



August 29, 2025

Dear Valued Stakeholders and Industry Partners,

Over the past several months and during our meeting on July 30th, 2025, we heard your feedback on the need for greater predictability, transparency, and alignment between Metrolinx and the City of Toronto's single load (oversize/overweight) permitting processes. We recognize and acknowledge the pressures these processes can place on your operations and sincerely thank you for continuing to share your perspectives with us.

Permit reviews are essential to protecting Metrolinx's assets, future customers, and operations and to ensuring the safety and integrity of the transit system. However, we are committed to strengthening and streamlining the overall permit process and guidelines to get to timely decisions. With your feedback, we are already making positive progress towards this goal and wanted to provide some updates and the assurance that work is well underway.

Detailed route analysis and online mapping: With an initial review of technical criteria for oversize loads being recently completed, we are now conducting a detailed analysis of the ECLRT route, intersection by intersection, to identify additional areas that can best accommodate some oversize truck movements.

We will share a list of these recommendations/intersections as we confirm the locations and will provide the most current information available. Once the full exercise is completed, we will publish online mapping that will identify the preferred intersections and restricted locations. This information will also be shared with the City of Toronto to reduce unnecessary reviews.

Identified intersections with allowable movements: Five key intersections have been confirmed as the first tranche of locations with allowable wide and/or over height movements. Please note that overweight loads over 50 tonnes must still be reviewed by Metrolinx. A formal bulletin with details is attached separately which can be circulated to your members. This will be followed by subsequent updates/bulletins as we have them.

- **Dufferin St & Eglinton Ave W**
- **Avenue Rd & Eglinton Ave W**
- **Yonge St & Eglinton Ave**
- **Mt. Pleasant Rd & Eglinton Ave E**
- **Don Mills Rd & Eglinton Ave E**

Reduced Zone of Influence: We have reduced the Eglinton Crosstown LRT (ECLRT) "zone of influence", the area in which Metrolinx reviews are required, from 400 metres to 60 metres. While we are already applying this to screen reviews, this update is expected to be reflected on our online mapping within the next month.

A similar exercise is underway to reduce the "zone" for the Finch West LRT (FWLRT) project, with final map updates expected before the end of November. This information is also being shared

with the City of Toronto to help remove the need to circulate to Metrolinx for any unnecessary municipal reviews.

Single window approach: We are actively collaborating with the City of Toronto to advance a single window approach for reviewing over-size loads as well as other municipal reviews. This will reduce duplication, simplify the process for applicants, and improve coordination and review times.

Coordinated communication: While all of this other work is underway, we have also set up weekly internal calls with our technical teams to allow for quicker reviews, earlier feedback, and help with expediting the files to avoid any unnecessary delays.

Overall, our intent is to remove any unnecessary or extraneous reviews where possible to help advance your work, and ours, with a more streamlined approach. We have already improved review times, now completing most in under ten days, effectively cutting our turnaround time in half. We remain committed to making meaningful progress and keeping you informed as we work together toward a more efficient, transparent and predictable permitting process.

Thank you for your continued partnership.

Sincerely,



K. Vijayarathnam signed on behalf of Maria Doyle
Aug. 29, 2025.

Maria Doyle
Vice President
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David Lilley
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Richard Piliounis
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