



2017
Annual Report
Toronto Transit Commission



Contents

Chair's Letter	3
The TTC Board	7
CEO's Statement	9
Executive Team	13
Line 1 Extension opens to the public	15
Corporate Plan Achievements 2017	18
Consolidated Financial Statements of Toronto Transit Commission Year ended December 31, 2017	21
Notes to the Consolidated Financial Statements for the Year ended December 31, 2017	29
Supplementary Schedules Year ended December 31, 2017	61
Management Directory – December 31, 2017	67



TTC's Line 1 Extension to York Region opened to the public on December 17, 2017.

Chair's Letter



Subway riders were served by nine more accessible stations – St Clair, Woodbine, Coxwell and the six on the new extension.

To: Mayor John Tory and Councillors of the City of Toronto

As Chair of North America's Transit System of the Year, it is my privilege to submit the 2017 Annual Report for the Toronto Transit Commission.

It was a great honour for the TTC, Commissioners and all staff to accept the American Public Transportation Association's award for Outstanding Public Transit System for 2017. The entire organization was proud to be recognized by our industry peers who selected the TTC for the monumental work that was achieved over the past five years to modernize the network on all fronts: Safety; Customer; People; Assets; Reputation; Financial Sustainability; and Growth. We improved all aspects of TTC service to achieve our vision of a transit system that makes Toronto proud.

A year of significant accomplishments was capped off on December 15, 2017 as the TTC stood with our federal, provincial and municipal funding partners to celebrate the much-anticipated and long-awaited official opening of the Line 1 subway extension into Vaughan, in York Region. The 8.6-kilometre extension from Sheppard West to Vaughan Metropolitan Centre opened to the public two days later.

It was truly a milestone for rapid transit in Toronto and neighbouring York Region. The Toronto-York Spadina Subway Extension is the first subway to cross the Toronto municipal boundary. It is also the first subway expansion to open in 15 years. Along with our funding partners, we are determined to see more major transit projects get built sooner in our great city.

In 2017, we saw continued improvements in the planning and scheduling of TTC services. More than 250 schedule adjustments were made to the network last year. Many of these adjustments were aimed at improving overall performance and resulted in less overcrowding and more reliable service for customers. Subway riders were served by nine more accessible stations – St Clair, Woodbine, Coxwell and the six on the new extension. Our streetcar network saw nearly 60 new accessible cars in service and the bus network was reinvigorated by hundreds of new clean diesel buses. Over the next few years, we're set to receive more than a thousand low-emission and zero-emission buses as the TTC accelerates its green bus procurement program.

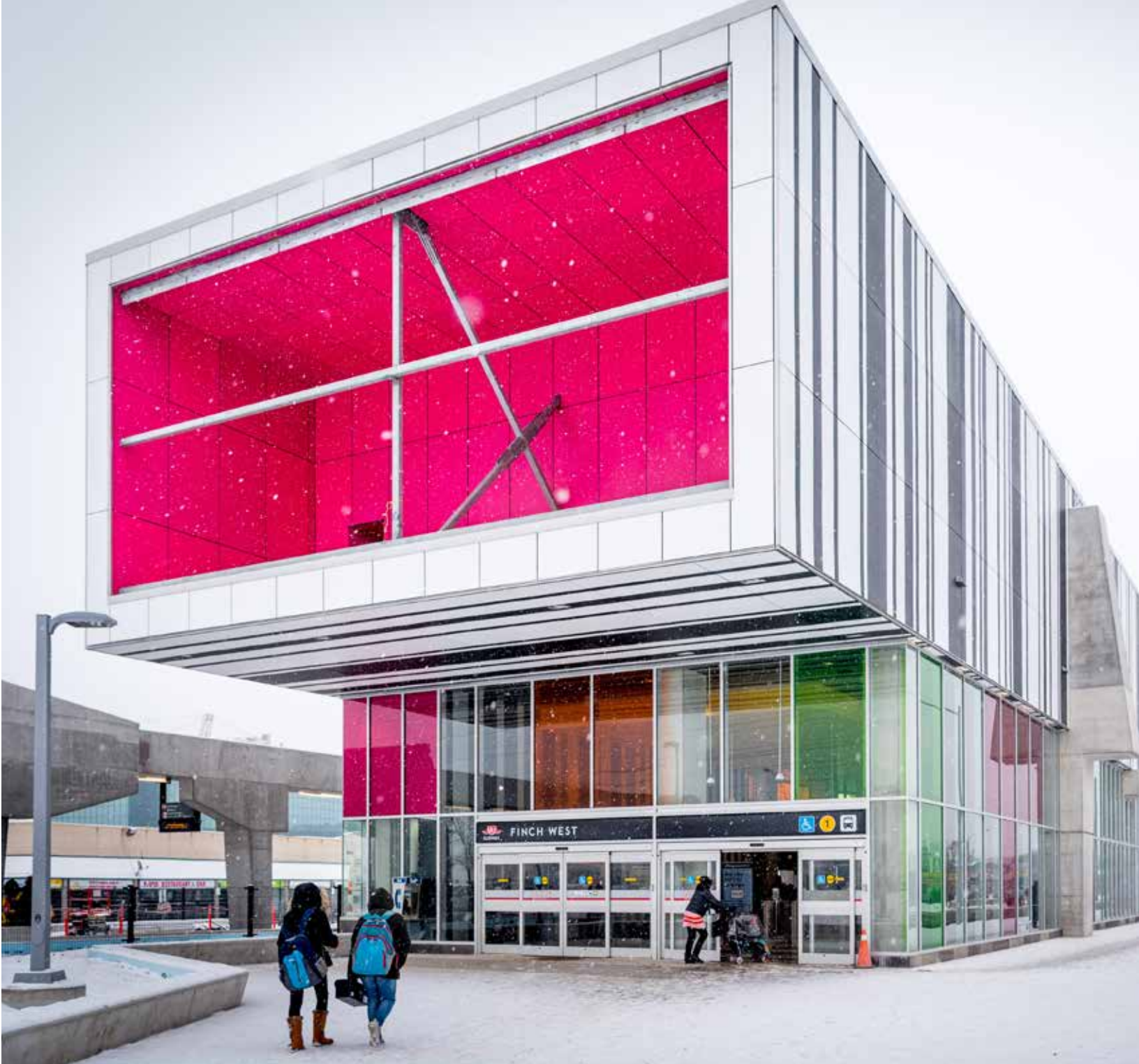
This is what the new TTC looks like: modern, accessible and connected. These improvements are all part of creating a better, more reliable public transit service for Toronto, which already carries well over half a billion people each year.

I would like to thank Mayor Tory and Toronto City Council for their continued support for the TTC and public transit in Toronto. I would also like to thank my fellow Commissioners who served with me in 2017: Vice-Chair Alan Heisey Q.C., John Campbell (Ward 4 Etobicoke Centre), Mary Fragedakis (Ward 29 Toronto-Danforth), Vincent Crisanti (Ward 1 Etobicoke North), Deputy Mayor-East Glenn De Baeremaeker (Ward 38 Scarborough Centre), Joe Mihevc (Ward 21 St. Paul's), Deputy Mayor-North Denzil Minnan-Wong (Ward 34 Don Valley East), and Rick Byers, Ron Lalonde and Joanne De Laurentiis. Lastly, thank you to the thousands of women and men at the TTC who work every day to keep our city moving.

Sincerely,

A handwritten signature in black ink, appearing to read "Josh Colle". The signature is fluid and cursive, with a large initial "J" and a distinct "C" at the end.

Josh Colle
TTC Chair
April 2018



The Line 1 Extension has six accessible stations and is 8.6 kilometres in length.



From Sheppard West (formerly Downsview) Station, the Line 1 Extension runs northwest through York University and north into York Region.

The TTC Board

As at December 2017



Josh Colle
Chair



Alan Heisey Q.C.
Vice-Chair

Commissioners



Joanne De Laurentiis



Rick Byers



John Campbell



Mary Fragedakis



Vincent Crisanti



Glenn De Baeremaeker



Ron Lalonde



Joe Mihevc



Denzil Minnan-Wong



The Line 1 Extension is the first subway expansion crossing the municipal boundary of Toronto.

CEO's Statement



2017 will be remembered for the grand opening of the Line 1 subway extension to Vaughan.

To: TTC Chair and Commissioners, Mayor John Tory and Councillors of the City of Toronto

In 2017 we saw truly a transformative year for the TTC. We can all look back with pride at the results of our hard work and the unparalleled transit service that we delivered to the people of Toronto and beyond. I give tremendous credit to our dedicated and hard-working employees who build, maintain and operate a world-class and award-winning public transit network. Our first goal is to always provide great service to our customers – and that is what we achieved.

As a result we can call ourselves North America's Outstanding Public Transit System for 2017. We have accomplished a great deal to keep Toronto moving forward. From reversing service cuts and increasing service to making incredible strides on accessibility across the system, I'm proud of the efforts that we have made over the last five years. And our peers at the American Public Transportation Association have acknowledged it with Transit System of the Year honours.

2017 will be remembered for the grand opening of the Line 1 subway extension to Vaughan. It was an awesome event that saw the launch of the newest stretch of track to our subway network since Line 4 Sheppard opened in 2002. And for the first time the TTC subway reached across to serve our riders beyond Toronto's border.

The extension is an incredible, state-of-the-art subway. Six beautiful and accessible stations feature a modern fare collection system, an abundance of unique public art, bike facilities and commuter parking. The line enables numerous new transit connections to help move commuters more seamlessly across the Greater Toronto Area with links to GO rail service, TTC, York Region Transit, Viva and Brampton bus services, and future connections to the Highway 407 Transitway and Finch West LRT.

Even more impressive, the extension features state-of-the-art, communications-based train control, also known as Automatic Train Control, the modern signalling system that will enable the TTC to run trains closer together safely when it is fully fitted throughout Line 1 in the near future.

It was a personal thrill to witness on the first day of service the first northbound and southbound trains deliver our funding partners to Pioneer Village Station for a celebratory Toronto-York greeting. It was an unprecedented moment in our history.

I cannot thank enough our incredible workforce, including former Chief Executive Officer Andy Byford, for inspiring us to build a transit system that makes Toronto proud. He paved the way forward with the TTC's inaugural Five-Year Corporate Plan, which was successfully capped off with the TTC receiving APTA's coveted top award and the opening of the Toronto-to-York subway.

The latter proved to be the perfect launching pad to the TTC's next five-year plan, which will take Toronto's transit system to the next level. The TTC has a great deal of exciting projects to deliver over the next five-year period to keep Toronto moving in the right direction.

Sincerely,

A handwritten signature in black ink, appearing to read 'Richard J. Leary', written in a cursive style.

Richard J. Leary
Chief Executive Officer (Acting)

April 2018



The Line 1 Extension was jointly funded by the Government of Canada, the Province of Ontario, the City of Toronto and The Regional Municipality of York.



The Line 1 Extension is the first subway expansion since Line 4 Sheppard opened in 2002.

Executive Team



Rick Leary
Chief Executive Officer (Acting)



Kirsten Watson
Deputy Chief Executive Officer
(Acting)/Chief Customer Officer



Susan Reed Tanaka
Chief Capital Officer



Dan Wright
Chief Financial Officer



Collie Greenwood
Chief Service Officer
(Acting)



John O'Grady
Chief Safety Officer



Gemma Piemontese
Chief People Officer



Brad Ross
Executive Director of
Corporate and
Customer
Communications



Joan Taylor
Chief of Staff



Jim Ross
Chief Operating
Officer (Acting)



Megan MacRae
Executive Director of
Human Resources



Jim Fraser
Deputy Chief
Operating Officer
(Acting)



Prime Minister Justin Trudeau joined TTC Chair Josh Colle, Ontario Premier Kathleen Wynne and Toronto Mayor John Tory to officially open the Line 1 Extension on December 15, 2017.

Line 1 Extension opens to the public

The TTC's Line 1 Extension to York Region opened to the public on December 17, 2017. In a historic moment, the first trains simultaneously departed Sheppard West and Vaughan Metropolitan Centre at 8 a.m., marking the start of revenue service to and from York Region.

The official ribbon-cutting ceremony on the Toronto-York Spadina Subway Extension project was held on December 15 at Vaughan Metropolitan Centre terminal station by Prime Minister Justin Trudeau, Premier Wynne, Mayor Tory and Wayne Emmerson, Regional Chairman and CEO of York Region. Dignitaries took the ceremonial first ride to York University – home station to more than 50,000 students, staff and faculty.

The Line 1 Extension project is a six-station, 8.6-km extension of the Line 1 Yonge-University Subway from the current Sheppard West Station, northwest through York University, and north into York Region. It represents the TTC's first subway expansion crossing the municipal boundary of Toronto into the 905 region. The project was jointly funded by the Government of Canada, the Province of Ontario, the City of Toronto and The Regional Municipality of York.

The Line 1 Extension is expected to add an estimated 36 million transit trips and eliminate 30 million car trips per year, helping to ease traffic congestion, improve air quality and fight climate change.





Vaughan Metropolitan Centre Station is Line 1's new terminal station.

Here are the six stations:

Vaughan Metropolitan Centre: is located north of Highway 7 to the west side of the relocated Millway Avenue. The terminal station is a multi-modal transportation hub with on-street passenger pick up and drop off (on New Park Place and Millway Avenue) , and connections to YRT SmartREIT Bus Terminal and to the Viva BRT, which will run in the centre of Highway 7. Includes: four elevators and six escalators.

Highway 407: is located west of Jane Street and south of Highway 407, west of Black Creek. Includes: 18-bay GO/YRT/Viva bus terminal, 560-space commuter lot, one passenger-pick-up-and-drop-off (30 spaces), connection to future Highway 407 Transitway. Includes: two elevators and seven escalators.


Pioneer Village: is located diagonally below Steeles Avenue West. Includes: 12-bay TTC and 5-bay YRT bus terminal, 1,950-space commuter lot, one passenger-pick-up-and-drop-off (11 spaces). Includes: four elevators and 10 escalators.

York University: is located at York University, crossing underneath Ian Macdonald Boulevard in the heart of the Keele Campus at the east end of the Harry W. Arthurs Common. Includes: two elevators and six escalators.

Finch West: is located under Keele Street, north of Finch Avenue West. Includes: Five-bay TTC bus terminal, 358-space commuter lot, one passenger-pick-up-and-drop-off (10 spaces), future connection to Finch West LRT. Includes: three elevators and eight escalators.

Downsview Park: is located at Downsview Park on the south side of Sheppard Avenue West, centred under GO Transit's Barrie Commuter Rail line. Includes: connection to Barrie GO rail service. Includes: three elevators and six escalators.

Corporate Plan Achievements 2017

Initiative	Achieved
<p>Safety</p> 	<p>Operational and Occupational Safety</p> <ul style="list-style-type: none"> • Implement Asbestos Management Program (key departments) ✔ Q1 2017 • Launch Bio-Hazard e-Learning to all staff ✔ Q1 2017 • Audit of fleet-based Fire Extinguisher Maintenance Program ✔ Q2 2017 • Review and update Hearing Loss Prevention Program ✔ Q2 2017 • Review and update Development of Safety, Health and Environment Policies and Procedures ✔ Q2 2017 • Review and update Incident Reporting and Investigation Corporate Program ✔ Q2 2017 • Develop and approve iNet Portable Gas Monitoring System Program ✔ Q2 2017 • Improve the incident reporting and investigation element of the SH&E Management System (includes near miss reporting) ✔ Q3 2017 • Review and make improvements to the Fire Safety Corporate Program ✔ Q3 2017 • Develop new Musculoskeletal Disorders Corporate Program ✔ Q3 2017 • Review and improve the Fire Safety Corporate Program ✔ Q3 2017 • Approve new Joint Health and Safety Committee Terms of Reference ✔ Q4 2017 • Review and update Safety Alert Procedure ✔ Q4 2017 • Develop Workplace Violence Corporate Program ✔ Q4 2017 • Develop new Mechanical Material Handling Equipment Corporate Standard ✔ Q4 2017 • Conduct subway training for Toronto Fire Services and Vaughan Fire Services ✔ Q4 2017 • Conduct Emergency Exercises on TYSSE ✔ Q4 2017 • Develop and Approve Management of Occupational Health and Safety Hazards and Risks Standard ✔ Q4 2017 • SH&E – Biohazard Control Program Audit ✔ Q4 2017 • SH&E – SH&E Communications Audit ✔ Q4 2017 <p>Environmental Safety</p> <ul style="list-style-type: none"> • Develop new Waste Management Program ✔ Q1 2017 • Develop new Environmental Due Diligence Procedure for Buying and Leasing Properties ✔ Q3 2017 <p>Enterprise Risk Management (ERM)</p> <ul style="list-style-type: none"> • Deploy ERM system to 67% of TTC departments ✔ Q4 2017

Customer



Customer Information Strategy

- Install LED Signage Group 2 (25 Shelters) ✓ Q1 2017
- Install LED Signage Group 3 (25 Shelters) ✓ Q1 2017

Customer Charter

- Pilot subway musician stages ✓ Q1 2017
- Install 200 passenger information displays in shelters ✓ Q2 2017
- PRESTO-enabled fare gates at 43 subway stations ✓ Q2 2017
- Launch an anti-harassment campaign ✓ Q3 2017
- Launch a safety and security app ✓ Q3 2017
- Keep customers informed by adopting consistent, customer friendly language for communicating service status information. ✓ Q3 2017
- Work with Bike Share Toronto to incorporate docking stations at a minimum of five TTC stations ✓ Q3 2017
- Test new technology to improve route management and real time information for buses and streetcars ✓ Q3 2017
- Open a new second exit/entrance at Woodbine Station ✓ Q3 2017
- Two elevators in service at Woodbine Station ✓ Q3 2017
- Enable Wi-Fi at 100% of stations ✓ Q4 2017
- Revise schedules on 10 bus routes ✓ Q4 2017

Primary Revenue Strategy

- Confirm legacy concession fare decommissioning strategy ✓ Q2 2017
- Complete installation of fare gates at 15 secondary entrances ✓ Q2 2017
- Commence fare gate installations at initial 26 PRESTO-enabled stations ✓ Q3 2017

People



Performance Management Framework





- Implement Discipline Process Program ✓ Q2 2017
- Draft Rewards & Recognition policy ✓ Q2 2017

Staff Engagement Strategy

- Create Management Essentials Employee Engagement Survey training module ✓ Q2 2017

Management Development and Succession Planning

- Launch Mental Wellness campaign ✓ Q1 2017
- Launch Graduate Development Leadership Program ✓ Q1 2017
- Commence Leadership Fundamentals cohort 3&4 ✓ Q1 2017
- Launch Leadership Advantage Program ✓ Q2 2017
- Launch Emerging Leaders Program ✓ Q2 2017
- Develop internal mentorship pilot for Internal LEAD Program ✓ Q2 2017

Initiative	Achieved
Assets 	Capacity Management <ul style="list-style-type: none"> • Receive last 2 cars of trainset #82 ✓ Q2 2017 Second Exit and Easier Access Programs <ul style="list-style-type: none"> • New accessible streetcars on 514 Cherry route ✓ Q2 2017
Growth 	Toronto-York Spadina Subway Extension <ul style="list-style-type: none"> • Downsview Park Station-Substantial Performance ✓ Q1 2017 • York University Station-Substantial Performance ✓ Q1 2017 • Traction Power on ✓ Q1 2017 • Vaughan Metropolitan Centre Station-Substantial Performance ✓ Q1 2017 • TYSSE opens ✓ Q4 2017
Financial Sustainability 	Wheel-Trans <ul style="list-style-type: none"> • Roll out new Wheel-Trans eligibility processes and expanded eligibility criteria ✓ Q1 2017 • Complete public consultations ✓ Q2 2017 • Introduce Wheel-Trans Family of Services pilot ✓ Q2 2017 • Introduce new Wheel-Trans No-Show and Late Cancellation policies that are more flexible, including allowing for same-day cancellations ✓ Q3 2017
Reputation 	Positive Contribution <ul style="list-style-type: none"> • Complete Customer Perceptions of the TTC Retail Environment ✓ Q1 2017 • Complete TTC Customer Segmentation Study ✓ Q1 2017 • Complete training for Managers/Supervisors on Human Rights, Diversity & Inclusion Lens ✓ Q1 2017 • Results available TTC Origin-Destination Study ✓ Q2 2017 • Complete Federal Tax Credit for Transit Passes Survey ✓ Q2 2017

Consolidated Financial Statements of
Toronto Transit Commission
Year ended December 31, 2017



June 13, 2018

Independent Auditor's Report

To the Members of the Board of the Toronto Transit Commission

We have audited the accompanying consolidated financial statements of the Toronto Transit Commission, which comprise the consolidated statement of financial position as at December 31, 2017 and the consolidated statements of operations and accumulated surplus, remeasurement gains and losses, net debt and cash flows for the year then ended, and the related notes, which comprise a summary of significant accounting policies and other explanatory information.

Management's responsibility for the consolidated financial statements

Management is responsible for the preparation and fair presentation of these consolidated financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's responsibility

Our responsibility is to express an opinion on these consolidated financial statements based on our audit. We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the consolidated financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the consolidated financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the consolidated financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the consolidated financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the consolidated financial statements.

We believe that the audit evidence we have obtained in our audit is sufficient and appropriate to provide a basis for our audit opinion.

*PricewaterhouseCoopers LLP
PwC Tower, 18 York Street, Suite 2600, Toronto, Ontario, Canada M5J 0B2
T: +1 416 863 1133, F: +1 416 365 8215*

"PwC" refers to PricewaterhouseCoopers LLP, an Ontario limited liability partnership.



Opinion

In our opinion, the consolidated financial statements present fairly, in all material respects, the financial position of the Toronto Transit Commission as at December 31, 2017 and the results of its operations, remeasurement gains and losses, change in net debt and cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Other matter

The accompanying consolidated financial statements schedule as at and for the year ended December 31, 2017 is presented as supplementary information only and is not a required part of the basic consolidated financial statements. The information in this schedule has been subject to audit procedures only to the extent necessary to express an opinion on the consolidated financial statements of the Toronto Transit Commission.

PricewaterhouseCoopers LLP

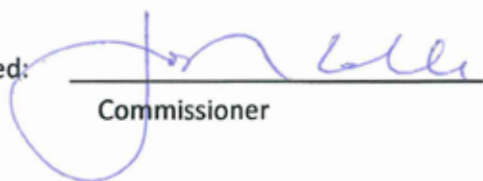
Chartered Professional Accountants, Licensed Public Accountants

Consolidated Statement of Financial Position
As at December 31

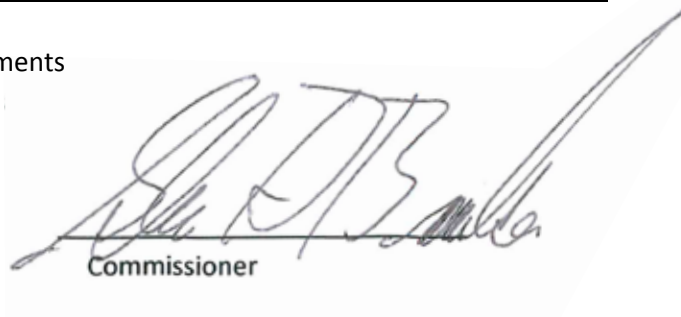
\$000s	2017	2016
Financial assets		
Cash and cash equivalents (note 4)	227,853	130,190
Subsidies receivable (note 5)	1,107,850	1,122,922
Accounts receivable	103,068	81,298
Portfolio investments (note 6)	2,268	2,264
Derivatives (note 7)	9,838	3,094
Total financial assets	1,450,877	1,339,768
Liabilities		
Accounts payable and accrued liabilities	770,670	681,151
Deferred passenger revenue	75,392	84,380
Unsettled accident claims (note 8)	156,633	192,253
Employee future benefits (note 9)	687,171	633,403
Environmental liabilities (note 10)	8,125	5,332
Total liabilities	1,697,991	1,596,519
Net debt	(247,114)	(256,751)
Non-financial assets		
Tangible capital assets (note 11)	10,886,858	9,983,559
Spare parts and supplies inventory	138,755	139,116
Prepaid expense	8,949	7,006
Total non-financial assets	11,034,562	10,129,681
Accumulated surplus	10,787,448	9,872,930
Accumulated surplus is comprised of:		
Accumulated operating surplus (note 12)	10,777,610	9,869,836
Accumulated remeasurement gains	9,838	3,094
	10,787,448	9,872,930

See accompanying notes to the consolidated financial statements

Approved:



Commissioner



Commissioner

Consolidated Statement of Operations and Accumulated Surplus
For the year ended December 31

\$000s	2017 Budget	2017	2016
	(note 16)		
Operating revenue			
Passenger services	1,176,852	1,171,623	1,133,572
Advertising	28,291	28,322	28,005
Outside city services	15,598	15,383	16,940
Property rental	24,691	22,690	21,529
Miscellaneous	1,732	5,184	4,359
Total operating revenues	1,247,164	1,243,202	1,204,405
Subsidy revenue			
Operating subsidies (note 13)	751,749	588,304	637,193
Capital subsidies (note 14)	1,934,062	1,385,195	1,094,240
Total subsidy revenues	2,685,811	1,973,499	1,731,433
Total revenues	3,932,975	3,216,701	2,935,838
Expenses			
Conventional transit service	2,306,327	2,166,742	2,056,868
Wheel-Trans	160,389	141,478	138,296
Other functions	562	707	700
Total expenses (note 15)	2,467,278	2,308,927	2,195,864
Surplus for the year	1,465,697	907,774	739,974
Accumulated surplus, beginning of the year		9,869,836	9,129,862
Accumulated surplus, end of the year		10,777,610	9,869,836

See accompanying notes to the consolidated financial statements

Consolidated Statement of Remeasurement Gains and Losses
For the year ended December 31

\$000s	2017	2016
Accumulated remeasurement gains / (losses), beginning of the year	3,094	(18,410)
Unrealized gains in the current year (note 7)	6,270	7,162
Amounts reclassified to Statement of Operations	474	14,342
Accumulated remeasurement gains, end of the year	9,838	3,094

See accompanying notes to the consolidated financial statements

Consolidated Statement of Net Debt
For the year ended December 31

\$000s	2017 Budget	2017	2016
	(note 16)		
Surplus for the year	1,465,697	907,774	739,974
Change in tangible capital assets			
Acquisitions	(1,956,185)	(1,402,031)	(1,124,014)
Amortization	498,409	494,859	379,101
Disposals	-	-	-
Write-downs	-	3,873	251
Total change in capital assets	(1,457,776)	(903,299)	(744,662)
Change in spare parts and supplies	-	361	(821)
Change in prepaid expenses	-	(1,943)	(4,044)
Change in remeasurement gains for the year	-	6,744	21,504
Change in net debt	7,921	9,637	11,951
Net debt, beginning of the year		(256,751)	(268,702)
Net debt, end of the year		(247,114)	(256,751)

See accompanying notes to the consolidated financial statements

Consolidated Statement of Cash Flows
For the year ended December 31

\$000s	2017	2016
Operating activities		
Surplus of the year	907,774	739,974
Add (deduct) items not involving cash:		
Amortization of tangible capital assets	494,859	379,101
Loss on disposal of tangible capital assets	3,231	44
Recognition of revenue from capital subsidies	(1,385,195)	(1,094,240)
Change in employee future benefits	53,768	52,077
Changes in non-cash assets and liabilities related to operations:		
(Increase) decrease in operating subsidy receivable	3,560	(32,567)
(Increase) decrease in accounts receivable	(21,544)	11,443
(Increase) decrease in portfolio investments	(4)	(5)
(Increase) decrease in spare parts and supplies inventory	361	(821)
(Increase) decrease in prepaid expense	(1,943)	(4,044)
(Decrease) increase in operating accounts payable and accrued liabilities	112,463	26,033
(Decrease) increase in deferred passenger revenue	(8,988)	(5,390)
(Decrease) increase in unsettled accident claims	(35,620)	(5,770)
(Decrease) increase in environmental liabilities	2,793	(371)
Cash provided by operating activities	125,515	65,464
Capital activities		
Capital asset acquisitions	(1,424,975)	(1,212,855)
Capital asset disposal proceeds	642	117
Cash used in capital activities	(1,424,333)	(1,212,738)
Financing activities		
Capital subsidies received	1,396,481	1,184,443
Cash provided by financing activities	1,396,481	1,184,443
Increase/ (decrease) in cash and cash equivalents, during the year	97,663	37,169
Cash and cash equivalents, beginning of the year	130,190	93,021
Cash and cash equivalents, end of the year	227,853	130,190

See accompanying notes to the consolidated financial statements

Notes to the Consolidated Financial Statements
for the Year ended December 31, 2017



1. NATURE OF OPERATIONS

The Toronto Transit Commission (the “TTC”) was established on January 1, 1954 to consolidate and co-ordinate all forms of local transportation within the City of Toronto (the “City”), except railways and taxis. As outlined in the City of Toronto Act (2006), the TTC has exclusive authority to establish, operate or maintain a local passenger transportation system within the City. From a funding perspective, the TTC functions as one of the boards of the City and is dependent upon the City for both operating and capital subsidies (notes 13 and 14). The TTC also operates Wheel-Trans, a paratransit service for people with disabilities (which is also subsidized by the City), the Toronto Coach Terminal Inc. and its subsidiary, the TTC Insurance Company Limited. The TTC controls the TTC Sick Benefit Association which was incorporated to adjudicate and pay benefit claims to eligible Members of Association unable to work due to illness or disability. The TTC, which is not subject to income and capital taxes, receives an 11.24% rebate for the Harmonized Sales Tax and receives exemption from certain property taxes.

2. SIGNIFICANT ACCOUNTING POLICIES

a. Basis of presentation

The consolidated financial statements are prepared by the TTC in accordance with Canadian public sector accounting standards recommended by the Public Sector Accounting Board of the Chartered Professional Accountants of Canada (CPA Canada).

b. Basis of consolidation

The consolidated financial statements include the operations of Wheel-Trans and the financial results of the TTC’s subsidiaries, the Toronto Coach Terminal Inc. (“TCTI”) and TCTI’s subsidiary, TTC Insurance Company Limited (the “Insurance Co.”). The results of the TTC Sick Benefit Association (“SBA”), which is controlled by the TTC, have also been consolidated. In 2016, TTC’s subsidiary, the Toronto Transit Infrastructure Limited was dissolved.

c. Measurement uncertainty

The preparation of the consolidated financial statements in conformity with public sector accounting standards 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. Specifically, employee future benefits are subject to the assumptions described in note 9 and other contingencies are described in note 18a. Also, management makes their best estimate on the fair value of certain pension investments described in note 9 as the final audited fair values are not available at the time of preparation of the financial statements. Amortization expense is based on the asset lives described in note 2h. Accident claims liabilities are subject to assumptions on discount rates and amounts reserved for incurred, but not reported claims as described in note 8. Deferred revenue is based on

estimated value of fare media sold, but not yet used before year end. Actual results could differ from the amounts estimated.

d. Subsidy revenue

Operating subsidies are authorized by the City after the TTC's operating budget has been approved. Operating subsidy revenue is recognized by the TTC in the period to the extent that net operating costs are incurred. Capital subsidies are recognized in revenue when the City authorizes the capital subsidy and the cost is incurred. The eligibility criteria and related stipulations must also have been met except when and to the extent that the transfer gives rise to an obligation that meets the definition of a liability, which can be influenced by a number of factors, including stipulations of the transfer.

e. Operating revenue and deferred passenger revenue

Operating revenue from passenger services is recognized when cash, tickets, tokens and Presto cards are used by the passenger to secure a ride. Revenue from passes is recognized in the period in which they are valid. An estimate of tickets and tokens sold which will be used after the year end and an estimate of passes sold but only valid after year end are included in deferred passenger revenue. All other revenue is recognized when the services have been provided.

f. Cash and cash equivalents

Cash and cash equivalents consist of cash on hand and funds on deposit with a major financial institution.

g. Spare parts and supplies inventory

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

h. Tangible capital assets and amortization

Tangible capital assets are recorded at cost less accumulated amortization. In addition to direct costs attributable to capital projects, the TTC capitalizes certain internal costs, which are directly related to the acquisition, construction, betterment, or development of those related capital assets. Amortization is calculated using the straight-line method, based on the estimated useful lives of major assets, as follows:

Asset	Years
Subways	20-65
Buildings & structures	20-40
Rolling stock	6-30
Buses	3-13
Trackwork	15-30
Other equipment	5-26
Traction power distribution system	24-25

Capital assets are amortized from the date that they enter service. One-half year of the amortization expense is recorded in the year of acquisition and assets under construction are not depreciated until the asset is substantially complete and available for productive use. Land purchased directly by the City, for the TTC's use, is accounted for in the City's records.

i. Portfolio investments

Portfolio investments consist of bonds that are recorded at cost. Discounts or premiums on investments are amortized on an effective interest rate method until maturity of the investment to which this item is related. Investment income is reported as revenue in the period earned.

j. Unsettled accident claims

The TTC has a self-insurance program for automobile and general liability claims. Estimated costs to settle automobile and general liability claims are actuarially determined, based on available loss information and projections of the present value of estimated future expenditures developed from the TTC's historical experience. The provision for estimated future expenditures includes expected internal and external adjustment expenses, an estimate of claims incurred, but not reported and a provision for adverse deviations.

k. Employee future benefit plans

The TTC's employee benefits plans include post-employment plans (workplace safety and insurance benefit plan and long term disability benefit plan), post-retirement plans (medical and dental benefits) and pension plans.

The costs of the post-employment benefit plans are recognized when the event that obligates the TTC occurs. Costs include projected future income replacement payments, health care continuation costs, taxes and fees paid to independent administrators, calculated on a present value basis.

The costs and obligations of the post-retirement benefit plans and pension plans are calculated using the projected benefits prorated on service method and management's best estimates of retirement ages of employees, future salary levels, expected health care cost escalations, and plan investment performance.

The net asset or liability related to each employee future benefit plan reflects the year-end difference between the value of the accrued benefit obligation and the value of the plan assets (if funded), net of unamortized gains and losses and the valuation allowance. Plan assets are valued using year-end fair market values.

Accrued benefit obligations and costs are determined using discount rates that are consistent with the City's long-term borrowing rates for the post-employment and post-retirement plans. For the TTC's funded pension plans, the discount rate is the plan's expected rate of return on plan assets.

Actuarial gains and losses arise from changes in actuarial assumptions or when actual experience differs from what was assumed. For post-employment benefit plans, the net actuarial gain or loss is deferred and amortized on a straight-line basis over the average expected period during which benefits will be paid unless there is a related plan amendment or curtailment. For workplace safety insurance benefits, the amortization period is 11.1 years (December 31, 2016 – 10 years) and for long-term disability benefits, the amortization period is 7.4 years (December 31, 2016 – 12.1 years). The amortization of the gain/loss begins in the year after the actuarial gain/loss arises.

A post-retirement benefit plan actuarial gain or loss is deferred and amortized over the expected average remaining service life of the employees unless there is a plan amendment or curtailment.

The amortization period for the pension plan is 13.7 years (December 31, 2016 – 13.5 years), for the post-retirement medical and post-retirement dental plans the amortization period is 14.2 years (December 31, 2016 – 13.8 years) and for the supplemental funded pension plan, the amortization period is 6.9 years (December 31, 2016 – 6.5 years). The amortization of the actuarial gain or loss begins in the year after the gain or loss arises for all post-retirement plans except the TTC pension plan. Amortization begins in the year of the actuarial gain or loss for the TTC pension plan. This policy is expected to reduce the long term expense volatility that results from the accounting requirement to defer and amortize actuarial losses.

Past service costs arising from a plan amendment or plan initiation are recognized in the period of a plan amendment. Prior service costs or gains are offset by net actuarial gains or losses, if any, as of the end of the calendar year in which the prior service costs or gains arise. Unamortized amounts that remain after offsetting with prior period service costs or gains continue to be amortized in their original amount. Also, unamortized actuarial gains or losses related to settled or curtailed plans are recognized in the period of the plan settlement or curtailment.

I. Environmental liabilities

An environmental liability is recognized when a site has been identified as being non-compliant with environmental legislation, the TTC accepts responsibility, it is expected that future economic benefits will be given up and a reasonable estimate of costs can be determined. The estimated amounts of future costs are reviewed regularly, based on available information and governing legislation.

m. Financial instruments

The TTC has designated its financial instruments as follows:

- i) Cash and cash equivalents (note 4)
- ii) Subsidies receivable from the City of Toronto (note 5)
- iii) Accounts receivable
- iv) Portfolio investments, in bonds (note 6)
- v) Accounts payable and certain accrued liabilities
- vi) Financial derivatives (note 7)

Cash and cash equivalents are recorded at cost which approximates fair market value. Financial derivatives are recorded at fair value. All other financial instruments are recorded at amortized cost. The fair values of the accounts receivable, operating and capital portions of the subsidies receivable and 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 other recoverable amounts within subsidies receivable from the City of Toronto cannot be determined since there are no fixed terms of repayment. The fair value of Portfolio Investments is described in note 6.

PS3450, Financial instruments, requires disclosure of a three-level hierarchy for fair value measurement based on the transparency of inputs to the valuation of a financial asset or financial liability as at the financial statement date. The three levels are defined as follows:

Level 1 – fair value is based on quoted market prices in markets for identical financial assets or financial liabilities. Level 1 financial assets generally include equity investments traded in an active market.

Level 2 – fair value is based on observable inputs, either directly or indirectly, other than quoted prices included within Level 1.

Level 3 – fair value is based on non-observable market data inputs.

TTC's financial derivatives are the only financial instruments recorded at fair value and they are classified as Level 2.

3. FINANCIAL RISK MANAGEMENT

Credit risk

Credit risk is the risk of loss due to a counterparty's inability to meet its obligations. As at December 31, 2017, TTC's credit risk exposure consists mainly of the carrying amounts of cash and cash equivalents, portfolio investments, accounts receivable and subsidies receivable.

Cash and cash equivalents and portfolio investments are invested with the City of Toronto or a major financial institution and are therefore assessed as low risk.

Of TTC's total accounts receivable, \$10.1 million is past due (December 31, 2016 – \$19.5 million).

Although past due, the \$10.1 million is deemed collectible and has the following aging:

1–30 days past due: \$1.3 million (December 31, 2016 – \$0.1 million)

31–60 days past due: \$0.2 million (December 31, 2016 – \$2.2 million)

61–90 days past due: \$1.7 million (December 31, 2016 – \$0.5 million)

90+ days past due: \$6.9 million (December 31, 2016 – \$16.7 million)

Approximately 78% of TTC's accounts receivable is due from the City of Toronto, other municipal, provincial and federal governments and organizations controlled by them (December 31, 2016 – 77%). 100% of subsidies receivable are due from the City of Toronto (December 31, 2016 – 100%). Impairment risk on receivables from these governments and government organizations is low.

Credit risk is further lowered as TTC's best practice is to obtain an advance deposit or letter of credit when entering a significant agreement with a non-government entity. Furthermore, past due receivables are routinely monitored and subject to collection action.

To assess and manage its exposure to credit risk, TTC reviews and reports impairment balances annually. TTC believes that its credit risk is low and there are no notable concentrations of risk.

Currency risk

Currency risk is the risk that the fair value of future cash flows of a financial instrument will fluctuate because of changes in currency or foreign exchange rates. The TTC has limited foreign currency risk with respect to its financial instruments as substantially all of TTC's financial assets and financial liabilities are denominated in Canadian dollars. The TTC 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. As of the balance sheet date, TTC has \$2.6 million in U.S. dollar financial liabilities (December 31, 2016 – \$1.8 million), which is offset by TTC's U.S. dollar cash balance of \$2.8 million (December 31, 2016 – \$4.2 million). Therefore, TTC's currency risk is low and there are no notable concentrations of risk.

Liquidity risk

Liquidity risk is the risk that the TTC will encounter difficulty in meeting obligations associated with its financial liabilities and other contractual obligations. TTC's accounts payables and accrued liabilities amount to \$770.7 million (December 31, 2016 – \$681.2 million) and, excluding non-financial liabilities, \$324.4 million is due within one year or less (December 31, 2016 – \$212.4 million). The TTC has a combination of cash on hand and receivables from governments and government organizations, including the City of Toronto, as described above within the statement of credit risk, which will be sufficient to satisfy these liabilities. Construction holdbacks of \$51.4 million (December 31, 2016 – \$95.6 million) are also excluded from the \$324.4 million (December 31, 2016 – \$212.4 million) due within a year; however, they are fully recoverable from the City of Toronto as referred to in note 5. Therefore TTC's liquidity risk is low and there are no notable concentrations of risk.

Interest rate risk

Interest rate risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market interest rates. TTC's interest rate risk is low as the TTC does not hold debt and all portfolio investments have fixed interest rates (note 6) and will be held to maturity.

Other price risk

The TTC is exposed to fuel price risk arising from fluctuations in fuel costs. To manage its exposure to fuel prices, TTC enters into fuel swap contracts with financial institutions (note 7).

4. CASH AND CASH EQUIVALENTS

In connection with the City guarantee referred to in note 8, the TTC Insurance Company Limited, is required to maintain cash or securities available for payment of accident claims liabilities equal to one month's claims and operating expenses (all self-insured retention payments are processed through the TTC). The cash and cash equivalents amount restricted for this purpose is approximately \$1.9 million as at December 31, 2017 (December 31, 2016 – \$3.1 million).

5. SUBSIDIES RECEIVABLE

Subsidies from the City of Toronto consist of operating subsidies as described in note 13 and capital subsidies as described in note 14. Subsidies receivable as at December 31 comprise the following amounts, all of which are due from the City of Toronto:

\$000s	2017	2016
Subsidies to be collected within one year		
Capital subsidy receivable	389,575	376,042
Operating subsidy receivable	72,286	85,310
Total subsidies to be collected within one year	461,861	461,352
Other recoverable amounts		
Employee benefits	366,213	323,882
Accident claims expenses	44,798	80,418
Construction related	229,576	254,621
Future environmental costs (note 10)	5,402	2,649
Total other recoverable amounts	645,989	661,570
Total subsidies receivable	1,107,850	1,122,922

The TTC expects to collect the capital and operating subsidy receivable within one year.

The amount related to non-cash employee benefits and accident claim expenses represents the delayed payment of operating subsidy for the non-cash portion of these expenses.

Subsidy receivable related to construction will be collected in the year the vendors are paid. Subsidy receivable for future environmental costs will be collected in the year in which the related work is performed.

6. PORTFOLIO INVESTMENTS

Portfolio investments as at December 31 consist of the following:

\$000s	2017	2016
Municipality of Metropolitan Toronto Bond (2.45%; February 6, 2025 maturity)	2,268	2,264
Total portfolio investments	2,268	2,264

At December 31, 2017, the fair value of the bonds is \$2.3 million (December 31, 2016 – \$2.3 million).

7. FINANCIAL DERIVATIVES

TTC's financial derivatives consist of heating fuel swaps with financial institutions which help manage TTC's exposure to fluctuating fuel prices by setting a fixed price for a future purchase of a fixed quantity of fuel. Heating fuel swaps are used because they are an openly traded commodity that most closely relates to the diesel fuel consumed by TTC. The TTC does not purchase or hold any derivative financial instrument for speculative purposes. Several derivative agreements were in place and used throughout the year and continue to exist as of December 31, 2017. Derivative instruments are required to be measured at fair value on initial recognition and changes in the fair value of the derivative instruments are recognized in the statement of remeasurement gains and losses. As of December 31, 2017 the accumulated remeasurement gains from these fuel swaps are \$9.8 million (December 31, 2016 – accumulated remeasurement gains \$3.1 million). The derivative contracts are included in the statement of financial position on a present value basis. The fair value of these contract are primarily derived using the quoted price of heating oil on the New York Mercantile Exchange (NYMEX) as of December 31, 2017. As of December 31, 2017, approximately 84.2% of 2018's diesel fuel requirement has been hedged using the fuel swap agreements (December 31, 2016 – 59.5%).

8. 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 TTC. At December 31, 2017, \$141.4 million (December 31, 2016 – \$174.5 million) of the unsettled accident claims liability is related to the Insurance Co.'s payable for all automobile claims incurred. This portion of the TTC's accident claim liability is guaranteed by the City. The TTC has purchased insurance from third-party insurers to cover tort claims in excess of \$5.0 million on any one accident. The remainder of the unsettled accident claims liability, \$15.2 million (December 31, 2016 – \$17.7 million), relates to general liability claims of \$18.5 million (December 31, 2016 – \$21.5 million), less \$3.3 million (December 31, 2016 – \$3.8 million) of expected HST rebates.

The ultimate cost of these liabilities will vary from the best estimate made by management for a variety of reasons including additional information with respect to the facts and circumstances of the claims incurred. The liability includes a reserve established for each file as well as an incurred but not reported ("IBNR") provision to account for the fact that full information on case files may not be available at the valuation date, or losses have been incurred but are not yet reported. Therefore, the TTC relies upon historical information and statistical models to estimate the IBNR liability. The TTC also uses reported claims trends, claims severity, exposure growth and other factors in estimating its IBNR reserve. The time required to learn of and settle claims is an important consideration in establishing the TTC's reserves. The TTC revises these reserves as additional information becomes available.

This provision is discounted to take into account the time value of money and a provision for adverse deviation ("PFAD") is added as recommended by standard actuarial practice. Assumptions

regarding the anticipated timing of future payments and an appropriate discount rate are made by management. As uncertainty exists with respect to the determination of these discounted estimates, an explicit PFAD is made for potential claims development. A PFAD is selected based on guidance developed by the Canadian Institute of Actuaries.

The following table summarizes the effects of the time value of money and PFAD on the liability for unpaid claims and claims adjustment costs.

Unpaid claims and claims adjustment costs:	Undiscounted	Time Value of Money	Discounted (before PFAD)	PFAD	Discounted
\$000s					
As at December 31, 2017	150,046	(6,439)	143,607	13,026	156,633
As at December 31, 2016	180,180	(5,234)	174,946	17,307	192,253

As at December 31, 2017, the interest rate used to determine the time value of money was 1.75% and reflected the market yield (December 31, 2016 – 1.0%).

9. EMPLOYEE FUTURE BENEFITS

Description of benefit plans

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

Post-employment benefit plans

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

For the post-employment benefit plans, the effective date of the most recent actuarial valuation was September 30, 2017 for the WSI plan and November 30, 2017 for the LTD plan. These valuations were used to project the accrued benefit obligations and costs for the current year end. The next actuarial valuation for the post-employment benefit plans is expected to be performed as at September 30, 2018 for the WSI plan and November 30, 2018 for the LTD plan.

Post-retirement, non-pension benefit plans

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

For the post-retirement benefit plans, the effective date of the most recent actuarial valuation was January 1, 2015. This valuation was used to project the accrued benefit obligations and costs for the

current year end. The next actuarial valuation for the post-retirement benefit plans is expected to be performed as at January 1, 2018.

Supplemental pension plans

The TTC and plan members may participate in supplemental pension plans. These plans provide pension benefits which the TTC pension plan cannot provide because of the limits imposed by the Income Tax Act. These pension benefits automatically reflect changes that are made to the TTC Pension plan.

The funded supplemental pension plan has been accounted for as a defined benefit plan and the TTC has recognized 100% of the plan's pension expense, assets and obligation. The funded supplemental pension plan's assets consist of 58% (December 31, 2016 – 56%) cash and equity index pooled funds which are carried at market and 42% (December 31, 2016 – 44%) deposit in a Canada Revenue Agency non-interest bearing refundable tax account. The effective date of the most recent actuarial valuation for funding purposes was January 1, 2017. The next actuarial valuation for funding purposes is expected to be performed as at January 1, 2018. The effective date of the most recent valuation for accounting purposes was December 31, 2017.

TTC Pension Fund

The TTC participates in a defined benefit pension plan ("TTC Pension Fund"). The TTC Pension Fund is administered by the Toronto Transit Commission Pension Fund Society (the "Society"), a separate legal entity. The Board of Directors of the Society consists of 10 voting members, five of whom are appointed from the Toronto Transit Commission and five are appointed from the Amalgamated Transit Union Local 113 (ATU). Pursuant to the Sponsors Agreement between ATU and the TTC, the TTC Pension Fund was registered as a Jointly Sponsored Pension Plan (JSPP) effective January 1, 2011.

The plan is accounted for as a joint defined benefit plan as the TTC and its employees jointly share the risks in the plan and share control of decisions related to the plan administration and to the level of benefits and contributions on an ongoing basis. The TTC is required to account for its portion of the plan (i.e. 50%) and has therefore, recognized 50% of the pension expense incurred during the year and 50% of the plan's assets and obligation.

The plan covers substantially all employees of the TTC who have completed six months of continuous service. Under the Plan, contributions are made by the Plan members and matched by the TTC. The contribution rates are set by the Board, subject to the funding requirements determined in the actuarial report and subject to the limitations in the Sponsors Agreements between the TTC and the ATU.

The plan provides pensions to members, based on a formula that factors in the length of credited service and best four years of pensionable earnings up to a base year. The Board of Directors of the Society make decisions with respect to affordable pension formula updates, pension indexing and

plan improvements based on the results of the most recent funding valuation and the priorities set out in the plan's by-laws and funding policy.

Effective January 1, 2017, the base year for the TTC pension plan and the funded supplemental pension plans was updated to December 31, 2016 from December 31, 2015. In addition, an ad hoc increase of up to 1.35% (December 31, 2016 – 1.28%) was granted to all pensioners. The TTC's share of the prior service cost of these plan amendments have been reflected in the consolidated Statement of Operations and Accumulated Surplus.

The effective date of the most recent actuarial valuation for funding purposes for the TTC Pension Fund was January 1, 2017. The next required actuarial valuation for funding purposes will be performed as at January 1, 2020. The effective date of the most recent valuation for accounting purposes was December 31, 2017.

The continuity of the change in the employee benefit liabilities/(asset) including expenses recognized in 2017 is as follows:

\$000s	Post- Employment Plans	Post- Retirement Non-Pension Plans	Supplemental Pension Plans	Total employee benefit liabilities	TTC Pension Fund
Accrued benefit liability (asset) balance, beginning of the year	229,359	404,454	(410)	633,403	-
Current service cost	28,318	26,302	91	54,711	87,252
Interest cost	5,215	17,875	92	23,182	(18,739)
Amortization of actuarial (gains)/losses:	(3,732)	14,877	277	11,422	(57,429)¹
Plan amendments	-	-	796	796	37,880
Change in valuation allowance	-	-	-	-	68,070
Total expenses	29,801	59,054	1,256	90,111	117,034
Benefits paid	(25,074)	(9,832)	(186)	(35,092)	-
Employer contributions	-	-	(1,251)	(1,251)	(117,034)
Accrued benefit liability (asset) balance, end of the year	234,086	453,676	(591)	687,171	-

¹ Includes recognition of an unamortized gain of \$56,470 applied against the cost of the plan amendments.

The continuity of the change in the employee benefit liabilities/(asset) including expenses recognized in 2016 is as follows:

\$000s	Post- Employment Plans	Post- Retirement Non-Pension Plans	Supplemental Pension Plans	Total employee benefit liabilities	TTC Pension Fund
Accrued benefit liability (asset) balance, beginning of the year	225,911	355,835	(420)	581,326	-
Current service cost	27,562	26,053	50	53,665	84,077
Interest cost	4,751	16,669	72	21,492	(17,813)
Amortization of actuarial (gains)/losses:	(3,496)	15,680	280	12,464	(22,282)¹
Plan amendments	-	-	847	847	40,916
Change in valuation allowance	-	-	-	-	27,505
Total expenses	28,817	58,402	1,249	88,468	112,403
Benefits paid	(25,369)	(9,783)	(190)	(35,342)	-
Employer contributions	-	-	(1,049)	(1,049)	(112,403)
Accrued benefit liability (asset) balance, end of the year	229,359	404,454	(410)	633,403	-

¹ Includes recognition of an unamortized gain of \$22,282 applied against the cost of the plan amendments.

The following table summarizes the employee future benefit costs included in the Consolidated Statement of Operations and Accumulated Surplus:

\$000s	2017	2016
Cost of TTC Pension Fund contributions	117,034	112,403
Net cost of TTC Pension Fund	117,034	112,403
Cost of other benefit plans	90,111	88,468
Total cost of plans	207,145	200,871
Less: costs allocated to capital assets	(26,893)	(26,064)
Total employee future benefit costs includes wages, salaries and benefits in note 15 and in the Consolidated Statement of Operations and Accumulated Surplus	180,252	174,807

The TTC's portion of the assets in the TTC Pension Fund is carried at market value. As the TTC cannot withdraw the surplus to reduce its contributions, the expected benefit of a surplus is nil and therefore, a valuation allowance of \$474.4 million (December 31, 2016 – \$407.3 million) is required to reduce the accrued benefit asset to either the value of the net unamortized actuarial losses (if any) or to the value of the fund surplus less net unamortized gains.

Reconciliation of funded status to the employee benefit liabilities and asset as at December 31, 2017 is as follows:

\$000s	Post- Employment Plans	Post- Retirement Non-Pension Plans	Supplemental Pension Plans	Total employee benefit liabilities	TTC Pension Fund
Fair value of plan assets	-	-	14,852	14,852	3,323,139
Accrued benefit obligations	188,110	579,557	15,061	782,728	2,637,360
Funded status—(deficit)/ surplus	(188,110)	(579,557)	(209)	(767,876)	685,779
Unamortized (gains)/losses	(45,976)	125,881	800	80,705	(210,399)
Accrued benefit (liability)/ asset	(234,086)	(453,676)	591	(687,171)	475,380
Valuation allowance	-	-	-	-	(475,380)
Employee benefit (liability)	(234,086)	(453,676)	591	(687,171)	-

Reconciliation of funded status to the employee benefit liabilities and asset as at December 31, 2016 is as follows:

\$000s	Post- Employment Plans	Post- Retirement Non-Pension Plans	Supplemental Pension Plans	Total employee benefit liabilities	TTC Pension Fund
Fair value of plan assets	-	-	13,266	13,266	3,067,899
Accrued benefit obligations	196,245	517,022	13,800	727,067	2,660,589
Funded status—(deficit)/ surplus	(196,245)	(517,022)	(534)	(713,801)	407,310
Unamortized (gains)/losses	(33,114)	112,568	944	80,398	-
Accrued benefit (liability)/ asset	(229,359)	(404,454)	410	(633,403)	407,310
Valuation allowance	-	-	-	-	(407,310)
Employee benefit (liability)	(229,359)	(404,454)	410	(633,403)	-

The continuity of the change in the accrued benefit obligation including costs recognized in 2017 is as follows:

\$000s	Post- Employment Plans	Post- Retirement Non-Pension Plans	Supplemental Pension Plans	Total employee benefit liabilities	TTC Pension Fund
Balance, beginning of the year	196,245	517,022	13,800	727,067	2,660,589
Current service cost	28,318	26,302	91	54,711	87,252
Interest cost	5,215	17,875	577	23,667	149,216
Loss/(gain) on the obligation	(16,594)	28,190	544	12,140	(152,183)
Employee contributions	-	-	125	125	-
Benefits paid	(25,074)	(9,832)	(872)	(35,778)	(145,394)
Plan amendments	-	-	796	796	37,880
Balance, end of the year	188,110	579,557	15,061	782,728	2,637,360

The continuity of the change in the accrued benefit obligation including costs recognized in 2016 is as follows:

\$000s	Post- Employment Plans	Post- Retirement Non-Pension Plans	Supplemental Pension Plans	Total employee benefit liabilities	TTC Pension Fund
Balance, beginning of the year	197,945	486,073	12,808	696,826	2,512,295
Current service cost	27,562	26,053	50	53,665	84,077
Interest cost	4,751	16,669	512	21,932	141,490
Loss/(gain) on the obligation	(8,644)	(1,990)	132	(10,502)	11,297
Employee contributions	-	-	115	115	-
Benefits paid	(25,369)	(9,783)	(664)	(35,816)	(129,486)
Plan amendments	-	-	847	847	40,916
Balance, end of the year	196,245	517,022	13,800	727,067	2,660,589

The continuity of the plan assets for the funded pension plans in 2017 is as follows:

\$000s	Supplemental Pension Plan	TTC Pension Fund
Balance, beginning of the year	13,266	3,067,899
Employee contributions	125	-
Employer contributions	1,251	117,034
Expected return on plan assets	485	167,955
Excess (shortfall) on return on plan assets	411	115,645
Benefits paid	(686)	(145,394)
Balance, end of the year	14,852	3,323,139

The continuity of the plan assets for the funded pension plans in 2016 is as follows:

\$000s	Supplemental Pension Plan	TTC Pension Fund
Balance, beginning of the year	11,984	2,904,957
Employee contributions	115	-
Employer contributions	1,049	112,403
Expected return on plan assets	440	159,303
Excess (shortfall) on return on plan assets	152	20,722
Benefits paid	(474)	(129,486)
Balance, end of the year	13,266	3,067,899

Significant assumptions used in accounting for employee benefits are as follows:

	2017	2016
Accrued benefit obligations as at December 31:		
Discount rate for post-employment plans	2.8% to 3.0%	2.7% to 3.1%
Discount rate for post-retirement, non-pension plans	3.2%	3.5%
Discount rate for supplemental pension plans	2.9% to 3.75%	3.10% to 3.75%
Discount rate for TTC Pension Fund	5.5%	5.5%
Rate of increase in earnings	3.21% to 3.25%	2.25% to 3.25%
Benefit costs for the years ended December 31:		
Discount rate for post-employment plans	2.7% to 3.1%	2.5% to 2.9%
Discount rate for post-retirement, non-pension plans	3.5%	3.4%
Discount rate for supplemental pension plans	3.1% to 3.75%	2.95% to 3.75%
Discount rate for TTC Pension Fund	5.5%	5.5%
Rate of increase in earnings	2.25% to 3.25%	1.18% to 3.25%
Expected rate of return on assets, supplemental pension plan	3.75%	3.75%
Actual rate of return on assets, supplemental pension plan	6.6%	4.8%
Expected rate of return on assets, TTC Pension Fund	5.5%	5.5%
Actual rate of return on assets, TTC Pension Fund	8.9%	6.2%

The TTC's annual rate of growth for post-retirement drug costs was estimated at 13.6% for males and 11.4% for females. These rates consist of a drug trend rate of 6.7% per annum grading down to 4.5% per annum in 2030 and an aging factor of 6.9% for males and 4.7% for females (up to age 65). The annual rate of growth for post-retirement dental costs was estimated at 4.0% per annum.

Total financial status of the TTC Pension Fund as at December 31 is as follows:

\$000s	2017	2016
Fair value of plan assets	6,646,278	6,135,797
Accrued benefit obligations	5,274,719	5,321,178
Funded status – surplus	1,371,559	814,619

10. 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 TTC and its subsidiaries are subject to various federal, provincial and municipal laws and regulations related to the environment. The TTC is also subject to health and safety legislation, including maintenance of facilities where asbestos has been applied. Environmental advisors and specialists are retained to support the TTC's investigative and remedial efforts.

The amount accrued represents the estimated costs of remediating, monitoring and containing known contamination, including airborne contamination on sites for which the TTC is responsible. The estimate of environmental liabilities is based on a number of factors, such as the site conditions, type of contaminants and the anticipated results of monitoring and therefore the actual costs may vary. The estimated amounts of future costs are reviewed regularly, based on available information and governing legislation.

11. TANGIBLE CAPITAL ASSETS

The cost of tangible capital assets is as follows:

\$000s	Cost December 31, 2017				
	Beginning	Additions, net of transfers	Disposals	Write-downs	Ending
Subways	2,767,977	921,967	-	-	3,689,944
Buildings & structures	2,052,586	1,437,474	-	-	3,490,060
Rolling stock	2,575,672	238,710	(6,994)	-	2,807,388
Buses	1,775,523	243,354	(103,599)	-	1,915,278
Trackwork	1,866,992	155,426	-	-	2,022,418
Other equipment	926,636	146,836	(2,735)	-	1,070,737
Traction power distribution	514,384	94,348	-	-	608,732
Land	12,854	-	-	-	12,854
Construction in progress	3,888,842	(1,836,084)	-	(312)	2,052,446
Total	16,381,466	1,402,031	(113,328)	(312)	17,669,857

\$000s	Cost December 31, 2016				
	Beginning	Additions, net of transfers	Disposals	Write-downs	Ending
Subways	2,690,944	77,033	-	-	2,767,977
Buildings & structures	1,768,407	284,179	-	-	2,052,586
Rolling stock	2,295,669	280,003	-	-	2,575,672
Buses	1,667,107	124,987	(16,571)	-	1,775,523
Trackwork	1,792,592	74,400	-	-	1,866,992
Other equipment	858,902	68,199	(465)	-	926,636
Traction power distribution	474,649	39,735	-	-	514,384
Land	12,854	-	-	-	12,854
Construction in progress	3,713,551	175,478	-	(187)	3,888,842
Total	15,274,675	1,124,014	(17,036)	(187)	16,381,466

The accumulated amortization for tangible capital assets is:

\$000s	Accumulated amortization December 31, 2017			
	Beginning	Amortization	Disposals	Ending
Subways	1,311,751	52,852	-	1,364,603
Buildings & structures	618,002	79,548	-	697,550
Rolling stock	1,098,033	103,542	(6,994)	1,194,581
Buses	1,077,640	142,869	(100,038)	1,120,471
Trackwork	1,325,538	53,485	-	1,379,023
Other equipment	673,335	48,590	(2,735)	719,190
Traction power distribution	293,608	13,973	-	307,581
Total	6,397,907	494,859	(109,767)	6,782,999

\$000s	Accumulated amortization December 31, 2016			
	Beginning	Amortization	Disposals	Ending
Subways	1,268,802	42,949	-	1,311,751
Buildings & structures	564,107	53,895	-	618,002
Rolling stock	1,002,623	95,410	-	1,098,033
Buses	1,006,847	87,300	(16,507)	1,077,640
Trackwork	1,276,998	48,540	-	1,325,538
Other equipment	634,004	39,796	(465)	673,335
Traction power distribution	282,397	11,211	-	293,608
Total	6,035,778	379,101	(16,972)	6,397,907

Based on above, net book value as at December 31 is:

\$000s	Net book value 2017	Net book value 2016
Subways	2,325,341	1,456,226
Buildings & structures	2,792,510	1,434,584
Rolling stock	1,612,807	1,477,639
Buses	794,807	697,883
Trackwork	643,395	541,454
Other equipment	351,547	253,301
Traction power distribution	301,151	220,776
Land	12,854	12,854
Construction in progress	2,052,446	3,888,842
Total	10,886,858	9,983,559

These costs include the capitalization of certain internal costs as described in note 2h.

12. ACCUMULATED OPERATING SURPLUS

Accumulated operating surplus as at December 31 consists of:

\$000s	2017	2016
Invested in tangible capital assets	10,765,607	9,858,319
Accumulated surplus (deficit) from TTC subsidiaries	(2,138)	(2,624)
Accumulated surplus generated through operating budget	14,141	14,141
Total	10,777,610	9,869,836

The amount reported in the table regarding tangible capital assets represents the net book value of capital assets, that have been funded through past capital subsidy and contributions to capital from operating sources. The variance between this amount and the amount reported in note 11, \$121.2 million (2016 – \$125.2 million) represents the net book value of capital assets that have been funded by the TTC. Of this, \$119.1 million (2016 – \$122.5 million) will be recovered through future operating subsidies. The remaining \$2.1 million (2016 – \$2.7 million) represents the net book value of capital assets used for the operation of the Toronto Coach Terminal Inc.

13. OPERATING SUBSIDIES

The sources of operating subsidies for the year ended December 31 are as follows:

\$000s			2017	2016
	Conventional	Wheel-Trans	Total	Total
- Provincial Gas Tax (note 14b)	91,600	-	91,600	91,600
- City of Toronto	370,173	126,531	496,704	545,593
Total operating subsidies	461,773	126,531	588,304	637,193

The total City operating subsidy amount is established as part of the City's annual budget process. The City allocated \$91.6 million (2016 – \$91.6 million) to the TTC's operating budget from the provincial gas tax (see note 14b).

City of Toronto subsidy

\$000s			2017	2016
	Conventional	Wheel-Trans	Total	Total
Operating subsidy from the City of Toronto (see above)	370,173	126,531	496,704	545,593
City special costs	4,747	-	4,747	3,688
Future recoverable amounts				
Accident claims	34,826	794	35,620	5,770
Employee benefits	(40,362)	(1,969)	(42,331)	(42,299)
	369,384	125,356	494,740	512,752
Net contributions to/(draws from):				
Long Term Liability Reserve Fund	14,194	294	14,488	-
Total City of Toronto operating subsidies	383,578	125,650	509,228	512,752
(in accounts of the City of Toronto)				

City special costs represent subsidies reflected in the City's budget that are not included in the TTC's operating subsidy but relate to the TTC. They include rents and taxes on commuter parking lots and costs associated with certain subsidized passengers.

The future recoverable amounts reflect the delayed payment of operating subsidy for the non-cash portion of certain employee future benefits and accident claims (note 5).

For details related to the TTC Long Term Liability Reserve Fund, see note 17 City of Toronto Reserves and Reserve Funds.

14. CAPITAL SUBSIDIES

Capital subsidies for the year ended December 31 are as follows:

\$000s	2017	2016
Source of capital subsidies:		
- City of Toronto	900,196	759,753
- Province of Ontario	101,661	89,399
- Federal Government of Canada	381,565	243,445
- Other	1,773	1,643
Total capital subsidies	1,385,195	1,094,240

a. City of Toronto

The City is responsible for ensuring full funding of the TTC's capital program. In accordance with the Municipal Act, any funding for the TTC's capital program from other governments flows through the City. As such, the TTC has claimed from the City a total 2017 capital subsidy of \$1,383.4 million (2016 – \$1,092.6 million). Amounts claimed from the City do not include a \$7.0 million expenditure (2016 – \$6.8 million) for property purchased and owned by the City, but for the jurisdictional use of the TTC.

The following disclosures regarding subsidy claims from the Provincial and Federal governments are based on the City's and the TTC's understanding of the various agreements and commitments.

Toronto York Spadina Extension Project

The City acts as the bank for the Toronto-York Spadina Subway Extension ("TYSSE") project, under a joint funding relationship with the Province through the Move Ontario Trust ("MOT"), the Federal Government under the Building Canada Funding program and the municipalities of the City of Toronto and the Region of York. In 2017, \$375.4 million (2016 – \$364.2 million) was recognized as subsidy with respect to this project and the amount is presented in the above table as a City of Toronto subsidy. The City will recover these funds from the project's funding partners.

The Province approved funding of \$870 million (March 2006 and January 2008) for the TYSSE into York Region with a project cost of \$2.6 billion and this funding was deposited in the MOT. On March 6, 2007, the Federal Government announced that it would contribute funding for the TYSSE into York Region with the amount capped at \$697 million for the project.

The TTC incurs project expenditures and then submits a capital billing for the full project cost to the City. Each month the Executive Task Force, which is the joint Toronto/York governing body, submits a funding request to each of the MOT and the municipalities (City of Toronto and Region of York) to claim for each party's appropriate share of project funding. The MOT is also billed for a working capital draw to ensure that sufficient funds are available to cover ongoing project cash flows. Funding claims are prepared each month to the Federal Government and payments flow to the City, upon submission and approval of appropriate contracts and claims prepared by the TTC.

b. Province of Ontario

Capital subsidies claimed under the various provincial programs for the year ended December 31 are as follows:

\$000s	2017	2016
Source of capital subsidies:		
- Metrolinx Quick Wins	920	-
- Provincial Gas Tax	75,224	75,224
- LRV Car Project	25,517	14,175
Total provincial capital subsidies	101,661	89,399

Metrolinx (Quick Wins)

In its March 2008 budget, the Province confirmed the Quick Wins funding package of projects as previously approved by Metrolinx in November 2007. Provincial payments totalling \$452.5 million were received by the City in March 2008 and placed in a City reserve to be applied against the approved Quick Wins projects. Funding of \$415.9 million has been recognized by the TTC for the eligible expenditures to date, including \$0.9 million applied to capital projects in 2017 (2016 – \$nil), with the remaining funds attributable to the subway capacity projects.

Metrolinx (Transit Expansion)

On April 1, 2009, the Province of Ontario announced funding for the following Transit Expansion lines: SRT (\$1.4 billion), Finch West LRT (\$1.2 billion), and Eglinton Crosstown LRT (\$4.6 billion). Subsequently, on May 15, 2009, the Province of Ontario and the Government of Canada announced \$950 million in funding for the Sheppard East LRT. It was intended that the City would not be required to contribute toward the cost of these lines. Discussions with Metrolinx had resulted in consensus at the staff level in mid-2010 with respect to the development of a

series of agreements required to confirm the timing, scope, magnitude, and governance issues associated with each of these lines and to set out the TTC's responsibilities for program and project management. Under this arrangement, TTC initially incurs the costs relating to the construction of the asset on behalf of Metrolinx, and full recovery of costs from Metrolinx occurs through the City of Toronto. Project funding of \$18.2 million has been drawn through the City for 2017 expenditures (2016 – \$12.1 million) for costs incurred by the TTC in 2017 and the eligible expenditures to date are \$306.9 million on the approved lines. Since Metrolinx will retain ownership of the assets, these amounts along with any associated capital assets, have not been recognized on the consolidated financial statements.

Provincial Gas Tax

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 1.5¢/litre, effective October 2005, and then to 2¢/litre, effective October 2006. Of the anticipated \$179.1 million (2016 – \$170.4 million) in Provincial Gas Tax funding available in 2017, the City has directed \$91.6 million (2016 – \$91.6 million) toward the TTC's operating needs (note 13) with the remainder of \$75.2 million (2016 – \$75.2 million) applied to capital needs. The balance of reserve funds of \$12.3 million (2016 – \$3.6 million) will be applied to future needs.

LRV Car Project

On June 19, 2009 the Province of Ontario confirmed that it would provide one-third funding for the 204 LRV Car Project (up to \$417 million) and this funding is expected to flow on the basis of contract milestone payments. A Transfer Payment Agreement between the Province, City of Toronto and TTC was signed in January 2013. Funding of \$206.1 million (2016 – \$180.6 million) has been recognized against the project to date including \$25.5 million for 2017 (2016 – \$14.2 million).

c. Federal Government of Canada

Capital subsidies claimed under the various federal programs for the year ended December 31 are as follows:

\$000s	2017	2016
Source of capital subsidies:		
- Federal Gas Tax	159,811	159,811
- Canada Strategic Infrastructure Fund (CSIF)	-	627
- Public Transit Infrastructure Fund (PTIF)	221,754	83,007
Total federal capital subsidies	381,565	243,445

Federal Gas Tax

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”. The gas tax funding is allocated on a per capita basis for environmentally sustainable municipal infrastructure, growing from 2.5¢/litre in 2008 to 5¢/litre in 2009. In 2008 the Federal Government announced that gas tax funding had been made a permanent measure and in 2009 an extended framework agreement was signed for the 4-year period 2010–2013 (based on updated 2006 Census population). In 2014, a new and permanent agreement for the 10-year period 2014–2023 was signed and 2014–2018 allocations are based on the updated 2011 Census population. Allocations from 2019–2023 will be updated to reflect the 2016 Census data. Ontario’s allocation of this funding to municipalities is based on population and the City received \$159.8 million in 2017 (2016 – \$159.8 million) under this program. This amount was allocated to the TTC.

Canada Strategic Infrastructure Fund (CSIF)

On March 30, 2004, the Federal and Provincial governments and the City of Toronto jointly announced funding of \$1.05 billion (\$350 million each including \$46.7 million for the GTA Farecard Project) under CSIF, to fund strategic capital project requirements during the period March 2004 to 2012. This has since been extended to March 31, 2016. In 2012, Metrolinx assumed ownership of the GTA Farecard project and therefore \$46.5 million of the original \$350 million was allocated to Metrolinx. In March 2015 a request to extend the CSIF program was submitted to the Minister for consideration. In March 2016, the federal government formally approved the request for an extension and the amendment to the Agreement was signed. Federal funding for the eligible expenditures incurred amounts to \$303.5 million, of which \$nil has been accrued in 2017 (2016 – \$0.6 million).

Public Transit Infrastructure Fund (PTIF)

In March 2016, the federal government announced an investment of \$11.9 billion in transit infrastructure across Canada over five years to upgrade and improve public transit systems. Phase One of the PTIF, spanning 3 years, commits approximately \$3.4 billion across Canada to be distributed based on a nation-wide 70% ridership and 30% population allocation base. The total Phase One Federal PTIF allocation announced for the City of Toronto is in the order of \$1.712 billion of which funding will be split equally (50%/50%) between the Federal government and City of Toronto. The Toronto Transit Commission was allocated \$1.363 billion (\$681 million federal PTIF share). To date, federal funding for the eligible expenditures incurred amounts to \$304.8 million, of which \$221.8 million has been accrued in 2017 (2016 – \$83 million).

d. Other

Other funding of \$1.8 million (2016 – \$1.6 million) includes specific purpose third-party agreements with organizations such as Waterfront Toronto.

15. EXPENSES BY OBJECT

Expenses by object for the year ended December 31 comprise the following:

\$000s	2017	2016
Wages, salaries and benefits	1,355,873	1,326,274
Materials, services and supplies	255,386	245,162
Vehicle fuel	80,871	83,088
Wheel-Trans contract services	59,362	54,450
Electric traction power	50,490	53,103
Utilities	26,351	26,138
Accident claims	(14,265)	28,548
Amortization (operating budget)	26,006	28,660
Amortization (assets funded through capital subsidy)	468,853	350,441
Total expenses	2,308,927	2,195,864

16. BUDGET DATA

Budget data presented in these consolidated financial statements is based upon the 2017 operating and capital budgets approved by the TTC Board and the Board of the Toronto Coach Terminal Inc. Adjustments are required to provide comparative budget values for the year-end actual results based on an accrual basis of accounting. The chart below reconciles the approved budget with the budget figures as presented in these consolidated financial statements.

\$000s	Conventional	Wheel-Trans	Other	Total
Total expenses, per approved current year budget	1,794,635	151,169	532	1,946,336
Other recoverable expenses	50,170	1,919	-	52,089
Amortization of previously subsidized assets	461,552	7,301	-	468,853
Total budgeted expenses per consolidated financial statements	2,306,357	160,389	532	2,467,278

Other recoverable expenses are certain non-cash employee benefits and accident claim expenses that will be funded in the future (see note 5).

17. CITY OF TORONTO RESERVES AND RESERVE FUNDS

In its accounts, the City maintains interest bearing Reserve Funds, and non-interest bearing Reserves comprised of funds set aside by City Council for specific purposes. Included in these Reserves and Reserve Funds are amounts which the City has received from the Province of Ontario which are earmarked for TTC projects. Contributions to and draws from these Reserves and Reserve Funds are made by the TTC, or the City, upon approval by City Council. As a result, contributions to and draws from the Reserves and Reserve Funds do not necessarily correspond to the year in which the related expenditure was incurred by the TTC. In order for the TTC to draw on these Reserves and Reserve Funds, they are required to incur the related expenditures. In 2017, the average interest rate applicable to Reserve Funds was approximately 0.5% (2016 – 0.5%).

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 Reserves and Reserve Funds are presented in the following two tables.

Reserves and Reserve Funds originating from TTC operating surpluses or operating subsidies

\$000s	Stabilization Reserve	Land Acquisition	Long Term Liability	2017 Total	2016 Total
Balance, beginning of the year	15,391	662	10,938	26,991	26,946
Contributions	-	-	34,050	34,050	-
Draws	-	-	(19,561)	(19,561)	(12)
Interest earned	-	3	52	55	57
Balance, end of the year	15,391	665	25,479	41,535	26,991

Stabilization Reserve

The Stabilization Reserve was created to stabilize the funding of TTC's operating expenditures over time. Any operating deficits, to the limit of the reserve balance and after approval from City Council, may be covered by a draw from this reserve. In 2017 and 2016, no draws were made.

Land Acquisition Reserve Fund

The Land Acquisition Reserve Fund was created to fund future land acquisitions by the City for TTC's use. No draws were made in 2017. In 2016, \$0.012 million was drawn and used for Kipling station improvements.

Long Term Liability Reserve Fund

The Long Term Liability Reserve Fund was created in 2014 to ensure funding for the TTC's long-term liability for unsettled accident claims.

In 2017, City Council authorized a contribution up to \$34.1 million to the Long Term Liability Reserve Fund, to support actual accident claim payments at the time of the settlement. The amount contributed, net of the amounts required for payments was \$14.5 million.

Reserve Funds for transit capital funding originating through the Province of Ontario

\$000s	PGT	CSIF	Quickwins	2017 Total	2016 Total
Balance, beginning of the year	3,582	15,633	57,660	76,875	72,900
Provincial contributions	179,133	-	-	179,133	170,406
Draws	(166,824)	-	(920)	(167,744)	(166,824)
Interest earned	-	75	277	352	393
Balance, end of the year	15,891	15,708	57,017	88,616	76,875

Provincial Gas Tax (PGT)

Of \$179.1 million (2016 – \$170.4 million) in Provincial Gas Tax available, the City has directed \$91.6 million for 2017 (2016 – \$91.6 million) toward the TTC's operating needs (note 13) and \$75.2 million (2016 – \$75.2 million) applied to capital needs (note 14). The balance of the reserve of \$15.9 million (2016 – \$3.6 million) will be applied to future needs.

Canada Strategic Infrastructure Reserve Fund (CSIF)

A provincial commitment of \$303.3 million was received for the CSIF program to fund TTC strategic capital projects. Of the total payment received in 2007, \$210.1 million was allocated to the CSIF reserve fund. Over the life of the program, of the total payment received plus accumulated interest of \$16.0 million, \$304.4 million has been applied to accumulated funding recognized by the TTC to date, of which \$nil was drawn from the reserve fund in 2017 and 2016.

MoveOntario 2020 (Quickwins) Reserve Fund

Provincial payments totalling \$452.5 million were received in March 2008 in support of the Metrolinx approved Quick Wins projects. Of the total payment received, plus accumulated interest of \$21.6 million, \$415.9 million has been applied to accumulated funding recognized by the TTC to date for capital expenditures, including \$0.9 million drawn from the reserve fund in 2017 (2016 - \$nil). The amount of \$57.0 million remaining in the reserve fund includes \$57.0 million in Capital Reserve funding which was received for 2009 capital expenditures but, based on direction from the City, is planned to be applied against the cost of capital debt in 2018 and therefore remains unapplied at the end of 2017.

18. COMMITMENTS AND CONTINGENCIES

- a. In the normal course of its operations, labour relations, and completion of capital projects, the TTC 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 August 2006, the Board approved purchasing 234 subway cars or 39 trainsets from Bombardier Transportation Canada Inc. In September 2006, City Council approved proceeding with this procurement and the contract was awarded on December 21, 2006. In May 2010, the Board approved purchasing an additional 10 subway trainsets for the Toronto-York Spadina Subway line extension and an additional 21 trainsets to replace H6 trainsets. In March 2014, the Board approved a further purchase of 10 trainsets for future ridership growth, bringing the delivery requirement to 80 trainsets. In June 2015, an amendment to the contract was authorized by the Board for the modification of four 6-car trainsets into six 4-car trainsets for service on Line 4 to support the conversion to ATC-equipped trainsets. The additional 2 trainsets realized from the conversion will be used to meet ridership growth on Line 2 and brings the total delivery requirement to 82 trainsets. At December 31, 2017, the contract value is in total, \$1,510.8 million with 82 trainsets delivered to TTC at a cost of \$1,452.5 million and the outstanding commitment is \$58.3 million.
- c. On April 27, 2009, the Board approved the design and supply of 204 Light Rail Vehicles (LRV). In June 2009, the contract was awarded to Bombardier Transportation Canada Inc. As of December 31, 2017, the total cost of the contract is \$1,011.3 million with 62 LRV's delivered to TTC. The balance of deliveries will continue in 2018 with all 204 cars scheduled for delivery by 2019. At December 31, 2017, the TTC had incurred costs of \$652.8 million, and the outstanding commitment is \$358.5 million.
- d. On January 17, 2012, the City approved funding for the purchase of 27 60-foot articulated low floor clean diesel buses. In July 2012, the Board approved proceeding with this procurement and the contract was awarded to Nova, a Division of Volvo Group Canada. In March 2013, the Board approved an amendment to the contract authorizing the purchase of an additional 126 60-foot articulated low floor clean diesel buses. On April 30, 2014, a subsequent contract was awarded to Nova for 55 40-foot low floor clean diesel buses. In February 2015, the Board approved a further purchase of 50 40-foot low floor clean diesel buses and 108 40-foot low floor clean diesel buses in July 2015. In May 2016, the Board authorized the purchase of an additional 97 40-foot low floor clean diesel buses and 285 40-foot low floor clean diesel buses in November 2016 for delivery in 2017 and 2018.

On September 11, 2017, a subsequent contract was awarded to Nova for 325 40-foot low floor clean diesel buses for delivery in 2019. At December 31, 2017, the contract values for Nova are

in total \$730.7 million with 707 buses delivered at a cost of \$473.7 million. The outstanding commitment is \$257.0 million or 366 buses.

- e. On March 16, 2017, Creative Carriage Ltd. was awarded a contract for the purchase of 20 low floor Wheel-Trans mini buses. The procurement of the new low floor Wheel-Trans mini buses will be partially funded through the Federal Government Public Transit Infrastructure Fund (PTIF). On September 5, 2017, the Board authorized the procurement of an additional 60 low floor Wheel-Trans mini buses for delivery in 2018, and the contract was awarded to Creative Carriage. As of December 31, 2017, the contract values for Creative Carriage are in total \$14.8 million with 11 buses delivered to TTC at a cost of \$2.1 million and the outstanding commitment is \$12.7 million
- f. The TTC has contracts for the construction and implementation of various capital projects. At December 31, 2017, these contractual commitments are approximately \$643.2 million (2016 – \$593.9 million). Of this amount, \$172.7 million (2016 – \$130.5 million) was established as multi-component shared projects for Toronto Waterfront, Toronto-York Spadina Subway Extension project (TYSSE) and TTC; \$42.0 million (2016 – \$119.8 million) relate to the TYSSE project and \$428.5 million (2016 – \$343.6 million) relate to various TTC construction projects.
- g. The TTC could be exposed to significant or material contractual cancellation penalties if any of its commenced capital projects do not continue as planned.
- h. The TTC leases certain premises under operating lease agreements. The approximate future minimum annual lease payments are as follows:

	\$000s
2018	16,969
2019	14,327
2020	12,993
2021	10,237
2022	10,116
Thereafter	20,987
Total	85,629

19. COMPARATIVE AMOUNTS

The comparative consolidated financial statements have been regrouped from statements previously presented to conform with the presentation adopted in 2017.

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Supplementary Schedules
Year ended December 31, 2017

CONSOLIDATED FINANCIAL STATEMENTS – As at and for the Year ended December 31, 2017

\$000s	TORONTO TRANSIT COMMISSION (TTC)	WHEEL-TRANS (WT)	TORONTO COACH TERMINAL INC. CONSOLIDATED (TCTI)
STATEMENT OF OPERATIONS			
REVENUE			
Passenger services	1,163,977	7,646	-
Advertising	28,322	-	-
Outside City Services	15,383	-	-
Property rental	21,429	-	1,261
Miscellaneous	5,359	-	50
Total Operating Revenue	1,234,470	7,646	1,311
SUBSIDIES			
Operating Subsidy	461,773	126,531	-
Capital Subsidy	1,385,195	-	-
Total Subsidy Revenue	1,846,968	126,531	-
EXPENSES			
Wages, salaries and benefits	1,297,353	58,659	5
Materials, services and supplies	241,935	13,308	262
Vehicle fuel	78,245	2,626	-
Accident Claims	(14,057)	(246)	-
Electric traction power	50,490	-	-
Wheel-Trans contract services	-	59,362	-
Utilities	25,883	468	-
Depreciation (Operating budget) ¹	25,448	-	558
Depreciation (Subsidized assets) ¹	468,853	-	-
Total Expenses	2,174,150	134,177	825
Surplus (deficit) for the year	907,288	-	486
Accumulated surplus (deficit), beginning of the year	9,872,459	-	(2,715)
Accumulated Surplus (deficit), end of the Year	10,779,747	-	(2,229)
Not on TTC Financial Statements			
Operating subsidies from the City (as above)	461,773	126,531	-
Operating subsidy - long-term payable for accident claims	34,826	794	-
Operating subsidy - long-term payable for employee	(40,362)	(1,969)	-
City special costs	4,747	-	-
(Draw from or contribution) to the City's TTC Stabilization Reserve Fund or Long Term Liability Fund	14,194	295	-
Total City Operating Subsidy - Current	475,178	125,651	-
Statement of Financial Position			
Financial Assets			
Cash and cash equivalents	224,353	-	3,432
Subsidies Receivable	1,107,850	-	-
Accounts Receivable	103,082	-	7
Portfolio Investments	2,268	-	-
Advances to and investment in subsidiary	7,571	-	-
Indemnity receivable from the TTC	-	-	141,416
Derivative Investments	9,838	-	-
Total Financial Assets	1,454,962	-	144,855
Liabilities			
Accounts payable and accrued liabilities	770,446	-	269
Deferred passenger revenue	75,392	-	-
Future Employee Benefit Liabilities	687,171	-	-
Unsettled accident claims	156,633	-	141,416
Environmental Liabilities	8,125	-	-
Due to parent	-	-	6,571
Total Liabilities	1,697,767	-	148,256
Net Debt	(242,805)	-	(3,401)
Non-Financial Assets			
Tangible Capital Assets	10,884,687	-	2,171
Spare parts and supplies inventory	138,755	-	-
Prepaid Expenses	8,949	-	-
Accrued Pension Benefit Asset	-	-	-
Total Non-Financial Assets	11,032,391	-	2,171
Capital Stock	-	-	1,000
Accumulated Surplus (deficit)	10,789,586	-	(2,230)

¹ For the Consolidated Statement of Financial Position presentation, \$7,300 of the total depreciation on subsidized assets was allocated to Wheel-Trans.

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

	2017	2016	2015
OPERATING STATISTICS (regular service inside the City)			
Passenger Trips (Millions)	533.2	538.1	537.6
Basic Adult Token Fare (at December 31) (\$)	3.00	2.90	2.80
Average Number of Employees (including Toronto Coach Terminal Inc.)	14,389	14,095	13,651
Hourly Base Wage Rate & Benefits per Operator (\$)	51.68	50.81	50.33
Kilometres Operated (Millions)			
Bus	142.0	138.6	131.6
Subway	82.9	83.0	82.2
Streetcar	11.5	13.1	13.9
Scarborough RT	3.4	3.5	3.4
Total Kilometres Operated	239.8	238.2	231.1
OPERATING REVENUE STATISTICS			
Operating Revenue – including property rental, etc. (\$ Millions)	1,234.5	1,196.3	1,179.1
Operating Revenue per Passenger Trip (\$)	2.32	2.22	2.19
Operating Revenue per Kilometre (\$)	5.15	5.02	5.10
OPERATING EXPENSE STATISTICS ¹			
Operating Expenses (\$ Millions)	1,696.2	1,712.6	1,695.7
Operating Expense per Passenger Trip (\$)	3.18	3.18	3.15
Operating Expense per Kilometre (\$)	7.07	7.19	7.34
OPERATING SUBSIDY STATISTICS			
Operating Subsidy (\$ Millions)	461.8 ¹¹	516.3 ¹⁰	516.6 ⁹
Operating Subsidy per Passenger Trip (\$)	0.86	0.96	0.96
Operating Subsidy per Kilometre (\$)	1.92	2.17	2.24
REVENUE/COST RATIO	72.8%	69.9%	69.5%
PASSENGER VEHICLE FLEET			
(Conventional & Wheel-Trans, owned or leased and in service at December 31)			
Buses	1,920	1,926	1,861
Subway	848	840	796
Streetcars (CLRV & ALRV)	184	219	235
Streetcars (LFLRV)	57	30	13
Scarborough RT Cars	28	28	28
Wheel-Trans Buses	212	199	205
Total Vehicle Fleet	3,249	3,242	3,138

See accompanying notes for conventional system – 10 Year Non-Consolidated Financial & Operating Statistics (Unaudited)

2014	2013	2012	2011	2010	2009	2008
534.8	525.2	514.0	500.2	477.4	471.2	466.7
2.70	2.65	2.60	2.50	2.50	2.25	2.25
13,209	12,920	12,739	12,674	12,553	12,324	11,679
49.01	47.94	47.35	46.07 ¹²	44.74 ¹²	43.27	41.46
131.3	129.6	125.0	123.6	124.0	123.7	114.2
80.8	79.3	78.6	76.1	75.7	75.5	74.9
12.8	12.5	12.6	13.1	12.7	12.3	12.1
3.5	3.5	3.1	3.3	3.3	3.3	3.3
228.4	224.9	219.3	216.1	215.7	214.8	204.5
1,157.5	1,120.2	1,087.3	1,026.4	987.5	886.4	891.8
2.16	2.13	2.11	2.05	2.07	1.88	1.91
5.07	4.98	4.96	4.75	4.58	4.13	4.36
1,589.5	1,491.7	1,472.4	1,460.0	1,385.9	1,328.7	1,208.7
2.97	2.84	2.86	2.92	2.90	2.82	2.59
6.96	6.63	6.71	6.76	6.43	6.19	5.91
432.0 ⁸	371.5 ⁷	385.1 ⁶	433.6 ⁵	398.4 ⁴	442.3 ³	316.9 ²
0.81	0.71	0.75	0.87	0.83	0.94	0.68
1.89	1.65	1.76	2.01	1.85	2.06	1.55
72.8%	75.1%	73.8%	70.3%	71.3%	66.7%	73.8%
1,869	1,851	1,857	1,819	1,811	1,782	1,737
724	704	708	712	676	678	678
247	247	247	247	247	248	248
3	0	0	0	0	0	0
28	28	28	28	28	28	28
221	221	246	217	227	188	147
3,092	3,051	3,086	3,023	2,989	2,924	2,838

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

1. In 2011, the TTC adopted Public Sector Accounting Standards (PSAS) for its financial reporting. Prior to the adoption of PSAS, depreciation expense on subsidized assets was completely offset by the related capital subsidy and the accounting expense for the TTC Pension Fund was equal to the TTC's cash contributions. To maintain consistency with both the pre-2011 presentation in this schedule and the TTC's operating budget, beginning in 2011 the operating expenses exclude depreciation on subsidized assets, the TTC Pension Fund expense or income that is in excess of the TTC's cash contributions, and capital project write downs and environmental expenses that are funded through capital subsidy.
2. In 2008, the total subsidy paid by the City was \$131.4 million, consisting of \$145.1 million for the operating subsidy, \$2.8 million for the City special costs, less a \$16.5 million long-term payable for employee benefits. The City allocated \$171.8 million of Provincial subsidy to the operating budget.
3. In 2009, the total subsidy paid by the City was \$302.7 million, consisting of \$350.7 million for the operating subsidy, \$3.0 million for the City special costs, less a \$30.4 million long-term payable for accident claims and a \$20.6 million long-term payable for employee benefits. The City allocated \$91.6 million of Provincial subsidy to the operating budget.
4. In 2010, the total subsidy paid by the City was \$278.2 million, consisting of \$306.8 million for the operating subsidy, \$3.0 million for the City special costs, less a \$17.3 million long-term payable for accident claims and a \$14.3 million long-term payable for employee benefits. The City allocated \$91.6 million of Provincial subsidy to the operating budget.
5. In 2011, the total subsidy paid by the City was \$317.7 million, consisting of \$342.0 million for the operating subsidy, \$3.4 million for the City special costs, less a \$14.6 million long-term payable for accident claims and a \$13.1 million long-term payable for employee benefits. The City allocated \$91.6 million of Provincial subsidy to the operating budget.
6. In 2012, the total subsidy paid by the City was \$278.4 million, consisting of \$293.5 million for the operating subsidy, \$3.5 million for the City special costs, less \$18.6 million long-term payable (employee benefits of \$23.3 million less accident claims of \$4.7 million). The City allocated \$91.6 million of Provincial subsidy to the operating budget.
7. In 2013, the total subsidy paid by the City was \$273.4 million, consisting of \$279.9 million for the operating subsidy, \$3.6 million for the City special costs, \$13.1 million for accident claims and less a \$23.2 million long-term payable for employee benefits. The City allocated \$91.6 million of Provincial subsidy to the operating budget.
8. In 2014, the total subsidy paid by the City was \$301.4 million, consisting of \$340.4 million for the operating subsidy, \$3.6 million for the City special costs, less \$42.6 million long-term payable (employee benefits of \$29.8 million plus accident claims of \$12.8 million). The City allocated \$91.6 million of Provincial subsidy to the operating budget.
9. In 2015, the total subsidy paid by the City was \$373.8 million, consisting of \$427.0 million for the operating subsidy, \$19.2 million for capital from current, \$3.6 million for the City special costs, less \$26.6 million long-term payable for accident claims and \$40.1 million long-term payable for employee benefits, less \$9.0 million draw from the TTC Stabilization Reserve Fund and \$0.3 million draw from the City Tax Rate Stabilization Reserve. The \$427.0 million for operating subsidy includes \$2.0 million in funding for the Wheel-Trans deficit. The City allocated \$91.6 million of Provincial subsidy to the operating budget.
10. In 2016, the total subsidy paid by the City was \$396.0 million, consisting of \$426.4 million for the operating subsidy, \$3.7 million for the City special costs, \$6.3 million long-term payable for accident claims and less a \$40.4 million long-term payable for employee benefits. The \$426.4 million for operating subsidy includes \$1.7 million in funding for the Wheel-Trans deficit. The City allocated \$91.6 million of Provincial subsidy to the operating budget.
11. In 2017, the total subsidy paid by the City was \$383.5 million, consisting of \$370.2 million for the operating subsidy, \$14.2 million for contributions to Long-Term Liability Reserve, \$4.7 million for the City special costs, \$34.8 million long-term payable for accident claims and less a \$40.4 million long-term payable for employee benefits. The City allocated \$91.6 million of Provincial subsidy to the operating budget.
12. The 2011 and 2010 average hourly wages & benefits per operator amounts previously reported (2011 — \$45.05 and 2010 — \$44.50) have been updated to reflect negotiated improvements that were applied retroactively.

Management Directory

December 31, 2017



Executive Team

Richard J. Leary

Chief Executive Officer (Acting)

Collie Greenwood

Chief Service Officer (Acting)

John O'Grady

Chief Safety Officer

Mike Palmer

Chief Operating Officer

Gemma Piemontese

Chief People Officer

Susan Reed Tanaka

Chief Capital Officer

Tara Bal

Chief Financial Officer (Acting)

Brad Ross

Executive Director of Corporate Communications

James Ross

Deputy Chief Operating Officer

Joan Taylor

Chief of Staff

Kirsten Watson

Chief Customer Officer and Deputy Chief Executive Officer (Acting)

Megan MacRae

Executive Director of Human Resources

Senior Management and Department Heads

Valerie Albanese

Head of Diversity and Human Rights

Teresa Bassett-Spiers

Director of Policy Development

Tim Baubie

Head of Stations

Arthur Borkwood

Head of Customer Development

Glen Buchberger

Head of Plant Maintenance

Bem Case

Head of Vehicle Programs

Sam Castiglione

Head of Operations Financial Control

Stephen Conforti

Head of Finance and Treasurer

Jacqueline Darwood

Head of Strategy and Service Planning

Gary Downie

Chief Project Manager
Scarborough Subway Extension

Jim Fraser

Head of Capital Programming

Dan Guna

Head of Information Technology Services and Chief Information Officer

Craig Harper

Head of Subway Infrastructure

Sean Hewitt

Chief Executive Officer of Pension Fund Society

Bob Hughes

Head of Farecard Team

Raewyn Jackson

Head of Subway Transportation

Mike Killingsworth

Head of Transit Enforcement

Pamela Kraft

Head of Property, Planning and Development

Pierre Laurin

Head of Engineering

Christine Leach

Head of Internal Audit (Acting)

Brian Leck

Head of Legal and General Counsel

Kevin Lee

Head of Commission Services

Paul Maglietta

Head of Training and Development

Paul Manherz

Staff Sergeant of Investigative Services – Criminal Investigations

Sue Motahedin

Head of Customer Service Centre

Jane Murray

Chief Project Manager
Construction

Harpreeti Nagi

Head of Rail Cars and Shops

Albert Oliver

Head of Streetcar Transportation

Allan Pritchard

Head of Bus Maintenance and Shops

Mark Russell

Staff Sergeant of Investigative Services – Special Operations

Chris Salvador

Head of Revenue Operations

Anja Schiralli

Director of Employee Service Centre

Susan Selfe

Head of Service Delivery Control

Keith Sibley

Chief Project Manager
Spadina Subway Extension

Robert Smith

Head of Bus Transportation (Acting)

Cheryn Thoun

Head of Customer Communications

Pete Tomlin

Senior Project Manager
Automatic Train Control

Eve Wiggins

Head of Wheel-Trans

Rich Wong

Head of Streetcar Maintenance and Infrastructure

Ted Zlotnik

Head of Materials and Procurement

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