



April 13, 2018

Joseph Potvin
Director General
Moose Consortium Inc.
57 Auriga Drive, Suite 102
Ottawa, ON K2E 8B2

Dear Mr. Potvin,

Your letter of March 29, 2018, has been referred to us by the Office of Mayor Watson.

At the outset, we would like to thank you for your ongoing interest in the Prince of Wales Bridge and the re-establishment of a rail link between the cities of Ottawa and Gatineau. As you know, the creating a commuter rail connection between the public transit services of Ottawa and the Ville de Gatineau is an important component of the City of Ottawa's vision for the extension and expansion of rail service in the National Capital Region in the future.

With regards to your suggestion of a meeting to explore your interest in providing this interprovincial service, the City believes that such a step is premature. That said, once MOOSE has in place a fully developed and supported business plan, backed by clear and committed funding arrangements, with experienced operating and engineering advisors, and has been recognized by the Canadian Transportation Agency as a licensed rail operator, the City might then be in a position to engage in discussions about how MOOSE's plans might be accommodated on the City's rail infrastructure. As noted previously, the City recognizes its obligations as a federally-regulated railway operator to accommodate third party rail access on the Ottawa River Line. This is subject, of course, to the negotiation of reasonable commercial terms, which could include maintenance responsibility for the Prince of Wales Bridge. That said, to date, the City has not received an access request for the Ottawa River Line – including the Prince of Wales Bridge – since it acquired the line in 2005.

Notwithstanding the direction of the Canadian Transportation Agency, the City is confident that it has complied with its obligations as a railway operator. For that reason, the City has initiated an appeal of the direction. Until such time as the Court of Appeal renders a decision in this regard, much uncertainty remains as to the scope and extent of the City's maintenance obligations in relation to the ORL and PoW Bridge. Given that, and until MOOSE has a fully developed and supported business plan, how these

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maintenance obligations might be best allocated between the City and MOOSE, based on their respective rail transit plans for this segment of the rail corridor, cannot be determined. This further demonstrates why a meeting, at this point in time in the City's view, is premature.

Nevertheless, the City continues to be interested in how MOOSE's plans are evolving and thanks you, once again, for your interest.

Sincerely,



M. Rick O'Connor
City Clerk and Solicitor



John Manconi
General Manager, Transportation Services