

Gordon Chong, Chair and  
Members of the Board of Directors,  
GO Transit  
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By Fax: 416 869-3525

Dear Members of the Board,

Over the past several weeks a number of residents of the part of the city of Toronto known as Weston, led by their councillor, have met with representatives of GO on the matter of the environmental assessment process dealing with the upgrading of the rail lines between Georgetown and Union Station. We are particularly interested in the plans for the closure of level crossings in Weston at Church, King, John, and Denison, as well as the plans for additional rail lines, the bridges over the Humber River and Weston Road, etc.

Appearing for GO Transit is Mr. Greg Ashbee, and your consultants, Mr. Stephen Mehr, of SNC Lavalin, and Mr. Fouad Mustafa, of AGM Property Managers. Mr. Ashbee advised us that SNC Lavalin is the consulting firm hired by GO to shepherd the environmental assessment process through the various stages.

SNC Lavalin is also the firm leading the successful bid to install and operate a high-speed rail link between Pearson and Union Station. Much of the upgrade plan for the section of rail of interest to us is not for the purposes of GO Transit, but rather is for the purposes of SNC Lavalin. For example, the reason for the closure of the level crossings is the frequency (every 7-8 minutes at peak) and speed of the Air-Rail link. If there were no Air-Rail link, and only the increased service by GO Transit, the level crossings could remain. Similarly, we expect that at least one and maybe both of the additional tracks planned are for the exclusive use of the Air-Rail link.

It would seem, therefore, that SNC Lavalin is in a conflict of interest position by being both the consultant for GO and the proponent of the Air-Rail link. The interests of GO in improving service on the line are not shared interests with SNC Lavalin. SNC Lavalin has a vested interest in the operation of frequent, high-speed trains that do not stop in Weston, and therefore require the closure of the level crossings, or the construction of grade separations. Although GO Transit may prefer to have the level crossings eliminated, GO Transit does not require that outcome. I suspect also that GO does not require as many tracks as are being discussed.

I would therefore ask that you review the appointment of SNC Lavalin as your consultant on this environmental assessment. I understand that GO Transit is permitted certain relaxation to a full environmental assessment process as a result of a 'class' environmental process. I'm not certain that SNC Lavalin would be permitted to be part

of GO Transit's Class were it to apply independently, and act on its own behalf. In my view, this environmental assessment is fundamentally flawed by SNC Lavalin purporting to represent GO Transit's interest when GO Transit has no proper interest in closing these level crossings. These two projects should be represented separately in any proper and legally binding environmental assessment. I look forward to your considered response at your very earliest convenience.

Yours truly,

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