

already invested in this expansion, I appeal to the Board to reconsider this treatment of the GO East Rail Extension and recommend that it proceed and that it be accelerated as a priority project. Metrolinx's business case confirmed the excellent cost-benefit ratio related to expanding service on the Lakeshore East line. Based on this analysis, I urge the Board to advance this project as a Metrolinx priority.

A resolution on the urgent need for the Lakeshore East Extension will be forthcoming from Durham Regional Council after its first business meeting on December 19. I expect you will also receive motions from Oshawa, Clarington and Whitby Councils.

Durham Region is the eastern gateway to the GTHA and as such should be a focus for transit investment. The impact of the Oshawa to Bowmanville GO Rail extension will be transformational for our communities. An April 2016 economic impact analysis conducted by inter-regional municipal, public and private sector partners concluded that investing in the GO rail extension in Durham would enable:

- The creation of 21,000 permanent new jobs;
- 6,000 person-years in construction employment;
- 6,000 homes to be built within walking distance of the four planned GO stations;
- More than \$70 million in annual savings for residents related to time, vehicle costs and improved road safety;
- The potential to generate \$1.1 billion in transit-oriented, walkable urban development; and,
- A significant reduction in the amount of CO2 emissions by decreasing private vehicle use by 50 million kilometres annually.

On November 5, 2018 Metrolinx staff advised Regional staff that it was preparing a Full Business Case for GO expansion and updating the Initial Business Case for the GO Rail service extension to Bowmanville. Our first opportunity to review the Full Business Case was November 30 when the agenda for the December 6 Metrolinx Board meeting was posted. This is also when we first saw the outline of the Market Driven Strategy for the delivery of transit infrastructure and station development.

We noted that in the Full Business Case, the EA addendum for the Lakeshore East project is described (p. 144) as being "on hold", whereas our understanding is that the work is almost complete.

We are curious as to why the new market-driven strategy is not being consistently applied across the rail system, with the proposed rail extension to Niagara specifically exempted. In contrast, the long-planned extension to Durham with a strong benefit-to-cost ratio and environmental benefits will now be subject to further delay. Our taxpayers expect better.

The Region of Durham has responded constructively and in good faith to Metrolinx at every opportunity on our transit priorities. We have actively engaged with Metrolinx staff to coordinate planning efforts. We have taken the Province and Metrolinx at their word, incorporating Metrolinx-led plans and projects into our plans. We are committed to transit-oriented development and will further strengthen these policies through our Official Plan review. Local municipalities have invested in considerable study and planning for their GO Station areas to set the development context for these stations, as is their role.

Durham Region has patiently made the case for fiscally responsible, critical investments in transit in our growing Region. Yet we received little funding support from Metrolinx or the Province to help us build the infrastructure to meet the needs of the rapidly growing urban community in Durham. We watched as project after project was announced to develop transit to the west of our region.

Announcement of the Lakeshore East Rail extension was finally a signal that Metrolinx was going to advance transit in Durham. Now there appears to be a further delay.

Against the backdrop of the recent notification of the closure of the Oshawa General Motors plant, we expected much more co-operation from the Province and Metrolinx. Our community is strong and resilient, but we need this critical investment in transit infrastructure, now more than ever, to ensure that our community can manage the economic transformation ahead of it.

As currently planned, the Lakeshore East Rail Extension will provide substantial economic and environmental benefits, spur significant public and private investment, and create much needed job opportunities for the community both for the short and long term. It has widespread community support -including from the business community, development industry, Durham's postsecondary institutions, commuters, youth, and the agricultural community - and is embedded in the land use, transportation and transit plans of Oshawa, Clarington and the Region of Durham.

The Lakeshore East Project has received multiple levels of approval. We urge the Board to make the Lakeshore East Extension a top priority in Metrolinx's plans.

The Durham leadership team including the Regional Chair and CAO and the local Mayors and CAOs will be requesting a meeting with you and the Metrolinx team to reaffirm our priority projects and confirm their status with Metrolinx and the Province.

John Henry



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*****Chronology of Lakeshore East Extension Project:**

Since 1991, the Durham Regional Official Plan (ROP) has recognized an easterly extension of the GO Rail service to Bowmanville which consists of a crossing of Highway 401 from the CNR Kingston line (now owned by GO) to the CPR Belleville line between Thornton Road and Stevenson Road, with a terminus in Bowmanville, west of Regional Road 57. This alignment was based on an Environmental Assessment (EA) study completed by GO Transit in the early 1990s.

In February 2011, the "Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Project Assessment Process (TPAP) EA" was approved, which identified the preferred alignment for extending the rail service to Bowmanville consistent with the ROP. Extending the rail service north of Highway 401 is crucial to serve the Downtown Oshawa urban growth centre and put the rail service closer to the areas of planned population growth and intensification in Whitby, Oshawa and Clarington.

In 2013, in response to the Metrolinx document The Big Move Update and Next Wave, Regional Council confirmed the extension of GO Rail service to connect to the Oshawa Mobility Hub and Bowmanville remains as the top priority Regional Transit expansion project for the Region of Durham.

On June 20, 2016, the Provincial Government announced extension of GO Rail service from Oshawa to Bowmanville by 2024. Given the growth in Durham Region, the expansion of GO Rail service in Durham Region is a logical next step for Metrolinx. It is part of their Regional Transportation Plan and builds upon planning work and service and infrastructure improvements that are already underway.

In August 2016, Metrolinx released a draft of the next Regional Transportation Plan for the Greater Toronto and Hamilton Area (GTHA) showing, among other projects, the Province's commitment to extending the Lakeshore East GO Rail corridor from Oshawa to Bowmanville within the 2009-2025 timeframe.

On May 18, 2017, the Province released the updated Provincial Growth Plan for the Greater Golden Horseshoe (2017), which included a newly modified transit schedule (Schedule 5) showing the Oshawa to Bowmanville GO Rail service extension as a Committed GO Transit Rail Extension project.

Provincial commitment to the Bowmanville GO Rail extension by 2024 formed a critical input to the Region's development of its Transportation Master Plan (TMP) 2041 approved last December. As a responsible and collaborative Region, a key element of our TMP was to work with Metrolinx to update and provide station infrastructure to support effective local transit service with the introduction of the GO Rail service to Bowmanville.

In March 2018, the Metrolinx Board of Directors unanimously adopted the 2041 Regional Transportation Plan (2041 RTP) for the Greater Toronto and Hamilton Area (GTHA). GO Train Expansion to Bowmanville is identified as an In-Delivery Transit Project, meaning a project that is either under construction or in the engineering design stage.

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