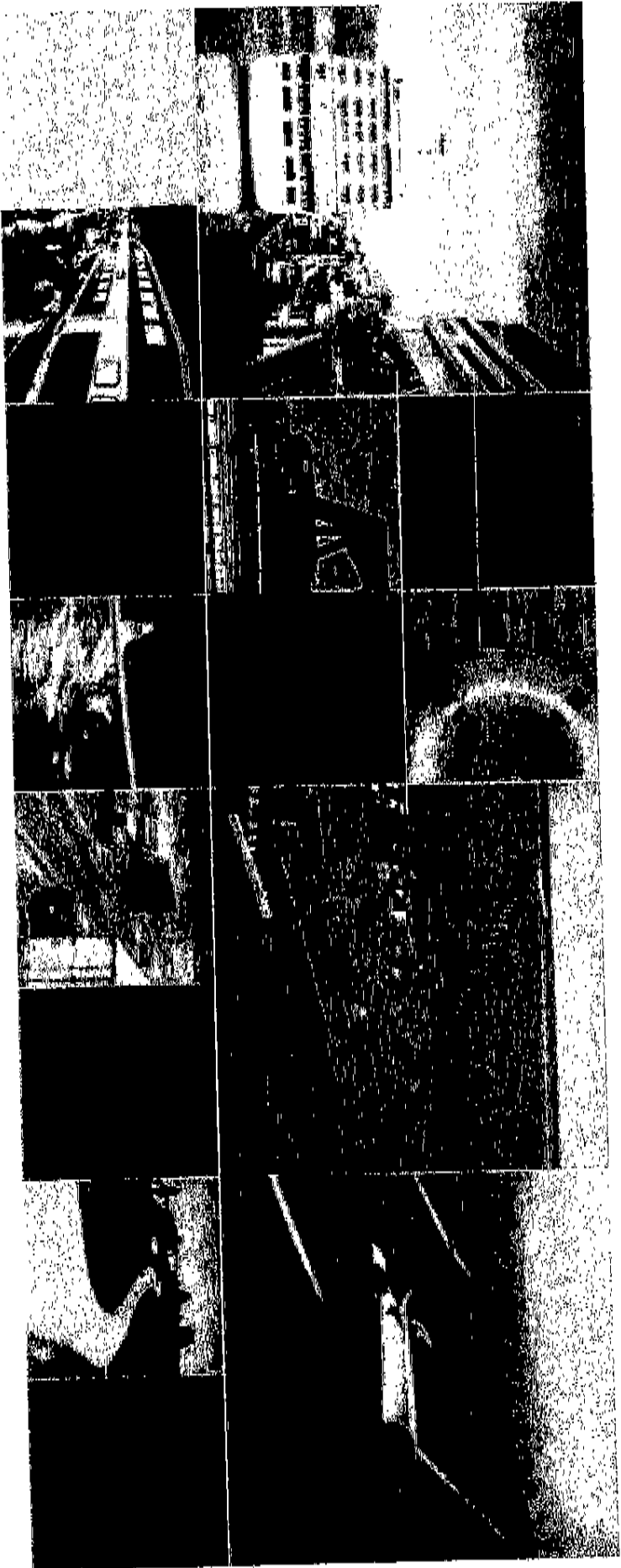


Be sure to accept the road options

Reinforcement



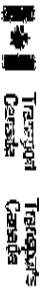
GO Transit – Air Rail Link

Briefing

April 4, 2005

(RDDIMS 1129691)

*PP
C2*



Canada

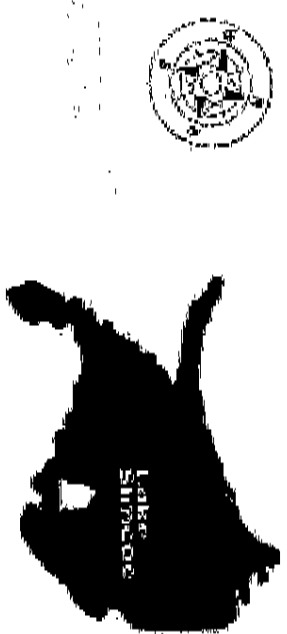


Introduction

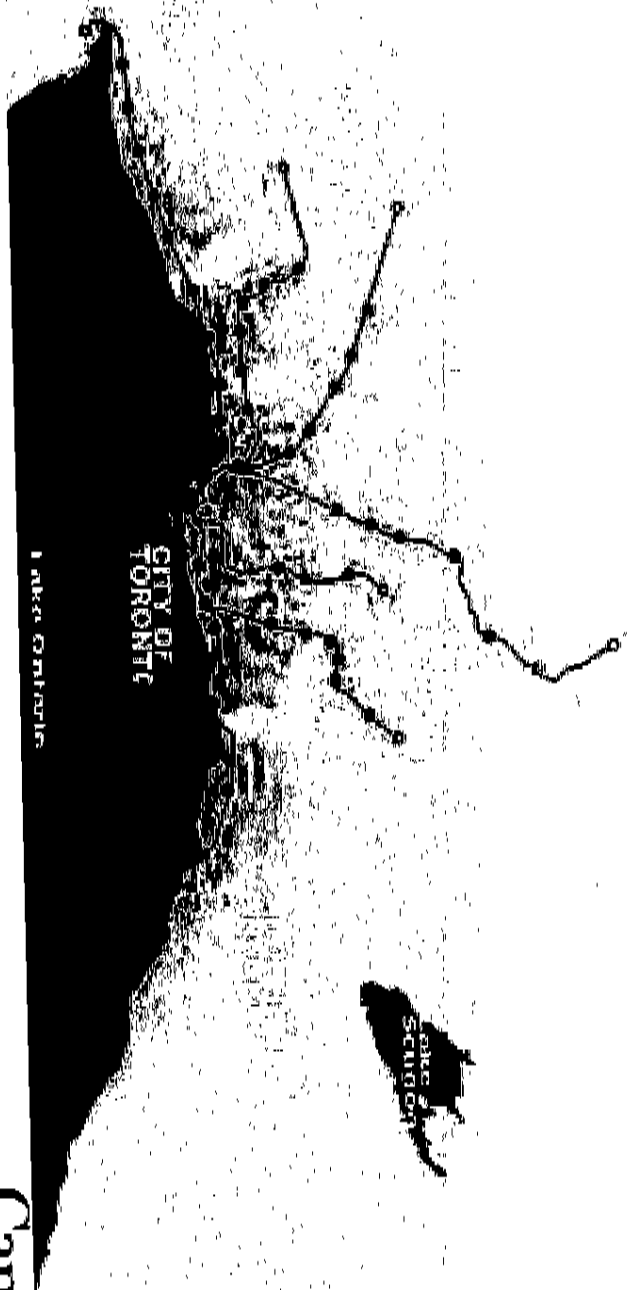
- **Background – GO Transit Program**
- **Background – Air Rail Link**
- **Weston Community Issue**
- **Next Steps**



GO Transit Rail Network



GO Train —



Transport Canada
Transport Canada

Canada

Background - GO Transit

In 2003, Canada announced a \$385 million contribution (under CSIF program) to GO Transit for a range of improvements to the GO Rail network.

Total program cost is \$1.0 billion – other contributors are Ontario (\$385 million) and municipalities (\$240 million)

- The project will allow GO to provide extra capacity and reduce the overloading on many trains during peak hours.

Canada's principle role in CSIF projects is a contributing agency, not a decision maker.



Canada

Dir Rick Anderson

Richard ...

GO Transit (con't)

- There is little/no ability to increase capacity on the road network – transit improvements are the only feasible option

The Georgetown corridor has the fastest rate of growth of all seven GO corridors

Improvements will allow GO to increase the number of trains from the current 19 /day to 32 /day

Improvements on the Georgetown line will also permit the introduction of the Air-Rail Link service.

Frank ...
...
Canada



Air Rail Link -- Project Overview

Vision

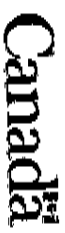
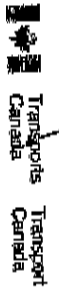
- Development of a direct, safe, secure, and rapid rail link between Canada's two busiest transportation hubs

Also see the previous page

Project Objectives

- Provide a direct and seamless passenger rail service between Union Station and Pearson Airport
- Reduce congestion by enhancing the movement of passengers while taking advantage of existing rail corridors and infrastructure
- Complement existing public transit systems
- Employ a public-private partnership

Benjamin H.?





Air Rail Link – Project Overview

Service Characteristics

Approved for project

Technology:

Diesel Multiple Units

Frequency:

15-20 minutes

Travel Time:

22 minutes

Station Stops:

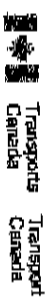
Union Station

GO Bloor / TTC Dundas West

Pearson Airport

Fare:

\$20 (approx.; based on start date)



Transport Canada

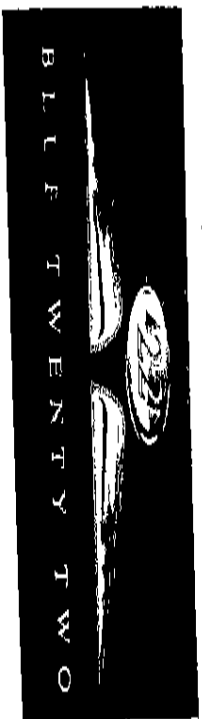




Role of Transport Canada – Project Facilitator

- Conducted feasibility studies
- Brought together stakeholders and secured their involvement
- Qualified four respondents through competitive selection process (Request for Expressions of Interest)
- Addressed issues identified by respondents to move project forward:
 - Revenue and Ridership Forecast, Routing, Operational Feasibility, Property Requirements, Environmental Assessment, Other Approvals
- Funding partner for upgrades on Union Station Rail Corridor, CN Weston Subdivision and at Pearson Airport
- Developed and issued Request for Business Case – defined scope and requirements
 - Facilitation of Stakeholder Agreement Letters to obtain commitments
 - Evaluation of business cases / Naming of successful respondent

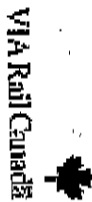
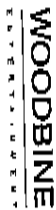
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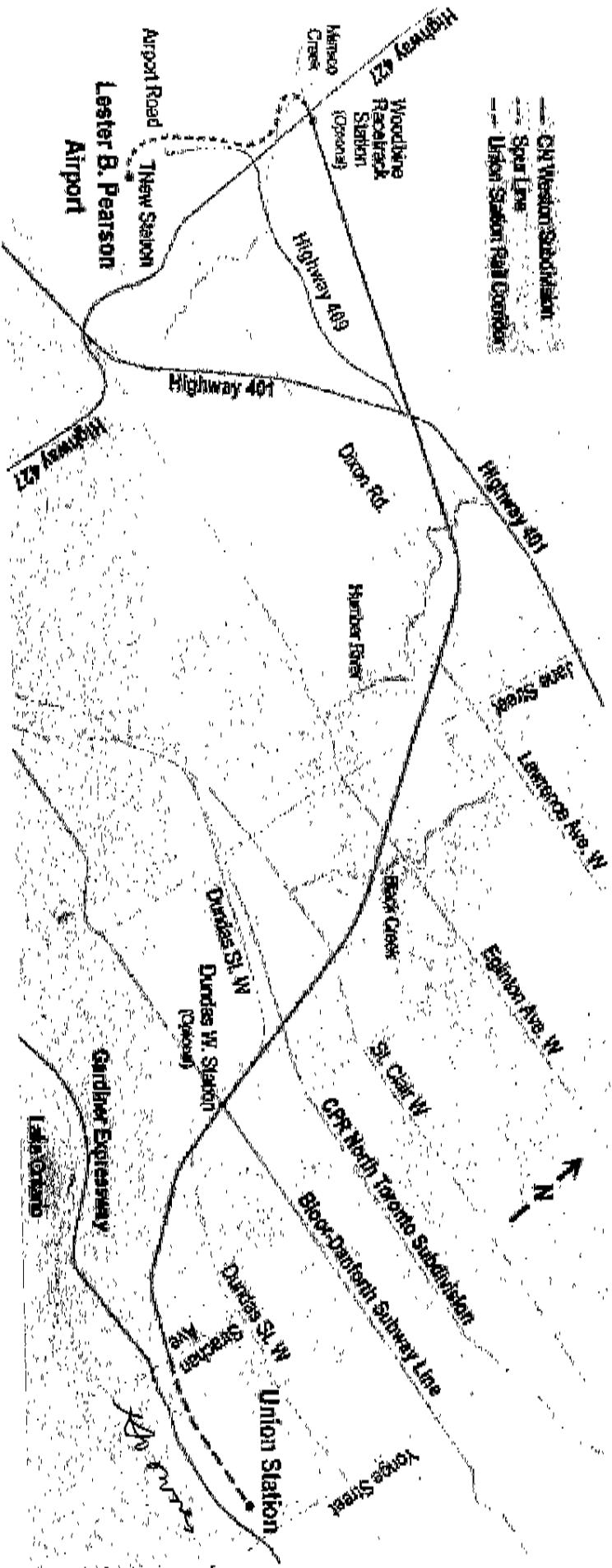
Role of Private Sector – Union Pearson AirLink Group (owned by SNC Lavalin)

- 1) Finance, design, construct and maintain spur line
 - Construct extension to airport's shared Automated People Mover station
 - Arrange for services at optional stations
 - Obtain all requisite approvals and assist with completion of EA
 - Secure property access for spur line
- 2) Operate and maintain Air Rail Link service
 - Develop schedule and acquire rolling stock
 - Obtain access and maintenance agreements
 - Obtain statutory approvals / operate service in accordance with all applicable laws

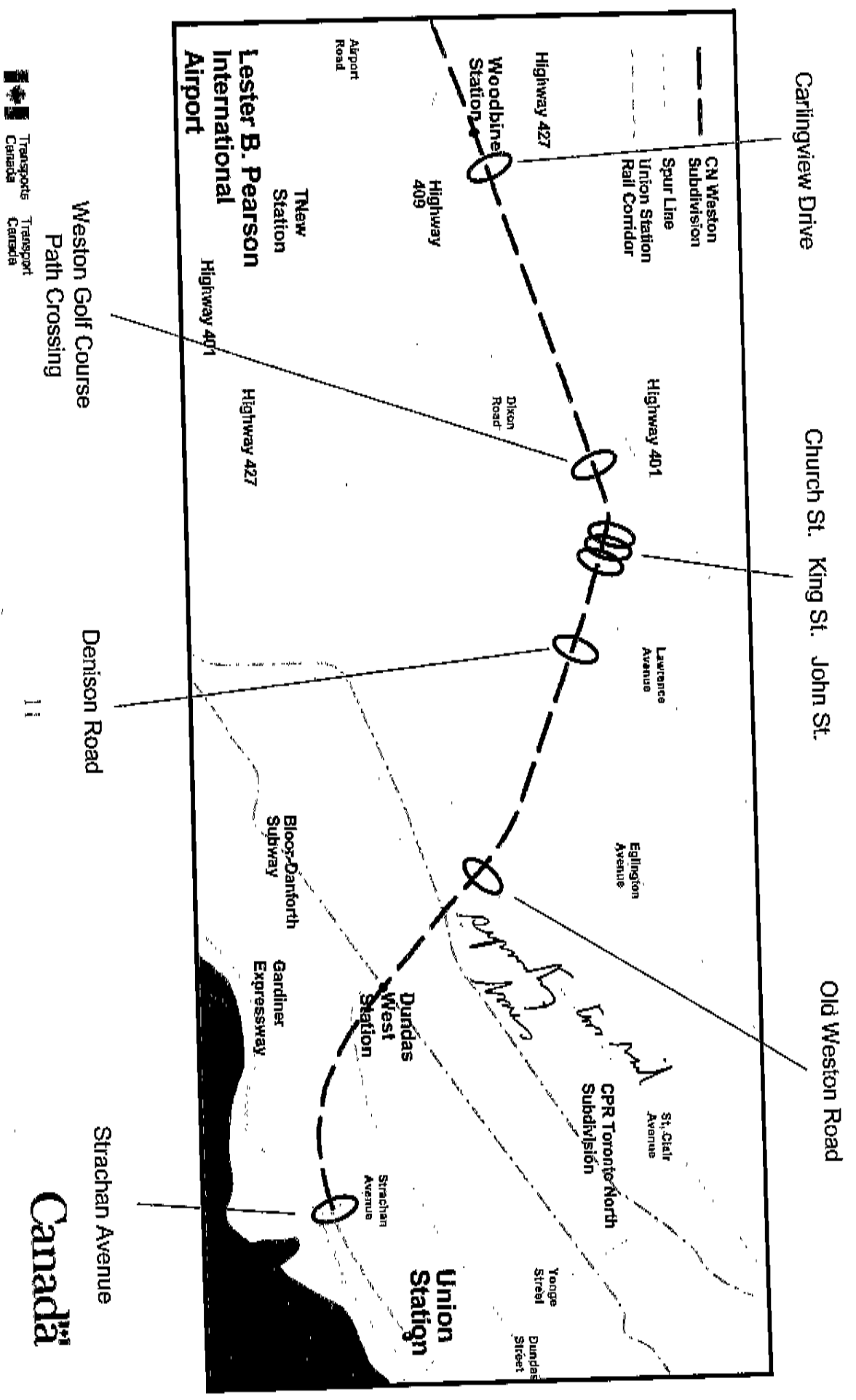
Key Stakeholders



— CH Western Subdivision
 - - - Spur Line
 - - - Union Station Rail Corridor



Existing Level Crossings



Transport Canada
Transport Canada

11

Canada



Environmental Assessment

The improvements in the Georgetown corridor (*required for the GO service enhancements and the ARL*) must follow both the Provincial and Federal Environmental Assessment Processes

Canada is involved in the Federal EA – Canada must ensure that the project is unlikely to cause significant adverse environmental effects

Handwritten notes:
Also look at
provincial
assessment



Weston Community Issue – Process to Make Decision

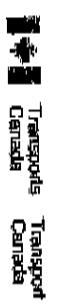
• The Provincial EA process is designed to make informed decisions between alternatives

In this case, GO has clearly indicated that it will be taking into account all factors that should be considered in making such a decision: e.g.

- Socio-economic – property impacts, noise, community linkages, business impacts
- Transportation – emergency services
- Natural environment
- Cost

Chamber has not done it either

- Canada does not have a direct role in this decision
 - Principle of allowing decisions of this nature to be made at the local level
 - Federal EA will ensure that the decision does not create any adverse environmental effects



Mrs. [Signature]
[Signature]



Status of Grade Crossings

- No decision has been made regarding what to do at the three at-grade crossings in Weston

GO has stressed that it does not intend to close all three existing crossings

GO has also committed to retaining pedestrian access

Issue is: how many roads should be grade separated, and how many closed?

While leaving all three open would maintain current community linkages, this is a costly option, and will result in the maximum property impacts — unlikely to be recommended

*Andrew
Frank*

EA Process Safeguards

The provincial process has an important "check" to ensure that rational decisions are made

If the Provincial Minister of the Environment deems that the process to make the decision was faulty, the project could be "bumped-up" and require a formal hearing under the Act

- At the federal level, Transport Canada, as a responsible authority on this project, must be satisfied that the project will not cause significant adverse environmental effects – otherwise, must be referred to Minister of the Environment for mediation or a panel review

Next Steps

- GO Transit plans additional consultation, including an Open House on April 28
- It will then undertake an evaluation of all alternatives and propose a “preferred alternative”, together with any necessary mitigation measures
- The “preferred alternative” will be presented to the public for comment at another series of Open Houses later this year
- Federal Environmental Assessment to be completed in parallel with the Provincial EA.