

Peggy Nash, MP
2849 Dundas St. W
Toronto

Dear Ms. Nash,

Thank you so much for agreeing to see me on this important issue. Herewith is a brief chronology with 'funny business' issues in bold.

1996 – Harris cancels Eglinton subway – was eventually to go to airport.

1998 – David Collenette asks for study of transit options to airport (IBI study) to force GTAA to protect land for transit.

1998 – City asks feds for money to build a subway to airport along Weston subdivision

1999 – Collenette tells IBI to add a Heathrow-like Express train to its study.

2000- Study says it's feasible, but other options need study.

2000- Collenette 'announces' study result as determining that express train is only option.

2000 – Collenette asks KPMG to study whether private sector could finance and build and run – KPMG says yes, estimates cost at \$315 Million, and says they should charge no more than \$14 per ride and they will make money in a year.

2002 – Collenette asks for an RFEIOI – 4 consortia are prequalified and are interested.

2003 – Collenette asks for an RFBC – **but quietly hides the bulk of the cost into GO Transit's improvements. Bidders will only be on the hook for about 1/3 of the cost. Now only one consortia is interested (SNC LAVALIN).**

2003- SNC Lavalin is 'chosen' by selection group. Deloitte and Touche run the selection process, despite the fact they are SNC's auditor.

2004 – Province announces matching funding for GO improvements, commits city of Toronto to another huge chunk of the cost (1/3 of most of the costs).

2004 – **GO Transit hires SNC Lavalin to run the EA for the improvements and for the ARL. EA process is a sham. SNC advises they will charge \$20 per rider, and will take over Track 1 at Union Station for the ARL (as a result of their lease deal with the City for Union station).**

2005 – SNC refuses to consider stopping anywhere else along the line to serve Toronto, except Woodbine Racetrack. Public pressure (3000 people at an EA meeting) causes GO to move EA to a full EA, and SNC Lavalin drops out as consultant.

2005 – Mayor Miller expresses continued support for ARL, and denies that the city will pay for any of it.

2006 – Federal Access to information request results in release of Stakeholder agreements attached to RFBC. GTAA will get \$25 Million for its part, and \$1.20 per rider. **They will sign a 53 year deal, and guarantee that no other rail transit can compete with SNC Lavalin. GO will pay for the rails for the ARL, and the road closures, grade separations and bridges. GO will hire CN to do the work. CN will own the rails and will lease them back to GO and SNC. SNC will build only the 2.3 km spur line to the airport, but will become a 'railway' as a result.**

2006- Request from Alan Tonks to GTAA results in confirmation **that they have indeed built the infrastructure for the ARL at the airport BEFORE the EA, in violation of**

the Canadian Environmental Assessment Act. (No federal money can be spent before the EA is final). Main estimates confirm that \$25 Million was transferred from the Toronto Waterfront Development fund to the GTAA.

2006 – GO Transit EA finally starts – apparently awaiting confirmation from new federal government that it will proceed. EA is very strange. ARL portion is not ‘project driven’. It will study ALL options and only if ARL proposal is found to be the chosen alternative, will SNC and the ARL project become part of the EA.

The concerns:

1. The ‘fix’ is in and we are wasting our time.
2. The real agenda is an express train to a casino at Woodbine.
3. The towns of Weston, Mount Dennis, Carlton Village, Liberty Village, and the Junction will be forever torn apart by the frequency and speed of trains, and will not derive one speck of benefit from the disruption.
4. The residents along the tracks, and the schools, will suffer immeasurable damage, loss of property value, and pollution.
5. The 150 year old trestle over the Humber will need to be torn down or doubled. It will effectively ruin Weston Golf course.
6. The government will walk away from GO Transit improvements if they don’t get the ARL.
7. The city will NEVER be able to use the rail corridor for public transit once the ARL is in.
8. The city will NEVER be able to run a subway or light rail to the airport because of the anti-competition guarantee from the GTAA.
9. The citizens of Toronto will not gain any benefit from over \$200 Million taxpayer dollars, which will go to private businesses (CN and SNC).
10. The decisions being made are political.

Thanks

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