

ETP-EM



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Office of the President & Chief Executive Officer
 J. Robert S. Prichard

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June 23, 2009

Hazel McCallion
 Mayor
 City of Mississauga
 300 City Centre Drive
 Mississauga, ON L5B 3C1

REFERRAL TO _____ **REGISTRY No.** 2576
 RECOMMENDED _____
 DIRECTION REQUIRED _____ **DATE** JUN 23 2009
 RECEIPT RECOMMENDED _____
FILE No. Q.01.22

MAYORS OFFICE

Dear Mayor McCallion;

The Chair has asked me to respond on his behalf, and thank you for this opportunity to provide comments on the correspondence from Mike Sullivan, Chair of the Weston Community Coalition, regarding the Georgetown South Service Expansion and Union-Pearson Rail Link project.

As you know, this important project is part of the Metrolinx regional transportation plan, The Big Move. This service expansion will enable an additional 64 million passenger trips on transit serving a corridor that is already at capacity. Travellers will be able to access new services including:

- Two-way, all -day local service between Toronto and Georgetown, and between Toronto and Bradford;
- All-day express service between Toronto and Brampton;
- New peak period service between Toronto and Bolton and
- A new rail link between Union Station and Pearson International Airport.

As a legacy project, which has received previous funding from the Federal and Provincial governments, the Rail Link is just one of the seven rapid transit lines that will service the airport precinct. Connectivity to this important employment hub will be improved for residents of Mississauga by the Mississauga and Highway 427 transit ways.

Mr. Sullivan is quite correct that this GO service expansion will increase the number of trains that will serve the Weston community. However, the numbers he quotes do not reflect the phasing plans outlined in The Big Move.

On opening day, GO Transit hopes to introduce an equivalent number of GO trains on the Georgetown Line as it currently operates on the Lakeshore Line. That is approximately 60 trains per day. The largest number of commuter trains per day will be in the relatively short stretch after the Milton, Bradford, and Georgetown Lines converge around Bloor St. This is south of the Weston community.

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The number of trains in this part of the corridor includes the 30 existing trains on the Milton and Barrie services, for a total of approximately 90 daily trains.

Our planning assumptions for the Union Pearson Rail Link are based on an expectation of 140 trains per day. These trains will consist of two self-powered vehicles which are very different from the trains currently operated by GO Transit. They will be less than twenty percent of the length of a GO train and have a carrying capacity of approximately 165 people. It should be noted the potential operator of the service, SNC-Lavalin, has said that the vehicles will be designed to achieve the highest standards for emissions reduction. The Union Pearson Rail Link will also be serving the Weston Community with a fully enhanced stop.

It is also important to note that in order to achieve the expansion in this corridor as outlined in the 15-year plan of The Big Move and as indicated by Mr. Sullivan, electrification will be required. It is simply not possible to provide that level of service using the current diesel trains and signalling technology.

The current work plans, therefore, include the following infrastructure which prepares the Georgetown South corridor for electrification:

- All structures (bridges and grade separations) will be designed and constructed to meet the height requirements for electrification;
- Track spacing is being designed to allow for foundations and columns needed to hang necessary wires that provide electricity to trains;
- Signal systems are being upgraded to allow for more frequent rail service and reduced distance between trains; and
- GO Transit is researching a dual mode/twin engine locomotive concept which could operate on electrified or non-electrified lines;

Lastly, the fares for this service are currently being negotiated by SNC Lavalin and Infrastructure Ontario. The new fare structure will be confirmed once the contract has been finalized.

We appreciate Mr. Sullivan's concerns and are working closely with him and the Weston Community to find solutions which provide the most benefits and the least disruptions to the community, while continuing to build a regional transportation system where all travellers will have more choices and greater reliability of travel time.

Thank you again for this opportunity to provide input.

Warm regards,

Original signed by

J. Robert S. Prichard
President & Chief Executive Officer

From: Mike Sullivan [mdsullivan@cep.ca]
Sent: 03/05/2009 8:44 AM
To: Hazel McCallion
Subject: Air Rail Link

FILE No.

MAYORS OFFICE

ETP-EI-3

Dear Mayor McCallion,

It's been 4 years since we last corresponded on this subject. I know the city has refused to enter into the 'stakeholder' agreement to permit SNC Lavalin to use city of Mississauga land and roadways to build their Air-Rail-Link to Toronto. I'd also like to get your advice, as a member of the Metrolinx and GO Boards of Directors, on how best to proceed on this topic.

As we understand the plan currently, Metrolinx is building infrastructure in Toronto (through GO) to permit the use of the Georgetown corridor for an Air-Rail-Link. The link will connect Pearson and Union. It will not serve residents west of Toronto in Mississauga, Brampton, Georgetown, etc. Metrolinx is planning to introduce 15 minute all-day service using GO between Brampton and Toronto Union. So, your residents who wish to access the airport by rail, will get on a train in Brampton or Bramalea, go past the airport, get off, get on another train, pay another fare (quite large) and come back to the airport. No provision is being made for rail connections from the west.

Secondly, the plan is for all services on the corridor to be diesel, for the foreseeable future at least, and forever for the Air Rail Link. In Mississauga and Brampton, there will be an increase from 25 trains per day to 150 or more. Past the airport, there will be 350 to 414 diesel trains per day. It will be the busiest heavy rail corridor on the planet. Metrolinx own Big Move definitions require these services to be electric. But they are not planning on electrifying when installed. Instead they will be diesel for probably 15 years. Then, if money can be found, another round of construction as the line is converted to electric.

The Air-Rail-Link itself is touted as a 'green' exercise, taking 1.2 Million cars off the road. That's hogwash, unfortunately. If, as promised, it will be Tier 3 diesel, the air-rail-link will actually cause as much as 10 times the pollution of the cars it takes off the road. Based on the 1.2 Million cars off the road figure, that results in 12 passengers per railcar, on average, over the year. (Two car sets, running 140 times per day, over 365 days per year). Tier 3 engines on this Air-Rail-Link will produce, on a per-mile basis, 21 times the Reactive Organic Gases, 104 times the Nitrous Oxide, and 117 times the Particulate Matter of an automobile. Our figures come from an EA study done in Santa Cruz with similar vehicles, in 2004. With only 12 cars being taken off the road per ARL vehicle, this is a significant increase in noxious pollution. It will generate the same quantity of Greenhouse Gases as the cars taken off the road. With a maximum capacity of 60 passengers, it will be physically impossible to reduce pollution. The problem can only be corrected by making the air-rail-link be electric.

We have always felt this was a bad idea, and an example of bad planning, spurred by Mr. Collenette's desire for a 'Heathrow Express' service for the business clientele of Toronto. Times have changed. We can no longer afford to keep making bad mistakes. If GO transit will whiz by the airport 4 times per hour, why is no provision being made to allow GO access to the airport, from both directions? It would probably require a tunnel, but we are spending \$855 Million on this monster, so we should do it right. If the objective is to reduce pollution, this plan does not meet the test. It can never carry enough passengers to pollute less than the cars it supposedly takes off the road. And like the 407 Highway, we are essentially giving away precious transit infrastructure so the private sector can make a profit. And like 407, the private sector will charge fares high enough to keep the limited capacity trains from being crowded, to maintain the 'premium' service.

We here in Weston are facing an environmental disaster, with road closures, 350 diesel trains per day (that's one every 3 minutes or so) along a densely populated rail corridor. And we will be raising that issue as well. But we hope that the communities west of the airport will also sound alarm bells over a bad plan that doesn't serve them.

Mike Sullivan,
Chair
Weston Community Coalition
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Weston, ON