

METROLINX REGIONAL OPEN HOUSES



Meeting Summary Report [3 of 13]

Bramalea Secondary School, 510 Balmoral Drive, Brampton

November 14, 2016

6:30 pm – 9:00 pm

OVERVIEW

Metrolinx hosted 13 Regional Open Houses between November 7th and November 29th, 2016 in multiple municipalities across the Greater Toronto and Hamilton Area (GTHA). The purpose of the meetings was to share information, review proposed mitigation strategies, and seek feedback on the following three Transit Project Assessment Process (TPAP*) projects to build new track and electrification infrastructure on Metrolinx-owned rail corridors:

- GO Rail Network Electrification TPAP (with Hydro One as co-proponents);
- Barrie Rail Corridor Expansion TPAP; and
- Lakeshore East – Don River to Scarborough Expansion TPAP.

The Regional Open House meetings also included review of Metrolinx's Regional Transportation Plan, providing an opportunity to formally incorporate new insights into the plan, while ensuring momentum is maintained on the projects underway.

Approximately 15 people attended the third of 13 Regional Open Houses at Bramalea Secondary School in Brampton. The meeting began with a 30-minute open house, including a display of information boards for review. Karen Pitre (Metrolinx) delivered a 30-minute overview presentation on Electrification, and Nicole Swerhun (Swerhun Facilitation) facilitated about 30 minutes of questions from the audience. Following questions, Alain Carriere and Kyle Hellewell from RWDI were available to address questions about noise and vibration impacts and mitigation options. Kelly Jamieson (Toronto

and Region Conservation Authority) and Melissa Webb (Metrolinx) were available to address tree removal impacts along the corridor and discuss the idea of a new standardized compensation protocol. At the same time, Metrolinx staff and technical experts were available to speak with participants around the information boards and roll plans. Please see the *Appendices* for the meeting agenda, the feedback form, and a list of reference materials provided.

Casey Craig and Nicole Swerhun, third party facilitators with Swerhun Facilitation, wrote this meeting summary. The purpose of this summary is to document detailed feedback from the meeting; it is not intended as a verbatim transcript. This summary will be shared with participants who provided an e-mail address upon sign in and is posted at gotransit.com/electrification. If you have any comments or questions about this summary, please contact electrification@metrolinx.com or 1-800-GET-ON-GO or (416) 869-3200.

**The Transit Project Assessment Process (TPAP) is the Environmental Assessment (EA) process for transit projects.*

SUMMARY OF PARTICIPANT FEEDBACK

There was a wide ranging discussion among participants. The remainder of this summary documents the points raised (and answers provided) in detail, however the bulk of discussion focused generally on the following two areas of interest:

- 1. Opportunities for continued GO service increases to Brampton.** Questions and ideas related to:
 - Accelerating negotiations for the potential freight bypass;
 - Travel time savings that can be achieved with electrification;
 - How quickly construction can start; and
 - What method of procurement will be used, along with an interest in seeing strong contract oversight from Metrolinx.
- 2. Observations of the relatively limited participation at the meeting, accompanied by suggestions related to the public consultation, including:**
 - Interest in seeing public consultations announced on the GO train in the weeks leading up to the meeting;
 - Potentially locating the meeting more centrally in Brampton; and
 - Doing a public presentation of the same material to Brampton City Council.

DETAILED MEETING SUMMARY

After the overview presentation, participants asked questions of clarification and provided feedback on various Metrolinx projects. Note that the questions have been organized in general topic areas, so that multiple questions raised (and responses provided) on similar or related points can be read together. As a result, the questions don't necessarily follow in chronological order.

The summary below is organized in two parts: questions and answers and feedback and advice. Karen Pitre (Metrolinx) provided responses to the questions. Responses are noted in *italics*, where provided.

Questions and Answers

Electrification infrastructure

1. **Will you be using existing track or will you need to acquire new track for electrification?** *Metrolinx is only working on Metrolinx-owned corridors, and new corridors are not being acquired as part of this EA. There will be track expansion along Metrolinx-owned corridors. Metrolinx is negotiating with freight companies the longer term possibility of building a freight bypass to expand service on the Kitchener line.*
2. **What's the construction timeline for this project?** *When will shovels likely be in the ground? There are a number of discussions underway about how best to procure the work, since it is a fairly large project. Within a year it is expected that procurement will start, and the exact timing of the "shovels in the ground" depends on the procurement.*
3. **Is this project mindful of the upcoming fixed-date Provincial election in June 2018?** *One would hope that this would influence when this project gets started. Metrolinx is working hard to move these projects forward because of the public interest in seeing improved transit as soon as possible.*

Procurement, partnerships, and construction

4. **Are you doing a public-private partnership for the design, build and maintenance of this project?** *We will be using Infrastructure Ontario's Alternate Finance Procurement (AFP) model. Specifications will be given to the contractor who will do the design and build work. This is the same model that was used to build the 'Spur' at the airport.*
5. **What is the timing of construction for the 4th track north of Parkdale up to the cutoff where there are 2 services running on the UPX tracks?** *Procurement for the tunnel under the 401 is underway. The RFQ just closed. The work will be done as a design/build.*

Diesel versus electric

6. **How will the relationship be between diesel and electric service work?** *Will diesel be super-imposed on top of electric? Will people need to transfer between different trains? Discussions are underway now to determine the service plan and rolling stock with electrification. With electric trains terminating in Bramalea, the intention is ensure a seamless integration with service further west on the line.*

Service planning

7. **Will service be impacted during the construction of electrification infrastructure?** *Metrolinx does not anticipate service impacts. There is more capacity on the corridor now since the completion of the Georgetown South project track expansion, and the machines that install the overhead wire can complete that work overnight. Service disruptions are not expected.*
8. **Can we expect an increase in service before electrification of the corridor?** *Midday service was added in September 2016. We intend to add weekend and evening service as we progress. This*

depends on a freight bypass agreement. We would have to work around the construction schedules in order to deliver increased service on weekends.

9. **The midday service added to Brampton in 2016 has been amazing. The 2016 Provincial Budget announced that evening and weekend service would come in fiscal 2016 - 2017. Is there any update on this?** *We don't have an update now, but this is still our intention.*

Travel time savings

10. **Do you know what the projected travel time savings would be once the corridors are electrified and service is increased?** *Diesel cannot accelerate as fast as electrics. Overall, electric trains can achieve higher speed as well, but the signal system has to be upgraded. The existing signal system was designed to allow trains enough time to stop safely. If you increase the speed of the trains, the time it takes to stop a train increases, and therefore this requires that the signal system be upgraded.*

Missing Link Freight Bypass

11. **There is an Agreement in Principle with CN Rail to bypass freight trains from the Kitchener corridor. How long will the freight bypass study take?** *Yes, we have an agreement in principle but that's not the same as a final agreement. The bypass is a massive infrastructure project that has to go through its own environmental assessment process, therefore it is still a few years away.*
12. **How long does Brampton need to wait for a freight bypass, and why should we have to wait? Is there any indication that Brampton will move ahead with CN Rail for a freight bypass and not wait for an agreement with CP (which could take years and years)?** *Will we wait until every issue has been resolved? The system has been built incrementally, over time, and that's very likely how things will continue. This is very high on Metrolinx's radar.*

Corridor improvements

13. **The location of this meeting means it really focuses on the area east of Brampton, however there are a lot of people west of here who are very interested in seeing increased service west of Bramalea. Are there any planned improvements west of Bramalea along the Kitchener corridor before you electrify?** *Any service improvements west of Bramalea are tied into the freight bypass. If we're unable to do the bypass, there is one additional track planned to Mount Pleasant.*

Feedback and Advice

Specific advice and suggestions for Metrolinx included:

Contract management

- **Contractors always look for shortcuts.** Metrolinx needs to really manage the AFP process.

Information sharing

- **Show travel time savings** on Metrolinx Electrification information boards.
- **Share the difference in carbon footprint between a diesel train and an electric train.** Use a catchy info-graphic that communicates this important factor to the public.
- **Include information on the freight bypass Agreement in Principle** at future Brampton meetings to give people an opportunity to see, understand, and keep track of these issues.

Corridor improvements

- **Design noise walls in such a way that reduces the likelihood of graffiti.**

Public consultation suggestions

- **Advertise public meetings on the GO Trains.** Have the GO Train conductor announce public meeting information on the train in order to better promote public meetings to a broader audience. This could happen one week and/or two weeks before the public meeting and would reach the tens of thousands of people that use the GO service.
- **Brampton City Council would benefit from this discussion.** During the LRT debate, they said that their highest priority was seeing all day, two-way service. I suggest you deliver a similar public presentation to Brampton Council. Media would be able to attend and the presentation would be on the official record. *Municipal officials receive briefings on this material, and correspondence with all politicians has occurred along the every corridor. There has also been extensive outreach in terms of educating people along the way.*
- **Hold meetings in the North West area of Brampton.** Consider the Rose Theatre, which may result in better attendance. Also consider starting the meeting 30 minutes later.

NEXT STEPS

Nicole Swerhun advised that all 13 meeting summaries will be available online early in the new year, along with an integrated summary identifying common themes across all meetings.

Participants were encouraged to tell their friends and neighbours about the opportunity to provide feedback. The same questions posed at the Regional Open House meetings will be available for feedback online until December 14, 2016. Participants were encouraged to provide their email address to ensure they receive up to date project information.

Appendix A: Meeting Agenda



The purpose of these Open Houses is to learn about key transit projects relevant to your community, provide feedback and talk to Metrolinx staff. Topics include:

- Discuss Environmental Assessment (EA)/Transit Project Assessment Process (TPAP) to build new track and electrification infrastructure in the following areas:
 - GO Rail Network Electrification TPAP (Hydro One as co-proponents)
 - Barrie Rail Corridor Expansion TPAP
 - Lakeshore East – Don River to Scarborough Expansion TPAP
- Review of proposed mitigation strategies
- Review of the Regional Transportation Plan (RTP) providing the opportunity to formally incorporate new insights into the plan, while ensuring we maintain momentum on the projects underway

AGENDA

6:30 pm	Open House
7:00	Welcome, Introductions and Agenda Review <i>Swerhun Facilitation</i>
7:05	Overview Presentation <i>Metrolinx</i>
7:35	Facilitated Questions of Clarification
7:45	Working Sessions (on Noise & Trees), Display Boards & Roll Plans 7:45 – 8:15 Rotation 1 8:15 – 8:45 Rotation 2
8:45	Wrap-Up Plenary Discussion & Next Steps
9:00	Adjourn

Trees

What type of compensation would you like to see considered when trees are removed:

On your property?

In your community?

From the watershed?

Any other thoughts or advice?

Do you have any other feedback to share at this point?

Please write here if your comments are related to a specific GO corridor

CORRIDOR NAME: _____

Please write here if your comments relate to the GO system as a whole

Please hand your written comments in at the Sign-In Table before you leave and/or share your thoughts online at www.metroinxengage.com

All feedback received by Wednesday, December 14, 2016 will be incorporated into a summary of input and advice received during the regional open houses in November. Each of the 13 regional open houses will have a summary, and an overall integrated summary will also be produced. The summaries will be posted online and shared with all participants providing an email address.

Appendix C: List of Reference Materials

Participants received the following information sheets as inserts to the agenda package upon sign-in:

- EA Info Sheet – Noise
- EA Info Sheet – Vibration
- EA Info Sheet – Trees
- EA Info Sheet – Visual Impacts
- Booklet – The Regional Transportation Plan for Today and Tomorrow

EA Info sheets were available on the Metrolinx Engage website throughout the Metrolinx Regional Open House meetings.