooke	410	97%	95,800	21	838,200
Bois-Franc	754	88%	161,500	28	779,600
Du-Ruisseau	1,090	88%	241,500	14	783,500
Montpellier	-	-	-	14	635,200
Mont-Royal	-	-	-	30	719,900
Canora	-	-	-	14	349,200
Central Station <sup>2</sup>	-	-	-	-	6,651,400
<b>TOTAL</b>	<b>5,382</b>	<b>94%</b>	<b>1,203,200</b>	<b>382</b>	<b>15,297,800</b>
<b>MONTRÉAL/DORION-RIGAUD</b>					
Rigaud	130	3%	1,400	7	7,400
Hudson	36	94%	5,900	7	18,800
Vaudreuil	270	100%	55,900	14	153,200
Dorion	140	54%	18,600	10	176,400
Pincourt/Terrasse-Vaudreuil	193	54%	20,100	22	106,200
Île-Perrot	150	87%	18,200	14	90,100
Sainte-Anne-de-Bellevue	336	88%	58,900	28	243,400
Baie-d'Urfé	72	96%	13,000	15	73,600
Beaurepaire	30	100%	7,900	30	127,000
Beaconsfield	465	99%	110,600	79	724,300
Cedar Park	27	93%	6,900	22	205,700
Pointe-Claire	645	63%	83,200	24	294,600
Valois	115	99%	24,200	14	235,800
Pine-Beach	-	-	-	16	97,500
Dorval	402	77%	78,400	8	304,000
Lachine	-	-	-	20	196,700
Montréal-Ouest <sup>1</sup>	20	85%	3,900	8	460,700
Vendôme <sup>1</sup>	-	-	-	5	1,065,100
Lucien-L'Allier Station <sup>1</sup>	-	-	-	3	1,571,900
<b>TOTAL</b>	<b>3,031</b>	<b>79%</b>	<b>507,100</b>	<b>346</b>	<b>6,152,400</b>
<b>MONTRÉAL/BLAINVILLE</b>					
Blainville	582	99%	118,500	26	413,000
Sainte-Thérèse	664	100%	130,500	55	538,800
Rosemère	340	100%	76,200	39	430,600
Sainte-Rose	756	60%	98,500	21	359,800
Saint-Martin	190	98%	43,300	7	226,900
Bois-de-Boulogne	-	-	-	7	125,100
Parc	-	-	-	26	1,288,400
Montréal-Ouest <sup>1</sup>	-	-	-	-	42,200
Vendôme <sup>1</sup>	-	-	-	-	121,300
Lucien-L'Allier Station <sup>1</sup>	-	-	-	-	409,300
<b>TOTAL</b>	<b>2,532</b>	<b>91%</b>	<b>467,000</b>	<b>181</b>	<b>3,955,400</b>
<b>MONTRÉAL/MONT-SAINT-HILAIRE</b>					
Mont-Saint-Hilaire	444	84%	73,700	14	238,100
McMasterville	450	68%	68,400	28	296,400
Saint-Basile-le-Grand	374	71%	56,500	28	233,000
Saint-Bruno	555	55%	67,300	14	252,900
Saint-Hubert	225	100%	44,800	14	140,800
Saint-Lambert	320	16%	64,600	23	199,000
Central Station <sup>2</sup>	-	-	-	-	1,354,800
<b>TOTAL</b>	<b>2,368</b>	<b>65%</b>	<b>375,300</b>	<b>121</b>	<b>2,715,000</b>
<b>MONTRÉAL/DELSON-CANDIAC</b>					
Candiac	110	64%	5,000	7	9,600
Delson	110	44%	13,200	14	56,900
Saint-Constant	107	95%	10,800	14	146,400
Sainte-Catherine	439	72%	64,300	28	254,700
LaSalle	-	-	100	4	62,200
Montréal-Ouest <sup>1</sup>	-	-	-	-	34,100
Vendôme <sup>1</sup>	-	-	-	-	207,600
Lucien-L'Allier Station <sup>1</sup>	-	-	-	-	274,900
<b>TOTAL</b>	<b>766</b>	<b>63%</b>	<b>93,400</b>	<b>67</b>	<b>1,046,400</b>
<b>TOTAL – COMMUTER TRAIN</b>	<b>14,079</b>	<b>84%</b>	<b>2,646,000</b>	<b>1,097</b>	<b>29,166,600</b>
<b>TOTAL – PARK-AND-RIDE (COMMUTER TRAIN AND RTMA)</b>					

<sup>1</sup> Stations common to Dorion-Rigaud, Blainville and Delson-Candiac lines

<sup>2</sup> Station common to Deux-Montagnes and Mont-Saint-Hilaire lines



# ASSETS OF THE AMT

## METROPOLITAN AREA BUS SYSTEM (RTMA)

### METROPOLITAN EXPRESS BUSES

	STOPS	PARK-AND-RIDE		RIDERSHIP	
		CARS PLACES	BIKES PLACES	PASSENGERS 2005	CHANGE 2005/2004
Chevrier Express	3	1,974	15	716,422	25.5%
Le Carrefour Express	11	478	35	257,460	13.0%
<b>TOTAL</b>	<b>14</b>	<b>2,452</b>	<b>50</b>	<b>973,882</b>	<b>22.0%</b>

### TERMINUSES

	BUSES		RIDERSHIP	
	NETWORKS	LINES	2005	2004/2005
Angrignon	4	23	6,860,700	-0.1%
Brossard	4	38	2,040,600	-3.2%
Côte-Vertu	3	21	10,789,100	n.d.
Henri-Bourassa North	3	30	8,572,200	0.7%
Henri-Bourassa South	1	11	7,320,400	-2.5%
Le Carrefour	2	10	632,700	-4.2%
Longueuil	5	55	11,121,200	-5.8%
Radisson	3	17	3,807,200	-0.9%
Repentigny	1	15	273,000	1.6%
Centre-Ville	10	82	9,708,100	-2.1%
Saint-Eustache	2	7	224,600	25.1%
Sainte-Thérèse	2	14	856,100	5.1%
Terrebonne	1	20	1,270,600	-2.9%
<b>TOTAL</b>	<b>41</b>	<b>343</b>	<b>63,476,500</b>	<b>18.0%</b>

### MAIN ROUTES OF METROPOLITAN TRANSIT SYSTEM

	PREFERENTIAL MEASURES	RESERVED LANES (KM)	
		A.M.	P.M.
A-20/Tellier Ramp	-	1.5	1.5
A-25	-	5.0	5.6
A-10/Champlain Bridge/ Bonaventure Autoroute/TCV approach	yes	10.7	10.8
Park Avenue	yes	3.5	3.0
Newman Blvd.	-	3.2	3.2
Pie-IX Blvd.	yes	8.5	8.5
Saint-Jean-Baptiste Blvd./R-132-138/Mercier Ramp	yes	6.0	0.3
Taschereau Blvd.	yes	5.4	5.4
Taschereau Ramp	-	0.5	-
Côte-des-Neiges	-	5.1	4.8
Henri-Bourassa	-	8.2	8.3
Le Carrefour/Côte-Vertu	yes	7.0	6.1
Pont-Viau/Laurentian Blvd.	yes	2.4	1.3
Victoria Bridge/Des Irlandais	-	0.2	0.1
R-116	-	1.2	1.3
R-132/Montbrun	-	2.0	-
René-Lévesque/Notre-Dame	yes	9.0	8.0
Sherbrooke St. East	-	1.6	2.1
Saint-Charles/Riverside/Lafayette	yes	2.2	0.8
<b>TOTAL</b>		<b>83.4</b>	<b>71.1</b>

### PARK-AND-RIDE

	PARK-AND-RIDE			
	CARS PLACES	OCCUPATION %	USE CARS 2005	BIKES PLACES
Angrignon	733	60%	115,900	68
Brossard-Chevrier	1,974	65%	259,300	15
Brossard-Panama	1,164	93%	271,800	76
Chambly	247	97%	45,900	7
Châteauguay	350	74%	63,200	14
De Montagne	125	40%	11,800	15
Georges-Gagné	422	71%	64,500	14
La Prairie	524	84%	99,600	7
Le Carrefour	478	12%	11,100	35
Longueuil	1,838	95%	380,900	539
Mercier	43	79%	7,000	-
Namur	428	100%	96,200	8
Radisson	527	100%	127,800	14
Repentigny	268	92%	34,900	15
Seigneurial	125	46%	12,400	25
Saint-Eustache	20	60%	2,200	31
Sainte-Julie	196	100%	61,300	14
Sherbrooke	325	55%	41,400	-
Terrebonne	716	91%	132,100	27
<b>TOTAL</b>	<b>10,503</b>	<b>79%</b>	<b>1,839,300</b>	<b>924</b>
	<b>24,582</b>	<b>82%</b>	<b>4,485,300</b>	<b>2,021</b>



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# FINANCIAL STATEMENTS 2005



# AUDITORS' REPORT

To the members of the Board of Directors  
of the Agence métropolitaine de transport

We have audited the balance sheet of the Operating Fund, and the balance sheet of the Fixed Assets Fund, of the Agence métropolitaine de transport (the "AMT") as at December 31, 2005, and the statement of operating activities and of the surplus of the Operating Fund, the statement of operations and shortfall of permanent financing for the Fixed Assets Fund and the statement of net investments in capitalized assets for the year then ended. Management of the AMT is responsible for these financial statements. Our responsibility consists of expressing an opinion on these financial statements based on our audit.

Our audit was conducted in accordance with Canadian generally accepted auditing standards. These standards require that the audit be planned and conducted in such a way as to provide reasonable assurance that the financial statements are free from material misstatements. The audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. It also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

In our opinion, these financial statements present fairly, in all material respects, the financial situation of the AMT as at December 31, 2005 and the results of its operations and its cash flow for the year then ended in accordance with the accounting principles indicated in note 2.

The budget figures are shown for comparison purposes and were not audited. We therefore do not express any opinion on these figures.



Chartered Accountants  
Montréal, Québec, March 17, 2006

## OPERATING FUND - STATEMENT OF OPERATING ACTIVITIES AND SURPLUS

Fiscal years ended at 31 December (in thousands of dollars)	BUDGET 2005 (unaudited) \$	2005 \$	2004 \$
<b>REVENUS</b>			
Government rebates:			
- Gasoline tax	50,450	<b>50,905</b>	50,792
- Registration fees	49,278	<b>49,441</b>	48,704
Net revenues from TRAM sales [note 4]	57,446	<b>58,419</b>	54,427
Commuter train revenues [note 5]	35,342	<b>37,617</b>	34,576
Municipal contributions to suburban trains [note 5]	30,505	<b>29,520</b>	28,276
Subsidies from the ministère des Transports du Québec for debt service by the TOAs (transit operating authorities) [note 14]:			
- For commuter trains	7,122	<b>7,122</b>	7,125
- For metropolitan equipment	675	<b>659</b>	971
Government assistance for paratransit	450	<b>450</b>	375
Revenues from metropolitan express buses	1,358	<b>1,443</b>	1,308
Municipal contributions to metropolitan express buses	557	<b>413</b>	170
Contributions to the cost of metropolitan equipment	829	<b>690</b>	670
Other	1,000	<b>1,393</b>	1,083
	235,012	<b>238,072</b>	228,477
<b>EXPENDITURES</b>			
Distribution of net revenues from TRAM sales [note 4]	57,446	<b>58,419</b>	54,427
Metropolitan assistance and related expenditures [note 6]	56,439	<b>56,600</b>	56,375
Commuter trains [note 5]	79,713	<b>79,567</b>	76,688
Metropolitan equipment	12,859	<b>12,353</b>	11,746
TOA debt service [note 14]:			
- For commuter trains	7,122	<b>7,122</b>	7,125
- For metropolitan equipment	843	<b>850</b>	1,350
Operating expenditures	5,500	<b>5,474</b>	4,814
Development assistance	2,900	<b>2,113</b>	2,509
Assistance for reduced and intermediate fare TRAM busses and related expenditures [note 7]	5,242	<b>5,288</b>	4,920
Assistance for rate integration [note 8]	757	<b>937</b>	—
Paratransit	1,033	<b>945</b>	700
Metropolitan express buses	2,783	<b>2,749</b>	2,420
Other	2,375	<b>2,096</b>	2,371
	235,012	<b>234,513</b>	225,445
Annual surplus before distribution of a special rebate to the TOAs	—	<b>3,559</b>	3,032
Special rebate to TOAs [note 9]	—	<b>3,059</b>	2,850
<b>ANNUAL SURPLUS</b>	—	<b>500</b>	182
Surplus at the start of the fiscal year	—	<b>500</b>	318
<b>SURPLUS AT THE END OF THE FISCAL YEAR</b>	—	<b>1,000</b>	500

See the notes to the financial statements

**OPERATING FUND - BALANCE SHEET**

As at December 31 (in thousands of dollars)

	2005 \$	2004 \$
<b>ASSETS</b>		
Cash and term deposits	34,066	20,198
Government rebates receivable	21,436	21,906
Accounts receivable	6,055	8,057
Spare parts for commuter trains	2,966	3,710
	<b>64,523</b>	<b>53,871</b>
<b>LIABILITIES AND FUND BALANCE</b>		
Accounts payable and accrued expenses	63,523	53,371
<b>FUND BALANCE</b>		
Accumulated surplus	1,000	500
	<b>64,523</b>	<b>53,871</b>
Commitments and contingencies [note 14]		

On behalf of the Board of Directors,


Martine Corriveau-Gougeon  
Director

Jean-Robert Grenier  
Director

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See the notes to the financial statements

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**FIXED ASSETS FUND - STATEMENT OF OPERATING ACTIVITIES AND SHORTFALL OF PERMANENT FINANCING**

Fiscal years ended at December 31 (in thousands of dollars)

	2005 \$	2004 \$
<b>PERMANENT FINANCING</b>		
Subsidies from the ministère des Transports du Québec	234,846	180,317
Municipal contributions [note 10]	18,106	16,751
Other subsidies	403	1,343
Other	1,198	1,114
	<b>254,553</b>	<b>199,525</b>
<b>CAPITAL ASSET INVESTMENTS</b>		
Commuter trains		
- Deux-Montagnes	125	482
- Dorion-Rigaud	22,077	20,820
- Blainville	28,534	335
- Mont-Saint-Hilaire	337	1,640
- Delson-Candiac	2,245	—
Metropolitan equipment		
- Reserved lanes	1,632	2,382
- Terminuses	3,691	5,838
Variation in current fixed assets		
- Métro extension to Laval	196,044	168,865
- Contribution to the Programme Réno-Systèmes	—	(7,830)
- Feasibility and preliminary project studies – Light rail transit	—	(9,306)
- Others	3,708	603
	<b>258,393</b>	<b>183,829</b>
<b>CONTRIBUTION TO OTHER METROPOLITAN PROJECTS</b>		
Contribution to the Programme Réno-Systèmes	10,330	16,268
Feasibility and preliminary project studies – Light rail transit	224	12,362
Feasibility studies – Various	670	1,320
Other	2,101	966
	<b>271,718</b>	<b>214,745</b>
<b>SHORTFALL OF PERMANENT FINANCING FOR THE YEAR'S INVESTMENTS</b>	<b>(17,165)</b>	<b>(15,220)</b>
Shortfall of permanent financing at the start of the year	(46,987)	(31,767)
<b>SHORTFALL OF PERMANENT FINANCING AT THE END OF THE YEAR</b>	<b>(64,152)</b>	<b>(46,987)</b>

See the notes to the financial statements

## FIXED ASSETS FUND - BALANCE SHEET

As at December 31 (in thousands of dollars)

	2005 \$	2004 \$ Restated [note 3]
<b>ASSETS</b>		
Cash and term deposits	7,347	6,088
Receivable from the ministère des Transports du Québec	688,458	479,642
Fixed assets [note 11]	991,034	759,491
Other	1,091	1,331
	<b>1,687,930</b>	<b>1,246,552</b>
<b>LIABILITIES AND FUND BALANCE</b>		
Payables and accrued expenses	94,767	82,824
Notes payable [note 13]	666,281	451,224
	<b>761,048</b>	<b>534,048</b>
<b>BALANCE FUND</b>		
Shortfall in permanent financing	(64,152)	(46,987)
Net investments in capitalized assets	991,034	759,491
	<b>1,687,930</b>	<b>1,246,552</b>
Commitments and contingencies [note 14]		

On behalf of the Board of Directors,


Martine Corriveau-Gougeon  
Director

Jean-Robert Grenier  
Director

See the notes to the financial statements

## STATEMENT OF NET INVESTMENTS IN THE CAPITALIZED ASSETS

As at December 31 (in thousands of dollars)

	2005 \$	2004 \$ Restated [note 3]
<b>BALANCE AT THE START OF THE YEAR, as already established</b>	<b>786,796</b>	624,319
Change in the amortization policy [note 3]	(27,305)	(23,535)
<b>RESTATED BALANCE</b>	<b>759,491</b>	600,784
Acquisitions of fixed assets	258,393	183,829
Amortization of fixed assets	(26,850)	(25,122)
<b>BALANCE AT THE END OF THE YEAR</b>	<b>991,034</b>	759,491

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 See the notes to the financial statements  
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# NOTES TO THE FINANCIAL STATEMENTS

DECEMBER 31, 2005 (AMOUNTS ARE IN THOUSANDS OF DOLLARS.)

## 1) STATUS AND NATURE OF ACTIVITIES

The Agence métropolitaine de transport (the “AMT”) is a legal entity under public law and a mandatary of the Government of Québec, created pursuant to the *Act respecting the Agence métropolitaine de transport*, R.S.Q., chapter A-7.02 (the “Act”), which began its activities on January 1, 1996. In accordance with its incorporating Act, the AMT manages, operates and finances commuter train services, metropolitan express buses and metropolitan equipment. It plans, builds and executes any extension of the métro network and sets the level of metropolitan fares and the terms of sharing metropolitan revenues between the transit operating authorities. The AMT exercises regional jurisdiction over its territory, which consists of the Communauté métropolitaine de Montréal, the city of Saint-Jérôme and the First Nation reserve of Kahnawake.

## 2) SIGNIFICANT ACCOUNTING POLICIES

### Accounting policies

The financial statements were prepared in accordance with generally accepted accounting principles while taking into account the Act governing the AMT, whose requirements include the use of two separate funds to account for its operations:

#### i) Operating Fund

In accordance with the provisions of the Act and the practices of fund accounting, the AMT uses an Operating Fund for the accounting treatment of current operations related to the provision of services and its operations, as well as the related asset and liability accounts.

#### ii) Fixed Assets Fund

In accordance with the provisions of the Act and the practices of fund accounting, the AMT uses a Fixed Assets Fund to record and monitor the permanent financing, fixed asset investments and the contributions to other metropolitan projects. The non-reimbursable funds granted to the AMT in order to make fixed asset investments are recognized as permanent financing in the statement of operations and shortfall of permanent financing of the Fixed Assets Fund. The permanent financing shortfall shown in the Fixed Assets Fund represents the cumulative non-subsidized balance of fixed asset investments and contributions to other metropolitan projects that must be covered from the sources of permanent financing of future years.

### Accounting estimates

The preparation of financial statements requires that management prepare accounting estimates and express assumptions that have an impact on the amounts shown in the financial statements. The actual results could be different from these estimates.

### Accrual accounting

The accounting method used for the operations of the AMT is accrual accounting.

### Government subsidies

Government subsidies are recognized as revenue or permanent financing in the appropriate Fund and in the fiscal year in which they are granted.

### Spare parts

Spare parts for commuter trains are valued at the lesser of cost, less a provision for obsolescence, and replacement value.

## 2) SIGNIFICANT ACCOUNTING POLICIES (cont'd)

### Fixed assets

The fixed assets acquired with the Fixed Assets fund are recognized at cost. This cost includes the materials, labour, other expenses directly contributing to the construction activities and financial expenses capitalized during the execution of the work. The fixed assets are depreciated over their useful life using the straight-line method over the following periods:

Commuter trains – infrastructures	20 years
Commuter trains – used rolling stock	10 years
Commuter trains – new rolling stock – locomotives	20 years
Commuter trains – new rolling stock – cars	25 years
Metropolitan equipment – reserved lanes	20 years
Metropolitan equipment – park-and-ride lots	20 years
Metropolitan equipment – terminuses	20 years

The amortization is recorded in the statement of net investments in the capitalized assets.

### 3) CHANGE IN THE POLICY ON AMORTIZATION OF COMMUTER TRAINS – NEW ROLLING STOCK

After its new amortization policy was established in 2003, the AMT amortized its locomotives and new cars using the straight-line method over a 40-year period. During the 2005 fiscal year, the AMT conducted a detailed review of all of the useful lives of the new components of its commuter trains. Based on this review, the management of the AMT has reduced the useful life of its new locomotives to 20 years and that of its new cars to 25 years. The modifications made to its amortization policy have been applied retroactively by restating the financial statements of prior fiscal years. In the Fixed Assets Fund balance sheet as at December 31, 2004, these changes have had the effect of reducing the fixed assets balance by \$27,305. The opening balance of net investments in capitalized assets for 2004 was also reduced by \$23,535 to reflect the impact of these changes on prior fiscal years. Moreover, these changes have had the effect of increasing the amortization of the fixed assets by \$3,660 for 2005 and \$3,770 for 2004.

### 4) NET REVENUES FROM TRAM SALES

Net revenues from TRAM sales come from AMT metropolitan tickets and passes, which are sold by the TOAs and allow a person to use the public transit services offered by more than one TOA. The AMT, pursuant to section 42 of the Act, shares the net revenues from the sale of metropolitan tickets with the TOAs according to the in use by the users of their respective transit network.

The distribution of net revenues from TRAM sales, net of the allocation of a portion of the revenues to the commuter train and metropolitan express bus networks, breaks down as follows:

	BUDGET 2005 (unaudited) \$	2005 \$	2004 \$
Société de transport de Montréal	26,136	<b>25,858</b>	24,497
Réseau de transport de Longueuil	14,706	<b>14,405</b>	13,961
Société de transport de Laval	7,789	<b>8,214</b>	7,423
CITs	6,278	<b>7,132</b>	6,025
Conseil régional de transport de Lanaudière	1,897	<b>2,181</b>	1,916
Municipalities	640	<b>629</b>	605
	57,446	<b>58,419</b>	54,427

## 5) COMMUTER TRAINS

### Commuter train revenues

The commuter train revenues come from the sale of TRAIN passes and an allocation of the TRAM sales of \$25,424 in 2005 [\$23,762 in 2004].

The commuter train revenues can be broken down as follows:

### COMMUTER TRAIN REVENUES

	BUDGET 2005 (unaudited) \$	2005 \$	2004 \$
Deux-Montagnes	15,600	17,008	15,799
Dorion-Rigaud	5,506	6,038	5,411
Blainville	7,470	7,419	7,064
Mont-Saint-Hilaire	4,994	5,218	4,661
Delson-Candiac	1,772	1,934	1,641
	35,342	37,617	34,576

### Municipal contributions to the commuter trains

Pursuant to the Act, the AMT allocates a portion of the operating and line management costs for the Deux-Montagnes and Dorion-Rigaud commuter trains between the municipalities served by a commuter train line according to the train-kilometres serving each section.

Pursuant to the Act, the AMT allocates a portion of the operating and management costs of the Blainville, Mont-Saint-Hilaire and Delson-Candiac commuter train lines among the municipalities served by these commuter train lines, according to the number of commuter train departures from each station for each section.

The municipalities whose territory is served by the same section share the amount established for this section prorated to their standardized property value, in the meaning of section 261.1 of the *Act respecting municipal taxation*, R.S.Q., chapter F 2.1, determined for the reference year or any other internal formulas.

The municipal contributions to the commuter train lines are allocated as follows:

### MUNICIPAL CONTRIBUTIONS TO THE COMMUTER TRAINS

	BUDGET 2005 (unaudited) \$	2005 \$	2004 \$
Deux-Montagnes	12,018	11,857	11,899
Dorion-Rigaud	9,525	9,178	9,014
Blainville	4,687	4,412	3,456
Mont-Saint-Hilaire	2,998	2,883	2,970
Delson-Candiac	1,277	1,190	937
	30,505	29,520	28,276

### Operating costs

The operating and management costs of the commuter train lines are as follows

### OPERATING COSTS

	BUDGET 2005 (unaudited) \$	2005 \$	2004 \$
Deux-Montagnes	30,045	29,643	29,749
Dorion-Rigaud	22,631	22,736	22,365
Blainville	11,717	11,825	10,520
Mont-Saint-Hilaire	10,990	10,984	10,599
Delson-Candiac	4,330	4,379	3,455
	79,713	79,567	76,688



## 6) METROPOLITAN ASSISTANCE AND RELATED EXPENDITURES

The AMT has allocated financial assistance to the TOAs, according to factors and conditions it has established, in order to compensate them, in whole or in part, for the costs of their contribution to the métro system or the metropolitan bus system.

The amount of metropolitan assistance is calculated as follows:

- 20¢ per passenger evaluated according to the turnstile reports from the Métro network, totalling \$43,610 in 2005 [\$43,495 in 2004].
- 50¢ per passenger who accesses the metropolitan transport services by bus at an embarkation point located on the territory of the AMT, during the morning or evening peak period, evaluated on the basis of three surveys made during the year, totalling \$12,775 in 2005 [\$12,684 in 2004].

The amount of the metropolitan assistance can be broken down as follows:

### METROPOLITAN ASSISTANCE AND RELATED EXPENDITURES

	BUDGET 2005 (unaudited) \$	2005 \$	2004 \$
<b>Métro:</b>			
- Société de transport de Montréal	43,700	<b>43,610</b>	43,495
<b>Bus:</b>			
- Société de transport de Montréal	5,766	<b>6,010</b>	5,999
- Réseau de transport de Longueuil	3,169	<b>3,094</b>	3,153
- Société de transport de Laval	1,822	<b>1,820</b>	1,797
- CITs	1,300	<b>1,326</b>	1,261
- Conseil régional de transport de Lanaudière	374	<b>409</b>	373
- Municipalities	108	<b>116</b>	101
	12,539	<b>12,775</b>	12,684
<b>Related expenditures</b>	200	<b>215</b>	196
	56,439	<b>56,600</b>	56,375

## 7) ASSISTANCE FOR REDUCED AND INTERMEDIATE FARE TRAM PASSES AND RELATED EXPENDITURES

Pursuant to subparagraph 9 of paragraph 1 of section 35 of the Act, since 1999, the AMT has paid the discounts granted on TRAM passes. This approach is intended to compensate, wholly or in part, the TOAs for the reduced and intermediate fare discounts granted to TRAM users. For 2005, the AMT set the assistance for reduced and intermediate fare TRAM passes at \$5,288 for zone 1 to 8 TRAM passes [\$4,920 in 2004 for the zone 1 to 8 TRAM passes].

The assistance for reduced and intermediate fare TRAM passes can be broken down as follows:

### ASSISTANCE FOR REDUCED AND INTERMEDIATE FARE TRAM PASSES

	BUDGET 2005 (unaudited) \$	2005 \$	2004 \$
Société de transport de Montréal	2,296	<b>2,259</b>	2,176
Réseau de transport de Longueuil	1,358	<b>1,329</b>	1,274
Société de transport de Laval	698	<b>738</b>	665
CITs	625	<b>675</b>	543
Conseil régional de transport de Lanaudière	198	<b>225</b>	199
Municipalities	67	<b>62</b>	63
	5,242	<b>5,288</b>	4,920

**8) FARE INTEGRATION ASSISTANCE**

In 2005, the AMT introduced fare integration assistance. This metropolitan assistance seeks to ensure, in whole or in part, for each TOA participating in the metropolitan fare system, a portion of metropolitan revenues that is at least equivalent to the fare revenues that would have been generated by their local tickets and passes reduced by the metropolitan fare discounts.

The fare integration assistance can be broken down as follows:

**FARE INTEGRATION ASSISTANCE**

	BUDGET 2005 (unaudited) \$	2005 \$	2004 \$
Société de transport de Montréal	490	572	—
Réseau de transport de Longueuil	110	131	—
Société de transport de Laval	134	212	—
CITs	22	22	—
Conseil régional de transport de Lanaudière	1	—	—
	757	937	—

**9) SPECIAL REBATE TO THE TOAs**

Under sections 45 and 49 of the Act, the AMT may allocate assistance to a TOA in order to compensate, wholly or in part, the costs of its contribution to the metropolitan bus transport system and the operating costs of the métro.

Given the budget problems faced by the transit operating authorities, especially the transport corporations, the members of the Board of Directors decided, at the meeting of February 17, 2006, based on a surplus of revenues over expenses of \$3,559 million, to pay a special rebate to the TOAs of \$3,059 [\$2,850 in 2004]. This rebate is allocated in proportion to the total of metropolitan assistance, assistance for reduced and intermediate fares and fare integration assistance allocated to each of the TOAs in 2005.

**SPECIAL REBATE TO THE TOAs**

	BUDGET 2005 (unaudited) \$	2005 \$	2004 \$
Société de transport de Montréal	—	2,562	2,404
Réseau de transport de Longueuil	—	223	208
Société de transport de Laval	—	135	116
CITs	—	99	87
Conseil régional de transport de Lanaudière	—	31	27
Municipalities	—	9	8
	—	3,059	2,850

**10) MUNICIPAL CONTRIBUTIONS**

To finance a portion of the non-subsidized fixed asset expenditures of the Fixed Assets Fund, the municipalities whose territory is included in that of the AMT must annually pay an amount representing one cent per \$100 of their standardized property value in the meaning of section 261.1 of the *Act respecting municipal taxation*, R.S.Q., chapter F 2.1, established for the reference year.

## 11) FIXED ASSETS

### FIXED ASSETS

	2005 COST \$	2005 ACCUMULATED AMORTIZATION \$	2005 NET VALUE \$	2004 NET VALUE \$ Restated [note 3]
Deux-Montagnes commuter trains				
- Real estate	15,035	—	15,035	15,035
- Infrastructures	80,435	40,065	40,370	44,338
- Rolling stock	129,732	54,331	75,401	80,546
Dorion-Rigaud commuter trains				
- Real estate	746	—	746	519
- Infrastructures	41,716	25,278	16,438	16,813
- Rolling stock	111,411	45,970	65,441	48,493
Blainville commuter trains				
- Real estate	2,353	—	2,353	1,986
- Infrastructures	19,669	3,864	15,805	14,818
- Rolling stock	55,550	11,552	43,998	21,318
Mont-Saint-Hilaire commuter trains				
- Real estate	2,575	—	2,575	2,403
- Infrastructures	29,721	4,984	24,737	26,054
- Rolling stock	13,064	4,936	8,128	9,434
Delson-Candiac commuter trains				
- Real estate	54	—	54	—
- Infrastructures	5,989	697	5,292	3,345
- Rolling stock	6,184	1,890	4,294	4,910
Équipements métropolitains				
- Real estate	20,273	—	20,273	17,534
- Reserved lanes	47,066	8,773	38,293	38,974
- Park-and-ride lots	14,850	3,593	11,257	11,999
- Terminuses	35,132	7,814	27,318	28,099
Commuter train spare parts	2,545	—	2,545	1,944
Fixed assets under construction				
- Métro extension to Laval	532,342	—	532,342	336,298
- Other projects	38,339	—	38,339	34,631
	<b>1,204,781</b>	<b>213,747</b>	<b>991,034</b>	<b>759,491</b>

For the project to extend the métro to Laval, it is planned that the AMT will allocate a significant share of the related fixed assets to the Société de transport de Montréal (STM) one year after its commissioning. This will result in reducing the fixed assets and the net investment in fixed assets by an amount equivalent to the cost of the transferred fixed assets.

## 12) SHORT-TERM LOAN

In accordance with Order-in-Council No. 875-2005 of September 28, 2005, the Government of Québec has authorized the AMT, until December 31, 2006, to contract in Canada variable rate or fixed rate loans from financial institutions or the ministère des Finances, up to an amount including financing costs not exceeding \$100,000 in legal tender of Canada. The term of these loans may not in any case exceed one year.



### 13) NOTES PAYABLE

The AMT has contracted loans with the ministère des Finances in its capacity as manager of the Financing Fund. Pursuant to the government assistance to mass transit program, the ministère des Transports du Québec (MTQ) has agreed to pay the AMT an annual subsidy of an amount corresponding to the reimbursement of these notes, both principal and interest. During the fiscal year, the total amount of the MTQ subsidy to reimburse these notes reached \$53,004, including \$25,763 in interest.

#### NOTES PAYABLE

	2005	2004
	\$	\$
Notes payable, issued in 2000, with interest rates varying between 6.270% and 6.340% – Due 2007	23,752	25,741
Note payable, issued in 2003, with an interest rate of 4.513% – Due 2008	5,884	7,676
Note payable, issued in 1999, with an interest rate of 6.320% – Due 2009	6,111	7,626
Notes payable, issued in 2000, 2001 and 2003, with interest rates varying between 4.283% and 5.958% – Due 2010	103,660	110,800
Notes payable, issued in 2005, with an interest rate of 4.079% – Due 2011	27,067	—
Notes payable, issued in 2002, with interest rates varying between 5.385% and 5.945% – Due 2012	61,847	66,816
Notes payable, issued in 2003, 2004 and 2005, with interest rates varying between 4.315% and 5.167% – Due 2013	177,106	72,912
Notes payable, issued in 2004 and 2005, with interest rates varying between 4.169% and 5.267% – Due 2014	161,113	126,882
Notes payable, issued in 2005, with interest rates varying between 4.339% and 4.783% – Due 2015	56,270	—
Notes payable, issued in 2002, with interest rates varying between 5.524% and 6.039% – Due 2022	9,219	9,523
Notes payable, issued in 2004, with interest rates varying between 5.379% and 5.453% – Due 2024	22,589	23,248
Note payable, issued in 2005, with an interest rate of 5.261% – Due 2025	11,663	—
	<b>666,281</b>	<b>451,224</b>

The annual reimbursements of principal and interest of these notes for the next fiscal years breaks down as follows:

#### ANNUAL REIMBURSEMENTS OF PRINCIPAL AND INTEREST

	MTQ	AMT	Total
	\$	\$	\$
2006	62,624	6,532	69,156
2007	73,439	15,097	88,536
2008	60,015	5,557	65,572
2009	56,910	5,556	62,466
2010	116,517	6,807	123,324
2011 and after	426,965	35,224	462,189
	<b>796,470</b>	<b>74,773</b>	<b>871,243</b>
Interest included in the amount of reimbursements above	(190,612)	(14,350)	(204,962)
	<b>605,858</b>	<b>60,423</b>	<b>666,281</b>

The amount of \$605,858, paid by the MTQ, is recognized in the assets of the balance sheet of the Fixed Assets Fund as at December 31, 2005 as an amount receivable from the ministère des Transports du Québec.

### 14) COMMITMENTS AND CONTINGENCIES

#### Commitments respecting the Operating Fund

The AMT has contractual agreements with certain suppliers for the operation and management of the commuter and metropolitan equipment. The commitments under these contracts for the next fiscal years are as follows:

#### COMMITMENTS RESPECTING THE OPERATING FUND

	\$
2006	52,710
2007	24,677
2008	16,869
2009	6,771
2010	1,390
2011 and after	2,027
	<b>104,444</b>

**14) COMMITMENTS AND CONTINGENCIES (cont'd)****Commitments respecting the Fixed Assets Fund**

The AMT has contractual agreements with certain suppliers for various capital projects in progress. The MTQ has made a commitment to the AMT to subsidize in part these capital investments. The commitments pursuant to contracts awarded for these projects are as follows:

**COMMITMENTS RESPECTING THE FIXED ASSETS FUND**

	\$
2006	96,548
2007	11,376
2008	44
	107,968

The capital projects in progress include the extension of the métro to Laval. As at December 31, 2005, the expected final cost of the project has been set at \$803,600, an amount of \$532,342 has been spent and an amount of \$69,675 is included in the commitments mentioned above. This project is entirely subsidized by the MTQ.

**Debt service for transit corporations related to commuter trains and metropolitan equipment**

Pursuant to sections 37 and 152 of the Act, the STM, the Réseau de transport de Longueuil (RTL) and the Société de transport de Laval (STL) retain the debt service related to the financing of assets whose ownership has been or will be transferred to the AMT. The three transit operating authorities remain responsible for the commitments set out in the securities they have issued, which continue to constitute direct and general obligations for them. The AMT reimburses the STM, the RTL and the STL, for principal and interest, according to the due dates of the service of their debt. The future payments under these obligations, for which the AMT annually receives subsidies for a portion thereof, is allocated as follows for the next fiscal years:

**FUTURE DEBT PAYMENTS OF TRANSIT AUTHORITIES**

	\$
2006	6,276
2007	2,337
	8,613

**Claims**

In the normal course of its affairs, the AMT is involved in various claims and actions. Although the outcome of the various matters outstanding as at December 31, 2005, cannot be predicted with certainty, the AMT estimates that their outcome will probably not have material negative effects on its financial position and its net results, given the provisions or insurance coverage by which some of these elements are covered.

**15) COMPARATIVE FIGURES**

Certain figures from the previous fiscal year were restated as a function of the presentation adopted for this fiscal year.

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