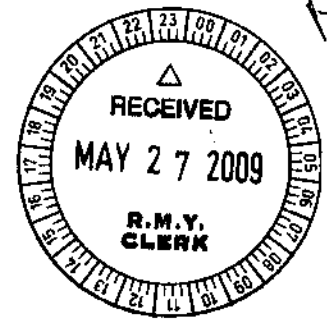




OFFICE OF THE MAYOR

REGION OF YORK
CLERK'S OFFICE

FILE No. -

May 19, 2009

Mr. Rob MacIsaac
Chair
Metrolinx Board
20 Bay Street, Suite 901
Toronto, ON
M5J 2N8

Dear Mr. MacIsaac:

Re: Metrolinx Regional Transportation Plan "Big Move #2" -
Georgetown South GO Rail Corridor

The Council of the Corporation of the City of Mississauga at its meeting on May 13, 2009, adopted the enclosed Resolution 00104-2009.

The City of Mississauga is undertaking the detailed design and construction of the Mississauga Bus Rapid Transit (BRT) system for operation by 2012 which will include improved service to Pearson Airport. The City of Toronto is simultaneously moving forward with the environmental assessment and design studies for the Eglinton-Crosstown Light Rail Transit (LRT) system which is planned to terminate at Pearson Airport. In addition, the City of Toronto is undertaking the environmental assessment and design studies for the Finch-West LRT with the potential for a future connection to Pearson Airport.

I am also aware that the Metrolinx Regional Transportation Plan has designated Pearson Airport as an "Anchor Hub", having strategic importance for transit connections and employment in the GTA and the Metrolinx Regional Plan "Big Move #2" promotes high order connectivity to the Pearson Airport from all directions.



THE CORPORATION OF THE CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE, MISSISSAUGA, ON L5B 3C1
TEL: 905-896-5555 FAX: 905-896-5879
mayor@mississauga.ca

Given the importance of transit connections to Pearson Airport, and the desirability of maximizing opportunities for transit access from all directions, I request you to co-ordinate discussions with the City of Mississauga, City of Brampton, City of Toronto, Greater Toronto Airports Authority and other involved parties to examine opportunities to connect the various municipal transit systems including the Georgetown GO Rail Initiatives at Pearson Airport.

On behalf of Mississauga Council, your favourable consideration of the enclosed resolution is requested and I look forward to receiving your reply.

Sincerely,



HAZEL McCALLION, C.M.
MAYOR

cc: Members of Council
Clerk, Regional Municipality of Peel
Clerk, City of Brampton
Clerk, City of Toronto
Clerk, Regional Municipality of York
Clerk, City of Burlington
Clerk, Town of Milton
Clerk, Town of Georgetown
Clerk, Town of Halton Hills
Clerk, Regional Municipality of Halton
Ministry of Transportation
Greater Toronto Airports Authority
Weston Community Group
Martin Powell, Commissioner, Transportation and Works

Enc.



RESOLUTION 0104-2009
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on May 13, 2009

Moved by: P. Saito

Seconded by: K. Mahoney

WHEREAS Metrolinx is proceeding with an environmental assessment of the Union Station to Pearson Rail Link project, and for improved GO Rail service on the Georgetown South GO Rail corridor;

AND WHEREAS the City of Mississauga is carrying out the detailed design and construction of the Mississauga Bus Rapid Transit system for operation by 2012; including improved service to Pearson Airport;

AND WHEREAS the City of Toronto is moving forward with the environmental assessment and design studies for the Eglinton-Crosstown LRT which is planned to terminate at the Pearson Airport;

AND WHEREAS the City of Toronto is moving forward with the environmental assessment and design studies for the Finch-West LRT with the potential for a future connection to Pearson Airport;

AND WHEREAS the Metrolinx Regional Transportation Plan designates the Pearson Airport as an "Anchor Hub", having strategic importance for transit connections and employment in the Greater Toronto and Hamilton Area transportation system;

AND WHEREAS the Metrolinx Regional Transportation Plan "Big Move #2" promotes high-order transit connectivity to the Pearson Airport from all directions, including a multi-purpose, fast transit link to downtown Toronto;

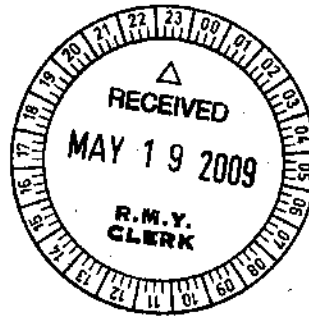
..... continued

AND WHEREAS the investments to the Georgetown South GO Rail corridor in addition to improving transit connections from the City of Toronto to Pearson Airport should also facilitate connections to Pearson Airport for residents of Mississauga and other west GTA municipalities;

NOW THEREFORE BE IT RESOLVED THAT in support of "*Big Move #2*" in the Metrolinx Regional Transportation Plan and prior to completion of the Georgetown South Service Expansion and Union-Pearson Rail Link environmental assessment projects, Metrolinx be requested to coordinate discussions with the City of Mississauga, City of Brampton, City of Toronto, York Region, the Ontario Ministry of Transportation and the Greater Toronto Airports Authority to examine opportunities to connect the various municipal transit projects and Georgetown GO Rail initiatives at the Pearson Airport; with a view to maximizing opportunities for rapid transit access to the Airport from all directions.

Carried

TS.17.Met



May 13, 2009

The Honourable Jim Bradley
Minister of Transportation
77 Wellesley Street West
Ferguson Block, 3rd Floor
TORONTO, ON M7A 1Z8

REGION OF YORK
CLERK'S OFFICE

FILE No. - 907

The Regional
Municipality
of Durham

Clerk's Department

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PO BOX 623
WHITBY ON L1N 6A3
CANADA
905-668-7711
1-800-372-1102
Fax: 905-668-9963
E-mail:
clerks@region.durham.on.ca

www.region.durham.on.ca

Pat M. Madill, A.M.C.T., CMM I
Regional Clerk

**RE: REPRESENTATION ON THE METROLINX BOARD
(OUR FILE NO.: T05)**

Honourable Sir, please be advised that the Durham Region Transit Executive Committee considered the above matter and at meetings held on April 29, 2009 and May 13, 2009 the Committee adopted the following recommendation:

- a) THAT the Durham Region Transit Executive Committee requests that the membership of the new Metrolinx Board includes representatives from all geographical areas within the Greater Toronto and Hamilton Area (GTHA), including Durham Region; and
- b) THAT a copy of this resolution be forwarded to the Minister of Transportation, Durham Region MPPs, Metrolinx, and the Cities of Toronto and Hamilton, the Regions of Halton, Peel and York, and the eight Durham area municipalities.

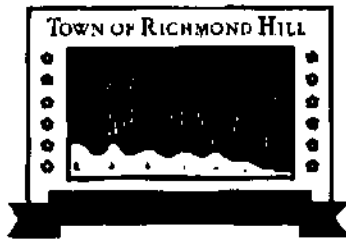
Cheryl Tennisco
Cheryl Tennisco,
Committee Clerk

/ct

- c: J. Dickson, MPP (Ajax/Pickering)
R. Johnson, MPP (Haliburton-Kawartha Lakes-Brock)
W. Arthurs, MPP (Pickering/Ajax/Uxbridge)
C. Elliott, MPP (Whitby/Ajax)
J. O'Toole, MPP (Durham)



J. Ouellette, MPP (Oshawa)
R. MacIsaac, Chair, Metrolinx
U. Watkiss, Clerk, City of Toronto
K. Christenson, Clerk, City of Hamilton
S. Lathan, Regional Clerk, Region of Halton
C. Gravlev, Clerk, Region of Peel
D. Kelly, Clerk, Region of York
M. de Rond, Clerk, Town of Ajax
T. Gettinby, Clerk, Township of Brock
P. L. Barrie, Clerk, Municipality of Clarington
S. Kranc, Clerk, City of Oshawa
D. Wilcox, Clerk, City of Pickering
K. Coates, Clerk, Township of Scugog
D. Leroux, Clerk, Township of Uxbridge
P. Jones, Clerk, Town of Whitby
T. Galinis, General Manager, Durham Region Transit

Communication #3
Town of Richmond Hill

P.O. Box 300
225 East Beaver Creek Road
Richmond Hill, Ontario
Canada L4C 4Y3
905-771-8800
www.richmondhill.ca

June 5, 2009

Denis Kelly, Regional Clerk
Corporate Services Department
York Region Administration Building
17250 Yonge Street, 4th Floor
Newmarket, Ontario
L3Y 6Z1

Dear Mr. Kelly:

Re: Leslie LRT Environmental Project Report

Richmond Hill Town Council, at its meeting on May 26, 2009 approved the following resolution with respect to the Leslie LRT Environmental Project Report:

"Whereas Leslie Street has been identified as a Transit Priority in the Region's Transportation Master Plan;

And Whereas Leslie Street north of Highway 7 is an employment corridor with a destination;

Therefore Richmond Hill Town Council requests the Region of York extend the northerly limit of the current Environmental Assessment (EA) study for the Don Mills/Leslie Street Light Rapid Transit (LRT) from Highway 7 to Major Mackenzie Drive."

If you have any questions or require further information regarding this matter, please contact Italo Brutto, Commissioner of Engineering and Public Works, at 905-771-2527.

Sincerely,

Donna L. McLarty
Town Clerk

cc: Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation
Dale Albers, Chief Communications Officer, York Region Rapid Transit Corporation
Italo Brutto, Commissioner of Engineering and Public Works



**EXTRACT FROM COUNCIL MEETING
C#18-09 HELD MAY 26, 2009
CONFIRMATORY BY-LAW NO. 57-09**

NEW BUSINESS

**Presentation by York Region Rapid Transit Corporation regarding the Leslie LRT
Environmental Project Report**

Moved by: Councillor Papa

Seconded by: Regional and Local Councillor Spatafora

Whereas Leslie Street has been identified as a Transit Priority in the Region's
Transportation Master Plan;

And Whereas Leslie Street north of Highway 7 is an employment corridor with a
destination;

Therefore Richmond Hill Town Council requests the Region of York extend the northerly
limit of the current Environmental Assessment (EA) study for the Don Mills/Leslie Street
Light Rapid Transit (LRT) from Highway 7 to Major Mackenzie Drive.

Carried Unanimously

FOR YOUR INFORMATION AND ANY ACTION DEEMED NECESSARY



Media Advisory

Friday, June 5, 2009

For Immediate Release

The Regional Municipality of York holds public information meeting on proposed light rail transit project

NEWMARKET – The Regional Municipality of York invites the public to attend a public information meeting regarding the proposed Don Mills Road and Leslie Street Light Rail Transit (LRT) Project. York Region wants to ensure that anyone with an interest in this study has an opportunity to get involved.

The public meeting will take place on:

DATE: Wednesday, June 10th

LOCATION: Hilton Garden Inn
300 Commerce Valley Drive East,
Thornhill

TIME: Open House: 6:30 p.m. to 9 p.m.
Presentation: 7 p.m.

BACKGROUND:

In November 2008, Metrolinx adopted a Regional Transportation Plan (RTP) called *The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area*. The RTP identifies a LRT line in the Don Mills Road and Leslie Street corridor from the Bloor-Danforth Subway to Highway 7. The City of Toronto and the Toronto Transit Commission are currently undertaking a transit planning study to define the LRT project along the Don Mills Road corridor from the Bloor-Danforth Subway to Steeles Avenue.

The purpose of York Region's study is to undertake the transit planning and assessment for the LRT on Don Mills Road and Leslie Street from Steeles Avenue to Highway 7.

The study will proceed in two phases. The first phase will involve defining specific details of the transit project. The second phase of the study will be the transit project assessment, which will be initiated this fall and be conducted in accordance with the Ministry of the Environment's assessment process for transit projects, Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings.

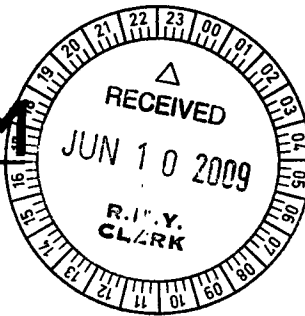
The Don Mills Road and Leslie Street LRT project is part of the long-term vivaNext rapid transit plan, which also includes subway extensions and new rapidways.

For more information about the vivaNext plan and York Region Rapid Transit, please visit www.vivanext.com

For more information on The Regional Municipality of York, please visit www.york.ca

- 30 -

Media Contact: Dale Albers, Chief Communications Officer, York Region Rapid Transit
Phone: 905 886-6767, ext. 2250 or Cell: 416 206-3716
Email: Dale.Albers@york.ca

REGION OF YORK
CLERK'S OFFICE

FILE No. - P20

June 9, 2009

Mr. Denis Kelly
Regional Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1

RE: LESLIE STREET LRT
ENVIRONMENTAL ASSESSMENT (YRRT) (5.7)

Dear Mr. Kelly:

This will confirm that at a meeting held on June 3, 2009, Town of Markham Council adopted the following resolution:

- "1) That the presentation provided by Mr. Scott Thorburn, of URS, Consultant Ltd., regarding Leslie Street LRT Environmental Assessment (YRRT) be received; and,
- 2) That the Town of Markham formally request that the Leslie Street LRT Environmental Assessment be extended up to Major Mackenzie Drive based on the employment figures from East Beaver Creek and West Beaver Creek; and,
- 3) That this request be forwarded to the Region of York, Metrolinx, the Province of Ontario, the Town of Richmond Hill, City of Toronto and local MPP's; and further,
- 4) That the Region of York be requested to ensure adequate notice is provided to the residents of Thornhill with respect to the public meetings for Leslie Street LRT. (Item 1 of Report No. 41)"

If you have any questions, please contact Alan Brown, Director of Engineering at 905-477-7000 ext. 7507.

Yours sincerely,



Kimberley Kitteringham
Town Clerk

mbp:kk

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RESOLUTION OF COUNCIL MEETING NO. 10 DATED JUNE 3, 2009

REPORT NO. 41 – DEVELOPMENT SERVICES COMMITTEE

**(1) LESLIE STREET LRT
ENVIRONMENTAL ASSESSMENT (YRRT) (5.7)**

- 1) That the presentation provided by Mr. Scott Thorburn, of URS, Consultant Ltd., regarding Leslie Street LRT Environmental Assessment (YRRT) be received; and,
- 2) That the Town of Markham formally request that the Leslie Street LRT Environmental Assessment be extended up to Major Mackenzie Drive based on the employment figures from East Beaver Creek and West Beaver Creek; and,
- 3) That this request be forwarded to the Region of York, Metrolinx, the Province of Ontario, the Town of Richmond Hill, City of Toronto and local MPP's; and further,
- 4) That the Region of York be requested to ensure adequate notice is provided to the residents of Thornhill with respect to the public meetings for Leslie Street LRT.

A handwritten signature in black ink, appearing to read 'Kimberley Kitteringham', with a horizontal line extending to the right.

Kimberley Kitteringham
Town Clerk

Copy to: Jim Baird, Commissioner of Development Services
Alan Brown, Director of Engineering
Premier of Ontario
Local MPP's
Region of York
Metrolinx
Town of Richmond Hill
City of Toronto

**REGION OF YORK
CLERK'S OFFICE**

Ministry of Transportation

Office of the Deputy Minister

3rd Floor, Ferguson Block
77 Wellesley Street West
Toronto ON M7A 1Z8
Tel.: 416 327-9162
Fax: 416 327-9185

Ministère des Transports

Bureau du Sous-ministre

Édifice Ferguson, 3^e étage
77, rue Wellesley Ouest
Toronto ON M7A 1Z8
Tél. : 416 327-9162
Télééc. : 416 327-9185

June 4, 2009

Mr. Bruce MacGregor
Chief Administrative Officer
The Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Dear Mr. MacGregor:

Over the past two years, there have been many significant developments to advance regional transit in the Greater Toronto and Hamilton Area (GTHA). The Province, under its \$11.5 billion Move Ontario 2020 initiative, has committed over \$9 billion towards six projects across the region, including Viva Next BRT (\$1.4 billion), Finch West LRT (\$1.2 billion), Scarborough RT upgrade and extension (\$1.4 billion) and Eglinton LRT (\$4.6 billion) and the most recent announcement of \$950 million in federal and provincial funds for the Sheppard Light Rail Transit (LRT) project. Last November, Metrolinx's Board unanimously adopted a visionary Regional Transportation Plan for the GTHA appropriately titled "The Big Move." Finally, on May 14, the *Greater Toronto and Hamilton Area Transit Implementation Act* received Royal Assent, paving the way for a newly constituted Metrolinx to move expeditiously to construction of new projects.

I am writing you today to inform you of next steps in delivering our common vision of a regional transit network in the GTHA and advise you of the key features of the Province's framework for our progress. This includes implementing a bold new model of delivering regional transit in the GTHA in which the Province, through Metrolinx, will invest in and retain ownership and control of key transit assets throughout their life. This ownership model allows the Province to move ahead with major projects which are part of the regional vision while at the same time amortizing its significant investments. Through retaining the risks and rewards of asset ownership over regional transportation assets, the Province can best achieve its accounting and financial management objectives.



First, however, I wish to emphasize the importance and value that we place on the partnership that the Province and municipalities have built together in making substantial transit investments since 2003. Through programs such as the provincial gas tax, Move Ontario 2020, Toronto's Transit City and York Region's VIVA Next, to name just a few, it is clear that our governments are responding together to the needs of citizens throughout the region. This partnership benefits our economy, environment, and quality of life, and must continue if we are to succeed.

Our next step, therefore, will be to meet as soon as possible and begin discussions on how to transition to this new implementation framework. For these purposes, Metrolinx will represent the Province. This new implementation framework is a shift that will require all of us to accept change in our traditional approach. At the same time, I am confident that as we all share the same objectives, these changes will not set us back. Indeed, our number one objective is to ensure that while we transition to the new model, we maintain our momentum and deliver all the projects in parallel, on time and within approved budgets.

Going forward, there are five principles that embody the Province of Ontario's interest as the primary funding source for regional rapid transit expansion in the Greater Toronto and Hamilton Area (GTHA), and underpin our new framework. Together, they will ensure that the Province and its partners maintain leadership, accountability and value-for-money to taxpayers and transit customers in fulfilling the over \$9 billion commitment:

1. Provincial ownership and control of designated regional transit projects through Metrolinx

Consistent with the new Metrolinx Act, the Minister of Transportation will designate the Sheppard LRT, Eglinton LRT, Finch LRT, and Scarborough Rapid Transit projects, and the VIVA Next Bus Rapid Transit project as "regional transit" projects to be owned and controlled by Metrolinx. This ownership will allow the Province to move ahead on these RTP projects while amortizing their full costs over the useful life of the asset.

Consistent with the principles associated with the ownership and control of assets, the Province will be required to exercise control over these assets in a manner that satisfies generally accepted accounting standards and meets the government's financial management objectives.

As such, Metrolinx will be responsible for approval of project scope and budget and for approval of the terms and conditions for owning, constructing, operating and maintaining the new assets following consultation with the relevant municipal government.

Metrolinx will also have full ownership of the assets, vehicles and related infrastructure of the projects listed above. The term of any operating agreement with service providers will be limited to less than 75 percent of the lifespan of the asset. With respect to construction, Metrolinx will be responsible for approving the issuing of Requests for Proposals (RFPs) to procure construction services and equipment, including vehicles. With respect to operations and maintenance of provincial assets, Metrolinx will establish performance and maintenance criteria, and policies governing fares, services, and other components within the context of operating agreements developed with municipalities, transit authorities and service providers. In York Region, such an operating agreement would apply to the assets specifically owned by the Province.

Metrolinx will work cooperatively with the Region of York to ensure that these projects are effectively integrated with existing municipal transit services.

2. Commitment to partnerships, cooperation and consultation

Metrolinx will seek to partner with municipal governments and their transit agencies to lever the considerable existing capacity, expertise and skills to ensure efficiency, knowledge and speed of implementation while meeting the government's regional transit objectives. The Province recognizes that substantial municipal planning, development and implementation resources have been invested to date in the Toronto Transit City and York VIVA projects. Metrolinx will endeavour, within the context of the new framework, to build from the current project teams and existing arrangements and enter into construction and operating agreements with municipal governments, their transit agencies and third party service providers, consistent with Metrolinx's new role as owner of the related assets under construction.

3. Responsibility for project scope, budget and timing decisions

The Province has directed Metrolinx to set in place mechanisms to define the project scopes, project budgets and project delivery schedules, and requires that any changes in scope proposed by a municipality obtain the approval of Metrolinx in order to proceed. In order to focus our investment on the goal of developing new regional transit, Metrolinx will also be directed to abide by detailed provincial project cost eligibility criteria. This will focus funding for the projects on the specific project scope as defined by Metrolinx, including standards for "baseline" transit infrastructure costs and unit costs applied appropriately to the specific projects within established budgets.

Where municipalities and transit agencies wish to expand or build on the Metrolinx-defined scope and eligible baseline costs, they will be responsible for those additional costs. This would include, for example, upgrades to municipal utilities such as water or hydro systems that are not related to the transit service, or vehicles, other facilities or streetscaping that exceed baseline standards. In some cases, investments made prior to the assumption of provincial ownership and consistent with the eligibility framework may be eligible for funding, subject to conditions.

During this transition period, the Province asks that you consider the above as it may relate to existing or planned significant RFPs on announced provincially funded projects. It may be prudent to reconsider or discuss such RFPs with Metrolinx so that they may be issued in a manner consistent with the new ownership model. In return, Metrolinx has been instructed to work rapidly with your officials to allow the projects to proceed expeditiously.

4. A customer focused and rider oriented approach

A critical success factor for the Province will be ensuring that transit riders experience the benefits of a regionally integrated and inter-operable system. Metrolinx will be directed to be continually mindful of the importance of enhancing the customer service experience of transit users, and creating the seamless customer-first travel experience which is essential to the vision for a truly integrated regional transit system. For example, the introduction and adoption of the Presto farecard system will be a requirement for each of the recently announced projects. In addition to implementing the Presto system, the Province and Metrolinx will work with York and other partners to monitor the evolution of technologies, and will consider how to plan for enhancements and improvements as part of an overall strategy to sustain the Presto electronic fare collection system.

5. Clear project governance including role of Infrastructure Ontario

The work ahead will require the participation and involvement of many, including municipalities, transit agencies and Infrastructure Ontario.

As part of the new ownership model, Metrolinx will be responsible for overseeing project planning, procurement and implementation. Municipal governments and their transit agencies have a critical role to play in the project implementation and outcomes. As a result, clear roles, responsibilities and relationships for all participants will be developed for project governance, project management and procurement activities. With due regard to efficiency and accountability, these models will build on what already has been developed by municipal governments while respecting the necessary adjustments to meet the requirements of ownership and control.

Conceptually, this might involve the Metrolinx Board entering into agreements with municipal governments to facilitate Metrolinx overseeing project management teams consisting of officials of the municipal government, transit agency, Metrolinx and other sources. Where requested by Metrolinx, Infrastructure Ontario may also play a project management role on projects. Any decision beyond the approved project scope would require Metrolinx Board approval. Further discussions between Metrolinx and affected municipal governments will be required to work out the details of this approach to project governance.

Mr. Bruce MacGregor

Page 5

With respect to financing and procurement, Infrastructure Ontario will act as the delivery agent on behalf of Metrolinx for those projects that are determined by the Province to be viable candidates for Alternative Financing and Procurement (AFP). The Province's intention is to designate a portion of VIVA Next, and the Finch and Scarborough projects as AFP projects. Other provincially-funded projects may also be designated in the future. Public control and accountability for AFP projects will be safeguarded under the Province's Building a Better Tomorrow framework.

In conclusion, transforming the transportation system in the Greater Toronto and Hamilton area provides an opportunity for Metrolinx, in the spirit of partnership with municipal governments, to deliver the priority regional transit projects quickly and efficiently. Several transit projects, particularly in Toronto and York Region, are advanced enough to start construction in the near future. The cooperation of municipal governments, combined with the expertise, skills and capacities of their transit agencies will be critical to the success of this implementation.

In recent years the Provincial and the Region of York governments have developed a working relationship based on mutual respect and cooperation. It is our intention to continue to work collaboratively with you to complete these projects as quickly as possible, while satisfying the requirements of the *Greater Toronto and Hamilton Area Transit Implementation Act*. To that end, I will be asking Metrolinx CEO Robert Prichard to get in touch with you immediately to move forward on project implementation for all of the announced projects within this framework.

I look forward to working with you to see these new regional transit projects implemented and making an important difference for the residents of the GTHA.

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce McCuaig". The signature is written in a cursive style with a horizontal line under the name.

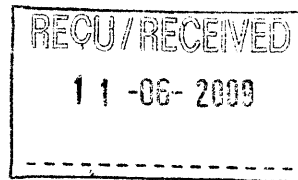
Bruce McCuaig
Deputy Minister

**REGION OF YORK
CLERK'S OFFICE**

FILE No. -

P20

20 Bay Street, Suite 901
Toronto, Ontario M5J 2N8
Phone: 416.874.5900
Fax: 416.874.5901
www.metrolinx.com



General Manager, Investment Strategy & Projects

John Howe

John.Howe@metrolinx.com

June 8, 2009

Bruce Macgregor
The Regional Municipality of York
Chief Administrative Officer
17250 Yonge Street
Newmarket, ON
L3Y 6Z1



Dear Mr. Macgregor:

RE: Peterborough Rail Study

As you may be aware, the Government of Canada and the Province of Ontario have asked Metrolinx to lead a study on the restoration of passenger rail service between Toronto and Peterborough. The study will be directed by a Steering Committee co-chaired by the Government of Canada, represented by Transport Canada, and the Province of Ontario, represented by the Ontario Ministry of Transportation (MTO) and Metrolinx. I wanted to take this opportunity to provide you with an update on the terms of reference and timelines for this important study.

Work on the study has commenced. Metrolinx has retained the firm Hatch Mott MacDonald (HMM) to provide engineering consulting services. The HMM team has significant previous experience, both in Greater Golden Horseshoe region and internationally, with passenger rail costing, service design and conducting rail infrastructure needs assessments. In addition, the study team includes the IBI Group, who will bring to bear their extensive experience with transportation modelling and ridership forecasting, including their lead role in the development of the Metrolinx Regional Transportation Plan entitled *The Big Move*.

The study team will conduct an extensive review of the potential ridership, appropriate service design and infrastructure upgrades required to support passenger rail service along the Toronto-Peterborough rail corridor. The study will in turn provide the basis for the next phases of the project, including preliminary design/engineering and environmental assessment requirements. The specific study components include:

- Evaluating the market potential and projected ridership based on most the recent population/employment data and growth assumptions, including potential commuter and non-commuter markets (e.g., students, seniors and tourism market segments);

.../2

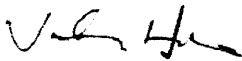
- Determining appropriate rail vehicle technology and service level options to meet ridership projections;
- An appraisal of existing track conditions and upgrade requirements along the corridor from Peterborough to downtown Toronto, including Canadian Pacific Railway's Havelock Subdivision (also known as the Kawartha Lakes Railway), the North Toronto and Belleville Subdivisions (including the Don Branch to the Union Station Rail Corridor);
- Examining potential location options and preparing conceptual designs for stations and train layover facilities, including an evaluation of Toronto terminus options (e.g., Union Station and Summerhill); and
- Developing capital and annual operating cost estimates.

Based on current timelines, it is anticipated that the study will be completed by fall 2009. Throughout the study process, Metrolinx and the study team will need to consult with municipalities and other stakeholders on a number of issues. In this regard, I would appreciate if you could provide a lead contact from your municipality for the purposes of the study.

The Project Manager for the study is Andrew Hope, Senior Advisor with the Investment Strategy and Projects team at Metrolinx. Should you have any questions or require further information on the study, please contact Andrew by phone at 416-874-5953, or by e-mail at Andrew.Hope@metrolinx.com.

On behalf of Metrolinx and the study team, I want to thank you in advance for your support as we move forward on this important regional transportation initiative. We look forward to working with you in the weeks and months ahead.

Sincerely,



John Howe

cc Mary-Frances Turner, Vice President, York Region Rapid Transit Corporation