

**RE: AMT Seeks Investors For Dedicated Rail Line.**

**Hudson-St. Lazare Gazette Oct. 29, 2008**

**This Will Never Get Done If The AMT Thinks That They Will Be Able To Attract Private Investors Especially In This Economic Climate.**

Dear Editor,

The CPR route makes more sense as it would attract more local traffic and is shorter in length than the CN line.

However, a year ago the AMT had promised that a decision would be rendered on the specific routing in a short period of time. It seems that they were not successful.

The proposed shuttle must be considered a public works project. Doubts have been raised with the private financing of Autoroute 30. Montreal is no longer a centre of head offices and commerce. It will be very difficult to attract this phantom financing given the collapse of the worldwide market economy which is currently on life support.

Where does the AMT suggest this money come from? Highways have been subsidized to the detriment of railways for the longest time.

It is time to level the playing field for a more environmentally friendly form of transport. Railways are a public utility and necessity.

Avrom Shtern,

Green Coalition,

Transportation Issues,