



April 18, 2005

Mr. Mike Sullivan
72 Church Street
Weston, Ontario
M9N 1N3

Dear Mr. Sullivan;

**Re: GO Georgetown Environmental Assessment
Your Letter to Mesrs. Greg Ashbee and Stephan Mehr of April 4, 2005**

Thanks very much for your detailed letter which you hand delivered to us at the end of the meeting organized by Councillor Nunziata at 1901 Weston Road, on April 4, 2005. We have been working to answer many of your questions and have provided most of the answers below.

Please note that some of these questions are going to be answered in more detail as our work progresses and further details will be provided at the next public forum so that the entire public body can also be informed. A few suggestions in your list of questions and concerns are now being incorporated into some of our design concepts and will be further refined in the months to come.

We also would like to receive further comment from the rest of the community at the April 28, 2005 meeting, before we complete and refine the viable options. The following is our response to your questions in the same sequence as presented in your letter:

Board Orders: The most recent Board Orders were relayed to you as you requested at the February 15, 2005 meeting by GO Transit. For predecessor orders you should contact either CN or CP. They would be able to more readily process this request.

Traffic Studies: We answered you, and all present at our meeting on February 15th, 2005, that we would be undertaking traffic studies once we had collected the necessary traffic information from the City of Toronto and, where necessary, through additional traffic counts at intersections where none is available. We also promised to give you a copy of the traffic count data once we had assembled it.

A very comprehensive data file (in PDF format) is now ready and will be sent to Councillor Nunziata's office via Mr. George Berger. The Councillor's staff had the sign-in sheet and can pass this information to you.



We are working on the area traffic impact assessment in relation to various rail crossing options/combinations at John, King and Church, and will present our findings at the April 28 2005 Public Information Centre (PIC).

Pedestrian Counts: To get more accurate counts, we chose to postpone the pedestrian counts across the railways (at John, King and Church) to avoid the negative bias that winter weather would create. Spring and summer are peak walking times in the Weston community and therefore the number of pedestrians crossing at these locations will be higher. We will undertake this exercise shortly and will have the results available soon.

Emergency Vehicle Crossing: We have contacted the appropriate City staff and are waiting for this information. We will forward same once available.

In answer to your additional questions:

1. We are looking at all potential property impacts associated with the proposed addition of the new tracks within the existing CN Corridor both north and south of the Church Street crossing. While we do not know the source of your information (you did not disclose your rail design expert in your letter) we can confirm that the additional proposed track locations in Concept Options 1 and 2 are within the existing CN Right of Way (R-O-W). Expropriation may be necessary with respect to some of the Church Street under pass or over pass options in relation to Church Street itself. We will be able to show these impacts to you and the general public at the April 28, 2005 PIC.

Other options, such as lowering the CN rail corridor in this area, seem, at this point in time, to be the best way of avoiding expropriation as much as possible. Again, we will be showing you and the community the impacts of that concept at the April 28, 2005 PIC.

2. Your concerns as a community to the possible impacts to Holley House were heard and documented during the February 15 meeting. We are required to review and address any issue related to historical properties as per the Provincial Environmental Assessment review process. We note that we have been aware of this item prior to it being mentioned at that meeting. One of our options, which places the proposed additional 2 tracks on the north side of the R-O-W would be the best option near Holley House. It may also be a better option technically for crossing the Humber River Valley.

We also realize that at this location there is now, with this expansion, a “once in a lifetime” opportunity (with the involvement of the City of Toronto) to improve the stretch of Weston Road between St. Phillips Road and Oak Street. This part of Weston Road is now constrained by the existing CN structure and we have an



opportunity to look at improving both the structure and Weston Road itself. In this respect the City needs to be a partner both politically and financially to work out the details of improving this passage so that all in the community can benefit from this longer term improvement.

3. The current CN time table indicates that the speeds for passenger trains and freight trains through the Weston area from just south of John St. to north of Church St. are 80 mph and 60 mph respectively. However, due to the three level road/rail crossings, CN has imposed a speed reduction to 35 mph for passenger and freight trains through this area. With the future elimination of the at grade road/rail crossings at John, King and Church St. CN would remove the speed reduction and passenger trains, (VIA, GO and Air Rail Link) would be permitted to travel at the rail corridor speeds of 80 mph and freight trains at 60 mph. Please note that this only applies to the CN corridor and not to the CP corridor.
4. A final decision has not been made on which vehicle will be used for the Air Rail Link service. The vehicles used must comply with all Federal regulations with respect to passenger rail trains and, in that respect, remanufactured Budd cars would be accepted. The diesel engines used in the final vehicle will comply with Federal regulations with respect to emissions, which include being able to run on Ultra Low Sulphur Diesel fuel. The Air Rail Link trains will have the capability to shut down the engines and be plugged into wayside power when not in service.

The final exact weight of the Air Rail Link vehicles has not been determined. However they will likely be less than half the weight of a GO or VIA locomotive and slightly more than the weight of a fully loaded GO bi-level passenger car. An independent consultant will be used to determine the noise level impact of all future rail service in the corridor.

5. The current CN corridor infrastructure was identified by GO Transit as limiting in capacity and inflexible in terms of both regular and emergency operations. This is particularly true on the single track segments where should there be a disabled train, all operations would come to a standstill. This single-track segment lies between the West Toronto Diamond and Highway 401. The increase in capacity is to:
 - Offer operational flexibility to all existing services including CN, GO and VIA
 - Add capacity to all existing services including CN, GO and VIA, and,
 - Allow capacity to enable a service like the Airport Rail link to operate in combination with the other existing services.



The combination of needs to improve the corridor and provide better on-time performance of all the services requires a total of 3 mainline tracks. As shown in the PIC presentation slides (of which you already have a copy), the three-track section goes as far as the Air Rail Link Spur Line into the Airport at Highway 427. The section between Highway 401 and Highway 427 has three tracks plus the service tracks to enable CN to maintain the flexibility in their operation and in servicing nearby industry, which is vital to the continued economic well being of this part of the City. Also, the CP MacTier Corridor adjacent to the CN Weston Corridor is not part of the expansion options.

6. The Federal Government commitment to the Air Rail Link project was made clear when the Minister of Transport announced the preferred bidder in November 2003. All the major stakeholders were present at the official announcement at Union Station including the Chair of GO Transit, the Mayor of Toronto and officials from CN Rail and the GTAA. At this event, it was made very clear that Federal funding for the expansion of the Weston Subdivision Corridor would “facilitate the operation of the Air Rail Link and benefit GO Transit, VIA Rail and Amtrak’s passenger services and CN’s freight service”.

The Federal commitment in terms of funding ended there. In terms of the cost of operating the service, there will not be any public subsidy given.

Union Pearson AirLink Group is responsible to provide all the financing for:

- designing and building the 3.5 km spur line from the Weston Corridor to the Airport;
 - designing and building the amenities related to its service at Union Station, Bloor Station and at the Airport Terminal (its portion of the Airport Rail Station next to the APM station now under construction);
 - providing the vehicles (compliant to Transport Canada standards) to run the service at the promised 15-minute schedule as per the requirements set out by the Transport Canada Request to Bidders;
 - operating and maintaining the service as a self-standing private operation without any public subsidy.
7. During our April 4, 2005 public meeting, Mr. Scott Cowden of the Toronto Fire Department explained how they operate their emergency vehicles over level crossings. The answer was made clear that as a rule, the emergency services have alternative routes they will use around all level crossings but will use level crossings when they deem necessary. They also dispatch their services from



more than one location to deal with any traffic congestion or rail crossing issues should that happen.

8. Mr. Greg Ashbee handed these documents to you after the GO Board Meeting of April 8, 2005.
9. We are now looking, thanks to valuable community input, at an alternative to lower the track north of the Lawrence Avenue crossing to go under the existing level crossings and we will be determining the impacts to the existing Weston GO Transit station. More will be shown at the April 28th PIC.
10. We will further investigate whether a bike path can be accommodated within the existing R-O-W. However, we note that CN and CP own the R-O-W and any use, other than that for rail operations (GO, CN, CP, VIA, etc.), will require their approval. In other areas south of Weston, the Railpath initiative is planning on using excess lands not required either by adjacent landowners or City owned land next to the rail corridor. You may also wish to consult the City regarding their program for bicycle route expansion.

We thank you for your valuable input into this study.

Yours Truly

SNC-Lavalin Engineers & Constructors Inc.