

April 4, 2005

Greg Ashbee,
GO Transit

Stephan Mehr,
SNC Lavalin

Dear Mr. Ashbee and Mr. Mehr,

When we last met, we had a number of requests for information about the project. The following lists the items that we are still waiting for:

1. You promised the Board Orders for the level crossings in Weston. You supplied the most recent, but undertook, we understood, to supply the predecessor orders.
2. You advised that you have undertaken traffic studies in Weston, and agreed that you would supply us with same. Your Powerpoint Presentation indicates significant increases in traffic over the next 16 years, and we would also like to know on what basis you have made this forecast.
3. You stated that you would undertake pedestrian counts and emergency vehicle crossings in the area, and supply us with these figures.

In addition we have some questions which we hope you can help us with:

1. It has come to our attention that the land north of Church St. would not have sufficient room to allow for more tracks, and therefore would, we surmise, require expropriations. Can you advise which properties would be expropriated or partially expropriated? Similarly, would you advise concerning the properties south of Church if the mere installation of more rails would cause expropriations?
2. We asked about your plans for the crossing of additional rails at Weston Road. In particular we are concerned for the 'Holly' house which is immediately north of the railbed on the West side of Weston Road. Can you provide us such plans, and advise as to the effect on the Holly house and/or properties to the north and south of the railbed?
3. The Board Order for Weston and Mactier subdivisions expressly prohibits trains travelling at more than 35 miles per hour. Would GO or SNC Lavalin require a different speed limit, and if so what would it be?
4. Mr. Mehr advised that the plan was to use refurbished Budd Railcars, but at another meeting he advised that SNC was also considering cars similar to the ones in use for the 'O' train in Ottawa. What are the current plans? Will the railcars be fitted with Deisel Particulate Filters (DPF's), Nitrous Oxide Reducers and be able to run on Ultra Low Sulphur Deisel? Will it switch off the prime mover engine while idling (stopped). What

is the weight of this railcar compared to a GO passenger car? What is the noise level of this car compared to GO vehicles? What is your estimate of the Day-Night Sound Level (Ldn) of these vehicles at the current distances from the rail to the houses in Weston, with 140 passing per day?

5. With respect to the installation of additional rails, could you please advise as to whose plans require those additional rails? Is it GO or SNC? If it is a combination, please advise. Why is it necessary to have three lines?

6. It was stated by a member of the GO Board of Directors that 'not one nickel' of public money would be spent on the ARL. Can you please therefore advise who will be paying for the construction costs of:

a) the additional rails

b) the bridges and or tunnels where necessary

c) sinking the railbeds where necessary or expedient

d) expropriating property where necessary

e) secondary costs related to the project (e.g. widening or relocating area roads to accommodate the project or additional traffic caused by the project, the connection between GO's Bloor Station and TTC's Dundas West Station, etc.)

7. You suggested that, as a rule, emergency services (Fire, Ambulance, Police) do not use roads with grade level rail crossings to avoid potential delays. Page 2 of the Powerpoint presentation indicates you have contacted Police and EMS on this matter. Could you provide us with the names of those in these services you have spoken to?

8. Page 4 of the Powerpoint presentation contains reference to various studies for this rail corridor. In particular, Go Train Expansion Program Georgetown Corridor (January, 1991), Georgetown Corridor All-Day Service Draft ESR (February 1994), Georgetown Corridor Planning Study (March 2002), Transport Canada Air Rail Link Identification (2003) Could you please provide us with copies of these studies or reports, and provide a copy for the Weston BIA offices, the Senior's Centre, and the Weston Public Library?

9. At our last meeting it was suggested that consideration be given to sinking the railbed through Weston as a solution to the level crossing issue. Can you report to us on the feasibility of this option? Would it cause, as Mr. Hausmanis stated, the loss of the Weston GO station, and if so, why?

10. One of the drawings for the Weston sunken railbed indicates a bike path. Is it possible to incorporate a bike path along the entire route?

Thanks once again for your cooperation in this matter.

Mike Sullivan

Weston Resident,

On behalf of various groups and associations in Weston.