

## Mike Sullivan

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**From:** Minister of Transport / Ministre des Transports [MINTC@tc.gc.ca]  
**Sent:** June 15, 2005 08:35  
**To:** msullivan@cep.ca; mikedesullivan@gmail.com  
**Subject:** Pearson International Airport rail link to Union Station

**Attachments:** Fairness Commissioner Report FINAL Oct 14.pdf; Air Rail Link RFEOI April 2001.pdf; RFBC FINAL - Public version.pdf; Air Rail Link KPMG Report March 2001.pdf



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Air Rail Link KPMG Report Marc...

Mr. Mike Sullivan

msullivan@cep.ca

Dear Mr. Sullivan:

On behalf of the Honourable Jean-C. Lapierre, Minister of Transport, I am writing in response to your correspondence of May 25, 2005, in which you requested additional information related to the proposed air-rail link from Toronto Lester B. Pearson International Airport (LBPIA) to Union Station.

At the outset, as per your request, please find the following documents attached:

- \* Lester B. Pearson International Airport Air-Rail Link Study: Traffic and Financial Projections - Final Report, prepared by KPGM, March 2001
- \* Request for Expression of Interest: Air-Rail Link from Lester B. Pearson International Airport to Union Station, prepared by Transport Canada, April 2001
- \* Request for Business Case: Air-Rail Link from Lester B. Pearson International Airport to Union Station, prepared by Transport Canada, May 2003
- \* Fairness Commissioner Final Report: Air Rail Link Project - Toronto Lester B. Pearson International Airport to Toronto Union Station, prepared by PRP International Inc., October 2003

In response to your question pertaining to Orlando Corporation and Woodbine Entertainment Group, I should note that Orlando Corporation is involved in the project as a result of its ownership of property upon which the proposed air-rail link will be constructed. Woodbine Entertainment Group was involved as a result of its interest in an optional Woodbine Station, which has not been retained as part of the final concept for the project.

I have noted your request for information regarding the membership of the various project evaluation committees. Given the personal nature of this information, it would not be appropriate for me to share specific names with you. However, allow me to assure you that the evaluation process included individuals from a number of public and private sector organizations, including Transport Canada, the Canadian Transportation Agency, the Railway Association of Canada, the City of Toronto, the Greater Toronto Airports Authority, Canadian National, GO Transit, and Deloitte and Touche, with the latter representatives acting as advisors to Transport Canada.

As you will note, I have also attached a copy of the final report submitted by the Fairness Commissioner, who was engaged to observe all aspects of the evaluation process used to select the business case for the development of the air-rail link and report on the fairness of the process. As the report clearly indicates, the overall process framework for the Request for Business Case transaction was developed and administered in a fair, objective, thorough and consistent manner.

I trust that the foregoing will be of assistance. Thank you for writing.

Yours sincerely,

Emmanuel Morin  
Special Assistant - Ontario

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