



29 March 2018

Mayor Jim Watson
Ottawa City Hall
110 Laurier Avenue West
Ottawa, Ontario K1P 1J1

**Re: Meeting Request with Representatives of MOOSE Consortium
(Mobility Ottawa-Outaouais: Systems & Enterprises)**

Dear Mayor Watson,

The finance, engineering and railway operations companies of MOOSE Consortium would like to meet with you in mid-April to discuss our taking on responsibility for all repair and maintenance obligations, and for upgrades, that are associated with the Prince of Wales Bridge and its approach tracks.

The Prince of Wales Bridge is an indispensable infrastructure asset for any interprovincial railway service in Canada's Capital. The Canadian Transportation Agency ("the Agency") found that the City of Ottawa effectively discontinued it without complying to mandatory legal procedures. The regulator has therefore instructed the City to take steps to be able to restore the bridge and its approach tracks to a fully operable state within 12 months of a potential federal order granting running rights to another railway company.

Having recently engaged an experienced and capable investment advisory group, and being backed by fully qualified technical service companies, MOOSE Consortium offers to undertake the financing, engineering and construction required to meet the Agency's timeline. Through joint effort, we can alleviate a significant liability for the City of Ottawa, and ensure compliance with the Agency's order.

More broadly, we wish to open formal discussions regarding a lease contract with Moose Consortium Inc. under which the City of Ottawa would transfer to the company all responsibility for upgrades and maintenance of the Prince of Wales Bridge. Such an agreement would release the City from its repair obligations to the federal Agency. In exchange, the company seeks a running rights agreement of equivalent value on railway infrastructure owned by the City.

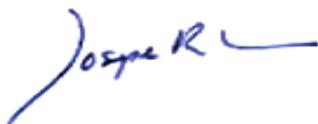
We respectfully request a meeting by mid-April to discuss such a potential lease agreement, a collaborative working relationship, and the pursuit of various mutual objectives. Some particular matters to discuss in order for Ottawa to fully benefit from the scope of Moose's regional railway operation, include the following:

- Moose's design for improvements to the Prince of Wales Bridge includes safety enhancement with seismic upgrades, and cantilevered fenced pathways for pedestrians and cyclists, as well as a cross-over on Lemieux Island. This would meet clearly expressed public demand, and would remove any incentive for people to walk on the tracks.
- Our engineering firm has developed a bypass design to restore through traffic for full-size trains at Bayview, without interfering in the City's LRT plans.
- At Ellwood Diamond, Moose financing and site engineering participation would enable the City of Ottawa, VIA Rail and CN to return to their originally planned configuration for grade separation of the LRT, while retaining at-grade connection for full-size trains to operate between the Ellwood and Beachburg Subs.
- Moose suggests to finance and develop appropriately scaled transfer capabilities at Bayview Station and Mooney's Bay Station for passengers to move easily between Capital Railway's high-frequency LRT service, and Moose's less frequent whole-region service.
 - Moose's regional trains will deliver more passengers than previously anticipated to the new LRT, requiring the negotiation of effective flow management solutions.
 - Moose can assist the City with ensuring Bayview Station will accommodate high-volume surges of passengers to and from major events at Lebreton.

We believe that by working together we can develop a world-class integrated whole-region transit system that would substantially benefit households, businesses and visitors in Ottawa and the other jurisdictions of the Greater National Capital Region. And in the short term, MOOSE Consortium can remove a significant liability from City of Ottawa taxpayers.

We sincerely look forward to your reply.

On behalf of MOOSE Consortium member companies,



Joseph Potvin
Director General

Moose Consortium Inc.

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ANNEX A
MOOSE Consortium
(Mobility Ottawa-Outaouais: Systems & Enterprises)
and the Municipal Planning Context

MOOSE Consortium is a contract-based assembly of small, medium and large commercial firms. The group is planning a commercially-financed 400 km metropolitan-scale passenger railway service under federal regulation, to operate on existing and former railway corridors of Canada's Greater National Capital Region.

The planned inter-provincial railway would complement and better integrate multi-modal passenger transportation amongst a dozen municipalities spanning two provinces.

MOOSE Consortium member companies fully respect the mandates and prerogatives of each level of government. The commercial service pursued by the Consortium is in close alignment with the City of Ottawa's Transportation Master Plan, the current municipal administration's ongoing priorities (e.g. OLRT Stages 1 and 2; Trillium extension; active transportation), and the future projects that have been described (e.g. frequent interprovincial LRT transit linkages with Gatineau).

MOOSE's commercial service will also complement the Plan stratégique de la Société de transport de l'Outaouais, the NCC's Plan for Canada's Capital, 2017-2067, and the Interprovincial Transit Strategy for Canada's Capital Region prepared by staff and contractors for Ottawa, Gatineau and the NCC.

The MOOSE regional passenger railway system is being financed without dependence on municipal budgets. However the companies acknowledge that for the municipalities to accommodate any major new transit operator, they will inevitably incur some additional demands on their professional time and attention, and will need to finance and undertake their own related studies.

On the other hand, the companies involved in MOOSE Consortium suggest that the whole-region mobility integration which we propose to enable will expedite a wide variety of benefits to households, businesses and visitors in the City of Ottawa and environs, at a scale that will significantly reduce automobile dependence, increase municipal public transit ROI.