



**GO Transit
Individual Environmental Assessment for
Georgetown South
Rail Corridor Service Expansion
& Airport Transportation Link**

**Public Information Centre
Terms of Reference (ToR) Phase
June 19, 21, and 22, 2006**

Purpose of this Evening's Meeting

- 1) To identify the Proponents of the Undertakings
- 2) To review the background to the “Georgetown South Rail Corridor Service Expansion & Airport Transportation Link” Individual Environmental Assessment (IEA) Study
- 3) To explain the Individual EA process
- 4) To provide the purpose for the proposed undertakings
- 5) To discuss the planning alternatives to be considered
- 6) To discuss the evaluation process
- 7) To discuss the proposed IEA consultation and solicit additional comments on the Draft ToR document

Identification of the Proponents

- GO Transit is the Proponent for the Georgetown South Corridor Service Expansion.
- GO Transit has a provincial mandate to provide commuter rail and bus service in the GTA
- GO Transit and the Union Pearson AirLink Group (UPAG) are co-Proponents if the Airport Transportation Link service from LBPIA to Union Station is located in the CN Weston corridor.
- Transport Canada announced UPAG as the successful respondent to design, construct, operate and maintain the Air Rail Link in response to a public Request for Business Case

Identification of the Proponents

- The Ontario and Canadian Governments recognized that the improvements required to allow increased GO Transit service to the communities along the Georgetown corridor offered the **potential** for a direct rail connection between LBPIA and Union Station, **without the need for additional public expenditure in its operation.**

Canada Strategic Infrastructure Fund

- In March 2003, under the new Canada Strategic Infrastructure Fund (CSIF), the Government of Canada and the Ontario Government agreed to each provide \$385 million in funding for the upgrade of the GO Transit system throughout the Greater Toronto Area (GTA). The municipal governments who will benefit from the improvements to GO Transit services are expected to contribute to this program
- The Georgetown South undertaking is one of the 14 CSIF projects with a preliminary budget of \$165 million (not including a depressed corridor through Weston that would maintain the existing road crossings and community cohesiveness).

Canada Strategic Infrastructure Fund (cont'd)

- May 2004, the comprehensive system-wide GO Transit Rail Improvement Program (GO TRIP) was announced to respond to the growing demand for more commuter rail and bus service.
- GO Transit's overall expansion program, including the 14 GO TRIP projects, will cost some \$1billion. The program includes new mainline tracks, rail-to-rail grade separations, road-to-rail grade separations, track capacity improvements, station improvements, Union Station Rail Corridor signal improvements, and new and relocated train storage facilities.

Airport link background

- 1994 MTO/TC study cited "significant shortfall in roadway capacity by the year 2021" (Lester B. Pearson International Airport Area Transportation Study)
 - To handle the forecasted increase in travel demand would require 35% of all person trips to the area to use transit.
- 1999 IBI Study
 - Reviewed previous studies and evaluated various scenarios for provide rapid access to LBPIA.
 - Concluded that rapid access to LBPIA is feasible, and recommended using the CN Weston Subdivision.
- A study by KPMG, commissioned by Transport Canada, confirmed the feasibility of a financially self-supporting rail service between Union Station and LBPIA.
- Ridership forecasts by Halcrow Group Ltd, an independent investment grade consulting firm, confirmed that the potential ridership of a ARL service would range from 2 million trips per year at start-up to over 6million trips per year by 2035.

Airport link background (cont'd)

- April 2001, Transport Canada issued a request for expressions of interest for an air-rail link between LBPIA and Union Station
- May 2003, Transport Canada issued a request for business case to finance, design, construct, operate, and maintain an air-rail link service to four consortia.
- November 2003, Union Pearson AirLink Group (UPAG) was announced as the successful respondent to design, construct, operate, and maintain the air-rail link service (BLUE 22).
- UPAG proposal includes the maintenance and operation of the BLUE 22 service between Pearson and Union Station including a 3km elevated guideway, DMU vehicles, new station at LBPIA, station amenities at Union Station and Dundas West without any capital or operating subsidies throughout the life of the concession to 2056.
- UPAG will pay access fees to the GTAA, CN and GO Transit

Airport link background (cont'd)

- Transport Canada's News Release of 13 November 2003 stated:

“This project is well suited for a public-private partnership, where the private sector will finance, design, construct, operate and maintain the air-rail link service while the public contributes to infrastructure upgrades ”

Background to this study

- Previous study in 2004/5 initiated as a Class EA study
- Considered GO Transit Georgetown South service expansion plus an Air Rail Link service (Blue 22) from Union Station to Pearson Airport
- Only options within the CN Weston rail corridor were considered for GO Transit service expansion and the Air Rail Link service from Union Station to Pearson Airport
- GO Transit Board responded to public concerns by agreeing to carry out an Individual Environmental Assessment (IEA) for the Project
- This IEA will consider options for the Airport Transportation Link throughout a large study area, outside of the rail corridor

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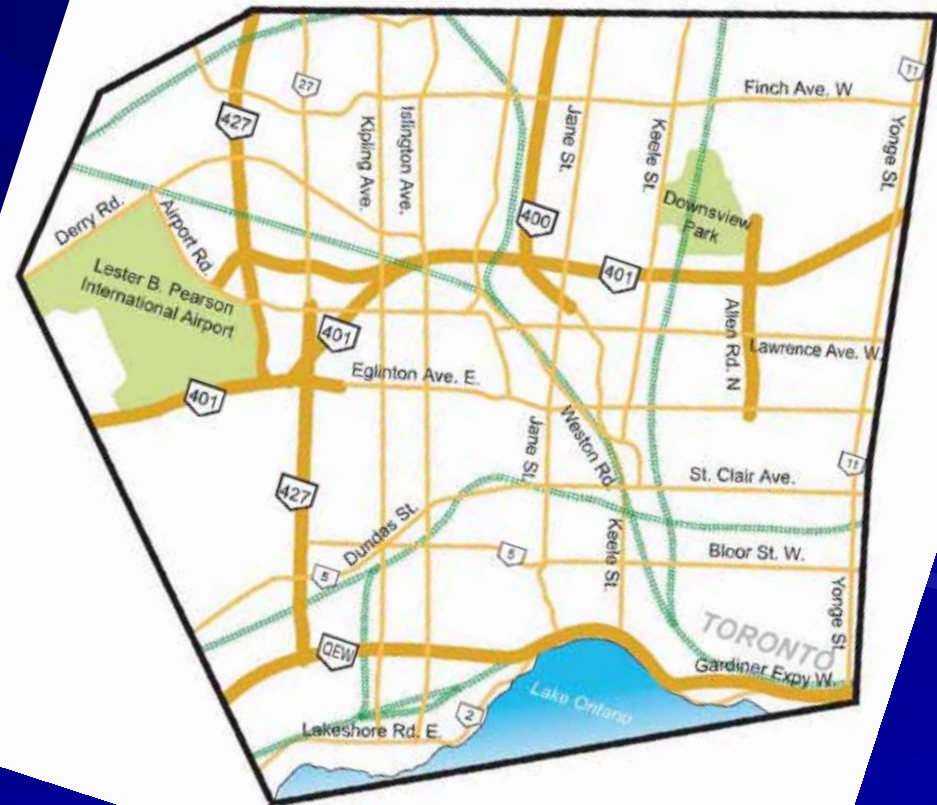
The New Study

Terms of Reference Phase

How Is This IEA Study Different from the Previous Class EA?

- Will be carried out as an provincial Individual EA
- Has a much broader study area
- Will consider a wide variety of Airport rapid transportation options both within and outside the Georgetown South rail corridor
- Consultation with a Public Liaison Committee from the outset

INITIAL STUDY AREA



What is the Ontario Individual Environmental Assessment Process?

EA PROCESS

Terms of Reference

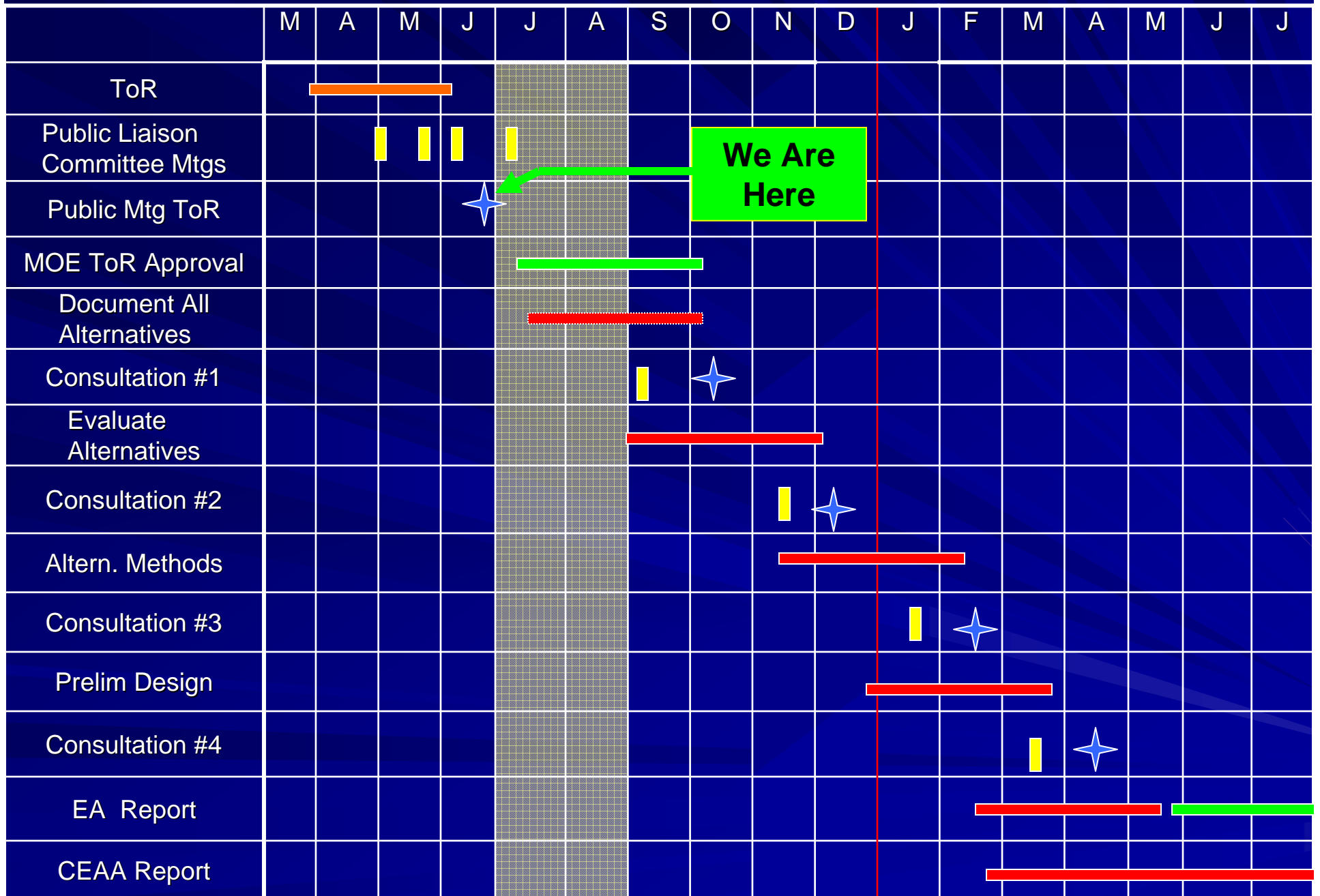
Environmental Assessment

Detail Design & Construction



We Are Here

PROPOSED PROJECT SCHEDULE



What is an EA Terms of Reference (ToR) ?

- First step in the Ontario EA Process
- A work plan for conducting the IEA
- Must be approved by the Ontario Minister of the Environment
- Becomes a binding document which must be fulfilled by the proponent

What is included in a ToR ?

- Problem Statement – Purpose of the studies
- Description of the study area
- Range and Types of Alternatives comparing the proposed solutions to the two Problems
- Stakeholder consultation to be undertaken
- Process to generate and evaluate alternatives
- Public consultation in preparation of the ToR
- Coordination with the Canadian Environmental Assessment Act (CEAA)

Two Study Components

Two Study Components are Mandated:

- To expand GO Transit's capacity to serve current demand and projected growth in interregional commuter travel demand between Halton and Peel Regions and the City of Toronto
- To provide a reliable, direct, rapid transportation link between Union Station and LBPIA

Requirement for the GO Transit Georgetown Corridor Service Expansion

- Existing travel demands from Malton, Brampton and Georgetown cannot be accommodated on the existing transportation system.
- Existing roads and freeways are congested for both automobile travel and bus transit
- GO Transit cannot accommodate the current demand on the existing infrastructure
- Projected commuter ridership to and from Toronto's downtown is increasing from today's 15,000 to over 27,000 daily trips by 2015

Purpose of the GO Transit Georgetown Corridor Service Expansion

- The purpose of the proposed undertaking is to provide the appropriate infrastructure (road or rail) to meet the latent commuter travel demand and accommodate the forecasted long term growth in GO Transit's commuter demand in the Georgetown South Rail Corridor

Requirement for the Airport Transportation Link

- There is no affordable, reliable and quick mode of transportation from the centre of Canada's largest city to the country's largest airport
 - 100,000+ passenger trips per day to and from the airport
 - Business and economic asset for Toronto
 - Tourism and convention asset for Toronto
- Today travelers must either take bus, taxis or automobiles caught up in rush hours in congested mixed traffic on local roads and freeways
- Airport to downtown rapid transit links serve more than 50 major cities around the world
 - London (Heathrow express), Hong Kong, Paris, Frankfurt, New York, Atlanta, Boston, Paris, Washington, Chicago, St. Louis, Cleveland, San Francisco, Vancouver (under construction), Montreal (planned) etc.
- Previous airport to downtown ridership estimates ranged from 2 million per year to start to 6+ million per year in the long term

Purpose of the Airport Transportation Link

- The purpose of the undertaking is to provide a reliable rapid transportation link between the Airport and Union Station in order to maintain and enhance the long term tourism and economic viability and vitality of Toronto's downtown area.

Additional Opportunities will be Considered

- Local community concerns, that will be identified through consultation during the study, will be considered
 - To minimize or eliminate adverse impacts on local communities
 - To derive local transportation benefits from both of the proposed services, where feasible, including enhanced local transit connections (e.g. Community has previously suggested additional stops)

Alternatives to be Considered

Within the EA Act there are two types of alternatives to be considered: (for each of the two parts of the study- GO Transit and the Airport Transportation Link):

- **Planning Alternatives** or “Alternatives To”
 - Which type of facility and which corridor(s) is preferred?
- **Design Alternatives** or “Alternative Methods”
 - How do we fit the selected project components within the preferred corridor?

Planning Alternatives (“alternatives to”)

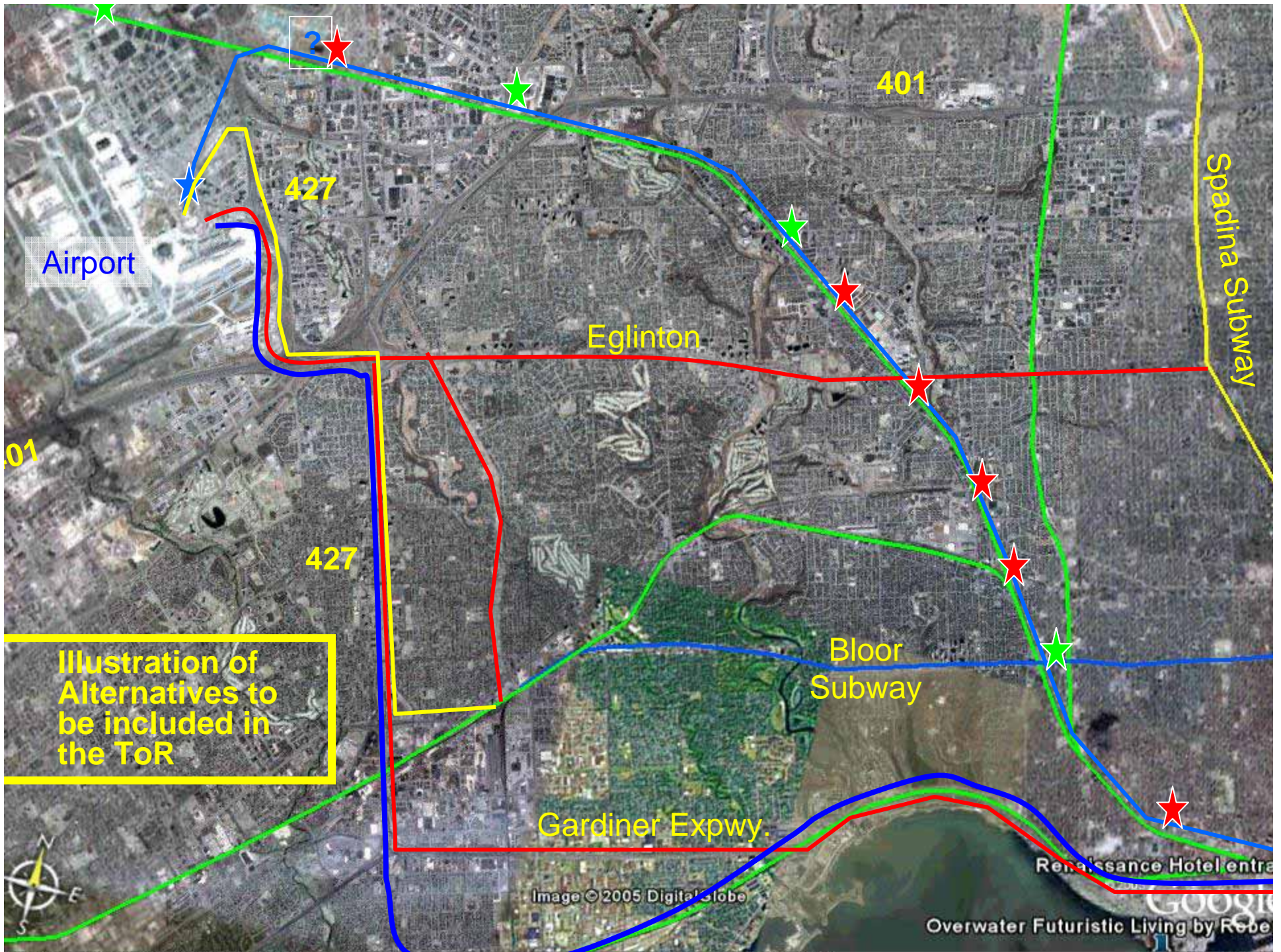
Alternatives to be considered for the **GO Transit Georgetown South Expansion** Component:

- Do nothing
- Add additional GO bus service
- Add additional track(s) / train service in the Georgetown South Rail Corridor

Planning Alternatives (“alternatives to”)

Alternatives to be considered for a rapid transportation link from Union Station to the Airport :

- Do nothing
- Express bus service between Union Station and the airport using exclusive bus lanes on the Gardiner Expressway and Highway 427;
- Rail/bus transit service within the CN Weston corridor with a connection into the airport (several options);
- Rapid transit service within the Eglinton corridor;
- Rapid transit service utilizing the north-south hydro corridor or the Highway 427 corridor between the Kipling Subway Station and the Airport;
- A Georgetown South corridor subway; and
- A single technology rapid transit service (i.e. monorail) utilizing the GO Lakeshore and Highway 427 to the Airport
- Widen roads/freeways and/or build new roads/freeways



Airport

401

427

Eglinton

Spadina Subway

01

427

Illustration of Alternatives to be included in the ToR

Bloor Subway

Gardiner Expwy.

Renaissance Hotel entrance

Image © 2005 DigitalGlobe

Overwater Futuristic Living by Robe

GO Service Expansion

Airport Link

- Do nothing
- More Buses
- Rail improvements

- Do nothing
- Gardiner/427 bus service
- Airport rail (options)
- Eglinton rapid transit
- Kipling subway to Hydro corridor
- Georgetown South Corridor Subway
- Widen/new roads/freeways
- New technology options

If "Red",
EA Stops

If "Red",
EA Stops

If "Yellow",
new
Proponent
required

If "Green", EA
Continues

Assess Alternative
Designs in
Georgetown Corridor

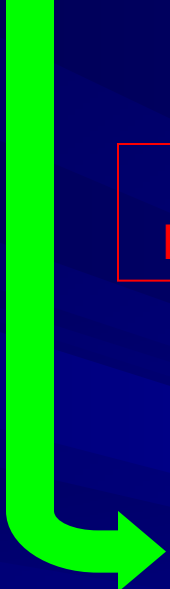
Illustrative
Schematic of
the Steps in the
EA Assessment

Recommendations

EA to MOE

Assess Planning
Alternatives

Assess Design
Alternatives



Design Alternatives (Alternative Methods)

- Design Alternatives or “Alternative methods” are alternative design plans within the corridor
 - e.g. number of tracks, level crossings or depressed, road crossings, number and location of stations, etc.
- These will only be developed and assessed after a decision is made on the Planning Alternatives
 - Is the GO service expansion within the rail corridor?
 - Is the service to the Airport within or outside the corridor?

Questions?

- Are there any other reasonable planning alternatives that we should consider?
- Should we make any alterations to these alternatives
- Was the explanation of the selection steps clear?

Evaluation Methodology

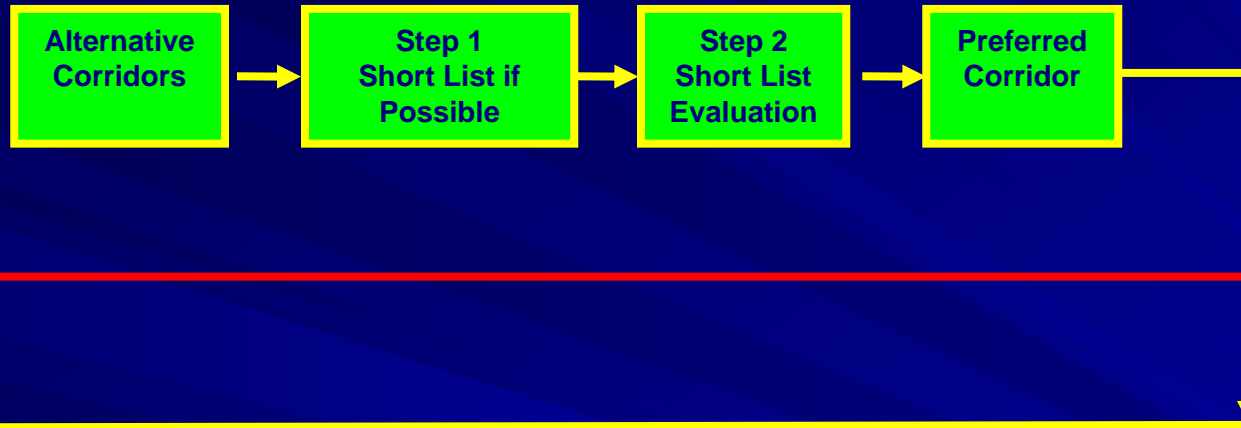
- The EA Act mandates a decision making process to consider all aspects of the Problem (as defined in the ToR)

- An evaluation of the advantages and disadvantages to **The Environment** of all aspects of the Problem (as defined in the ToR):
 - Planning Alternatives or “Alternatives To”
 - Which corridor(s)?

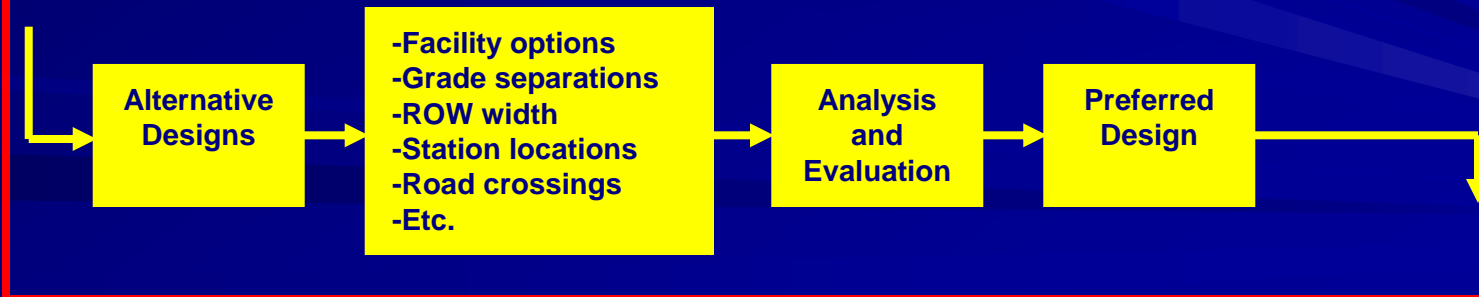
 - Design Alternatives or “Alternative Methods”
 - How do we fit the selected project components within the selected corridor?

Overview of Evaluation Process

PLANNING ALTERNATIVES



DESIGN ALTERNATIVES



Analysis Indicators – Level of Detail

■ Planning

- Macro Level
- Strategic

Measure:

Lower Level of Detail

“Proxy”

■ Design

- Micro Level
- Specific

Measure:

Higher Level of Detail

Evaluation of “Planning Alternatives” for the Airport Link

- Two step process:
 - Step 1 – short list ‘reasonable alternatives’
 - Step 2 – more rigorous comparative evaluation of remaining alternatives

- Rationale for two step approach
 - If an alternative does not address the purpose to a meaningful degree at a reasonable cost it would not be considered a reasonable alternative no matter how high or low the potential effects are.

Step 1 - Short List 'Reasonable Alternatives'

- How well the various alternatives address the primary purpose of providing service to the airport
- How well the various alternatives provide ancillary benefits in enhancing the local transportation network
- The capital cost to implement the alternative
- The ability to implement the alternatives in a timely manner

Step 2 – Comparative Evaluation

- More rigorous comparative evaluation of short list options
- Factors to be examined include:
 - Natural Environment
 - Socio-Economic
 - Cultural
 - Transportation
 - Cost

(Factor descriptions included in Draft ToR)
- Preferred planning alternative carried to the design stage

Evaluation of “Design Alternatives”

- More detailed analysis (engineering and environmental)
- Factors to be examined include:
 - Natural
 - Social
 - Economic
 - Cultural
 - Cost
 - Transportation
- Preferred alternative reviewed to determine that adverse environmental effects can be mitigated to acceptable levels (feedback loop)
- Preferred alternative reviewed to demonstrate that the advantages of the project outweigh the disadvantages of the project (feedback loop)

Questions?

- Are there any questions about this two step approach and how it will be applied to the Airport – Union Station Link?

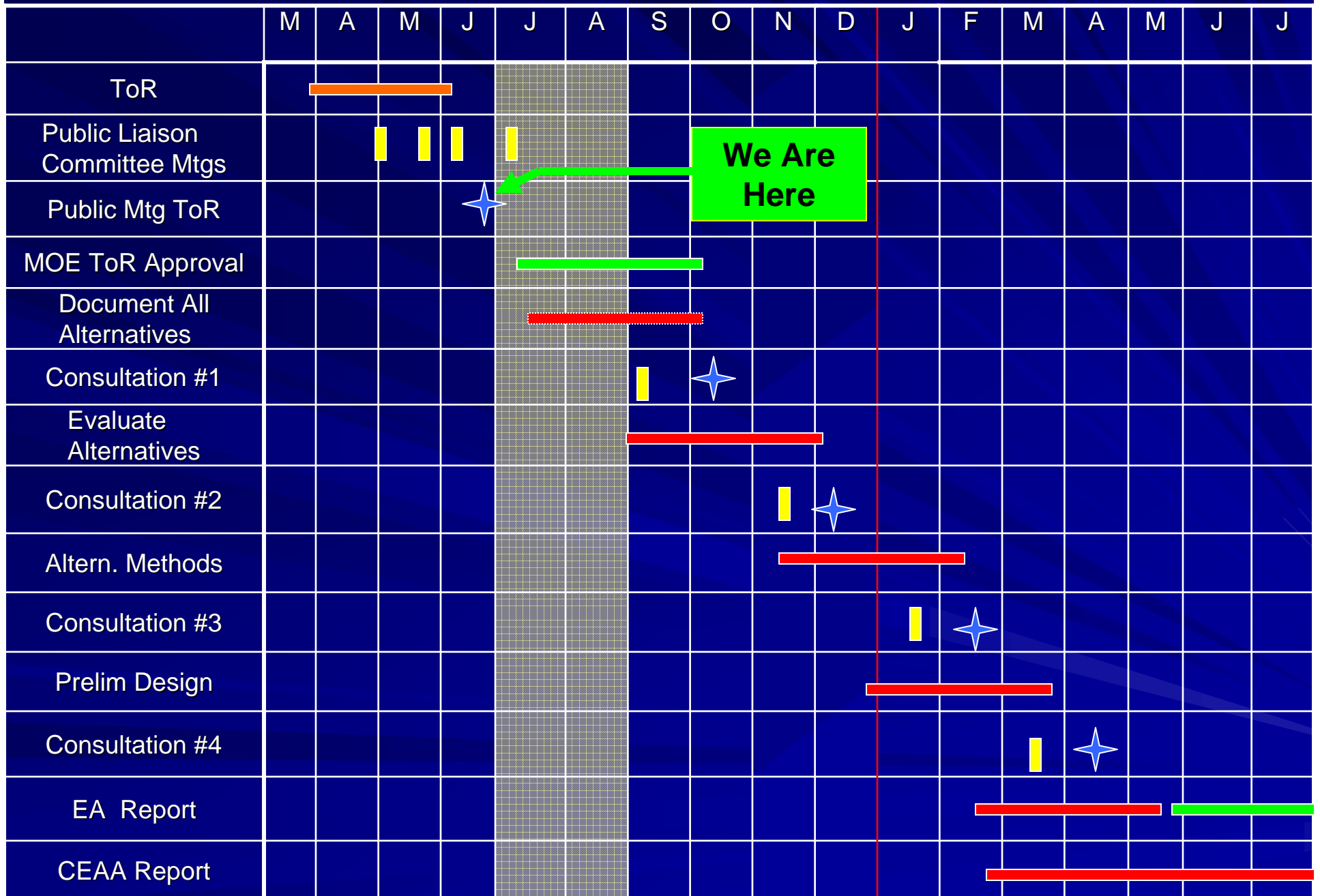
Consultation During the Study

- **Public meetings** will be held in 3 locations at 5 different stages of the study including tonight's ToR discussion
- A **Public Liaison Committee (PLC)** representing study area ratepayers groups, business improvement areas (BIAs), the Toronto Board of Trade and Tourism Toronto is being consulted at all stages of the study
- A **Technical Advisory Committee (TAC)** made up of Government and Review Agencies will be consulted at each stage of the study
- Local **Municipal, Provincial and Federal representatives** will be kept informed during each stage of the study
- Coordination with the Canadian Environmental Assessment Act (CEAA) process

The Project Web Site will be constantly updated and is at:

<http://www.georgetownpearsonstudy.ca>

PROPOSED PROJECT SCHEDULE



The Draft ToR for this IEA Study

■ Includes

- Problem Statements - Purpose of the studies
- Description of the study area
- Range and types of alternatives to be considered
- Stakeholder consultation to be undertaken
- General work plan outlining the process to generate and evaluate alternatives
- Public consultation undertaken to prepare this ToR will be added

■ Copies of draft ToR available and on project web site at

<http://www.georgetownpearsonstudy.ca>

Comments Requested

- Comments on Draft ToR requested from general public, PLC and TAC by July 10
 - Fill out questionnaire,
 - Submit on-line
 - Fax
 - E-mail, or
 - Mail in a written submission

Next Steps

- Comments received by July 10
- Project team to finalise Draft ToR
- Finalize ToR to include any other public/agency comments
- Provide updated copy on the web site
- Submit ToR to MOE for approval
- Commence IEA technical analysis

Questions?

- Any questions concerning the schedule?
- Any other suggestions to improve our consultation?
- Any questions on how to submit your comments on the Draft ToR?

Thank You