

Consolidated Financial Statements of

**TORONTO TRANSIT COMMISSION**

Year ended December 31, 2008

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**AUDITORS' REPORT**

# TORONTO TRANSIT COMMISSION

Consolidated Balance Sheet  
As at December 31

|   | 2008      | 2007      |
|---|-----------|-----------|
|   | (\$000s)  | (\$000s)  |
| <b>ASSETS</b>                                     |           |           |
| <b>Current</b>                                    |           |           |
| Cash and cash equivalents                         | 56,358    | 51,309    |
| Accounts receivable                               |           |           |
| City of Toronto (note 5)                          | 302,326   | 275,689   |
| Other   | 33,223    | 32,014    |
| Prepaid expenses                                  | 4,726     | 6,036     |
|   | 396,633   | 365,048   |
| <b>Long-term</b>                                  |           |           |
| Net capital assets (note 6)                       | 4,368,611 | 4,088,293 |
| Spare parts                                       | 85,787    | 80,464    |
| Receivable from City of Toronto (note 5)          | 64,883    | 47,670    |
| Other assets (note 7)                             | 2,550     | 2,551     |
|   | 4,918,464 | 4,584,026 |
| <b>LIABILITIES AND ACCUMULATED EQUITY</b>         |           |           |
| <b>Current</b>                                    |           |           |
| Accounts payable and accrued liabilities (note 8) | 249,073   | 239,784   |
| Deferred passenger revenue                        | 52,890    | 51,670    |
| Unsettled accident claims (note 9)                | 24,863    | 19,965    |
|   | 326,826   | 311,419   |
| <b>Long-term</b>                                  |           |           |
| Net capital contributions (note 10)               | 4,241,396 | 3,969,643 |
| Employee benefits (note 11)                       | 263,755   | 232,070   |
| Unsettled accident claims (note 9)                | 69,941    | 53,948    |
| Environmental and other liabilities (note 8)      | 6,540     | 6,612     |
|   | 4,908,458 | 4,573,692 |
| Commitments and contingencies (note 15)           |           |           |
| <b>Accumulated equity</b>                         | 10,006    | 10,334    |
|   | 4,918,464 | 4,584,026 |

See accompanying notes to the consolidated financial statements

Approved: \_\_\_\_\_  
                    Commissioner

\_\_\_\_\_  
                    Commissioner

# TORONTO TRANSIT COMMISSION

Consolidated Statement of Operations and Accumulated Equity  
Year ended December 31

|   | 2008             | 2007             |
|---|------------------|------------------|
|   | (\$000s)         | (\$000s)         |
| <b>REVENUE</b>                                  |                  |                  |
| Passenger services                              | 840,888          | 777,935          |
| Advertising                                     | 20,415           | 16,613           |
| Outside city services                           | 16,665           | 15,439           |
| Property rental                                 | 12,091           | 12,534           |
| Miscellaneous                                   | 10,172           | 12,114           |
| <b>Total revenue</b>                            | <b>900,231</b>   | <b>834,635</b>   |
| <b>EXPENSES</b>                                 |                  |                  |
| Wages, salaries and benefits (note 11)          | 948,312          | 883,919          |
| Depreciation                                    | 384,523          | 352,369          |
| Amortization of capital contributions (note 10) | (365,860)        | (335,073)        |
| Materials, services and supplies                | 135,398          | 135,368          |
| Vehicle fuel                                    | 69,227           | 65,064           |
| Accident claims                                 | 49,177           | 37,436           |
| Electric traction power                         | 29,811           | 29,999           |
| Wheel-Trans contract services                   | 22,034           | 19,111           |
| Utilities                                       | 16,286           | 16,167           |
| <b>Total expenses</b>                           | <b>1,288,908</b> | <b>1,204,360</b> |
| <b>Net operating costs</b>                      | <b>(388,677)</b> | <b>(369,725)</b> |
| Operating subsidies (note 12)                   | 388,349          | 364,595          |
| <b>Net operating deficit</b>                    | <b>(328)</b>     | <b>(5,130)</b>   |
| Accumulated equity, beginning of the year       | 10,334           | 15,464           |
| <b>Accumulated equity, end of the year</b>      | <b>10,006</b>    | <b>10,334</b>    |

See accompanying notes to the consolidated financial statements

# TORONTO TRANSIT COMMISSION

Consolidated Statement of Cash Flows  
Year ended December 31

|   | 2008             | 2007             |
|---|------------------|------------------|
|   | (\$000s)         | (\$000s)         |
| <b>CASH FLOWS FROM OPERATING ACTIVITIES</b>           |                  |                  |
| Cash received from passenger services                 | 842,108          | 787,875          |
| Operating subsidies received                          | 331,451          | 358,715          |
| Other cash received                                   | 55,982           | 53,440           |
| Cash paid to employees                                | (901,247)        | (839,106)        |
| Cash paid to suppliers                                | (299,370)        | (261,998)        |
| Cash paid for accident claims                         | (28,286)         | (18,531)         |
| <b>Cash provided by operating activities</b>          | <b>638</b>       | <b>80,395</b>    |
| <b>CASH FLOWS FROM INVESTING ACTIVITIES</b>           |                  |                  |
| Capital asset acquisitions                            | (666,828)        | (479,308)        |
| <b>Cash used in investing activities</b>              | <b>(666,828)</b> | <b>(479,308)</b> |
| <b>CASH FLOWS FROM FINANCING ACTIVITIES</b>           |                  |                  |
| Capital subsidies received                            | 671,239          | 404,230          |
| <b>Cash provided by financing activities</b>          | <b>671,239</b>   | <b>404,230</b>   |
| Increase in cash and cash equivalents during the year | 5,049            | 5,317            |
| Cash and cash equivalents, beginning of the year      | 51,309           | 45,992           |
| <b>Cash and cash equivalents, end of the year</b>     | <b>56,358</b>    | <b>51,309</b>    |

See accompanying notes to the consolidated financial statements

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 6

Year ended December 31, 2008

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## 1. NATURE OF OPERATIONS

The Toronto Transit Commission (the "Commission") was established on January 1, 1954 to consolidate and coordinate all forms of local transportation within the City of Toronto (the "City"), except railways and taxis. As confirmed in the City of Toronto Act (1997), the Commission shall plan for the future development of local passenger transportation so as to best serve its inhabitants and the City, and City Council is not entitled to exercise a power related to local transportation, except as it relates to the Toronto Islands. However, from a funding perspective, the Commission functions as one of the agencies, boards, and commissions of the City and is dependent upon the City for both operating and capital subsidies (notes 12 and 13). The Commission also operates Wheel-Trans, a transit service for people with disabilities, which is also subsidized by the City. The Commission is not subject to income and capital taxes, receives a full rebate for the Goods and Services Tax, and receives exemption from certain property taxes.

## 2. SIGNIFICANT ACCOUNTING POLICIES

### (a) Basis of presentation

These consolidated financial statements are prepared in accordance with Canadian generally accepted accounting principles for profit-oriented organizations, unless otherwise directed to specific accounting recommendations of the Public Sector Accounting Board.

### (b) Basis of Consolidation

The consolidated financial statements include the operations of Wheel-Trans and the financial statements of the Commission's subsidiaries, Toronto Transit Consultants Limited ("TTCL") and Toronto Coach Terminal Inc. ("TCTI") and TCTI's subsidiary, TTC Insurance Company Limited (the "Insurance Co.").

### (c) Measurement uncertainty

The preparation of the consolidated financial statements in conformity with Canadian generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosures of contingent assets and liabilities at the date of the consolidated financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results could differ from those estimates.

### (d) Subsidies

Operating subsidies are based on the operating budget approved by the City and are recognized in the period to the extent that net operating costs are incurred. Contributions provided for the purchase of capital assets are amortized on the same basis as the related assets.

### (e) Passenger services revenue

Revenue is recognized when cash, tickets and tokens are used by the passenger to secure a ride. An estimate of tickets and tokens sold, which will be used after the year-end, is included in deferred passenger revenue.

Revenue from passes is recognized in the period in which the passes are valid. An estimated value of passes sold, but only valid after year-end, is included in deferred passenger revenue.

### (f) Cash and cash equivalents

Cash and cash equivalents consist of cash on hand and money market instruments, such as treasury bills and bankers' acceptances, which have original maturities at acquisition of three months or less and are readily convertible to cash on short notice. Certain investments are held by the City, on behalf of the Commission, and can be drawn on demand.

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 7

Year ended December 31, 2008

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**(g) Spare parts and supplies**

Spare parts and supplies are valued at weighted-average cost, net of allowance for obsolete and excess parts and supplies.

**(h) Capital assets and depreciation**

Capital assets are recorded at cost less accumulated depreciation. Depreciation is calculated using the straight-line method, based on the estimated useful lives of major assets, as follows:

| Asset                     | Years |
|---------------------------|-------|
| Subway                    | 20-65 |
| Rolling stock             | 20-30 |
| Buses                     | 8-18  |
| Buildings                 | 20-40 |
| Other equipment           | 3-25  |
| Trackwork                 | 10-25 |
| Power distribution system | 25-30 |

Land purchased directly by the City, for the Commission's use, is accounted for in the City's records.

In addition to direct costs attributable to capital projects, the Commission capitalizes certain internal costs which are related to the acquisition, construction, major rehabilitation, or development of those related capital assets.

**(i) Long-term investments**

Long-term investments classified as held to maturity are recorded at amortized cost based on the effective interest rate method and written down for declines in value that are other than temporary. Other long-term investments are recorded at fair market value.

**(j) Unsettled accident claims**

The Commission has a self-insurance program for automobile and general liability claims. When the claims are reported, the case reserves are initially estimated on an individual basis by adjusters and lawyers employed by the Commission. A provision is made, on a present value basis, for claims incurred, for claims incurred-but-not-reported, and for internal and external adjustment expenses.

**(k) Employee future benefit plans**

The Commission's contributions to a multi-employer, defined benefit/defined contribution hybrid pension plan are expensed when contributions are made. As such, the accounting policies described in the remaining portion of this section do not apply to the pension plan.

The projected benefits method prorated on service is used to determine the accrued benefit obligations of the Commission's defined benefit supplemental pension and post-retirement benefit plans because these benefits are affected by future salary levels and health care cost escalations. Management's best estimates of retirement ages of employees, future salary levels, expected health care cost escalations, and plan investment performance are used in the valuation.

The accrued benefit obligations of the post-employment benefit plans are recognized when the event that obligates the Commission occurs. The obligations include income replacement, health and dental benefit claims, and fees and taxes paid to independent administrators of these plans, all calculated on a present value basis.

Accrued benefit obligations and costs are determined using discount rates that are consistent with the market rates of high quality debt instruments, with cash flows that match the expected benefit payments.

The expected return on plan assets is based on the fair value of the assets for the supplemental pension plan.

For the supplemental pension and post-retirement benefit plans, the excess of the net actuarial gain or

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 8

Year ended December 31, 2008

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loss over 10% of the greater of the accrued benefit obligation and the fair value of plan assets is amortized on a straight-line basis over the average remaining service period of active employees. The average remaining service periods of active employees are 9 years (2007 – 10 years) for the supplemental pension plans and 11 years (2007 – 11 years) for the post-retirement benefit plans. The net actuarial gain or loss for post-employment benefits is amortized on a straight-line basis over the average expected periods during which benefits will be paid, which is 10 years (2007 – 10 years) for workplace safety insurance benefits and 7 years (2007 – 7 years) for long-term disability benefits.

Past service costs arising from a plan amendment or plan initiation are amortized on a straight-line basis over 7 to 11 years (2007 – 8 to 11 years), which represents the average remaining service life of active employees, as of the effective date of the amendment or initiation.

On January 1, 2000, the Commission adopted the new accounting standard of the Canadian Institute of Chartered Accountants' ("CICA") Handbook Section 3461: *Employee Future Benefits*, using the prospective application method. The transitional obligation, arising from the changes in accounting policies, is amortized on a straight-line basis over 11 to 14 years, which represents the expected average remaining service life of the employee groups covered by the benefit plans at the date of the change.

**(l) Environmental provision**

The Commission includes in its liabilities a provision for the cost of compliance with environmental legislation. Those conditions that have been clearly identified as being in non-compliance with environmental legislation and with costs that can be reasonably determined have been accrued. The estimated amounts of future restoration costs are reviewed regularly, based on available information and governing legislation.

**(m) Financial instruments**

The Commission has designated its financial instruments as follows:

- i) Cash and cash equivalents as held for trading.
- ii) Current accounts receivable and the long-term receivable from the City of Toronto as loans and receivables.
- iii) The City of Toronto and Province of Ontario bonds (included in other assets – see note 7) as held to maturity.
- iv) Accounts payable and accrued liabilities as other liabilities.

**(n) Accounting policy changes**

The Commission adopted the following accounting changes, effective January 1, 2008:

The Commission adopted Section 3862: *Financial Instruments – Disclosures* and CICA Handbook Section 3863: *Financial Instruments – Presentation*. Section 3862 requires increased disclosures regarding the risks associated with financial instruments and how these risks are managed. Section 3863 carries forward standards for presentation of financial instruments of the former Section 3861: *Financial Instruments - Disclosure and Presentation*. The adoption of Sections 3862 and 3863 required only additional disclosures, which have been made in note 3.

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Year ended December 31, 2008

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The Commission has adopted CICA Handbook Section 1535: Capital Disclosures, which requires the disclosure of qualitative and quantitative information that enables users of the financial statements to evaluate the organization's objectives, policies and processes for managing capital. The adoption of this standard only required additional disclosures, which have been made in note 4.

## 3. FINANCIAL INSTRUMENTS

### Fair value

The main categories of financial instruments held by the Commission include cash and cash equivalents, accounts receivable and accounts payable and accrued liabilities. The fair values of the current accounts receivable, accounts payable and accrued liabilities approximate their carrying values due to the relatively short time period to maturity of these instruments. The fair value of the long-term receivable from the City of Toronto cannot be determined since there are no fixed terms of repayment. The fair value of other assets is described in note 7.

### Risk management

#### Credit risk

90% (2007 – 90%) of the Commission's current accounts receivable are due from the City of Toronto. Of the other accounts receivable, which total \$33.2 million (2007 - \$32 million), \$13 million (2007 – \$13.5 million) is due from federal and provincial government entities, other municipalities and transit agencies. Management therefore believes that the Commission's credit risk is low.

#### Currency risk

The Commission has limited foreign currency risk with respect to its financial instruments as substantially all of the Commission's financial assets and financial liabilities are denominated in Canadian dollars. The Commission is exposed to some foreign currency risk as some contracts for the future purchase of supplies and capital assets are denominated in U.S. dollars. The Commission does not have a policy of hedging future foreign currency payments.

#### Liquidity risk

The Commission has \$249 million (2007 - \$240 million) of financial liabilities that are due in one year or less. The Commission has a combination of cash on hand and receivables from the City of Toronto that will be sufficient to satisfy these liabilities.

## 4. CAPITAL DISCLOSURES

In managing capital, the Commission focuses on ensuring the availability of sufficient liquid assets to fund its operations and capital program. The need for sufficient liquid resources is considered in the preparation of an annual budget and in the monitoring of cash flows and actual results compared to the budget. As at December 31, 2008, the Commission had met its objective of having sufficient liquid assets available to meet its current obligations.

## 5. RECEIVABLE FROM CITY OF TORONTO AND RELATED PARTY TRANSACTIONS

The Commission is related to the City and its agencies, boards, and commissions in terms of the City's ability to affect the operating, investing, and financing policies of these entities. The Commission enters into transactions with these related parties in the normal course of business under normal trade terms. The accounts receivable from the City and its related entities primarily consist of subsidy billings. In order to simplify the reconciliation of the Commission's accounts to those of the City, the total receivable is presented net of certain accounts payable to the City.

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Notes to the Consolidated Financial Statements, page 10

Year ended December 31, 2008

The current receivable from the City is as follows:

|                           | 2008     | 2007     |
|---------------------------|----------|----------|
|                           |          |          |
|                           |          | (\$000s) |
| Subsidies receivable      | 304,673  | 298,639  |
| Other current receivables | 8,575    | 6,415    |
| Other current payables    | (10,922) | (29,365) |
| Total current receivable  | 302,326  | 275,689  |

In addition to the above current receivables, the Commission has a long-term non-interest bearing receivable from the City which relates to the funding of the following items:

|                                     | 2008   | 2007     |
|-------------------------------------|--------|----------|
|                                     |        |          |
|                                     |        | (\$000s) |
| Non-cash employee benefits          | 58,343 | 41,105   |
| Future environmental costs (note 8) | 6,540  | 6,565    |
| Total long-term receivable          | 64,883 | 47,670   |

The non-cash employee benefits receivable represents the delayed payment of operating subsidy for the non-cash portion of the post-retirement dental and medical benefit expenses. This receivable will decrease in years when the cash flows for these employee benefits exceed the accounting expense.

Transactions with the City and its related entities, other than the subsidies (which are disclosed in notes 12 and 13), include the purchase of hydro, services, supplies and payment of property taxes in the amount of \$62.4 million (2007 - \$77.4 million).

## 6. NET CAPITAL ASSETS

The cost of capital assets, net of accumulated depreciation, is as follows:

|                               | 2008      | 2007      |
|-------------------------------|-----------|-----------|
|                               |           |           |
|                               |           | (\$000s)  |
| Subway                        | 2,534,442 | 2,466,287 |
| Rolling stock                 | 1,572,155 | 1,546,033 |
| Buses                         | 1,238,749 | 996,420   |
| Buildings                     | 825,441   | 659,585   |
| Other equipment               | 606,018   | 551,425   |
| Trackwork                     | 558,702   | 525,471   |
| Power distribution system     | 187,037   | 179,098   |
| Construction in progress      | 542,961   | 506,209   |
| Land                          | 20,205    | 20,205    |
|                               | 8,085,710 | 7,450,733 |
| Less accumulated depreciation | 3,717,099 | 3,362,440 |
| Net capital assets            | 4,368,611 | 4,088,293 |

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 11

Year ended December 31, 2008

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These costs include the capitalization of certain internal costs (note 11). Land purchased directly by the City for the Commission's use is accounted for in the City's records. At June 1, 2008, the insured value of all of the Commission's assets, not including land, was approximately \$10.1 billion (2007 - \$9.8 billion).

## 7. OTHER ASSETS

Other assets consist of two bonds, as follows:

|  | 2008  | 2007     |
|--|-------|----------|
|  |       | (\$000s) |
| City of Toronto bond (8.65%; June 8, 2015 maturity)          | 546   | 546      |
| Province of Ontario bond (5.375%; December 2, 2012 maturity) | 2,004 | 2,005    |
| Total other assets   | 2,550 | 2,551    |

At December 31, 2008, the fair value of the bonds is \$2.9 million (2007 - \$2.8 million).

## 8. ENVIRONMENTAL LIABILITIES

As an operator of diesel buses that are refuelled on property and an enterprise that repairs and rebuilds buses and other rolling stock, the Commission and its subsidiaries are subject to various federal, provincial, and municipal laws and regulations related to the environment. In 1996, an exhaustive environmental audit was conducted for the Commission by an external consultant. Although some remedial work had been undertaken prior to that audit, more comprehensive remedial and pro-active programs were then established and much work has been completed. However, the garage subsurface remediation program is still active.

The Commission expects that expenditures of approximately \$1.1 million (2007 - \$1.1 million) will be paid during 2009 and therefore this amount is included in accounts payable and accrued liabilities. In addition, the consolidated balance sheet includes a long-term provision for environmental costs of \$6.5 million (2007 - \$6.6 million) to cover the estimated costs of remediating sites with known contamination for which the Commission is responsible. Nevertheless, given that the estimate of environmental liabilities is based on a number of assumptions, actual costs may vary. The estimated amounts of future restoration costs are reviewed regularly, based on available information and governing legislation.

## 9. UNSETTLED ACCIDENT CLAIMS

The Insurance Co. was established in 1994 in order to provide insurance coverage for compulsory automobile personal injury and accident benefit claims for the Commission. The Commission has purchased insurance from third-party insurers to cover claims in excess of \$5 million on any one accident.

At December 31, 2008, \$82.4 million (2007 - \$61.9 million) of the unsettled accident claims liability is related to the Insurance Co.'s payable for all automobile claims incurred. This payable is guaranteed by the City.

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 12

Year ended December 31, 2008

## 10. NET CAPITAL CONTRIBUTIONS

The net capital contributions are as follows:

|   | 2008      | 2007      |
|---|-----------|-----------|
|   |           | (\$000s)  |
| Balance, beginning of year                | 3,969,643 | 3,832,167 |
| Capital subsidies (note 13)               | 637,613   | 472,549   |
| Amortization                              | (365,860) | (335,073) |
| Balance, end of year                      | 4,241,396 | 3,969,643 |
| Accumulated amortization recorded to date | 3,359,375 | 3,015,320 |

## 11. EMPLOYEE FUTURE BENEFITS

### Description of benefit plans

The Commission has a number of benefit plans which provide employees with pension, post-retirement, and post-employment benefits.

The Commission participates in a multi-employer, defined benefit/defined contribution hybrid pension plan that covers substantially all of its employees. The pension plan is operated by the Toronto Transit Commission Pension Fund Society (the "Society"), a separate legal entity. The Society provides pensions to members, based on the length of service and average base year (pensionable) earnings. The Society also administers defined benefit supplemental plans designed to pay employees and executives the difference between their earned pension under the by-laws of the Society and the maximum allowable pension under the Income Tax Act (Canada).

Post-retirement benefits, consisting of basic health care and dental coverage, are available to employees retiring from the Commission with at least ten years of service and receiving a pension from the Society. Dental benefits are limited to employees retiring on or after January 1, 2003.

Post-employment benefits are available to active employees in the form of long-term disability and workplace safety insurance ("WSI") plans. The long-term disability plan is self-insured by the Commission and is administered by an independent insurance carrier. As a Schedule 2 employer under the Ontario Workplace Safety and Insurance Act, the Commission fully finances its WSI costs.

### Measurement dates and dates of actuarial valuations

The accrued benefit obligations and the fair value of assets are measured as at December 31 of each year.

For the supplemental pension plan, the effective date of the most recent actuarial valuation for funding purposes was January 1, 2007.

For the post-retirement and post-employment benefit plans, the effective date of the most recent actuarial valuation for accounting purposes was January 1, 2004. This valuation was used to project the accrued benefit obligations and costs for the current year end. The next accounting valuation is expected to be performed as at January 1, 2009.

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 13

Year ended December 31, 2008

## Reconciliation of funded status to the liability recorded in the consolidated financial statements

|                                 | Defined Benefit<br>Supplemental<br>Pension Plans | Post-<br>Retirement<br>Plans | Post-<br>Employment<br>Plans | 2008<br>Total |
|---------------------------------|--|------------------------------|------------------------------|---------------|
|                                 |  |                              | (\$000s)                     |               |
| Accrued benefit obligations     | 7,105  | 164,646                      | 111,056                      | 282,807       |
| Fair value of plan assets       | (5,261)  | -                            | -                            | (5,261)       |
| Funded status – plan deficit    | 1,844  | 164,646                      | 111,056                      | 277,546       |
| Balance of unamortized amounts: |  |                              |                              |               |
| Actuarial gains (losses)        | 1,801  | (10,285)                     | 15,079                       | 6,595         |
| Past service costs              | (106)  | (4,500)                      | (734)                        | (5,340)       |
| Transitional obligation         | (151)  | (13,710)                     | (1,185)                      | (15,046)      |
| Accrued benefit liability       | 3,388  | 136,151                      | 124,216                      | 263,755       |

|                                 | Defined Benefit<br>Supplemental<br>Pension Plans | Post-<br>Retirement<br>Plans | Post-<br>Employment<br>Plans | 2007<br>Total |
|---------------------------------|--|------------------------------|------------------------------|---------------|
|                                 |  |                              | (\$000s)                     |               |
| Accrued benefit obligations     | 9,095  | 166,120                      | 112,856                      | 288,071       |
| Fair value of plan assets       | (6,020)  | -                            | -                            | (6,020)       |
| Funded status – plan deficit    | 3,075  | 166,120                      | 112,856                      | 282,051       |
| Balance of unamortized amounts: |  |                              |                              |               |
| Actuarial gains (losses)        | 635  | (24,370)                     | 1,158                        | (22,577)      |
| Past service costs              | (148)  | (8,200)                      | -                            | (8,348)       |
| Transitional obligation         | (226)  | (16,460)                     | (2,370)                      | (19,056)      |
| Accrued benefit liability       | 3,336  | 117,090                      | 111,644                      | 232,070       |

The defined benefit supplemental pension plan assets consist of 43% (2007 – 53%) equity index pooled funds and 57% (2007 – 47%) deposited in a Canada Revenue Agency non-interest bearing refundable tax account.

The assets in the defined benefit supplemental pension plan returned a loss of \$0.9 million in 2008 (\$0.03 million loss in 2007) which compares to an expected return of \$0.3 million (\$0.2 million for 2007). The difference of \$1.2 million in 2008 (\$0.2 million in 2007) has been included in the actuarial gains/losses for the year. The interest cost for the defined benefit supplemental pension plan in the table below is shown net of the expected return of \$0.3 million (\$0.2 million for 2007).

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Notes to the Consolidated Financial Statements, page 14

Year ended December 31, 2008

## Reconciliation of the change in the employee future benefit liabilities including costs recognized in the year:

|                                | Defined Benefit<br>Supplemental<br>Pension Plans | Post-<br>Retirement<br>Plans | Post-<br>Employment<br>Plans | Hybrid<br>Pension<br>Plan | 2008<br>Total |
|--------------------------------|--|------------------------------|------------------------------|---------------------------|---------------|
| Accrued benefit liability:     |  |                              | (\$000s)                     |                           |               |
| Balance, beginning of the year | 3,336  | 117,090                      | 111,644                      | -                         | 232,070       |
| Current service cost           | 177  | 7,710                        | 24,966                       | 69,043                    | 101,896       |
| Interest cost                  | 45   | 8,993                        | 5,691                        | -                         | 14,729        |
| Amortization:                  |  |                              |                              |                           |               |
| Actuarial (gains)/losses       | -  | 1,123                        | (528)                        | -                         | 595           |
| Past service costs             | 42   | 3,700                        | 21                           | -                         | 3,763         |
| Transitional obligation        | 75   | 2,750                        | 1,185                        | -                         | 4,010         |
| Cash payments                  | (287)  | (5,215)                      | (18,763)                     | (69,043)                  | (93,308)      |
| Balance, end of the year       | 3,388  | 136,151                      | 124,216                      | -                         | 263,755       |

|                                | Defined Benefit<br>Supplemental<br>Pension Plans | Post-<br>Retirement<br>Plans | Post-<br>Employment<br>Plans | Hybrid<br>Pension<br>Plan | 2007<br>Total |
|--------------------------------|--|------------------------------|------------------------------|---------------------------|---------------|
| Accrued benefit liability:     |  |                              | (\$000s)                     |                           |               |
| Balance, beginning of the year | 3,227  | 97,971                       | 103,891                      | -                         | 205,089       |
| Current service cost           | 176  | 7,617                        | 18,003                       | 57,706                    | 83,502        |
| Interest cost                  | 212  | 8,332                        | 5,225                        | -                         | 13,769        |
| Amortization:                  |  |                              |                              |                           |               |
| Actuarial (gains)/losses       | (126)  | 1,635                        | (270)                        | -                         | 1,239         |
| Past service costs             | 42   | 3,700                        | -                            | -                         | 3,742         |
| Transitional obligation        | 75   | 2,750                        | 1,185                        | -                         | 4,010         |
| Cash payments                  | (270)  | (4,915)                      | (16,390)                     | (57,706)                  | (79,281)      |
| Balance, end of the year       | 3,336  | 117,090                      | 111,644                      | -                         | 232,070       |

Approximately 90.8% (2007 – 90.9%) of the total costs are included in wages, salaries and benefits on the consolidated statement of operations and accumulated equity. The remaining 9.2% (2007 – 9.1%) has been charged to capital assets, in accordance with the Commission's capitalization policies (note 6).

Cash payments include contributions to the supplemental and hybrid pension plans. The cash payment to the hybrid pension plan includes contributions to meet the minimum funding requirements, in accordance with pension legislation, and to provide for the amortization of any unfunded liability over 15 years. The members and the Commission each made required contributions of \$66.7 million in 2008 (2007 - \$55.5 million), which represented 8.25% (2007 – 7.25%) of members' covered earnings up to the Canada Pension Plan yearly maximum pensionable earnings of \$44,900 in 2008 (2007 - \$43,700) and 9.85% (2007 – 8.85%) of covered earnings in excess of this amount. In addition, the Commission contributed \$2.4 million in 2008 (2007 - \$2.2 million) for an early retirement provision.

Cash payments to the post-retirement and post-employment plans consist of income replacement, health and dental benefit claims, and administration fees and related taxes paid to the various administrators of these plans.

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 15

Year ended December 31, 2008

## Significant assumptions used in accounting for employee future benefits

|  | 2008  | 2007  |
|--|-------|-------|
| Accrued benefit obligations as at December 31: |       |       |
| Discount rate                                  | 7.40% | 5.50% |
| Rate of increase in earnings                   | 3.50% | 3.75% |
| Benefit costs for the years ended December 31: |       |       |
| Discount rate                                  | 5.50% | 5.25% |
| Rate of increase in earnings                   | 3.75% | 3.70% |
| Rate of return on plan assets                  | 4.30% | 4.10% |

The Commission's rate of growth for health care costs, primarily drug costs, was estimated at 7% (2007 – 8%) and was assumed to decrease gradually to 5% in 2010 and remain at that level thereafter.

## Sensitivity analysis

Health care cost trend rate assumptions have a significant effect on the amounts reported for the health care related plans. A one-percentage-point change in the assumed health care cost trend rates would have the following effects for 2008:

|                             | Increase | (Decrease) |
|-----------------------------|----------|------------|
|                             |          | (\$000s)   |
| Total costs                 | 3,600    | (3,100)    |
| Accrued benefit obligations | 28,200   | (23,300)   |

## 12. OPERATING SUBSIDIES

The sources of operating subsidies are as follows:

|  | 2008         |             |          | 2007     |         |
|--|--------------|-------------|----------|----------|---------|
|  | Conventional | Wheel-Trans | Total    | Total    | Total   |
| - Province of Ontario  |              |             | (\$000s) | (\$000s) |         |
| Gas tax  | 91,600       | -           | 91,600   |          | 91,600  |
| Other provincial funding   | 80,232       | 19,768      | 100,000  |          | -       |
| - City of Toronto  | 145,040      | 51,709      | 196,749  |          | 272,995 |
| Total operating subsidies<br>(for Commission's consolidated<br>financial statements) | 316,872      | 71,477      | 388,349  |          | 364,595 |

Between 1971 and 1980, the City and the Province of Ontario (the "Province") covered the Commission's operating shortfalls on a shared basis. From 1981 until 1993, a more formalized "Users' Fair Share" formula was used, with the Commission establishing its fares each year to cover 68% of total estimated operating expenses (as defined for provincial subsidy purposes). The City provided an operating subsidy equal to the remaining expenses. The City in turn obtained a subsidy from the Province equal to 16% of eligible expenses, plus additional subsidies for certain specified costs. Between 1994 and 1997, modified "flat-line" subsidies were provided by the City and the Province. However, between January 1, 1998 and December 31, 2003, the Province did not provide operating subsidies for public transit. Subsequent to 2003, the City allocated to the Commission's budget an amount of provincial subsidy from the gas tax (see note 13(b)). In 2008, the amount allocated was \$91.6 million (2007 - \$91.6 million). In 2008, \$100 million in other provincial funding was recognized in the consolidated statement of operations and accumulated equity. Currently, the total City operating subsidy amount is established as part of the City's annual budget process.

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 16

Year ended December 31, 2008

| City of Toronto subsidy<br>(for information only)                      | 2008         |             |          | 2007     |          |
|--|--------------|-------------|----------|----------|----------|
|  | Conventional | Wheel-Trans | Total    | Total    | Total    |
| Operating subsidy from the<br>City of Toronto (see above)              | 145,040      | 51,709      | 196,749  | 272,995  | 272,995  |
| City special costs   | 2,770        | -           | 2,770    | 2,810    | 2,810    |
| Long-term receivable (employee<br>benefits) (note 5)                   | (16,451)     | (787)       | (17,238) | (17,322) | (17,322) |
| Net (draws from) City Reserve<br>Funds (note 14):                      |              |             |          |          |          |
| TTC Stabilization Reserve  | -            | -           | -        | (96,000) | (96,000) |
| Total City operating subsidies<br>(in accounts of the City of Toronto) | 131,359      | 50,922      | 182,281  | 162,483  | 162,483  |

City special costs represent subsidies reflected in the City's budget that are not included in the Commission's operating subsidy but relate to the Commission. They include rents and taxes on commuter parking lots and costs associated with certain subsidized passengers. These subsidies and related expenses are not reflected in these consolidated financial statements.

The long-term receivable reflects the delayed payment of subsidy for the non-cash portion of the post-retirement medical and dental benefit expenses (note 5).

For details related to the City Reserve Funds, see note 14.

## 13. CAPITAL SUBSIDIES

Capital subsidies, which are recorded as net capital contributions (note 10), are as follows:

|                                | 2008    | 2007    |
|--------------------------------|---------|---------|
| Source of capital subsidies:   |         |         |
| - City of Toronto              | 171,194 | 116,459 |
| - Province of Ontario          | 209,512 | 237,963 |
| - Federal Government of Canada | 250,864 | 111,982 |
| - Other                        | 6,043   | 6,145   |
| Total capital subsidies        | 637,613 | 472,549 |

### (a) City of Toronto

The City is responsible for ensuring full funding of the Commission's capital program. In accordance with the Municipal Act, any funding for the Commission's capital program from other governments flows through the City. As such, the Commission has claimed from the City a total 2008 capital subsidy of \$631.6 million (2007 - \$466.4 million). Amounts claimed from the City do not include amounts expended by the City of \$3.4 million (2007 - \$12.6 million) for property owned by the City but for the jurisdictional use of the Commission.

Other funding of \$6.0 million (2007 - \$6.1 million) is based on specific purpose third-party agreements with organizations such as Waterfront Toronto and Toronto Community Foundation.

The following disclosures regarding subsidy claims from the provincial and federal governments are based on the City's and the Commission's understanding of the various agreements and commitments.

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 17

Year ended December 31, 2008

## (b) Province of Ontario

Capital subsidies claimed under the various provincial programs are as follows:

|                                    | 2008    | 2007     |
|------------------------------------|---------|----------|
| Source of capital subsidies:       |         |          |
|                                    |         | (\$000s) |
| - Vehicle funding programs         | 50,571  | 50,802   |
| - CSIF                             | 80,071  | 41,014   |
| - Gas tax                          | 69,625  | 69,509   |
| - TTIP                             | 1,432   | 1,638    |
| - Metrolinx (MoveOntario 2020)     | 7,813   | -        |
| - PTCT – Top-up                    | -       | 75,000   |
| Total provincial capital subsidies | 209,512 | 237,963  |

A new Ontario Bus Replacement Program (“OBRP”) was implemented in 2007. Full payment of \$15.4 million was provided under OBRP to the City in June 2007 for 2007 bus contract commitments, and these funds were placed in a reserve fund. The remaining funds of \$13.1 million (including interest) have been drawn from the reserve in 2008 based on delayed delivery of 2007 contract buses (2007 - \$3.3 million). The OBRP obligation for 2008 contract buses delivered in 2008 is \$25.7 million; however, the Province modified the payment of these funds to be amortized over the 12-year life of the buses. The provincial payment for 2008 of \$2.1 million will be paid upon execution of a letter of agreement, and the Province’s deferred obligation of \$23.6 million has been funded in advance by the City.

In addition, the Province provided funding of \$150 million to address the Commission’s unique rolling stock requirements which was paid unconditionally to the City on March 30, 2007. These funds were placed in the Ontario Rolling Stock Infrastructure Reserve Fund (“ORSIF”) to be drawn for transit vehicle requirements. Funding of \$113.8 million has been recognized by the Commission for the eligible expenditures to date, including \$35.3 million for 2008 (2007 - \$44.6 million).

Provincial funding under the Canada Strategic Infrastructure Fund (“CSIF”) will amount to \$350 million in total for the years 2004 to 2012 (see note 13(c)). Funding in the amount of \$27.7 million for buses delivered during 2004 and 2005 was addressed under previous Ontario Transit Vehicle Program funding. On March 30, 2007, the Province provided an unconditional payment of \$275.6 million to the City in full settlement of the remaining CSIF commitment, net of the GTA Farecard Project share of \$46.7 million, which will be addressed upon approval of the GTA Farecard Project. Funds received by the City were placed in the City’s CSIF Reserve Fund to be applied to eligible CSIF expenditures over the term of the agreement. Funding of \$186.6 million has been recognized by the Commission for the eligible expenditures to date, including \$80.1 million for 2008 (2007 - \$41.0 million).

In October 2004, the Province introduced gas tax funding to municipalities for public transit. Commencing at 1¢/litre, the funding is based on a province-wide 70% ridership and 30% population allocation base, updated annually. The funding rate increased to 1½¢/litre, effective October 2005, and then to 2¢/litre, effective October 2006. Of the anticipated \$161.2 million (2007 - \$161.1 million) in provincial gas tax funding, the City has directed \$91.6 million for 2008 (2007 - \$91.6 million) toward the Commission’s operating needs (note 12) with the remainder of \$69.6 million (2007 - \$69.5 million) applied to capital needs.

The Province paid out previously announced commitments under the Transit Technology Infrastructure Program (“TTIP”) in full on March 30, 2007 when the Province provided an unconditional payment to the City of \$31.1 million. These funds were placed in a City reserve fund to be applied to eligible TTIP expenditures. Funding of \$24.8 million has been recognized by the Commission for the eligible expenditures to date, including \$1.4 million for 2008 (2007 - \$1.6 million).

In its March 2008 budget, the Province confirmed the Quick Wins funding package of projects as approved by Metrolinx in November 2007. Funding of \$7.8 million has been recognized by the Commission and applied to capital projects in 2008.

In its March 19, 2007 budget, the Province identified and subsequently paid federal funds of \$222.6 million to the City under the Public Transit Capital Trust (“PTCT”) (note 13(c)), noting that provincial top-up funding in the amount of \$75 million was required to cover the amount designated by the federal government as its

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 18

Year ended December 31, 2008

initial contribution to the Toronto-York Spadina Subway Extension Project ("TYSSE"). These provincial top-up funds ("top-up") were applied fully to capital projects in 2007.

The Province approved funding of \$870 million (March 2006 and January 2008) for the TYSSE into York Region with a project cost of \$2.634 billion and this funding was deposited in the MoveOntario Trust ("MOT"). The Commission is the TYSSE project manager and billings for project expenditures flow through the City. The City acts as banker for the TYSSE and submits claims to each of the funding partners for reimbursement (Toronto, York, MOT, Federal Government). In 2008, \$12.8 million has been recognized as City of Toronto subsidy with respect to this project. The City will recover these funds from the project's funding partners.

## (c) Federal Government of Canada

Capital subsidies claimed under the various federal programs are as follows:

|                                 | 2008    | 2007     |
|---------------------------------|---------|----------|
| Source of capital subsidies:    |         |          |
|                                 |         | (\$000s) |
| - CSIF                          | 91,373  | 43,944   |
| - Gas tax funding               | 81,446  | 65,167   |
| - PTCT                          | 75,685  | -        |
| - Transit-Secure                | 2,360   | 2,871    |
| Total federal capital subsidies | 250,864 | 111,982  |

On March 30, 2004, the federal and provincial governments and the City of Toronto jointly announced funding of \$1.050 billion (\$350 million each), under CSIF, to fund strategic capital project requirements during the period March 2004 to 2012. While a CSIF memorandum of understanding was signed by the City in December 2004, the contribution agreement was not signed until March 19, 2008. While initial funding has flowed, additional requirements are being addressed for subsequent claims and to date, federal funding for the eligible expenditures incurred to date amounts to \$206.7 million, of which \$91.4 million has been accrued in 2008 (2007 - \$43.9 million).

In June 2005, a joint announcement by the federal, provincial, and City of Toronto governments and the Association of Municipalities of Ontario was made in connection with the signing of two federal gas tax funding agreements under the "New Deal for Cities and Communities". In December 2007, the federal government approved a permanent extension of gas tax funding which was announced in the February 2008 federal budget. The gas tax funding is allocated on a per capita basis for environmentally sustainable municipal infrastructure, growing from 2½¢/litre in 2008 to 5¢/litre in 2009. Ontario's allocation of this to municipalities is based on population and the City was paid \$81.4 million in 2008 (2007 - \$65.2 million) under this program. This amount was allocated to the Commission.

The federal government announced the creation of the PTCT in its May 2006 budget which increased Ontario's share to \$351.5 million over the years 2006 to 2008. The City's share of this funding, based on a transit ridership allocation, amounted to \$222.6 million and was released by the Province in a March 30, 2007 unconditional payment which was deposited in a City reserve fund to be used for transit capital funding. Of this amount, \$75.0 million was designated as the federal government's initial funding towards the TYSSE; however, the Province provided a top-up payment of \$75.0 million to cover these funds diverted from the PTCT (see note 13(b)). To date, funding of \$224.8 million has been drawn from this reserve, of which \$75.7 million was applied to 2008 capital projects (2007 - \$75.0 million provincial top-up.) The current balance of \$6.1 million (including interest earnings) is available to be applied to future capital projects.

In June 2006, the federal government announced measures to bolster Canada's transportation security infrastructure with funding of \$80 million available for high-risk passenger rail and security operations under the Passenger Rail and Transportation Security Program ("Transit-Secure"). Funding of \$8.8 million was announced for the Commission's capital security projects including the subway station CCTV project. The Transit-Secure funding is effective for expenditures from June 23, 2006 through March 31, 2009. Based on expenditures incurred to date, funding of \$5.4 million has been recognized, of which \$2.4 million has been accrued in 2008 (2007 - \$2.9 million).

On March 6, 2007, the federal government announced that it would contribute funding for the TYSSE into

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 19

Year ended December 31, 2008

York Region with the amount capped at \$697 million for the project. The first \$75 million was designated from the federal PTCT funds and was provided to the Province to be placed in the MOT. The remaining \$622 million will be provided through the new Building Canada Fund under a contribution agreement executed by the parties (Canada, York and Toronto) on September 8, 2008. Funding will flow to the City, acting as banker for the project upon submission of appropriate contracts and claims by the Commission (See note 13(b)).

## 14. CITY OF TORONTO RESERVES AND RESERVE FUNDS

The City maintains in its accounts interest bearing Reserve Funds, and non-interest bearing Reserves comprised of funds set aside for specific purposes by City Council. Seven of these Reserve Funds and one Reserve have been established specifically for matters related to the Commission. In addition, \$3 million is held in the City's Capital Financing Reserve on behalf of the Commission. Contributions to and draws from these Reserve Funds are made by the Commission, or the City, upon approval by City Council. As a result, contributions to and draws from the Reserve Funds do not necessarily correspond to the year in which the related expenditure was incurred by the Commission.

In order to facilitate the reconciliation to the City's balances, only those contributions and withdrawals that had been approved by City Council as of the date of the consolidated financial statements are reported in the table.

The balances and transactions related to the Reserve Funds and Reserves are presented below.

### Reserves originating from Commission operating surpluses or operating subsidies.

| (\$000s)                       | 2008          |                  |                          | 2007    |           |
|--------------------------------|---------------|------------------|--------------------------|---------|-----------|
|                                | Stabilization | Land Acquisition | City's Capital Financing | Total   | Total     |
| Balance, beginning of the year | 24,666        | 6,349            | 2,971                    | 33,986  | 124,467   |
| Draws                          | -             | (5,900)          | -                        | (5,900) | (101,800) |
| City contributions             | -             | -                | -                        | -       | 6,971     |
| Interest earned                | -             | 190              | -                        | 190     | 4,348     |
| Balance, end of the year       | 24,666        | 639              | 2,971                    | 28,276  | 33,986    |

### **Stabilization Reserve**

The Stabilization Reserve was created to stabilize the funding of the Commission's operating expenditures over time. Any operating deficits, to the limit of the reserve fund's balance and after approval from City Council, may be covered by a draw from this reserve.

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 20

Year ended December 31, 2008

## **Land Acquisition Reserve Fund**

The Land Acquisition Reserve Fund was created to fund future land acquisitions by the City for the Commission's use. In 2008, the City received City Council approval to draw a further \$5.9 million (2007 - \$1.8 million) related to the acquisition of the McNicoll property that was acquired by the Commission in 2005.

## **City's Capital Financing Reserve**

The \$3 million balance in the City's Capital Financing Reserve represents assessed liquidated damages against the Commission's bus supplier and were contributed to the reserve with City Council approval in July 2007.

## **Reserves for transit capital funding originating through the Province of Ontario**

| (\$000s)                       | CSIF     | PTCT     | ORSIF    | OBRP     | TTIP    | MO2020  | 2008<br>Total | 2007<br>Total |
|--------------------------------|----------|----------|----------|----------|---------|---------|---------------|---------------|
| Balance, beginning of the year | 176,093  | 78,407   | 75,413   | 12,606   | 8,036   | -       | 350,555       | -             |
| Provincial contributions       | -        | -        | -        | 2,143    | -       | 452,484 | 454,627       | 694,728       |
| Draws from                     |          |          |          |          |         |         |               |               |
| Reserve Funds                  | (80,071) | (75,685) | (35,300) | (15,270) | (1,432) | (7,813) | (215,571)     | (360,868)     |
| Interest earned                | 7,071    | 3,400    | 3,191    | 521      | 320     | 7,793   | 22,296        | 16,695        |
| Balance, end of the year       | 103,093  | 6,122    | 43,304   | -        | 6,924   | 452,464 | 611,907       | 350,555       |

During 2008, the City received further payments for transit capital from the Province of Ontario amounting to \$452.5 million for Metrolinx approved projects. At its meetings on April 28 and 29, 2008, City Council authorized the establishment of the MoveOntario 2020 reserve fund (MO2020) to hold these capital funding payments received from the Province.

## **Canada Strategic Infrastructure (CSIF) Reserve Fund**

A provincial payment of \$275.6 million was received in March 2007 for the remaining provincial commitment under CSIF for funding of Commission strategic capital projects. Of the total payment received, \$186.6 million has been applied to accumulated funding recognized by the Commission to date, of which \$80.1 million was drawn from the reserve fund in 2008 (2007 - \$106.6 million).

## **Public Transit Capital Trust (PTCT) Reserve Fund**

A provincial payment of \$222.6 million was received in March 2007 for federal and provincial funds in support of public transit including provincial "top-up" of \$75.0 million (see note 13(b)). Of the total payment received, \$224.8 million has been applied to accumulated funding recognized by the Commission to date including \$75.7 million drawn from the reserve fund in 2008 (2007 - \$149.1 million).

## **Ontario Rolling Stock Infrastructure (ORSIF) Reserve Fund**

A provincial payment of \$150.0 million was received in March 2007 in support of Toronto's unique rolling stock requirements. Of the total payment received, \$113.8 million has been applied to accumulated funding recognized by the Commission to date including \$35.3 million drawn from the reserve fund in 2008 (2007 - \$78.5 million).

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 21

Year ended December 31, 2008

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## ***Ontario Bus Replacement Program (OBRP) Reserve Fund***

A provincial payment of \$15.4 million was received for the 2007 contract awarded for conventional buses. Funding of the remaining balance was drawn from the reserve in 2008 upon the delayed receipt of buses delivered in 2008. While it was anticipated that future provincial payments would be received on an annual basis to address bus contract commitments, the Province will be amortizing these payments over the 12-year bus life with the deferred payments covered by City self-liquidating debt.

## ***Transit Technology Infrastructure Program (TTIP) Reserve Fund***

A provincial payment of \$31.1 million was received in March 2007 in support of inter-regional transit improvements. Of the total payment received, \$24.8 million has been applied to accumulated funding recognized by the Commission to date including \$1.4 million drawn from the reserve fund in 2008 (2007 - \$23.4 million).

## ***MoveOntario 2020 (MO2020) Reserve Fund***

Provincial payments totalling \$452.5 million were received in March 2008 in support of the Metrolinx approved Quick Wins projects including subway capacity improvements (\$386.0 million); Transit City Plan work (\$7.1 million); Commission Bikelinx projects (\$1.2 million) and 2009 capital projects (\$57.0 million). Of the total payment received, \$7.8 million has been applied in 2008 to accumulated funding recognized by the Commission for capital expenditures. There is additional funding of \$1.2 million for City of Toronto Bikelinx projects being held in this reserve fund that will be applied at the direction of the City.

## **15. COMMITMENTS AND CONTINGENCIES**

- (a) In the normal course of its operations, labour relations, and completion of capital projects, the Commission and its subsidiaries are subject to various arbitrations, litigations, and claims. Where the potential liability is determinable, management believes that the ultimate disposition of the matters will not materially exceed the amounts recorded in the accounts. In other cases, the ultimate outcome of the claims cannot be determined at this time. Any additional losses related to claims will be recorded in the period during which the liability is determinable.
- (b) In February 2005, December 2007 and December 2008, the Commission and City Council approved the awarding of contracts for the purchase of low-floor buses from DaimlerChrysler Commercial Buses North America Ltd. The delivery requirement is, in total, 694 diesel-electric hybrid buses and 300 diesel buses at a total value of \$702.7 million. At December 31, 2008, 561 hybrid and 180 diesel buses had been delivered at a cost of \$516 million and the outstanding commitment is \$186.7 million.
- (c) In August 2006, the Commission approved purchasing 234 subway cars or 39 trainsets from Bombardier Transportation Canada Inc., at a total cost of \$674.9 million. In September 2006, City Council approved proceeding with this procurement and the contract was awarded on December 21, 2006. At December 31, 2008, the Commission had incurred costs of \$277.3 million (included in construction in progress – note 6). The first trainset is scheduled for delivery in September 2009. At December 31, 2008, the outstanding commitment is \$397.6 million.
- (d) In October 2008, the Commission approved the award of a contract to American Bus Products Inc. for the supply of 110 Wheel-Trans low-floor para-transit buses at a total cost of \$33.1 million. The first bus delivery is scheduled for June 2009. At December 31, 2008, the outstanding commitment is \$33.1 million.
- (e) The Commission has contracts for the construction and implementation of various capital projects. At December 31, 2008, these contractual commitments are approximately \$164 million (2007 - \$84.5 million).

# TORONTO TRANSIT COMMISSION

Notes to the Consolidated Financial Statements, page 22

Year ended December 31, 2008

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- (f) The Commission leases certain premises under operating lease agreements. The approximate future minimum annual lease payments are as follows:

|            | (\$000s) |
|------------|----------|
| 2009       | \$6,392  |
| 2010       | 6,469    |
| 2011       | 6,547    |
| 2012       | 6,625    |
| 2013       | 3,760    |
| Thereafter | 1,257    |

## 16. COMPARATIVE FIGURES

Certain prior-year figures have been reclassified to conform to the current year's presentation.



**TORONTO TRANSIT COMMISSION**  
**CONSOLIDATED FINANCIAL STATEMENTS SCHEDULE**  
**YEAR ENDED DECEMBER 31, 2008**

| (\$000s)   | TORONTO<br>TRANSIT<br>COMMISSION<br>(TTC) | WHEEL-TRANS<br>(WT) | TORONTO<br>TRANSIT<br>CONSULTANTS LIMITED<br>(TTCL) |
|--|---|---------------------|---|
| <b>STATEMENT OF OPERATIONS</b>   |   |                     |   |
| <b>Revenue</b>   |   |                     |   |
| Passenger services   | (837,382)                                 | (3,506)             | -   |
| Advertising  | (20,415)                                  | -                   | -   |
| Outside city services  | (16,665)                                  | -                   | -   |
| Property rental  | (11,167)                                  | -                   | -   |
| Miscellaneous  | (6,154)                                   | -                   | (5)   |
| <b>Total revenue</b>   | <b>(891,783)</b>                          | <b>(3,506)</b>      | <b>(5)</b>  |
| <b>Expenses</b>  |   |                     |   |
| Wages, salaries and benefits   | 902,802                                   | 42,069              | -   |
| Depreciation   | 383,955                                   | -                   | -   |
| Amortization of capital contributions  | (365,860)                                 | -                   | -   |
| Materials, services and supplies   | 126,811                                   | 7,382               | -   |
| Vehicle fuel   | 66,798                                    | 2,429               | -   |
| Electric traction power  | 29,811                                    | -                   | -   |
| Accident claims  | 48,465                                    | 656                 | -   |
| Wheel-Trans contract services  | -   | 22,034              | -   |
| Utilities  | 15,873                                    | 413                 | -   |
| Property taxes   | -   | -                   | -   |
| Interest expense net   | -   | -                   | -   |
| Income tax   | -   | -                   | -   |
| <b>Total expenses</b>  | <b>1,208,655</b>                          | <b>74,983</b>       | <b>-</b>  |
| Net operating costs/(income)   | 316,872                                   | 71,477              | (5)   |
| Operating subsidy from the Province  | (171,832)                                 | (19,768)            | -   |
| Operating subsidy from the City  | (145,040)                                 | (51,709)            | -   |
| Net operating (surplus)/deficit  | -   | -                   | (5)   |
| Accumulated (equity)/deficit, beginning of the year  | (14,196)                                  | -                   | (55)  |
| <b>Accumulated (equity)/deficit, end of the year</b>   | <b>(14,196)</b>                           | <b>-</b>            | <b>(60)</b>   |
| Not on the Commission's consolidated financial statements – Reconciliation to the City operating subsidy |   |                     |   |
| Operating subsidy from the City (as above)   | 145,040                                   | 51,709              | -   |
| Operating subsidies – long-term payable for employee benefits  | (16,451)                                  | (787)               | -   |
| City special costs   | 2,770                                     | -                   | -   |
| <b>Total City operating subsidy</b>  | <b>131,359</b>                            | <b>50,922</b>       | <b>-</b>  |
| <b>BALANCE SHEET</b>   |   |                     |   |
| <b>Current Assets</b>  |   |                     |   |
| Cash and cash equivalents  | 51,199                                    | -                   | 160   |
| Accounts receivable  |   |                     |   |
| City of Toronto  | 302,321                                   | -                   | -   |
| Other  | 33,789                                    | -                   | -   |
| Advances to subsidiary   | -   | -                   | -   |
| Indemnity receivable from the Commission   | -   | -                   | -   |
| Prepaid expenses   | 4,726                                     | -                   | -   |
|  | 392,035                                   | -                   | 160   |
| <b>Long-term Assets</b>  |   |                     |   |
| Net capital assets   | 4,361,358                                 | -                   | -   |
| Spare parts  | 85,787                                    | -                   | -   |
| Receivable from City of Toronto  | 64,883                                    | -                   | -   |
| Investment in subsidiary   | 15,428                                    | -                   | -   |
| Other assets   | 2,550                                     | -                   | -   |
|  | 4,922,041                                 | -                   | 160   |
| <b>Current Liabilities</b>   |   |                     |   |
| Accounts payable and accrued liabilities   | (248,596)                                 | -                   | -   |
| Deferred passenger revenue   | (52,890)                                  | -                   | -   |
| Unsettled accident claims  | (24,813)                                  | -                   | -   |
| Income taxes payable   | -   | -                   | -   |
| Due to parent  | -   | -                   | -   |
|  | (326,299)                                 | -                   | -   |
| <b>Long-term Liabilities</b>   |   |                     |   |
| Net capital contributions  | (4,241,396)                               | -                   | -   |
| Employee benefits  | (263,755)                                 | -                   | -   |
| Unsettled accident claims  | (69,855)                                  | -                   | -   |
| Environmental and other liabilities  | (6,540)                                   | -                   | -   |
|  | (4,907,845)                               | -                   | -   |
| Capital Stock  | -   | -                   | (100)   |
| <b>Accumulated (equity)/deficit</b>  | <b>(14,196)</b>                           | <b>-</b>            | <b>(60)</b>   |
|  | (4,922,041)                               | -                   | (160)   |

| TORONTO<br>COACH<br>TERMINAL INC.<br>(TCTI) | TTC<br>INSURANCE<br>COMPANY LIMITED<br>(TTCIC) | TOTAL<br>BEFORE<br>INTERCOMPANY<br>ELIMINATIONS | INTERCOMPANY<br>ELIMINATIONS | CONSOLIDATED<br>FINANCIAL<br>STATEMENTS |
|---|--|---|------------------------------|---|
| -   | -  | (840,888)                                       | -                            | (840,888)                               |
| -   | -  | (20,415)  | -                            | (20,415)                                |
| -   | -  | (16,665)  | -                            | (16,665)                                |
| (1,037)                                     | -  | (12,204)  | 113                          | (12,091)                                |
| (4,524)                                     | (56)   | (10,739)  | 567                          | (10,172)                                |
| (5,561)                                     | (56)   | (900,911)                                       | 680                          | (900,231)                               |
| 3,441                                       | -  | 948,312   | -                            | 948,312                                 |
| 568   | -  | 384,523   | -                            | 384,523                                 |
| -   | -  | (365,860)                                       | -                            | (365,860)                               |
| 935   | 56   | 135,184   | 214                          | 135,398                                 |
| -   | -  | 69,227  | -                            | 69,227                                  |
| -   | -  | 29,811  | -                            | 29,811                                  |
| -   | -  | 49,121  | 56                           | 49,177                                  |
| -   | -  | 22,034  | -                            | 22,034                                  |
| -   | -  | 16,286  | -                            | 16,286                                  |
| 420   | -  | 420   | (420)                        | -                                       |
| 567   | -  | 567   | (567)                        | -                                       |
| (37)  | -  | (37)  | 37                           | -                                       |
| 5,894                                       | 56   | 1,289,588                                       | (680)                        | 1,288,908                               |
| 333   | -  | 388,677   | -                            | 388,677                                 |
| -   | -  | (191,600)                                       | -                            | (191,600)                               |
| -   | -  | (196,749)                                       | -                            | (196,749)                               |
| 333   | -  | 328   | -                            | 328                                     |
| 4,017                                       | -  | (10,234)  | (100)                        | (10,334)                                |
| 4,350                                       | -  | (9,906)   | (100)                        | (10,006)                                |
| -   | -  | 196,749   | -                            | -                                       |
| -   | -  | (17,238)  | -                            | -                                       |
| -   | -  | 2,770   | -                            | -                                       |
| -   | -  | 182,281   | -                            | -                                       |
| 3,099                                       | 1,900  | 56,358  | -                            | 56,358                                  |
| -   | -  | 302,321   | 5                            | 302,326                                 |
| 69  | 13   | 33,871  | (648)                        | 33,223                                  |
| 1,800                                       | -  | 1,800   | (1,800)                      | -                                       |
| -   | 82,427   | 82,427  | (82,427)                     | -                                       |
| -   | -  | 4,726   | -                            | 4,726                                   |
| 4,968                                       | 84,340   | 481,503   | (84,870)                     | 396,633                                 |
| 7,253                                       | -  | 4,368,611                                       | -                            | 4,368,611                               |
| -   | -  | 85,787  | -                            | 85,787                                  |
| -   | -  | 64,883  | -                            | 64,883                                  |
| 100   | -  | 15,528  | (15,528)                     | -                                       |
| -   | -  | 2,550   | -                            | 2,550                                   |
| 12,321                                      | 84,340   | 5,018,862                                       | (100,398)                    | 4,918,464                               |
| (485)                                       | (13)   | (249,094)                                       | 21                           | (249,073)                               |
| -   | -  | (52,890)  | -                            | (52,890)                                |
| (50)  | (82,427)                                       | (107,290)                                       | 82,427                       | (24,863)                                |
| (6)   | -  | (6)   | 6                            | -                                       |
| (15,044)                                    | (1,800)  | (16,844)  | 16,844                       | -                                       |
| (15,585)                                    | (84,240)                                       | (426,124)                                       | 99,298                       | (326,826)                               |
| -   | -  | (4,241,396)                                     | -                            | (4,241,396)                             |
| -   | -  | (263,755)                                       | -                            | (263,755)                               |
| (86)  | -  | (69,941)  | -                            | (69,941)                                |
| -   | -  | (6,540)   | -                            | (6,540)                                 |
| (15,671)                                    | (84,240)                                       | (5,007,756)                                     | 99,298                       | (4,908,458)                             |
| (1,000)                                     | (100)  | (1,200)   | 1,200                        | -                                       |
| 4,350                                       | -  | (9,906)   | (100)                        | (10,006)                                |
| (12,321)                                    | (84,340)                                       | (5,018,862)                                     | 100,398                      | (4,918,464)                             |