

[REDACTED]

From: Murray Lumley [REDACTED]
Sent: September-09-17 5:40 PM
To: Chair of Metrolinx
Subject: Re: Metrolinx decisions not in the best interest of average GTA residents

Hello:

I would like this correspondence to be sent on to all the Board members of Metrolinx. Thank you.

To Robert Prichard, Chair of Metrolinx

Hello:

I agree with the sentiments and statements made by Toronto Star Writer Royson James in the article linked below. Transit has been too politicized to the point now that it is not even being designed to best serve the average GTA resident. Metrolinx needs to be made completely transparent regarding decisions it is making and it is not. My City Councillor Janet Davis agrees that Metrolinx is not transparent and is unaccountable.

https://www.thestar.com/news/city_hall/2017/09/07/half-truths-secret-deals-political-interference-dog-transit-planning-in-greater-toronto-james.html

Royson James says that Minister of Transportation Ontario interfered with a Metrolinx decision to create an unnecessary GO station in his riding - Kirby Station - and he suggests that Mr. Del Duca 'resign' for this improper interference. I agree with him. And you let this minister get away with this improper interference. James is very critical of you and the Metrolinx Board for the reasons I have quoted from his article below:

"Metrolinx, the arm's-length agency that is supposed to give us the unvarnished truth about transit options and decide on which ones best serve the region's needs, was co-opted on this file, documents suggest.

We always suspected this, even though stellar public servants, such as Anne Golden, sit on the board. But now comes the evidence that Metrolinx, at first, did not approve the two stations because a consultant's analysis showed the system would lose riders, not gain, by spending the \$123 million to add those stations to the network. Then Metrolinx officials reversed the decision after interference from Steven Del Duca's ministry, with supporting documents subsequently altered to downplay the earlier concerns.

The political finagling was done in private, unknown to the public, until a freedom of information request from Star reporter Ben Spurr unearthed the truth.

But worse of all, few of us care enough to raise an eyebrow once the underhanded manoeuvring became public; Del Duca easily deflected concerns. Tory continues to defend his indefensible position on SmartTrack. And Metrolinx Chair Rob Prichard ignored requests for comment, responding with a one-word, "Yes," to Star queries about whether he stood by the station-approval process."

James also says: "And the civilian overseers at Metrolinx, starting with chair Rob Prichard, should be sent packing."

There also needs to be an admission that the proposed one stop Scarborough Subway Extension at a cost of \$3.5 to maybe more than \$5 billion needs to be cancelled and plans reverted to the 24 stop LRT's that can be built for the same money and actually serve the people of Scarborough with new transit, not the old buses.

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Please do your job - serve the people, not investors and politicians.

I would appreciate a reply.

Murray Lumley



[REDACTED]

From: "Prichard, Rob" <rprichard@torys.com>

Date: September 12, 2017 at 11:00:51 PM EDT

To: [REDACTED]

Dear Mr Lumley,

Thank you for your email. I appreciate your taking the time to write.

I don't agree with all Royson James wrote but I do agree that transit decisions should be grounded in good analysis and reasoning.

You will see on our website an exchange of letters between me and the Minister of Transportation in which I set out the thorough review we are doing of the Kirby and Lawrence East decisions. The results of the review will be public. This process will be responsive to your concerns.

With respect to the Scarborough, Metrolinx has long been on record as supporting an LRT to replace the RT instead of a subway based on our analysis. Furthermore, we entered and agreement with the City of Toronto to pay for and build the LRT. However, City Council repudiated that agreement and the federal and provincial governments joined with the City in committing to a subway instead. Metrolinx has never endorsed that decision which was made not by Metrolinx but by the three levels of government.

I appreciate your interest in our work and taking the time to write.

Warm regards,

Rob Prichard

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