

**Toronto
Port
Authority**



**Administration
Portuaire
de Toronto**

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August 28, 2009

Councillor Adam Vaughan
City of Toronto
100 Queen Street West
Toronto, Ontario M5H 2N2

Dear Councillor Vaughan:

Re: Toronto City Centre Airport Pedestrian Tunnel Concept

I write to you in response to some of the erroneous points you raised in your August 27, 2009 open letter to “Residents of Ward 20.”

Earlier this year, Port Authorities across Canada were asked to develop a list of projects that could utilize a portion of the Federal Government’s \$4 billion infrastructure stimulus program. As you know, in an effort to help Canada recover from the brutal economic recession, various agencies were invited to provide ideas regarding infrastructure projects which could be “substantially completed” by March 2011.

In light of the incorrect or incomplete information released to you by Douglas Reid on CP24 regarding the pedestrian tunnel concept, I am compelled to share with you a brief overview of the matter. Management at the Toronto Port Authority (“TPA”) prepared a list of infrastructure projects in February 2009, and reported this to the TPA Board of Directors during our February 10, 2009 board meeting; this list of project ideas was forwarded to the appropriate authorities at that time. This list was discussed at a meeting of the TPA Board of Directors on April 17, 2009. The standing list of infrastructure opportunities was augmented in May 2009 when management, with my consent, added the Toronto City Centre Airport (“TCCA”) pedestrian tunnel concept to the original project list. This was not the first time the topic had come up: the tunnel concept was discussed by the TPA board of directors during its April 2008 meeting, for example. The addition of the tunnel concept to the original list was discussed at a meeting of the TPA Board of Directors on June 4, 2009. As you know, once approved by the federal government, projects financed under the infrastructure stimulus program require matching funding from another agency. But, at this point, there is no funding to match.

The TPA is very interested in what Torontonians think of the TCCA pedestrian tunnel concept. That’s why, in June, we accepted the invitation of The Toronto Star editorial board to discuss the tunnel concept and the merit of the project’s potential use of federal stimulus funds. On June 8, 2009, The Star published an editorial in favour of the project.

Canada

Based upon the positive feedback we received from the public's reaction to the concept, we added the tunnel concept to the list of questions that Pollara asks Torontonians on our behalf during our annual summer poll. The results were compelling: 62% of Torontonians favoured the construction of a pedestrian tunnel to the TCCA, with 31% opposed. When asked what their views would be if the project received federal stimulus financing, 56% were "more supportive" while just 19% were "less supportive".

In August 2009, TPA management made a formal application for infrastructure funding for various infrastructure ideas; this is very appropriately a management role. This application is natural planning and was made under management's own authority, but with the full knowledge of the TPA Board of Directors as referred to above. Just as City of Toronto staff have been informally discussing Toronto's recently revised \$600 million application for infrastructure funds with their federal public servant counterparts (according to this morning's Globe and Mail), so too have TPA staff. This is their responsibility.

As with City Council's list of infrastructure ideas, until we know which, if any, projects have received federal approval for infrastructure stimulus funding, there is no vote to take at the TPA Board of Directors nor is there capital to spend. Management continues to perform its role in managing the day-to-day affairs of the TPA. To assist them in their analysis of the tunnel concept, management retained the services of a professional financial advisor and have also received advice from engineering consultants. This has been undertaken under appropriate spending authorities; the involvement of outside advisors is prudent in this case given the sums involved.

On August 17, 2009, the Audit Committee of the TPA Board of Directors discussed the merits and status of the TCCA pedestrian tunnel concept. At this meeting, the Audit Committee approved the broad publication of an RFP for an Environmental Assessment regarding the TCCA tunnel concept. As this RFP would be a public call involving a high-profile concept, the Audit Committee felt it wise for it to approve its release.

I have stated privately and publicly that the "TPA would be prepared to consider" a modest, yet meaningful, multi-million contribution to the overall cost of the project; should the Provincial Government agree to partner on the tunnel concept, we would "consider a \$7 million contribution" to the project (a quantum of funds that would be financed by passengers who each pay the TCCA Airport Improvement Fee). That's the extent of my statements to representatives at Queen's Park, the Federal Government and the media. I have not committed the TPA to any expenditure of funds; until we have formal confirmation that this, or any other, project will receive funding, there is no capital spending decision for the TPA Board of Directors to take.

Although I cannot formally confirm federal funding has been secured at this point, I can advise that the application for stimulus funding has been made and the project appears to meet the necessary criteria.

Your suggestion that TCCA commercial tenants and the Province of Ontario's Ornge medevac service should "self-finance" this project misunderstands both the role that authorities play in transportation infrastructure and the recent push by governments to help the Canadian economy recover from the brutal recession.

In Windsor, London, Thunder Bay or Ottawa, for example, governments do not charge Air Canada, Westjet, Porter, or any other airline for the infrastructure that connects public thoroughfares to the airport. Windsor recently received a commitment of government funds to upgrade its runways; no airline was billed for the taxpayer funds being used in that project. Why here? When the pavement around Toronto's Bay & Dundas bus depot is resurfaced, Greycoach Bus Lines is not billed for the infrastructure that connects their passengers to that transportation hub. Why here? Just as no airline paid for the exit that takes vehicles from Highway 427 to Pearson Airport, you are ignoring more than a century of infrastructure project planning when you suggest that specific TCCA tenants should pay for improving passenger access to that airport.

Your position is consistent with that of someone who has publicly stated that he wants to close the TCCA. The position is not consistent with public policy across Ontario. I understand that you want to kick Porter Airlines out of the TCCA; but 500,000 passengers so far this year don't share that view. Nor, I suspect, do Ornge air ambulance patients appreciate your desire to close the TCCA entirely.

Although you now write in your letter that your opposition to this idea "has nothing to do with class" and that you have no "quarrel [with] the choices people make to get to Ottawa", that wasn't your position in your Toronto Star interview as published on August 24, 2009. In that interview, you were reported to have said:

"It's a bunch of money to help one particular airline, not the airline industry. It's a bunch of money to move a few very privileged people, not taxpayers," Vaughan said.

It is misleading to write a letter to our collective stakeholders as you have now done claiming that you never said such things, never took that position, and don't hold that view.

Whether taxpayers choose to fly out of Pearson Airport or the TCCA, I believe they should have equal standing in the eyes of the government. As the authority responsible for effective management and oversight of the TCCA, the TPA must take appropriate steps to ensure a thriving, efficient, and effective infrastructure is in place to support the operation. The Tripartite Agreement specifically "prohibits" the City from doing anything that would "interfere with the safe use and operation" of the TCCA.

A tunnel should not be characterized as a "third route", as you have done in your letter. At the present time there is one route to the TCCA: by ferry. The TPA is currently in the process of constructing a new ferry so that we have a back-up vessel that can replace the role played by the 1950s-vintage *Maple City*. Between maintenance, ice challenges and a

mandated drydock to come for the TCCA1, a modern backup ferry is essential. These two ferries are being paid for, over time, from Airport Improvement fees collected from travelling passengers. No taxpayers' dollars will be used for the ferries, contrary to your public claims.

Your reference to the need for Toronto City Council to approve the TPA's own infrastructure ideas is also inaccurate. Each Port Authority across Canada has been asked to provide a list of worthy projects that may receive consideration and financing from the \$4 billion infrastructure stimulus fund. I expect that Halifax, Hamilton, Sept Isles, Vancouver and Quebec City's Ports (for example) have already made their own applications. As you likely know, in light of local interest, the TPA has also applied for matching funding and has devised a process that will hopefully lead to the repair of the National Club dockwall, even though we are not the owner of the site in question and are not responsible for its upkeep. The Federal government's infrastructure stimulus program is designed to be a job-creator, and must go to projects that would otherwise not happen without the funding; it gives us the opportunity to pursue worthy projects that would otherwise lie fallow for years.

You should be supporting job creation initiatives of this nature, not opposing service improvements for the people of Toronto.

I am unaware of any "queue" that the TCCA tunnel concept has jumped, as you claim. The deadline for infrastructure stimulus applications applied to each entity across the country equally. I understand from today's Globe and Mail article that approximately \$600 million of Toronto City Council infrastructure projects have received a positive hearing from the federal government. The TPA has no formal confirmation of funding for its own project ideas; for you to portray our project status as being somehow more advanced than City Hall's misleads our fellow stakeholders.

Given the interest of the Premier of Ontario, for example, in the tunnel concept, the idea may have received more media attention this week than your nominated projects. But don't confuse the level of media interest in this particularly innovative project with our place in "the queue".

I do not agree with your characterization that this project is for the benefit of "one company". The travelling public and those who require medevac services are the key beneficiaries. That's why various local groups have written to support the idea. I have taken the liberty of including copies of letters from The Economic Club of Canada and The Toronto Board of Trade supporting the tunnel concept. Ornge, Ontario's medical transport service provider, has also written to Ministers Baird and Flaherty to support the tunnel's construction. These are but three examples of the high profile positive feedback we've received to date. I believe certain Federal and Provincial Ministers have also received letters of support and telephone calls from some of your colleagues on Toronto City Council.

I also disagree with your claim that the tunnel will lead to expansion of the airport. The 1983 Tripartite Agreement places specific limits on that airport; it cannot “expand”. The tunnel, if approved and funded, will help increase the efficiency of this very popular airport; this is why the project is worthy of consideration in my view.

You refer in your open letter to that fact that a complaint was made earlier this year to the Federal Conflict of Interest Commissioner, but you proceed to ignore the fact that the Commissioner has published a report saying that she had dismissed the same complaint several months ago. You mislead Torontonians by doing so. To raise this issue in your letter is nothing more than character assassination and is beneath a public office holder.

You further mislead Torontonians regarding the false allegations against the TPA’s former Chief Executive Officer. Neither the Minister of Transport, Infrastructure & Communities nor the TPA Board of Directors have prevented an “investigation of the allegations” from taking place. To the contrary; we asked our auditors to review the topic during their 2008 audit process. You are making defamatory statements in this regard. As per a letter from TPA auditor Deloitte LLP dated June 23, 2009 on the topic: “The [management] trips had been pre-approved through the Budget process and the expense incurred is correctly recorded in the records of the TPA.” TPA auditor Deloitte LLP advised the following regarding the management hospitality expenses: “we observe that the process of payment of these invoices followed during the year was in accordance with the hospitality policy in place during that time.”

As I informed you earlier this week in writing, we have taken the decision to release all TPA Board expenses from recent years at next week’s annual meeting, and, going forward, Board and CEO expenses will be posted on our website on a quarterly basis.

As you acknowledge, the TPA, TCCA and tunnel concept have received positive response from that vast majority of Toronto’s major print media outlets over the past few weeks. Our profitable 2008 and first half of 2009 is well known. Although you have long sought this type of positive financial performance, I note that you have assiduously avoided acknowledging this important development.

The Editorial Boards of the Toronto Star (twice) and National Post have lauded the wisdom of spending federal infrastructure funds for the TCCA pedestrian tunnel project, as has the Globe & Mail’s new municipal columnist.

The pedestrian tunnel concept has received broad public support for a few simple reasons:

- TCCA passenger volume increased 100% between 2007 and 2008, and is up another 46% in 2009 (versus 2008);
- a tunnel has practically no carbon footprint, despite being able to move one million passengers or more each year;
- the construction of the tunnel could allow for an 80% reduction in ferry trips each hour so as to focus primarily on vehicle traffic involving fuel and catering trucks,

for example; this reduction in fuel consumption is good for the environment and would extend the life of the ferries dramatically, which is another direct financial benefit of the tunnel concept;

- unlike many infrastructure stimulus proposals (such as maintenance-type proposals involving the paving of roads), it would last for generations;
- although the working budget of \$38 million 120 metre tunnel needs to be finalized, it compares well to the \$44 million, 80 metre underpass that was just completed at Lower Simcoe Street in Toronto;
- according to Pollara's polling data (referenced below), Torontonians want the TCCA to succeed as a commuter airport;
- the timing of the new \$45-million terminal currently being built by Porter Airlines (using its own balance sheet) would be accentuated by the pedestrian tunnel;
- the tunnel project could also serve as a conduit for needed water main and utility upgrades to serve residents and businesses on the Toronto Islands; and
- Medical patients and organs for transplants arriving on medevac aircraft are sometimes transported in open boats over choppy Western Gap water in very inclement weather. A tunnel would give paramedics and their patients safe, reliable, round-the-clock access to downtown Toronto hospitals.

If I may, I would also refer you to elements of two TPA press releases from earlier this month that are relevant to both the pedestrian tunnel concept and the future of the TPA itself.

Majority of Torontonians Support Tunnel Concept

An independent public opinion poll has found that 62% of Torontonians' surveyed support the construction of a pedestrian tunnel to improve access to the TCCA. These are among the results of an annual poll conducted for the TPA by the national public-opinion research firm Pollara Strategic Insights.

The 500-person survey was conducted July 6-7, 2009. In addition to probing opinions on the performance of the TPA, the survey touched on a wide variety of topics, including attitudes toward the revitalization of the Toronto waterfront, and the TCCA. Porter Airlines and several other aviation enterprises operate out of the TCCA.

According to the survey, 62% of respondents support the construction of a pedestrian tunnel. Only 21% of respondents are "strongly opposed" to the concept, while 10% are "somewhat opposed" to it.

Majority of Torontonians Oppose Devolution of TPA and TCCA to City

In recent months you have demanded that the TPA be abolished, with the City of Toronto taking over its duties, including the operation of the TCCA. According to the Pollara survey, a majority of Torontonians (58%) oppose the concept of devolution to the City. Only 14% of respondents "strongly supported" the idea, and 17% "somewhat supported" the idea.

The survey further probed Torontonians' attitudes toward the City of Toronto taking over the TPA and the TCCA by asking if they would be more supportive or opposed to this scenario if it meant removing Porter Airlines from the TCCA. Under that scenario, public opposition to devolution grew by a ratio of 4-to-1 against the devolution concept: 53% of Torontonians were more opposed to devolution, while only 12% were more supportive.

As all federal infrastructure stimulus projects must be "substantially completed" by March 2011, time is obviously of the essence. That's why we released the RFP earlier this week. Your public threats about the TPA being unable to get timely "permits" from City Hall are a transparent threat; the City is bound by the Tripartite Agreement, as stated above, and is prohibited from interfering with the operation of the TCCA by that same agreement. An authorized breach of that agreement by a City employee would obviate the entire agreement; a risk I would caution you from promoting.

The TCCA is an essential economic engine during difficult times. Porter has ordered \$500 million of Toronto-made Bombardier aircraft, and another \$45 million is currently being invested from their own balance sheet in their new terminal. The Port Authority has invested in excess of \$23 million this decade between the TCCA infrastructure upgrade and the two 2000-vintage ferries (both of which were built in Ontario).

In light of the public's clear support for the TCCA pedestrian tunnel concept, and its many benefits, I believe it is a worthy project for consideration by both our Federal and Provincial governments.

Respectfully,

TORONTO PORT AUTHORITY



Mark McQueen
Chairman

Attachments

Letter from Mark Adler, The Economic Club of Canada, July 24, 2009

Letter from Carol Wilding, Toronto Board of Trade, August 13, 2009

TPA Press releases dated July 23, 2009; August 4, 2009; August 6, 2009; August 23, 2009

THE ECONOMIC CLUB OF CANADA

July 24, 2009

The Honourable John Baird, PC, MP
Minister of Transport Canada
330 Sparks Street
Ottawa, ON K1A 0N5

Dear Minister Baird,

As President and CEO of the Economic Club of Canada, I want to take this opportunity to express my support for the proposal by the Toronto Port Authority to build a tunnel connecting the Toronto mainland to the Toronto City Centre Airport terminal.

The empirical evidence is clear: Building a pedestrian tunnel to the Toronto Island Airport makes perfect economic sense by creating much needed construction jobs. There are also a number of other associated benefits: It is a matter of convenience for the growing number of travelers who make use of the Island Airport. A tunnel would also provide island residents with reliable, year round access to the Toronto mainland and thereby reducing the costly winter ferry service to the islands. In addition, the tunnel could also be adapted to accommodate a much needed new watermain to service the island residents.

The construction of a pedestrian tunnel connecting the Toronto mainland to the city's island airport from my understanding is a 'shovel ready' project and by that measure should receive the requisite federal infrastructure funding to proceed with construction. This tunnel will clearly be a benefit to the city of Toronto and the GTA on all fronts and I support its construction.

If you have any questions or require any additional comments, please feel free to contact me at anytime.

Sincerely,



Mark Adler
President and CEO
The Economic Club of Canada

The Economic Club of Canada
80 Richmond Street West, Suite 501
Toronto, ON M5H 2A4
T 416 306 0899 F 416 306 0898



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August 11, 2009

The Honourable John Baird, PC, MP
Minister of Transport, Infrastructure and Communities
Transport Canada
330 Sparks Street
Ottawa, ON K1A 0N5

Dear Minister Baird:

On behalf of the Toronto Board of Trade, I am writing to you and to Minister Flaherty to express our enthusiastic support for the Toronto Port Authority's proposed pedestrian and expanded utility tunnel to connect the Toronto City Centre Airport's mainland terminal to the island airport.

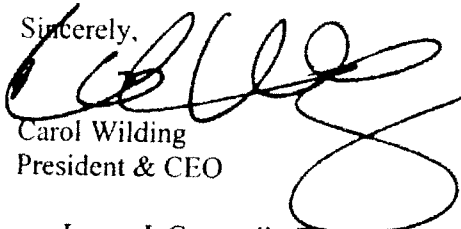
Since the launch of Porter Airlines in 2006 the Toronto City Centre Airport has demonstrated itself to be an enormously important economic asset to Toronto's regional economy, linking our downtown business and tourist hub to an ever-expanding inventory of eastern continental destinations. The resiliency of this airline to the many headwinds facing the broader airline industry is a testament to the strategic economic value of its airport's downtown location.

A pedestrian tunnel would not only increase the reliability and convenience of the use of this airport, it would greatly improve public safety by eliminating the risk of occasional ferry service interruptions associated with weather conditions. The potential link of a public safety incident to inclement weather is obvious, and the sole reliability of access via the ferry is a very real concern. No other international airport operates with such limited emergency access options.

Moreover, as Toronto grows in size and stature as a global financial hub, it will be imperative for the region to be easily accessible to both business and tourist travel. In a few short years this airport has become a tremendous source of pride for Torontonians who clearly enjoy the travel options that a second, smaller international airport offers our city region. This proposed stimulus funding project enjoys strong support not only from the Toronto business community, but from the broader public. It would also have immediate and lasting economic benefit to the broader Toronto region.

I am happy to speak with you regarding any aspect of this particular project. Do not hesitate to contact me.

Sincerely,



Carol Wilding
President & CEO

c.c. Lorna J. Counsell, Porter Airlines Inc



TORONTO
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August 11, 2009

The Honourable James Flaherty, PC, MP
Minister of Finance Canada
140 O'Connor Street
Ottawa, ON K1A 0G5

Dear Minister Flaherty:

On behalf of the Toronto Board of Trade, I am writing to you and to Minister Baird to express our enthusiastic support for the Toronto Port Authority's proposed pedestrian and expanded utility tunnel to connect the Toronto City Centre Airport's mainland terminal to the island airport.

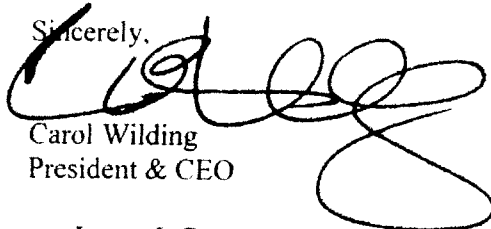
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I am happy to speak with you regarding any aspect of this particular project. Do not hesitate to contact me.

Sincerely,



Carol Wilding
President & CEO

c.c. Lorna J. Counsell, Porter Airlines Inc.

Toronto Port Authority turns a profit in fiscal 2008

TORONTO, July 23 /CNW/ - The Toronto Port Authority ("TPA") released its 2008 audited financial statements earlier today on its website. The audited financials show that the federal agency earned a profit during the 2008 fiscal year. The Statement of Revenue and Expenses shows an Income from Operations of \$2.251 million, with overall Net Income of \$863,000.

"The Toronto Port Authority has been working hard to deliver results for all Torontonians," said Alan Paul, acting President and CEO. "Even in these tough economic times, we have shown that the TPA can be a profitable driver of economic growth in the Greater Toronto Area."

The top profit contributor at the Toronto Port Authority was the Toronto City Centre Airport, which continues to see remarkable passenger growth as a result of the expansion of Porter Airlines. With the construction of a new terminal currently underway, and further improvements to Airport infrastructure, the stage is set for even further growth in fiscal 2009.

In anticipation of the TCCA's 100% year-over-year passenger growth, the TPA contracted in January 2009 to build a new, larger ferry. Construction of this ferry is well underway in Wheatley, Ontario, and is being financed by the TPA without any government or taxpayer assistance.

"The airport is a huge competitive advantage for the City of Toronto," Mr. Paul stated. "The Toronto Port Authority is committed to providing passengers with the best possible travel experience whether they are using the airport for business travel or for leisure."

All four of the Toronto Port Authority's operating businesses were profitable in 2008. In addition to the City Centre Airport, these include the Port's commercial operations, the Outer Harbour Marina and the TPA's modest remaining Property holdings. Despite the economic downturn, the Toronto Port Authority is cautiously optimistic about continuing this profit experience in fiscal 2009.

The Toronto Port Authority's financial stability ensures the agency will be able to continue its efforts to make the Toronto waterfront a clean and secure place to live, work and do business. Although the focus in 2008 was to turn a profit, the Toronto Port Authority was also actively engaged in cleaning up the waterfront, fighting pollution, and preserving natural environments in and around the Leslie Street Spit.

"Doing our part to make Toronto a better place is at the core of everything we do," stated Mark McQueen, Chairman of the Toronto Port Authority's Board of Directors. "But we also wanted to improve the TPA itself, a task that the new guard on the Board of Directors has taken to heart. Achieving the TPA's first-ever profit is one key example of this effort. Another is the fact that we've reduced the cost of the Board of Directors by approximately 33% in the past fiscal last year versus 2007. The TPA's critics wanted us to be profitable, and the Board and management are pleased to deliver in that regard."

"I am also proud to say that the TPA's cash and short term investments amounted to \$11 million as at December 31, 2008," added Mr. McQueen. "In

addition, the TPA would be delighted to receive the \$12.3 million in overdue Settlement Payments, Harbour User Fees and interest that the City of Toronto has withheld over the past number of years. With these additional funds, the TPA could further improve Toronto's harbour operations, its port facilities and security infrastructure. The TPA has already agreed to pay to the City of Toronto approximately \$5.5 million in payments-in-lieu-of-taxes, consistent with the recommendations of the federal PILTS Dispute Advisory Panel Report, released in early 2009, with these payments-in-lieu-of-taxes having been offset against additional debts owed to the TPA by the City."

Along with bringing an increased business focus to the Authority, the TPA remains committed to continuing its advancements in community outreach and engagement.

"Two of the Toronto Port Authority's highest priorities are transparency and accountability," added Mr. McQueen. "The majority of the Board continues to put its energies into prudent management and oversight so as to ensure that the Toronto Port Authority can continue to improve its services to stakeholders and the public at large. With the input of the harbour's business and residential communities, the Toronto Port Authority is looking forward to improving its operations further, despite the current economic downturn."

For further information:

Janet MacDonald, Toronto Port Authority, (416) 863-2003

Toronto Port Authority releases results of City-wide survey

Majority of Torontonians want port operations - including Toronto City Centre Airport - to stay out of City of Toronto's control

TORONTO, Aug. 4 /CNW/ - The Toronto Port Authority (TPA) today released the results of a public opinion survey conducted by the national public-opinion research firm Pollara Strategic Insights.

The survey was conducted July 6-7, 2009, sampling 500 residents who live within the City of Toronto. In addition to probing the opinions on the performance of the TPA, the survey touched on a wide variety of topics, including attitudes toward the revitalization of the Toronto waterfront, and the Toronto City Centre Airport (TCCA). Porter Airlines and several other aviation enterprises operate out of the TCCA.

In recent years, a handful of local and federal politicians have demanded that the TPA be abolished, with the City of Toronto taking over its duties, including the operation of the TCCA. According to the Pollara survey, a majority of Torontonians (58%) oppose the concept of devolution to the City. Only 14% of respondents "strongly supported" the idea, and 17% "somewhat supported" the idea.

"We were interested in what our stakeholders had to say about this proposal, so we added the devolution question to our annual summer poll," said Mark McQueen, Chairman of the TPA's Board of Directors. "The public reaction was compelling, and serves as a guide for those of us involved in the economic future of Toronto."

The survey further probed Torontonians' attitudes toward the City of Toronto taking over the TPA and the TCCA by asking if they would be more supportive or opposed to this scenario if it meant removing Porter Airlines from the TCCA. Under that scenario, public opposition to devolution grew by a ratio of 4-to-1 against the devolution concept: 53% of Torontonians were more opposed to devolution, while 12% were more supportive.

"It is clear to us that Torontonians support the goals of the TPA in building a sustainable, secure harbour community that includes a thriving airport servicing short-haul passenger traffic," said Alan Paul, the TPA's Acting President and Chief Executive Officer. "It is also worth noting that this poll was conducted before the recent announcement that every TPA line of business reported an operating profit in fiscal 2008."

Survey results can be found on the TPA's website at www.torontoport.com, as well as other information about the TPA.

The Toronto Port Authority was incorporated on June 8, 1999, as a government business enterprise under the Canada Marine Act as the successor to the Toronto Harbour Commissioners. It is a federal public authority providing transportation, distribution, storage, and container services to businesses. The TPA owns and operates the Toronto City Centre Airport, Marine Terminals 51 and 52, and the Outer Harbour Marina. The TPA also provides regulatory controls and public works services to enhance the safety and efficiency of marine navigation and aviation in the port and harbour of Toronto.

Relevant Survey Results - Details

Pollara surveyed a random sample of 500 City of Toronto residents by telephone between July 6-7, 2009; the margin of error is +/- 4.4%, 19 times out of 20. It is the third annual survey probing Torontonians' views of the TPA, its performance and its strategic objectives. One key question involved the topic of handing over control of the TPA and the Toronto City Centre Airport to the City of Toronto.

The relevant Pollara question text and answers provided were as follows:

QN22N: Some have suggested that the Toronto Port Authority should be abolished, and that the City of Toronto should take over running all of the Port's duties - including transportation, public safety, and environmental protection responsibilities.

Is this something you would

Total Support.....	31%
Strongly Support.....	14%
Somewhat Support.....	17%
Total Oppose.....	58%
Somewhat Oppose.....	15%
Strongly Oppose.....	43%
Don't Know.....	11%
Refused.....	less than 01%
N Size.....	500

QN23N: If, as part of this take over, the City of Toronto closed the Toronto City Centre Airport and removed Porter Airlines, how would this impact your support or opposition to the Toronto Port Authority being abolished and the City of Toronto taking over the Port's duties?

Would it make you more supportive, more opposed, or would it have no impact on your support or opposition to this move?

Is that much more or somewhat more supportive/opposed?

Total More.....	12%
Much More Supportive.....	07%
Somewhat More Supportive.....	06%
No Impact	30%
Total Less.....	53%
Somewhat More Opposed.....	14%
Much More Opposed.....	39%
Don't Know.....	05%
Refused.....	less than 01%
N Size.....	500

For further information: Janet MacDonald, Toronto Port Authority, (416) 863-2003

**Toronto
Port
Authority**



**Administration
Portuaire
de Toronto**

**For Immediate Release
August 6, 2009**

Majority of Torontonians want pedestrian tunnel to Toronto City Centre Airport: Poll

Sixty-two per cent support tunnel concept

TORONTO – An independent public opinion poll has found that 62% of Torontonians surveyed support the construction of a pedestrian tunnel to improve access to the Toronto City Centre Airport.

These are among the results of an annual poll conducted for the Toronto Port Authority (TPA) by the national public-opinion research firm Pollara Strategic Insights.

The 500-person survey was conducted July 6-7, 2009. In addition to probing opinions on the performance of the TPA, the survey touched on a wide variety of topics, including attitudes toward the revitalization of the Toronto waterfront, and the Toronto City Centre Airport (TCCA). Porter Airlines and several other aviation enterprises operate out of the TCCA.

In June of this year, the TPA reintroduced the decades-old tunnel concept given the apparent dearth of Toronto-area infrastructure projects which could benefit from the federal government's stimulus funding program. A pedestrian tunnel underneath the Western Gap of the Toronto harbour would improve access between the mainland and the Toronto City Centre Airport for the commuting public. Medical patients involved with TCCA emergency medical evacuation flights would also be key beneficiaries.

According to the survey, 62% of respondents support the construction of a pedestrian tunnel. Only 21% of respondents are "strongly opposed" to the concept, while 10% are "somewhat opposed" to it.

"In light of Toronto's need for shovel-ready infrastructure projects able to access federal stimulus funding and create local jobs, this is the perfect time to reintroduce the tunnel concept. The concept has four key drivers: TCCA passenger volume increased 100% between 2007 and 2008; a tunnel has practically no carbon footprint; it would last for generations; and, as we saw in the Pollara survey results released earlier this week, Torontonians want the TCCA to succeed as a commuter airport," said Mark McQueen, Chairman of the TPA's Board of Directors. "Given the long-term benefits of this type of infrastructure, we were naturally interested in what Torontonians had to say about the concept. So, we put the question to them."

In addition to improving access to the TCCA, including a new \$45-million terminal currently being built by Porter Airlines, the pedestrian tunnel concept could also serve as a conduit for needed water main and utility upgrades to serve residents and businesses on the Toronto Islands. The TPA has

invited the City of Toronto to consider teaming up on the project in the coming weeks, given the City's pressing need to upgrade its core services to the Toronto Islands.

"The tunnel concept has been around since the 1930s when City officials first brought the idea forward to spur on economic development," said the TPA's Acting President and CEO, Alan Paul. "In 1935, *The Globe and Mail* editorial board termed the project 'inevitable'. The undeniable success of the TCCA, combined with the broad public support for the tunnel concept and the TPA's overall stewardship of the harbour, presents a unique opportunity to finally make it happen."

"Medical patients and organs for transplants arriving on medevac aircraft are sometimes transported in open boats over choppy water in very inclement weather," added Ken Lundy, TCCA Airport Director. "A tunnel would give paramedics and their patients safe, reliable, round-the-clock access to downtown Toronto hospitals."

The tunnel concept has received the support of several business and community groups, local politicians as well as Canada's largest daily newspaper, *The Toronto Star* ("For an island tunnel", June 8, 2009, pg. A12).

"The island airport has proven to be a success story for the City of Toronto," said City Councillor Karen Stintz. "[The tunnel] is a shovel-ready infrastructure project that will result in job creation as well as enhancing municipal infrastructure. The addition of a tunnel will result in improved access for commuters year round."

The Toronto Port Authority was incorporated on June 8, 1999, as a government business enterprise under the *Canada Marine Act* as the successor to the Toronto Harbour Commissioners. It is a federal public authority providing transportation, distribution, storage and container services to businesses. The TPA owns and operates the Toronto City Centre Airport, Marine Terminals 51 and 52, and the Outer Harbour Marina. The TPA also provides regulatory controls and public works services to enhance the safety and efficiency of marine navigation and aviation in the port and harbour of Toronto.

Further information about the TPA is available on the TPA website at www.torontoport.com.

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Relevant Survey Results

Details: Details Pollara Strategic Insights surveyed a random sample of 500 City of Toronto residents by telephone between July 6-7, 2009; the margin of error is $\pm 4.4\%$, 19 times out of 20. It is the third annual survey probing Torontonians' views of the TPA, its performance and its strategic objectives. A key question posed by Pollara sought to gauge the potential support for the construction of a pedestrian tunnel connecting the mainland with the TCCA.

Q25N: As you may know, access to this airport is by a short ferry ride across a distance of 400 feet (or 121 metres) of water. Do you strongly support, somewhat support, somewhat oppose, or strongly oppose the construction of a pedestrian tunnel underneath this waterway to improve access to the Toronto City Centre Airport?

Total Support	62%
Strongly Support	34%
Somewhat Support	28%
Total Oppose	31%
Somewhat Oppose	10%
Strongly Oppose	21%
Don't Know	7%
Refused	<1%
N Size	500

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**For Immediate Release
August 23, 2009**

Toronto waterfront development “headed in right direction”: Poll

TORONTO – An independent public opinion poll has found that 64% of Torontonians surveyed believe that Toronto’s waterfront redevelopment efforts are headed in the right direction.

These are among the results of an annual poll conducted for the Toronto Port Authority (TPA) by the national public-opinion research firm Pollara Strategic Insights.

The 500-person telephone survey was conducted July 6-7, 2009. In addition to probing opinions on the performance of the TPA, the survey touched on a wide variety of topics, including views on the waterfront and the Toronto City Centre Airport (TCCA).

According to the survey, 64% of respondents believe recent “changes along Toronto’s waterfront are headed in the right direction.” Only 14% of respondents believed the waterfront was headed in the “wrong direction,” while 22% didn’t have an opinion.

“As a key service provider to Toronto residents, the TPA recognizes it has a supporting role to play in revitalizing our city’s waterfront. With TCCA commercial passenger traffic doubling between 2007 and 2008, it is encouraging to see that Torontonians believe the success of the airport is compatible with the direction of Toronto’s waterfront redevelopment strategy,” said Mark McQueen, Chairman of the TPA’s Board of Directors.

“The TPA has worked diligently to ensure that the passenger growth at the TCCA complies with our ‘good neighbour’ policy,” said the TPA’s Acting President and CEO, Alan Paul. “Over the past 12 months, noise complaints have dropped 61%. Later this Fall, our community-based Noise Management Advisory Group will consider several ambient noise mitigation recommendations with input from a soon-to-be scheduled public meeting. Even with the dramatic drop in noise complaints, the TPA is keen to utilize any and all practical means to ensure that the TCCA’s growth and success does not interfere with the quality of life of waterfront residents and visitors.”

Earlier this month, the TPA announced other encouraging results from this year’s survey. Among them, 62% of Torontonians support the construction of a pedestrian tunnel between the mainland and the TCCA, with 31% opposing. Furthermore, 58% of Torontonians oppose the proposal by some City of Toronto politicians that the TPA be abolished and its duties turned over to the City, with 31% supporting the proposal.

The full results of the Pollara survey are available at www.torontoport.com.

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Q4: As you may know, Toronto's waterfront has been going through a process of revitalization in recent years, with the development and creation of new communities, parks and green spaces along the waterfront. Do you think these changes along Toronto's waterfront are headed in the right direction or wrong direction?

Right Direction	64%
Wrong Direction	14%
Don't Know/Refused	22%
N Size.....	500