

# Key figures

**REM  
CONSTRUCTION  
COSTS**

**\$6.04 B**

FINANCING SOURCES	
<b>\$2.67 B</b>	<b>CDPQ Infra</b> 51% of equity
<b>\$1.28 B</b>	<b>Government of Québec</b> 24.5% of equity
<b>\$1.28 B</b> <small>PROPOSED</small>	<b>Government of Canada</b> 24.5% of equity
<b>\$295 M</b>	<b>Hydro-Québec</b> Electrification of transport – commercial agreement with a major client
<b>\$512 M</b>	ARTM payment to replace future revenues that CDPQ Infra would have received for the <b>land value capture</b>

FARES	
<b>\$0.69 to 0.72</b> Passenger-km cost	Taking into account all operating and capital costs
<b>2 to 4%</b> Increase in ARTM budget, assuming constant ridership	For fast, efficient and reliable service that almost doubles the distance covered by the existing métro network
<b>\$156.7 M</b> Estimate of ARTM contributions for 2022-2023	Financing of ARTM contributions: <ul style="list-style-type: none"> <li>&gt; 85% Government of Québec</li> <li>&gt; 15% municipalities</li> </ul>

RETURNS
<b>8.0%</b> Priority return Caisse
<b>8.0-9.0%</b> Anticipated return Caisse
Once the Caisse priority return is achieved:
<b>3.7%</b> Targeted minimum return Government of Québec
Once these returns are achieved, dividends are shared in accordance with ownership percentages:
<b>51% Caisse</b> <b>24.5% governments</b>