

*Mayor*  
**DAVID MILLER**

May 5, 2010

Premier Dalton McGuinty  
Room 281, Main Legislative Building  
Queen's Park  
Toronto, Ontario  
M7A 1A1

Dear Premier McGuinty:

I am writing to follow up on Transit City and the status of this program following the Provincial budget reduction.

Transit City is more than a transit project – it is a plan to connect Toronto's most vulnerable neighbourhoods into the fabric of the City. It is the most important infrastructure, environmental and social initiative being undertaken in Toronto at this time. The original Transit City program was endorsed by the TTC Commission, Toronto City Council and the Metrolinx Board. Transit City must go ahead as originally agreed to by our governments. We have both made public announcements and commitments to the program and to the four priority Toronto lines. All lines must be built as originally planned and scheduled. Otherwise, the most vulnerable people and neighbourhoods will bear the greatest impact.

The Toronto City Manager and the TTC's Chief General Manager met on May 3 with the Metrolinx CEO. The Metrolinx revised plan (5 in 10), schedule and cash flows were reviewed at the meeting. The reduced plan is significantly different from the original plan (see attached chart comparing the original plan and the Metrolinx revised plan)

Toronto cannot support the Metrolinx plan. The first five years of cash flow proposed by Metrolinx is inadequate to ensure completion in the ten year timeframe. This will result in partial lines, inadequate service, and will cost more overall due to significant additional cost to purchase buses and associated infrastructure to fill the gap created by the reduced plan. Of greatest importance, it does not hold to the public policy objectives of the Transit City program – the greatest impacts will be felt in the most vulnerable neighbourhoods such as those served by the Finch line.

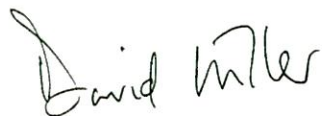
In my April 7<sup>th</sup> letter to you I outlined a bridge financing proposal that could ensure the continuation of the original Transit City program. The City's plan will accelerate cash flow in the first five years and spread the remaining funds more evenly and efficiently across the ten year time frame. The plan will ensure the lines are built on schedule, cost effectively and will preserve the important public policy goals that are the core of the Transit City program.





I understand that Metrolinx is taking its revised proposal to its Board in mid-May and that you will be taking this matter to Cabinet soon for a final decision. I strongly urge you to consider the City's financing proposal and make a decision to proceed with the four lines as originally scheduled. If we can come to agreement on this matter I am prepared to take a report forward to City Council to endorse this approach. I would be happy to discuss this matter and further details with you at any time.

Yours truly,

A handwritten signature in dark ink, appearing to read "David Miller". The signature is fluid and cursive, with the first name "David" and the last name "Miller" clearly distinguishable.

Mayor David Miller  
City of Toronto

c: The Honourable Kathleen Wynne, Minister of Transportation  
Members of Toronto City Council