

Individual Environmental Assessment

for Expansion in the
**GO Transit Georgetown South Rail Corridor and
an Express Transportation Link**

between Lester B. Pearson Airport and Union Station

FACILITATOR'S SUMMARY

Public Information Centre #2

(Continuation of June 21, 2006)

September 13, 2006
5:45 - 6:30pm
Faith Sanctuary Pentecostal Church
1901 Jane Street
Toronto





Georgetown South Rail Corridor Service Expansion & Airport Transportation Link

EA Terms of Reference (ToR) Phase Public Information Centre
September 13, 2006 Meeting (Continuation of June 21, 2006 Meeting)

AGENDA

5:45 - 6:30PM	Sign In
6:30 - 6:50PM	Display boards and GO/MRC staff available for discussion
6:50 - 7:00PM	Public Facilitator's Opening Remarks
7:00 - 7:45PM	McCormick Rankin Continuation of June 21 Presentation
7:45 - 9:30PM	Audience questions/discussion
9:30 on	GO/MRC available for individual discussions

PLEASE NOTE

- If corrections are made to this summary, they will be noted with a >> symbol noting them for clarity.



Presentation by Glen Pothier, Dennis Callan and Mike Bricks

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

Public Information Centre
Terms of Reference (ToR) Phase
September 13 Meeting
(Continuation of June 21 Meeting)

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

- Will be carried out as a 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

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Food for Thought

“The knowledge of the world is only to be acquired in the world, and not in a closet”
Earl of Chesterfield

“He speaks to me as if I was a public meeting”
G.W.E. Russell

GLP/

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What is the Ontario Individual Environmental Assessment Process?

EA PROCESS

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Continuation of our June 21 Meeting

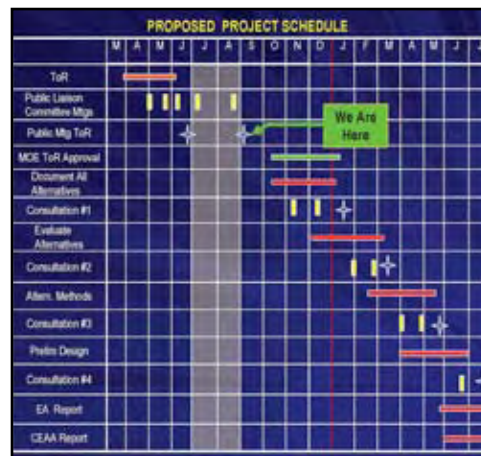
Previous meeting

- Identified the proponents of the undertakings
- Reviewed the background to this Individual Environmental Assessment (IEA) Study
- Explained the Individual EA process
- Provided the purpose for the proposed undertakings
- Discussed the planning alternatives to be considered

This Evening

- To discuss the evaluation process
- To discuss the proposed IEA consultation and get additional comments on the Draft ToR document
- To outline the next steps

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Presentation Continued...

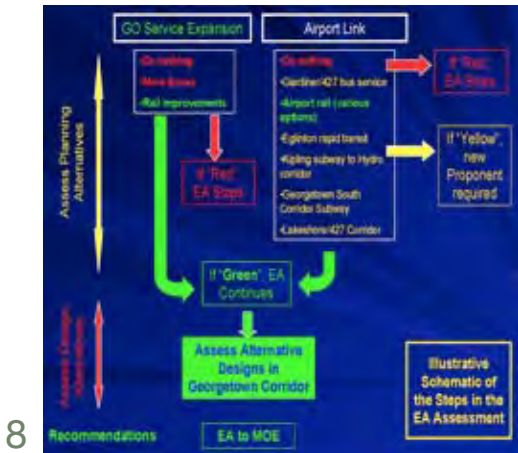


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Evaluation Methodology

- The EA Act mandates a decision making process for considering a range of alternatives:
 - 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?

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Evaluation Overview

- What is Evaluation?
 - A formal procedure for establishing an order of preference among alternatives
 - A tool to assist decision making
- Evaluation is a two step process:
 1. Predict impacts (assessment)
 2. Apply evaluation method which combines level of impact with overall importance (or significance)

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Presentation Continuation from June 21 Meeting

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Reasoned Argument Approach

- Detailed Steps in the Process:
 1. Assess potential impacts
 2. Specialists summarize the overall significance of effect and differences among alternatives
 3. Broader Project Team rationalizes the differences in alternatives to select a preferred option based on:
 - Government legislation, policies and guidelines;
 - Municipal policy (i.e. Official Plans);
 - Issues and concerns identified during consultation
 - Project Team expertise.

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Presentation Continued...

Key Principles of Approach

- Show all steps
- Clearly explain the difference among the alternatives
- Clearly explain the significance of the potential effects
- Clearly and explicitly provide the rationale for the 'logic' behind decisions

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Analysis Indicators – Level of Detail

- | | |
|--|------------------------------------|
| ■ Planning | ■ Design |
| – Macro Level | – Micro Level |
| – Strategic | – Specific |
| Measure:
Lower Level of Detail
"Proxy/Surrogate" | Measure:
Higher Level of Detail |

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Opportunities for Public Input Into Planning Alternatives

- Development of ToR (Now)
 - Seeking input and comments on method and criteria
- Once the ToR is Approved:
- Public Meeting #1
 - Details on the specific Planning Alternatives
 - Input to assist the Project Team in the selection of a preferred Planning Alternative
- Public Meeting #2
 - Review and input on the Project Team's rationale for the selection of a preferred Planning Alternative

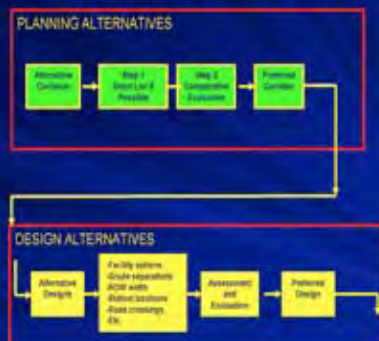
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Evaluation of "Planning Alternatives" for the Airport Link

- 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.
- Note: More than one corridor will be carried forward to Step 2.

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Overview of Evaluation Process



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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
- Note: More than one corridor will be carried forward to the next step.

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Presentation Continued...

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Step 2 – Comparative Evaluation

- More rigorous comparative evaluation of short listed 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

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Consultation During the Study

- Public meetings
- A Public Liaison Committee (PLC)
- A Technical Advisory Committee (TAC)
- Coordination with the Canadian Environmental Assessment Act (CEAA) process

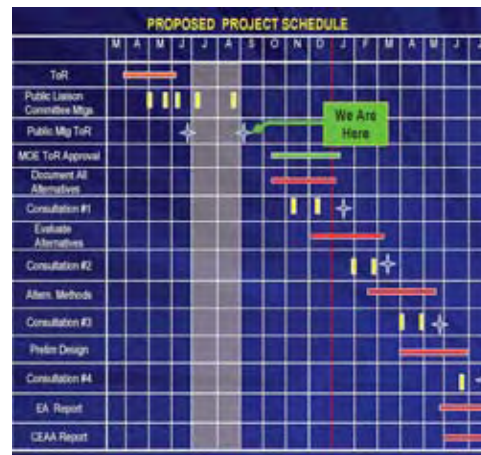
The Project Web Site will be regularly updated and is at:
<http://www.georgetownpearsonstudy.ca>

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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)

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Consultation Plan

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Opportunities for Public Input

Once the ToR is Approved:

- Public Meeting #1
 - Details on the specific Planning Alternatives
 - Input on possible refinements
 - Summary of the assessment (impact assessment information)
 - Input to assist the Project Team in the selection of a preferred Planning Alternative
- Public Meeting #2
 - Details on the evaluation of Planning Alternatives
 - Review and input on the Project Team’s rationale for the selection of the preferred Planning Alternative
 - Input on Design Alternatives to be considered



Presentation Continued...

Opportunities for Public Input (con't)

- Public Meeting # 3
 - Details on the evaluation of Design Alternatives
 - Review of the Project Team's rationale for the selection of a preferred Design Alternative
 - Preferred Design Alternative and overview of proposed mitigation measures
 - Input on possible refinements to the preferred Design Alternative and proposed mitigation measures
- Public Meeting # 4
 - Preliminary Design of the preferred alternative and proposed mitigation measures
 - Note: If no significant modifications are suggested during the consultation undertaken during the previous round, a formal public meeting may not be held

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Next Steps

- Additional comments received by September 22
- Project team to finalise Draft ToR
- Finalized ToR will include other public/agency comments
- Provide final copy on the web site and at local libraries
- Submit ToR to MOE for approval
- MOE provides 30 day comment period on ToR
- Commence IEA technical analysis

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Next Steps

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Questions/Discussion

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The Draft ToR to be Finalized

- 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 have been available at local libraries and on the project web site at

<http://www.georgetowripearsonstudy.ca>

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QUESTIONS AND DISCUSSION

Facilitator: You have been very patient. It is now time to hear from you. If you would like to speak, please hand a card to Ali in the front row. First name and initials is fine. As Ali collects the cards, for those of you whom may not be comfortable speaking here, there are comment sheets. They are taken seriously, so please feel free to use that option.

We know these are serious issues and many people feel passionately about them. Please respect the different points of view and make your comments as quickly and concisely as possible. I will ask the project team to answer as quickly as possible as well. If you have reports or submissions, they are more than happy to look at them – please don't read, tonight is not the place for that..

Would it be acceptable to have a rough 2-minute limit on comments? Not hard and fast, but I'll give you a little signal...please draw to a close then. Lets let everyone have an opportunity to speak once, then if you want to speak again, we can do that.

Question - Two quick questions. You mentioned "at a reasonable cost" in S 5.22 of the ToR – is there an actual value to that?

Response – We can't set a dollar value on it. Say you are looking at 3 corridors and they are all comparable, it would be reasonable. If there are two corridors for \$300,000 and one is \$1B – that would not be reasonable.

Follow-Up Question – Do you know if all of the alternative corridors are reasonable right now?

Response – No – not yet.

Follow-Up Question – How can you determine a preferred alternative without knowing that?

Response – That would come at the end of step two. I was talking about a two-step process to get us through the Planning Alternatives Stage, then we look at the Design Alternatives.

Follow-Up Question – I would hate to have GO spend all of this money on something that doesn't apply – it is public money. If at step one you already know that alternative is not feasible, then cut it off.

Response – If at step one, all of the alternatives are not within GO's mandate that portion of the project would not move ahead.

Question: I wanted to say that Elizabeth Hill our school trustee is here. The Mayor has accepted our invitation to Weston. For a number of us in Weston, this is the first time we have seen a P3 unfold in front of us. As we understand it, the EA process with the ARL only has an operator if in the Georgetown corridor (SNC Lavalin). If it is another corridor – who is the proponent and who pays?

Response – If we decide to do nothing or the airport link is not chosen, we will not proceed with the air-rail link portion of the study. Only if the equivalent of Blue 22 is chosen would the air rail link be the operator. If it is another solution, it would likely go over to the TTC (not GO Transit).

Question: I was happy to hear that you will be considering alternatives. It is troubling that the web site is called the "georgetownstudy" – not the Eglington link or any other option. Community is not noted as a



Questions and Discussion Continued...

concern in the ToR. From day one, the communities in this corridor have been concerned with a private operation on that corridor. It does not seem genuine that our concerns are being heard since Blue 22 is still there. We would like to see what the community has said incorporated into the plan.

Response – I want to reiterate that we are starting new on this. We are not going with the work done previously. Community concerns are very much going to be a part of the study. There is more detailed wording in the ToR with respect to the community.

Response – This is a recurring comment. We are committed to taking more than one corridor past the first step and reasonable stage. I recognize your comment and it is something we have heard before.

Question: Were the ToRs and the Facilitator's Summary from June 21 only sent to the Weston Libraries or others?

Response – The ToR and Facilitator's Summary were placed in the Mount Dennis, Weston, Rexdale, Black Creek, and Toronto reference library.

Follow-Up Question – It should be open to the larger Toronto community, not just Weston.

Response – I know they are in libraries in the area because of a concern raised by the public.

Follow-Up Question – If you wanted to get a ToR at the library, you had to pay for it.

Response – We put reference copies at the library – not copies to pick up.

Follow-Up Question – I can't see what benefit it would be to Weston or Toronto when the link is from the airport to the downtown core. I can only see negative impacts on the local economy. I work at a foodbank – many users are children and many of the volunteers are from the surrounding churches – what will happen? The phrase - "recognize value beyond cost"...was that referring to all neighborhoods or just certain ones?

Response – In response to local benefits – an option of an Eglinton rapid transit does have local benefits.

Question - I was wondering if the people on the stage are the whole project team?

Response – No, there are a number of people. Noise specialists, air, heritage, biologists, engineers etc.

Follow-Up Question – Will MRC be making the final decision then?

Response – Our project team will make a recommendation.

Follow-Up Question – Can you tell me what the socio-economic and cultural competencies are on the team? There is no doubt going to be impacts like Air quality and I am wondering what your competencies are to assess those impacts.

Response – Air quality is part of the social impact...

Follow-Up Question – What are your socio-economic experts' competencies?

Response – We can provide the list of specialists. MOE makes the final decisions – we make our final recommendation to them.



Questions and Discussion Continued...

Follow-Up Response After the Session - The list of specialists in addition to the normal “engineering specialists such as structural, geotechnical etc. include:

- Socio Economic, Noise/Vibration - J. E. Coulter Associates
- Air Quality - RWDI (Guelph)
- Heritage - Unterman McPhail Associates
- Archaeology - Archaeology Services Inc.
- Natural Environment - Ecoplans
- Contaminated Material - Ecoplans

Question - It seems that this has been going on so long. One of my first comments is about health. There is a real rise known in the population in lung disease. Diesel trains will have a huge impact on our health and it is not noted in the ToR. I agree with Ms. *** that this study still seems to go through our back door. Does TTC know they might be at the table?

Response – The TTC is on our Technical Advisory Committee (TAC) and part of the study. I worked for TTC for 16 years and understand their issues. We will make sure all of the departments of the City will be kept apprised throughout the study.

Response – Health impacts in terms of air quality will be looked at. In terms of the name of the web site, it was a challenge we have on this project. Sometimes when you are not specific, you get accused of trying to hide something. The Bradford Bypass is another example. The name of the website was created a while back. If you look at the name of the study, it is not very specific. Through discussions, we have tried to get away from talking about the Georgetown corridor, but the idea of the web site was to create recognition. If you have other suggestions, we would welcome them.

Question - At the first meeting here, I presented a petition with over 1000 names on it that the air rail link be dropped. We feel that SNC Lavalin has perpetrated a fraud on this community. If you wait for Donald Trump to build his hotel in downtown, he can use the helicopter pad to move people and you wouldn't need the air rail link.

Response – If you handed in a petition, it was from the last study. The air rail link is only one of the options in this study.

Follow-Up Comment – It is the Air rail link that is causing the problems.

Question – Since the terms of reference will be used to guide the EA, why will property values not be a mitigating factor in deciding a corridor? If SNC does operate along the Georgetown Weston corridor, it will be doing so for a profit. Why should I as a private land owner lose property value while they make a profit? I believe, that property value mitigation must be a component of the Terms of Reference.

Response – There has been a fair bit of research on the impact of public transit on real estate values and there are positive and negative impacts. A lot of studies tell us that the negative property effects are from the nuisance impacts – noise, aesthetics etc. As part of the process, we will look at those impacts and how to mitigate those nuisance effects. At the end of the day, we will document if there has been impacts. I can't tell you what those impacts are yet, but we will be looking at them.



Questions and Discussion Continued...

Question: The remarks in the presentation were of such a general nature, that they didn't add anything to anyone. To be helpful for future presentations, if under community or social, any member of the panel would use examples of other communities and impacts, that would help me and the audience. My question to the panel is simply, in future presentations do you undertake to cut to the chase and get to the floor as quickly as possible?

Response – We will try to improve our presentations in the future. Process issues are difficult and we are always looking for ways to better explain the process and the issues involved.

Question: I have three comments. The purpose of the study as defined in the ToR is to in part provide “seamless transportation” and a whole bunch of your options are not seamless. We are basically left with the air rail link unless we convince someone to build a subway. My concern is, what is reasonable cost given that we don't know what the budget is? How can you decide what is reasonable when the range of options are so enormous, that what is best may be reasonable to some, just not to you. The public has to pay for this. The third point is about mitigation. You have stated clearly to me that there is no provision for property value loss in the mitigation process of the EA. As I understand it, you look at fixing or mitigating impacts except for property values. As this is a private operator, should that private operator not be on the hook for property value mitigation? Blue 22 will not be used by everyone like a subway – only direct from the airport by business people.

Response – All of the options and suggestions are being considered. We will narrow it down to 2, 3 or 4 options. We will not rule out any option because it is not seamless. There is a do nothing option as well. We will seriously be looking at all of the options. I know there is a lot of reaction from the last study. The air rail link is the only option with a private sector component, the others are public and they will all be considered.

Response – In terms of impacts on individual properties – in terms of the EA, we look at mitigating effects. Until we understand what the effects are and how significant they are, we can't decide if they can be mitigated. As we move through the study we will address it.

Comment: It seems to me that this all began with the dream of how to link Pearson to downtown. This is not the solution. You gentleman through these public meetings have acquired a large amount of information. The industrial lands along the railways are covered with buildings – very few are left vacant. Any development of the rail way system and increase in traffic will be affecting a great number of homes and people affected by noise, odour and vibrations. Their life savings will be losing value. There are historic and traditional neighbourhoods along the rail corridor. You know there will be considerable and serious loss of built heritage. The nature of the beast is that the heritage features are along the rail corridor. 35 years ago, Mr. Davis stood up in the legislature and said we would not complete the Spadina Expressway based on environmental and cultural impacts. I challenge you to say that you know without further study that there will be serious ramifications of a railway expansion in this corridor. It must not be one of the options.

Response – I recognize that anytime we build something, there are impacts. We recognize that and we are looking at a range of alternatives and I would suggest someone along the hydro corridor would have similar comments. Through our process we will explore all of the issues.



Questions and Discussion Continued...

Question: I am trying to understand how decisions are being made. Who is the “we” making decisions?

Response – GO Transit has hired MRC which is a transportation/engineering firm.

Follow-Up Question – What proportion is public or private? Are you making decisions?

Response – We are a private corporation. We will provide the public with all of the information and make a recommendation to the Minister of the Environment. If we have made a logical case and people are generally on-side, it will get approved. We don't make any decisions.

Follow-Up Question – What percentage of criteria are you making your decisions on? Money, community concerns?

Response – Until we do the assessment and understand the effects and impacts – something may be very important but not affected.

Follow-Up Question – In terms of public well being, what proportion would influence your decision?

Response – The OEAA requires us to look at the impacts and I can't really answer that until I see what the impacts are.

Follow-Up Question – Where is the public interest? I think people are wondering where they fit.

Response – Public concerns are very important. There will be a long list of factors that are considered. Cost for example...if 6 routes have the same cost then it is not a factor, but if one damages heritage, then it becomes relatively more important. It is very hard to determine what criteria is the most important.

Follow-Up Question – I think the community has gone to a lot of work and we are wondering what you are going to do with the public input?

Response – We are in the ToR phase – we are not yet doing the study. I had a map up there with a number of routes on it. When we come back at the next meeting after the ToR is approved, we will have a lot more information on each of the alternatives. Community impacts will be evaluated for each option.

Follow-Up Question – I wanted to put community interest on the top of the list for a guiding principal for the ToR.

Question - I am the Minister of Economic Development for the Province of “Ontario. Following the point that was made With respect to my letter to the Minister of Transportation that requested this IEA...it was supposed to bring improvements. When you look at what is necessary for an urban centre to function efficiently, your ToR is too narrow With respect to how this community and the city will benefit from the infrastructure to be built. For example, the Weston Coalition put forward an option with stops along the way. The benefit of that is that it can be used by people as a rapid transit system. When I asked for this IEA, it was with a view to how to improve what we have already. You have to take the economic and social impacts into consideration. If the system met the needs of everyone in the system, there would be beneficial economic and social impacts as opposed to just people to the airport.

Response – There is the Blue 22 option and the option with red dots is more representative of the example you gave. We are going to look at other options within the community. We will be looking at an option with more stops throughout the corridor for ancillary benefits.



Questions and Discussion Continued...

Question - I have something I would like to add to the ToR. St John and HJ Alexander are public schools in the corridor. I think special reference should be made for what will be studied for both options in terms of noise and vibration during and post construction on the learning abilities of the children. I insist that this be included in the ToR rather than in the EA.

Response – In terms of the construction impacts, we will be looking at them in terms of the different planning alternatives. I think we have noted this, but I will see what I can do about being more specific.

Question - My problem is the houses along the route. My house has been for sale for months. I can't sell because people are concerned about the Blue 22 noise. I don't know what to do now. If I drop the price...in another location, my house would be worth much more. My question is, if Blue 22 is implemented next to my house, what am I going to do in terms of selling my house?

Response – I can't really give you a good answer because we don't know if there is going to be a Blue 22. It will be another year or so before we get to the stage that we could answer that question.

Question - Do any of you live in this community?

Response – I don't think any of the study team here does.

Follow-Up Question – Do you really care about this community or anyone in it?

Response – We are getting to know a number of you through the study. By the time we finish, we will understand your concerns.

Follow-Up Question – The reality is that the noise pollution does not benefit anyone. Trains going by every 8 minutes 14 hours a day is a lot of traffic. I don't see train traffic being considered. The cost – with that kind of money in a community like this – you keep referring to our community as a corridor – it is a community, not just little roads... If you really cared about the community, you would care about public transit, community centres etc. There are a lot of people that use the subway – why are there no double buses now? Double buses would be better than these trains. It is not that hard to get to the airport from anywhere in Toronto. You don't care about the community – that is what you are showing us. You don't need to do environmental tests – the community has already come out and spoken. Listen to what we are saying and do the right thing for us, not for you.

Question - In fairness to politicians, they have to have ideas to serve communities. We have seen subways become political pawns....My question is – is there a political agenda behind this project and is there a secret agenda?

Response – We are the technical people carrying out the study – if there is a political agenda, I am not aware of it.

Question - What you are hearing are legitimate concerns. I know you can't change the process, but I suggest that your list of factors be expanded to be very precise. What percentage of the decision is natural compared to cost? This community will not accept what we have heard. We the public aren't in your meetings, you are going to have to do a good transparent job of documenting how you make your decisions.



Questions and Discussion Continued...

Response – You are right, if the process is not transparent, it will not pass. Just to remind you, we are not in the study as of yet. In addition to these meetings, we will be meeting with ratepayers and homeowners as we get further in to the process. I can't give you a percentage of the factors.

Question - I am from Mount Dennis. I want to thank you all (members of the audience) for all of the work that you have done. My little section of the world is not as able to mobilize as you are. Transportation can make or break a community – remember the subway that was supposed to go through Eglinton – many people bought properties that are sitting there rotting. Mount Dennis is listed as one of the top 30 communities at risk in Toronto. I think the TTC and amalgamation has done a lot of damage to us.

INSERT VERBAL NOTES FROM TELEPHONE FOLLOW-UP WITH SPEAKER

There are going to be financial implications – get rid of the cost factors, it will strengthen the ToR tremendously. If you look at cost and timing, we are getting pushed down a road we don't want. People want public transportation that meets the needs of the community. Lets make the decisions together.

Response – I appreciate your comments and concerns. In looking at the options, the benefits to the community will be evaluated.

Question - I would like to note that costs are measurable but it is very difficult to measure the social, cultural etc. costs. You have to understand the values being used. Before the PLC, there was some meetings of another committee. I was on the committee, then uninvited because school boards were to be on the TAC. I think the representative is a technical person. I think the political and overall needs of children and schools need to be taken into account. Safety is not a design standard listed. I have a concern with that being left out and the whole brushing aside of the issue of schools. If people are not thinking about children, then I really wonder what they are thinking about.

Response – The PLC is made up of ratepayers, residents, boards of trade etc. The school boards are on the TAC and heavily consulted outside of that. You can attend the meetings, but it is not a political committee.

Follow-Up Question – I have not been informed of the committee meetings.

Response – I will make sure you get informed in future.

Question - When you mention the Minister of the Environment, is that for Ontario or Canada?

Response – Ontario.

Follow-Up Question – That means that this could be an interesting election issue if it is on time. I hold in my hand a letter in my hand from Dennis Callan “the continuation of the June 21 meeting will be held on Thursday September 13...” I know a large number of people who took the day instead of the date – there likely would have been many more people here. Peak Oil has 10,000 hits on the web and can totally change our transportation system. In the last week, six passenger planes are being built and it is believed that that will become the business transportation method of the future. That would pretty much ruin any change of Blue 22. I would like to suggest that you look at these various things and that you look at a master mass transit plan for metro Toronto. Right now you are looking at one railway/ditch – look in a circle.

Question - Who makes up the limits for smoke, noise, traffic etc.?



Questions and Discussion Continued...

Response – For noise, the MOE has guidelines, standards and protocols. For air quality there are MOE and federal guidelines.

Follow-Up Question – Are they relevant to what you are doing? For example, if you chose one option, are the limits different from another option?

Response – The limit would be the same, the potential effect would be different depending on things like emissions and receivers.

Follow-Up Question – Considering a fair bit of GO's money comes from tax payers – why are they even thinking of a link to serve a small group of people when they could use that money to serve a large number of people?

Response – That gets back to the options being looked at. The air rail link is only one option.

Question - Property Values – I live on John Street. Particularly with the ARL – what is the point of no return? Is it when you send your document to the MOE? When you do submit the document, can you add the catchphrase of “By the way, people don't want it”.

Question - Once again *** has put her pearls of wisdom before you and I hope you can engage what she says. My comments build on others...can you put up the “Evaluation of Planning Alternatives to the Airport Link” slide? Many people have commented on the rationale for the two step approach. If an alternative does not address the purpose [next slide]. If you look at your first bullet – the primary purpose is transportation to the airport, the second point is for ancillary benefits... You have created a hierarchy in your ToR that demands a solution that is not part of the local transportation network. Built right in to your ToR – you have built in assumptions that makes the primary purpose the airport and it is a fatal flaw. I encourage you to continue that so we can deal with it in a venue that will address fatal flaws.

Question - What officials will you be meeting with and why are they not here to back you up and give you input? Why is the community saying no, no, no, but as soon as the election is finished politicians will let it go. You guys said we will study noise...you said the same thing about the airport. The trains will go at 3am too.

Response – I can't take the blame for the airport stuff. We have just started this study and we will do our darndest to work with you on these issues.

Question - Is it possible for the Gardiner / 427 corridor to be examined in the context of this project? The World Fair bid – is it impacting this study? Will you consider a design charrette to look into this with residents? There are many options that could occur.

Response – From the long list of corridors, we will select one and then we will look at technologies.

Follow-Up Question – I have never heard the PRT mentioned.

Response – I spent 16 years with the TTC and I am well aware of the technologies.

Follow-Up Question – One of the original designers of GO transit is working on PRT systems - why can't you look into some technologies like these?



Questions and Discussion Continued...

Response – Thank you for the suggestions.

Question - I live on Church Street in Weston and I am opposed to the Blue 22. I am somewhat reassured that other options are being considered, but I am concerned there is the possibility of an agreement between the federal government and the parties that put the Blue 22 proposal together. I want to know how much it will cost to get out of any agreements with SNC Lavalin or other parties. I am worried this will prejudice the options. Are there any agreements that will cost the public money to get out of?

Response – I can't tell you the specifics of any agreements because I don't know them. We are looking at the other options and that aspect does not enter into our evaluation.

Question - I live in the Community at Weston Road and Church. I have a pace-maker and defibrillator – to get to the hospital, it will take me 8 minutes by bus. If you come to the community with a seam that I cannot cross in order to get to the hospital and I have to take 3 buses instead of one - what benefit would that be for me? What benefit would that be to me in this community?

Response – One of the options on the table grade separates Church and King. Your trip up Church Street would be much less of a hassle. Fire and Ambulance are inhibited right now. If Church was grade separated, then tracks would be below ground.

Question - I live on Rosemount. Who is married? Who has kids? I have a request, when you are doing your research, consider or imagine that you are talking about a train through your yard every seven minutes. Vibrating, diesel spewing with your kids in the back yard. Now explain to your spouse how this is going to benefit your family. That is what we are all concerned about – it is hazardous to our health, homes and families.

Response – A lot of your reactions are in response to a specific proposal – until we get to that stage we can only note your concerns.

Question - Thank you for being here. I think that this is a meeting to receive input on the draft ToR. If I was to sum up most of the comments – it is dealing with the concern that the ToR is too weighted to the southern options to the airport. The fear is that instead of the ToR being broadened to reflect wider concerns and options, this is a very narrow project that may not satisfy the broader transportation needs of the community. Given the origin destination functions that have changed so dramatically and that the price is too high and the demand is not there. Should we not be looking at the whole system? Is GO not worried that they are losing the flexibility in the system that would make it seamless? Do you not think the ToR is too narrow and in doing so, you are simply inputting this small line and giving it too much weight compared to the rest of the GTA? Should GO not be concerned that this will preempt opportunities to serve a larger community in the future?

Response – The Toronto airport is the busiest airport in Canada. Our current connection is by car. This study is to look at the busiest airport and the best downtown in the country. Union Station is the hub of our downtown. That is the focus of the airport link portion. There are several alternatives on the table – whichever one best serves that purpose will be chosen. GO's thrust is to bring full GO service to north Brampton, to bring people, jobs and tax dollars to downtown Toronto. GO transit brings 160,000 people a day to downtown Toronto. We are cognizant of the fact – we don't want to share the corridor with someone that will limit our ability to serve customers in the future.



Questions and Discussion Continued...

Question - I would like to address the capital cost slide... More than one corridor will be carried forward – I think you are giving us false confidence in the way you are weighting the corridors. The Spadina subway was the alternative to a highway. There is talk of extending the subway to the university and talks that funds may not be available. If you look at the Spadina subway and 407 is Jane – you can hardly use it because it is so busy. Weston Road is packed. Anyone trying to get on the 401 to the airport meets a roadblock. People are not coming from Union Station. The alternatives are looking at Eglinton, which was meant to be a TTC corridor. As an alternative route, the chances of Eglinton as a route are just about nil. At the other end of the Bloor subway, the LRT will expand because there was no money for the subway. It has taken a year for the 400 bridge expansion at Yonge Street and Avenue Road... One of your criteria is to implement a solution in a timely manner. How can this be a viable alternative?

Response – The criticism of the Class EA at the time was that no alternatives were being looked at. Many of these alternatives have been suggested by people criticizing the Blue 22. If there are other alternatives that people want us to look at, we can consider it.

Follow-Up Comment – You better take off the capital cost requirements and timely manner from the ToR.

Question - I would like to ask Dennis and Mike – who hired your companies?

Response – GO Transit hired us. That is the same as any other study. If TTC were looking at something, they would hire firms.

Follow-Up Question – How many times have you been hired by GO Transit before?

Response – Many times, TTC and MTO as well.

Follow-Up Question – I am trying to get a feeling of objectivity. If they keep hiring you, you must be doing what they want.

Response – We are professional engineers. GO hires us to do the study and we make our recommendations – GO may not agree with them.

Question – With respect to the ToR – you mention seamless-ness and timeliness. How does that factor in? Is it reasonable amount of time?

Response – There will be a number of factors. If you look at seamless-ness by itself, it would look at the amount of time taken to take the trip, if you have to change modes etc.

Follow-Up Question – Are you just going to chose the fastest route?

Response – It will be one of the factors.

Follow-Up Question – At the design stage, how will the freight lines be considered? They are not listed as factors now.

Response – We would certainly be speaking with them. When we get into the frequency of trains, we have to take them into consideration as well.

Follow-Up Question – How is it anticipated that the Blue 22 trains will bypass the GO trains on the



Questions and Discussion Continued...

line? If you have trains stopping, you only have two tracks – how will you handle the bypass and are you taking into account the impact of GO service on Blue 22?

Response – Through Weston right now is just one track. GO's end game is to put a three track corridor to north Brampton. Generally, you have one track south and one north and express trains use the middle track. That would be the same kind of mix if the Blue 22 option was chosen.

Follow-Up Question – When you evaluate, will the schedule be taken into consideration?

Response – It will not affect the GO trains. Farther north, our problem with the CN freight is because they run \$100M of freight there.

Question - The Blue 22 system is about the worst possible transit system there is. For our system and especially for the GTA, use Germany as an example. The closest option we could have that is comparable is from the Minneapolis St. Paul airport. You will see an air rail link to the airport which is a glorified street car that stops in the communities – that would service the communities. It would also improve the businesses in the area. Stop-overs will never happen with Blue 22. I keep hearing Blue 22 – it sounds like you have already made up your mind. How did SNC Lavalin ever come into this? The whole thing seems to be done in reverse. You say you are working with a clean slate, but you keep saying you are sharing with Blue 22.

Response – Only if the Blue 22 is the chosen option.

Question - What does your heart say after hearing from all of us?

Response – I understand how serious your concerns are and we will consider them when we do the study.

Adjourn: 9:50pm