

**March 18, 2005**

**Mr. Imants Hausmanis, P. Eng.  
Corridor Manager  
Go Transit Rail Improvement Program  
20 Bay Street, Suite 600  
Toronto, Ontario  
M5J 2W3**

**Re: Georgetown/Weston Corridor Rail Expansion**

Dear Mr. Hausmanis,

Please find enclosed notes from a meeting held on February 7, 2005, that have been prepared by Mr. Dan Harris. As I understand it from Councillor Nunziata, a further meeting will be held with this smaller working group, on April 4, 2005. My purpose in writing is to request in advance of this meeting that every effort be made to address issues raised in the note.

Additionally, I would request that Go Transit officials outline the process involved in undertaking a Class B Environmental Assessment, which as I understand it, is the usual approach taken for Go Transit projects. Many residents have suggested to me that because of the “unprecedented” reaction, which the public has shown to the Air Rail Link, consideration should be given to request a “bump up” to a Class C Environmental Assessment.

It is also felt that because of the number of traffic/rail interfaces, the project now more appropriately deserves to be consider through a Class C Environmental Assessment.

May I take the liberty of directing you to page iv of the Executive Summary of the GO Transit Class Environmental Assessment Document, which reads in part as follows:

The status of a particular project may be raised from one group to another within the Class (re-Classification), or from the Class process to an Individual EA (a *Part II Order*). A change in status may be initiated by GO Transit, MOE, or any agency, group, or individual (refer to Section 5.0). Circumstances that could lead to a change in status include the potential for public controversy and/or adverse environmental effects greater than initially anticipated.

Projects having far-reaching, unpredictable, or significant and immitigable impacts are not considered Class projects. They fall into Group C and require an Individual EA (refer to Section 2.2.3). Individual EAs are beyond the scope of this document. Procedures for carrying out an Individual EA can be obtained from the Environmental Assessment and Approvals Branch (EAAB), MOE.

I would also note that, pursuant to section 1.2.2 it is the responsibility of GO Transit, as the proponent of this project, to rectify the incorrect selection of the Group of projects into which a project is deemed to fall. Failure to do so is a breach of the *EA Act*. I would be most appreciative

if this could be considered by Go staff and reported to the meeting on April 4, 2004. Thank you in advance for your consideration of this request.

May I hasten to add that the Community does not object to GO Transit's plans as falling outside of the Class B Group. Rather, it is the inclusion of the Air Rail Link that is the source of controversy. Further, the ARL is not a project generally within GO's mandate and appears to have adverse environmental effects greater than initially anticipated.

Sincerely,

Alan Tonks, M.P.

Cc: Councillor Frances Nunziata, City of Toronto