

Agenda as it Happened

- 6:30 - 7:00..... Open House ... Maps, Panels and Displays
- 7:00 - 7:15..... Facilitator's Overview
- 7:15 - 8:30..... Presentations by GO Transit - SNC-Lavalin
- 8:30 - 10:30 Questions and Comments
- 10:30 - 10:35 Wrap up and Next Steps
- 10:35pm Adjourn

Can I Have Your Permission to Use These 5 Discussion Ground Rules?

1. You have the right to ask any question and you deserve a straight forward answer... This does not mean you will like the answer, but you deserve an answer.
2. When enough is enough - I would like your permission to restrict people to raising an issue twice and then I will move on to the next speaker.
3. When a question is asked, give the other person time to answer the question...Please don't interrupt the person responding.
4. Even when you are tempted, please avoid using profanities... Substitute "that's goofy or dumb or stupid".
5. Don't "hide in the bushes"... GO Transit needs to know what you think even if it runs counter to their preferences.

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Presentation by GO Transit / SNC-Lavalin...

- Presentation by Stephan Mehr - Project Manager, SNC-Lavalin

Please note that the presentation by Stephan was distributed in hard copy at the meeting. If you would like to obtain a copy of it, please contact:

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Questions and Comments...

Question: I have been a Weston resident for 15 years. I think by the turnout tonight, there certainly are some serious concerns. There are some spokes people here from our coalition tonight. You have glossed very quickly over the issue of the EA. Our community wants a full Class "C" EA. I'm sure our political representatives will join us in demanding this. It was with some dismay that we read comments from GO Transit about NIMBY concerns and that we didn't want the greater good. This was a very arrogant way to approach our community. This project is not forward thinking transit that we support; this is a private company initiative by SNC-Lavalin. I don't think this is just a Weston community issue, we have heard from other communities all up and down the Weston corridor. Citizens throughout the City of Toronto will fight against this project as it now stands.

Comment: I have been appointed spokesperson for this Weston community group. We have been out distributing information. My questions have to do with "railroading" the process. EAs are very serious matters. When you book rooms expecting to get 50 people, not in Weston - you get 2,500. GO Transit is a special entity; they have special rights and privileges under the EA Act which allows them to do a Class B assessment. Nobody here disagrees with expanding the GO rail. Everyone here disagrees with a rail system that is a business system from Pearson, for business people, who can afford \$20 per trip. As I read GO Transit's EA book it says that you are supposed to present concept alternatives - these are design alternatives. The first step is to ask the questions, "do we have to do this"? We are not supposed to be here looking at designs for a done deal. We are supposed to be here looking at various concepts for moving people to the airport. Why on earth would we spend \$200M to service only 5.5% of the people who use the airport? By law, they have to consider the "Do Nothing" alternative. This is curiously missing from the documentation. Does that mean that the decision has already been made? If it has, I want to know about it. I want to know why we don't have all of the concept alternatives. The 427, TTC/Eglinton subway route, etc. There is no cost-benefit to this. We need all of the alternatives to be studied and presented in a fair and transparent manner before they start ripping up the roads of Weston. Is there an answer?

Response: We have discussed this very point. We are committed to bring those back to you at the next public meeting.

Comment: I strongly object to this. Our roads should not be closed and we should have had consultation long before this. Closing John Street to just pedestrians is going to cause chaos. If you live east of the railway to King Street, it has two schools on it and there is no way to put extra traffic on those streets. It is not safe for the children.

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Comment: We have as of 2004 – 25M people in and out of Toronto International Airport. There are 14M annually trying to get to the airport, which translates into 38,000 people per day. 17% (or 6500) of those people are trying to get downtown Toronto. With 140 trains – that comes down to approximately 40 people per train. Adding an extra car to the 32 GO Trains would accomplish this.

Comment: Our board (Weston Business Community) was appreciative of the new initiative with the exception of the closure of John Street. This is the most direct link to our business core – you will severely impact an area that can't handle any more adverse impacts. We recently celebrated the 25th anniversary of the Weston Farmers Market and if John Street is closed, that market is at serious risk and we don't want that. Our board was excited about the prospect of additional stops at the Weston station because that would benefit this community. We want that stop. If those trains have to slow down to make a stop at the Weston stations, then maybe all of the costs of mitigating because the train doesn't stop will not be necessary. "There is an ancient right of the public to have access to their community". The residents of Weston have a legitimate right to access from east to west in the community. We are not likely to be in favour of anything that risks our right to have our community together.

Comment: I am a life long resident and I am all for upgrading GO Transit, but not the ARL. You speak of fixed hours of operation from 5:30am to 12:30am. Does this mean that you are required by your deal with the feds to run the train even when there is nobody on it and it is not needed?

Response: We responded to Transport Canada's request for a business case along with three other consortiums, and in that request they did stipulate the hours that we had to run the service. We are required by the business case that was put forward to operate during those hours. We were also told that during those 19 hours, we couldn't operate with a frequency of greater than 30 minutes or less than 15 minutes.

Comment: It is not a done deal until it is done. It is not done and I have a petition of over a thousand names of business people that could not be here, but they do not want this train to go through.

Comment: According to the elections Canada website, SNC-Lavalin was the 127th largest contributor to the Federal Liberal Party. Then the 23rd largest and then they jumped to 6th largest in 2003. It is our understanding that once GO Transit finishes this project, CN rail will own it and then charge fees to run the trains on that track. In 2003 the ARL project was awarded. What connection if any, is there between these numbers, the governing party and the award of the ARL contract?

Response: SNC-Lavalin is the largest engineering/construction firm in Canada and Ontario. They have 3,000 employees in Ontario and 13,000 employees across the world. In 2004, \$14,000 was contributed to the federal liberal party by our Ontario group, and contributions were also made to the other two Federal parties. A lot of companies contribute to all parties. SNC-Lavalin is the same. The process in which we were awarded the rights was very intensive. 4 consortiums submitted bids, the evaluation was undertaken by representatives from Transport Canada, Canadian Transportation Agency, Railway Association of Canada, the City of Toronto, the GTAA, CN Rail, GO Transit, and Deloitte & Touche. There was a Fairness Commissioner who oversaw the competition.

Follow-Up Comment: GO Transit has hired SNC-Lavalin to do the EA. Is SNC-Lavalin not in conflict of interest, and why was that not recognized at the meeting on April 8th, 2005?

Response: Yes there is a perceived conflict of interest, which is why there is going to be a Peer Review. In any EA, the proponent is inherently in a conflict of interest. All of the work is vetted through the various regulators. The MOE has a say in this as well. Various expert groups review the information to make sure that SNC-Lavalin is being truthful in putting forward the information. We are taking an extra step by adding the Peer Review.

Comment: Right off the Weston Road bridge – with the addition of trains on the curve, do we have to worry about track fatigue?

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Response: The design of the track will be done to current rail standards, which take that into consideration.

Comment: We are really struggling to keep our store going in Weston and we live here also. My question is, since SNC-Lavalin is scheduled to build the line, does that mean that SNC will own and operate the ARL in perpetuity? Does that mean they can charge whatever the market can handle?

Response: Until 2056 is when we are permitted to run the ARL Service. I don't know of any opportunity to renew the lease. We have to pay access fees to three parties for every rider. The more riders we carry, the greater percent they get.

Comment: I live two streets over from the corridor. Property owners adjacent to the tracks have to expect a reduction in property value of 35%. We estimate that if there are 3,000 homes on, or near the line, they could lose more than \$300M in value per year, and the City will lose \$3M in property taxes. Has the revenue loss to business and tax revenues been calculated? What are the costs of the ARL relating to this, and have you even made an estimate?

Response: We have had some experience with this; basically houses that are on the tracks are already discounted. Additional trains on tracks don't have an effect on the property value. The proportion or the number of tracks or trains doesn't enter into the decision for prospective buyers for whether to buy or not. I would point you to Rosedale as an example. The property values in that area are not going down.

Facilitator: Given the experience that you have had, is there any evidence or proof that you could offer to people that we could include in the summary?

Response: We will bring forward any information we can find at the second round of PICs as proof.

Comment: For someone who is not here, Joe Cordiano's representatives will hopefully listen to this question. If we voted conservative, NDP or Green Party – would we have a better chance of getting this thing killed?

Response by MPP Joe Cordiano's Staff: I don't know if that question can be answered. I am here to read a statement from Joe. He is on a trade mission in Asia and regrets not being able to be here.

"Dear Friends

As many of you are aware, GO Transit is currently conducting an environmental assessment of a thproposed expansion in the Weston area. A public information meeting is scheduled for April 28 from 6:30 pm to 9:30 pm at the Faith Sanctuary located at 1901 Jane Street.

This meeting will provide local residents with an opportunity to learn more about the project, to ask questions and to raise issues that are important to our community.

My office has been in contact with different community representatives and I have heard general support for the expansion of GO service provided that local community and economic interests are taken into consideration.

I support the expansion of GO service in the GTA as an important part of our continued economic development. However, support for GO does not need to come at the expense of our local community. I will not support a plan that unnecessarily divides our community when alternatives are available.

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I have written to the Minister of Transportation to stress that the community safety, quality of life and local economic activity in Weston must be the chief considerations for any planning around GO Transit expansion.

I have also heard very specific concerns regarding the proposal for a new rail service linking Pearson Airport with downtown Toronto. This proposal is an independent project that will not be operated by GO. The proposed new rail service would result in a significant increase in rail traffic through our community. In its current form, I do not believe this will be in the interest of our community and I will not support it.

I have written to the Ministers of Transportation and Environment to express my concerns over this proposed new rail service and request consideration for a more detailed and comprehensive evaluation of the impacts of this proposal on our community.

Unfortunately, I will be out of the country on April 28 on government business and unable to attend the public information session. Representatives from my office will be present and will be available to listen to your questions and concerns. If you are interested in getting involved in further community consultations or joining our community action group, please let my office know and we will contact you. I will continue to work with the different levels of government to ensure that our community interests and concerns are represented.

I look forward to working with you to keep Weston a thriving and vibrant community!

Sincerely Joe Cordiano, MPP"

Response: The comment I would like to address relates to the political party question. This is part of a program put together by Transport Canada, the province of Ontario and GO Transit. The money has been secured from all of those parties. The contract would have to be cancelled in order to "kill" this project. We are here to do an EA. As far as the money is concerned, there is a signed contract.

Comment: If you look at the photo near the speaker, have you looked at the size of impact for a additional track and traffic on foundations that are 30m from that track? The railway at Church Street is very soft, so it is constantly torn up. How do they expect to dig down and put three tracks where they have hardly been able to keep one track?

Response: We will be doing studies and collecting data so we can present it at our next Public Meeting.

Response: We have been involved in the designs of some of the subdivisions along this route. For residents that are 30m back, there is no issue with vibration at those kinds of setbacks. We are in the process of doing noise and vibration measurements that will include things like switches with "frogs" that create noise.

Comment: I have lived on Church Street for 50 years and I was president of a ratepayers group. I don't ever remember a public presentation on this in 1994. If so, what were those plans, level crossings? Many people would welcome being able to go downtown from the GO station at all hours of the day. I want to know when the ARL came into the picture. What did the original GO Transit expansion entail? Surely, in this day and age, you could have a people mover standing by at the GO train to take people to the airport or they can stay on the line to go to Malton. The speed concerns me as well. Make them stop,

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so it won't be an issue and Denison Road and John Street will be fine as well.

Response: One of the reasons for the 15 minute limit is that people don't like to go from one mode of transportation to another. If GO were to run this service, we would want it to go to the airport. The GO train is set up to meet the rush-hour needs of our commuters. That kind of operation does not fit well with an airport. I don't think you will get too many people wanting to get on a people mover to get to the airport from Malton.

Comment: I live on John Street where 150,000 cars use that street a year. If you close John, where are the 150,000 cars going to go? You can't get across any of the alternatives so how do you get out of Weston? Have you people studied the economic impact on the cab drivers out of the airport? What happens to them? Have you ever thought of putting a citizen from the area on you committee?

Response: Obviously, if you are closing a street, there are about a 1,000 cars that need to use another street. In our analysis, in terms of the exposure index (trains that go by in a 24-hour period and the number of cars that cross), we wanted a street least affected. We see this as one of the issues. About 100 peak period cars would have to divert to Church Street. It is not a bad idea to have a citizen on a committee for this project.

Response: The route to the airport is going to continue to get worse unless there is a good separate transit system to the airport. We will move 10,000 people per day. Getting back to the taxis, I think they would be much happier with shorter taxi trips for good money and not have to sit on the Gardiner or 427 trying to get to or from the airport.

Comment: I have heard many statements about lowering the tracks. I would suggest that the TTC has been in this business (noise, frogs, tunnels, etc.) for over 50 years, so I would hope you would consult with them. Either that or go back to the Eglinton Subway idea.

Response: In 1995, the estimate was \$2B to build that subway and it is probably around \$3B now. This entire project was \$150M. The problem with trying to justify the Eglinton subway as a link to the airport is the reason why there is a link along the Weston corridor. The GO train gets you to Union from here in 17 minutes. Blue 22 would get you to the airport in 22 minutes, as opposed to an hour on the subway.

Comment: I have an assumption here that I would like to share with you. I have been an employee of the GTAA for 18 years. There was a commitment made to bring the concept alternatives and the vibration information to the next meeting. My first question is, is this process now on hold? Please share with us what the EA tells us to do to stop this from happening.

Response: Gathering that information is part of the process. This is to present proposals to you. We go away and do the work to get you the answers, and then come back to you with them. Basically, at the first PIC, we show the proposal and get comments. This PIC is far beyond that because we had several meetings with activist community groups and local municipal government representatives previously. We are ahead of the game in that we have gathered a lot of questions and comments. We will come back at another PIC with our preferred alternative. If you want to stop this, when we do the ESR (Environmental Study Report), there is a public commenting period where you can request a Part II Order (bump up). The Minister can approve our EA, bump it up or cancel the project.

Comment: You people sitting here need to give a round of applause to the people in this community because you know what is going on. We don't need more information - this project sucks. Those guys are not devils but they are part of the cause. We are talking about the affects of this on our community. There is somebody in this place that has the power to say yes or no. Is he or isn't he in favour of this?

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Response by Alan Tonks, M.P, York South-Weston: Someone said that people in Weston are progressive. What you do not have in front of you are alternatives. What you have is the one concept with different designs. I agree with Joe Cordiano that this project needs a "bump-up". We are in the middle of an EA and we need to get it bumped up now, so we don't waste time and money. Then the progressive ideas in Weston can be part of that solution. We ask for the bump-up request now and I will support it. Then we let these people get back to work, and then we can start to make a decision. Until then, it is garbage in and garbage out.

Comment: What other residential area in Toronto has 200 diesel trains going through their community?

Response: There are over 100 trains per day on Lakeshore corridor.

Response: The trains that are part of the airport link are small, self-propelled trains. Each one of those trains produces about 1 tenth of the noise of a GO Train and a GO Train makes about one tenth of the noise of a freight train.

Follow-Up Comment: Come and listen to the trains at my house, and then you can give me your answer.

Response: I have sat in 100 back yards like yours. I have measured the noise, I understand your concerns and it is my job to make sure that your concerns are in my report.

Question: My understanding is that this will take until 2009 and delays go without saying. John Street being shut down, for the next four years, is going to create many construction impacts. There is no parking at Weston, so why would you not build your own parking? I heard that you are giving money to CN, GO and SNC – what money is going directly to the communities affected by this? If you put a truck or a bulldozer on the road, you slow down traffic. What is Weston is getting back from this?

Response: Yes, there will be construction operations that result in impacts like dust and noise. We will mitigate the best we can. We will look at design and staging alternatives to make sure that King and Church stay open. In terms of economics and parking, we are discussing the option of using parking at the Chrysler dealership. We are not affecting any lands outside of the CN rail line. The benefit to the community is that they are going to get increased rail service from GO transit.

Follow-Up Question: You are putting more trains from Union to the airport. If there is no parking here, who would use it?

Question: I take GO Transit everyday. I am late at least 3 times in the winter because of service issues. How reliable will this be?

Response: The Georgetown line is our most unreliable line because of the single track through Weston. To increase reliability, you need two tracks.

Follow-Up Question: Will CN still have priority over GO Trains?

Response: CN does not run a lot of trains on this corridor. It is the VIA trains during rush hour or our own broken down trains that are causing the current delays.

Comment: I have been a Weston resident for nearly 30 years. I am a member of ACORN and we are working with the Weston Coalition on this matter. We have become pretty used to the idea of our government picking up strange bedfellows. We should know a little bit more about SNC-Lavalin. They announced that they would be using Track #1, and it is the only track with direct access to the Skywalk. Has GO Transit already decided to award Track #1 to SNC-Lavalin?

Response: Currently, we are working out ways to share Track #1 with the ARL using the west end and GO using the east end.

Comment: We got the impression that we were raked over the coals and not informed about this project. I don't think these gentlemen have considered the impact on our community. Why didn't they build the station at Eglinton and Black Creek? You have not informed people very well of this project.

Response: If we put a station at Black Creek, it would put the existing Weston station in jeopardy. I think the Eglinton subway would be a great thing, and if it was there, there would also be a GO Station. This is the first PIC and this is supposed to be the first time we come to you with what is going on. The EA process gives the public an opportunity to speak and it goes on public record. This is the first time we have come to you.

Follow-Up Comment: We are not from Weston, we are south of here.

Facilitator: I heard you say that there needs to be a larger net, more people engaged and involved.

Comment: I think this whole plan needs to be scrapped. You will isolate the elderly and the disabled and the Maple Leaf bus. The only people gaining from this plan are the people sitting at the front. The community gets nothing. We don't want it.

Response: We are not closing Church Street so the buses will continue to run.

Question: How are you going to make the "ditch" safe for kids?

Response: Safety is a major concern for GO and all rail companies. If this goes through, it will be fenced and all safety measures will be in place.

Comment: This not just any regular community. Although people came out of their houses during our Walk for Breast Cancer, no community supported us like Weston. Organizers of that walk asked what is with Weston, and our response is that "that is just Weston". The Province of Ontario should be doing everything they can to support communities like Weston, not destroying them.

Comment: I would like to thank GO, SNC, and all rail proponents – it shows a strong understanding of needs. We are going to have to look for innovative ways to resolve our tax burden issues. As residents of Toronto, we have to accept that we have to think bigger and broader. This process will get due consideration and I want a commitment that the process will not be distracted by our personal differences and that the solution will be for the better good of Toronto. Most importantly, I would like to suggest shame on you for any of the political processes that have led to the confusion here tonight. We are at the beginning of this process. I would also ask that GO Transit offer a PIC for other communities on reduction on air pollution and stress on our infrastructure.

Comment: We have two situations here – the GO Transit project and the private project of SNC-Lavalin. The more this project moves forward, the more SNC-Lavalin will benefit and the more the community will suffer. Put this where it will serve the people that it is supposed to serve. I would like to see a separation of the two systems. There is enough money for transit to expand; find the money for the other system somewhere else.

Comment: My back yard is the tracks. Boo hoo if these people have to take an hour to get downtown. I have worked all my life to have a nice back yard to relax in. Why would I want to have more trains there? I can't open my windows, I can't sleep. We don't want it, buy our property or whatever, but we won't want anything to do with this once it comes.

Comment: Regarding property values and living on Rosemount, the residents didn't know anything about the train situation. There is a beautiful log home that was being sold and one offer was \$150,000 less than the asking price. That is how this resident found out about the trains. A well-experienced realtor has told me that anywhere from 15-25% of their property value will be lost. You are asking Weston to take a terrible hit here. It is not state-of-the-art. You are destroying a little town. A couple of days ago, I was speaking to one of you and my question was, why don't you put in on Highway 427? Your response

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was that I was asking to put it in someone else's back yard. Highway 427 is industrial. In the event that there is hope to kill the ARL, will the expansion of the GO services proceed as planned, and if not, why can't we have one without the other?

Response: The answer is you can. However, the project as it is currently structured is that GO Transit will provide the capacity within the corridor and whether we postpone the impacts to some later date, we are going to want this to happen to support GO Transit through Weston.

Comment: Are you going to allow 200 people to smoke in your house every day? You are telling me that that is not going to affect our property values? What are you going to do about property value issue?

Response: There is no question that we have to address air quality. The consultant will develop an air quality model to measure impacts. We will have the information for you at the next meeting. It will be addressed.

Response: To date, we have characterized air quality in the corridor from MOE stations. We are in the process of modeling emissions from the GO locomotives and ARL vehicles, as well as creating dispersion models. We will have that information for you at the next meeting.

Follow-Up Question: How many trains per day was your air quality study based on?

Response: The Impact Assessment will be conducted for the level of traffic you have heard described tonight, separately as well as cumulatively for the GO, VIA, freight and ARL traffic.

Comment: We both have children that attend schools that this will directly affect. Young children's needs need to be addressed. Are you aware that the St. John's school backs on to the tracks? Have you investigated the impact of that? Have you considered moving the school to a more appropriate place to protect their learning environment?

Response: We do recognize the existence of the schools. We have talked with the Vice-Principal of the school and we have discussed these issues in terms of the distance of the portables and vibration. We will look at what we can do to ameliorate air quality and noise. Until we get those studies, we can't tell you exactly what is there.

Follow-Up Comment: I want to make sure that the impacts looked at reflect the children – not just adults.

Response: We are required to address health.

Follow-Up Question: Do you support moving the school?

Response: That is something we will have to look at from our Board's point of view.

Question: I have a few quick questions. 1. What make and model of trains will the ARL use? I think it is only fair to the community to tell the community if they are using the older equipment that is not as technologically advanced or good for the environment. Why not use the O-Train?

Response: The Ottawa O-Train train is European and does not meet the standards of a North American railway in mixed traffic of GO, VIA and CN freight. We are looking at re-manufacturing the old Budd car. We will be required to have the engines meeting the highest emissions standards for new equipment, at the time of purchase. Likely in 2008, ultra low sulphur diesel fuel should be available for use at that time.

Follow-Up Question: 2. In terms of Alternate concepts at the next meeting – will stopping the train in Weston prevent the need to close streets? I would like them to bring back the concept of a rapid rail line (with stops at 5 locations).

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Response: ARL would not run a service with 5 stops, because we would not attract enough customers to make it viable.

Follow-Up Question: You will not consider a true rapid transit as a concept? Will you bring back the concept of stopping the ARL in Weston?

Response: No, SNC-Lavalin will not come back with the rapid transit option. It is a condition of Transport Canada that grade separation of that road crossing is necessary. Yes, we will bring the concept of stopping the ARL in Weston to the next meeting.

Comment: Can you confirm or deny the existence of a tunnel in the basement of new Terminal 1 for a future electrified train system?

Response: We don't know; we will bring that information back to you.

Comment: We have been told that this project is in the early stage of development. We have documents from 1997 on this. The Pearson Group and SNC-Lavalin are connected together. SNC awarded a contract to themselves for this rail. It is our understanding that federal money of about \$33M will be provided. Whose responsibility are the operation costs?

Response: I thought the number was \$25M from Transport Canada to the GTAA at the time they were building the People Mover. The People Mover and the ARL will jointly use about 100-200 metres of track area. In order for the ARL to be built without interfering with the operations of the People Mover, the structure and foundations had to be built to support the combined operations.

Question: Relating to air pollution, I asked in April if they would be installing diesel particulate filters on these trains. The answer was vague. In the EA, it explains that every project that requires more than 50 km of track to be a Class C. You have conveniently divided this into 24.5 km per track so it is a Class B. It is within GO Transit's power to make this a Class C – are you going to?

Response: Following this meeting, that question will be addressed within GO Transit.

Comment: There was a headline in the news tonight about a really bad high speed train accident in Japan. This ARL is very controversial – will you/staff recommend to your Board of Directors that this be a Class C EA?

Response: The matter will be discussed and the Board will make a decision. I (Bob Nairn) am the Program Director for the whole program, so I will be making that recommendation to the GO Transit Board.

Comment: I am the elected public school trustee. Page 3 of your presentation deals with whom you have met with so far. Nobody has met with me. I am not aware of any particular context. The issues of schools and the children are important. The concern was raised about the safety of the children. Your answer was not very reassuring. That sounds qualified like "safer cigarettes". If the trains are going along, and if there is an accident and people have to get out, how can they when they are in a ditch? I think it is really important to deal with the catholic and public schools in the area.

Question: You mentioned that the contract has been agreed upon. I would like to know about other contracts, and do they require that the ARL go through Weston?

Response: The contract identified 11 projects that required capital infrastructure improvements. This is only one of them. The contract has identified the ARL as a core component of the Weston Project.

Follow-Up Question: You are continuing to say that you are in the beginning of the project. What are the contracts that SNC has out right now to build and service the ARL? When were they signed and what was the nature of them? How long were these contracts in effect? Can we see them?

PUBLIC INFORMATION CENTRE FACILITATOR'S SUMMARY - APRIL 28, 2005 - FAITH SANCTUARY - 1901 JANE STREET

Response: There are 3 contracts, they were signed in May of 2004. We have not determined who will be maintaining the rolling stock. No, as a private sector company, it is not our practice to share our contracts that have commercially sensitive information.

Question: 200 more trains, walls, fences - that is a beautiful gift to Weston. Isn't this a traditional land use conflict? You will create an inner-city ghetto. How do you know what Weston wants and needs? What is the demand from the people of Weston regarding this proposal? Have you conducted focus groups, surveys?

Response: I mentioned that we have met with community groups several times. Councilors have set us up with community members early on in the process. We would much rather have come to you first so that everyone could hear this at the same time, but that was not possible.

Comment: I feel that my expertise is the historical background of the town. I am concerned about our heritage and architecture. This is so disruptive to the whole concept of a very old and special community. Many of our older, heritage homes were built over 100 years ago out of bricks and mortar. Will they be able to stand the vibrations from 140 extra trains, every 7 minutes, 19 hours a day at 70km/h? This puts all of our older homes in jeopardy. Weston was Weston before the railway came. We are very, very proud of our community. The ARL concept was chosen because it looked cheap and easy. It was not researched in terms of the effect on the community. Our community will be 150 years old next year but it doesn't look like it will withstand the ARL. You need to listen to everything that you heard here today and look to the alternatives and not put the ARL through this corridor.

Question: I have a technical question about the ditch. If you look up from the river, you will hit bedrock. Does your cost of building this include the factor of the bedrock and the necessary blasting?

Response: Bedrock material can be "ripped" and there would be no blasting. We have not done our geotechnical work yet, but it would not require blasting.

Question: Can you lower the CP rail line? If you go under Lawrence, you wouldn't have to worry about the traffic impact. Will they consider electrification of the track for power as an alternative to reduce pollution?

Response: No, we can't get under John Street because the tracks have to be on a maximum 0.78% grade. Electrification is not part of this plan.

Comment: My concern is that I am a homeowner on the tracks. I have lived in Weston for 27 years, worked on municipal, provincial and federal committees. I am used to standing up here and talking about dead end streets. 7 weeks ago, my life was decimated by this plan. My family lives in this community. By the point of their pen and laser beams, drawings, and science-project type of analysis, they have devalued my home. I had to deliver flyers to homeowners about this. They talk about this being a proposed project, but in their selling feature about the proposed condos, they used this project.

Comment: I am third generation Fern Avenue, this current ditch design, if there was an emergency, is there a capacity for emergency response? What are you doing at Strachan? I have not received responses to any e-mail that I have sent so far. Is the e-mail contact information on the information package current?

Response: In terms of emergency service, that will be addressed during the design stage. Strachan will be grade separated. I have not had an opportunity to get at most of my e-mail lately. I apologize for that, but I will get to it.

Question: I hadn't seen anything in the news about this and I found out by a sign on my mailbox. They are dividing and conquering in terms of the City of Toronto. When will this become a true provincial and federal issue? I don't see any other councilors or MPPs from other areas here.

Response: There has been 3 stories on the front page of the Toronto star, Mike Sullivan (community group leader) has been interviewed twice. GO Transit put out 12,000 flyers in mailboxes for the residents of Weston on Monday.

From the response tonight, it has not been kept a secret. GO has tried to get the word out.

Comment by Councilor Frances Nunziata: The motion on the yellow paper that has been distributed here tonight, says that the City of Toronto does not support any street closures in the City of Toronto. I have tried to advertise tonight's meeting as much as I can as well. I have met with all of the groups in Weston. If you have been reading the Star and the Sun, you would know that neither Alan [Tonks, M.P. York South-Weston] nor I support this. There should be a full EA done. Don't underestimate the residents of Weston.

Question: I am a retired civil engineer. As an engineer, I worked on the Eglinton Subway project. There was a favorable cost-benefit study done at the time. About half of the distance from the subway station from Eglinton to the airport, is about 7.6km. There is much greater ridership available to you from there. If you electrified it, there would be minimum environmental impact and impacts on Weston. Has that cost-benefit analysis been looked at again to determine if it is still valid?

Response: We have not undertaken that alternative, but we will look into it in response to the concept alternatives.

Comment: I am also the co-chair of the Weston Park Baptist church – I think it is wonderful that so many people have come out that love Weston. The church has been on that corner for 97 years. I know this is the kind of sentiment that has been heard here all night, but I wanted to add to that. I want to thank the gentleman for standing here listening to us, even though we may not like their answers. They are trying to do their jobs the same as we are. Nothing can stay the same, if we succeed tonight, then what do we want for Weston? I am looking for a way that this could be a positive thing for Weston. We have to be open to the possibilities. Could the corridor be lowered to be under Lawrence Avenue?

Response: I don't think that will be a feasible alternative.

Comment: I did see the advertisements in the newspaper. All of the information was related to Denison Avenue North. Our community organization has not been notified or consulted at all. I was surprised to find no information south of Denison. 7 tracks are to be in the area near Eglinton. Currently that track is about 20 feet from my property line and I understand that the new rail would be 14 feet closer to homes. I think your EA has been lacking in addressing the impacts from south of Jane Street to Black Creek. I would like for a PIC to be held for that area.

Response: We will do that.

Follow-Up Comment: When the freight trains started going by my house, I called up CN. They sent a man from CN to do a noise measurement and he did a measurement at the property line of CN and my property. Just because it may not be important at the property line, I want to warn everyone that it may impact in your kitchen.

Comment: This community took me in with open arms. Unfortunately, it seems to be that the powers that be want to sever this community. If you want to make money from Weston, take a look at our struggling businesses now. The people that are using the trains are at work during the day. Use your own money to make progress for Weston and something other than empty promises. Help our merchants survive. Until then, you have nothing to offer this community.

Question: There have been rumors that the Blue 22 would stop in Woodbine. What is the limit of stops?

Response: There is no plan to stop at Woodbine.

Adjourn: 10:42pm

"I didn't get a chance to say..."

These forms were distributed at the PIC on April 28, 2005 to give participants another opportunity to voice their questions, comments and concerns. The results of the returned forms will be provided as a separate document that will accompany this summary. The issues raised from these forms will be dealt with at the second round of PICs.