



Individual Environmental Assessment for the  
expansion in the GO Transit Georgetown South Rail  
Corridor and an Express Transportation Link between  
Lester B. Pearson Airport and Union Station

# Facilitator's Summary V1

July 5, 2006 PLC Meeting

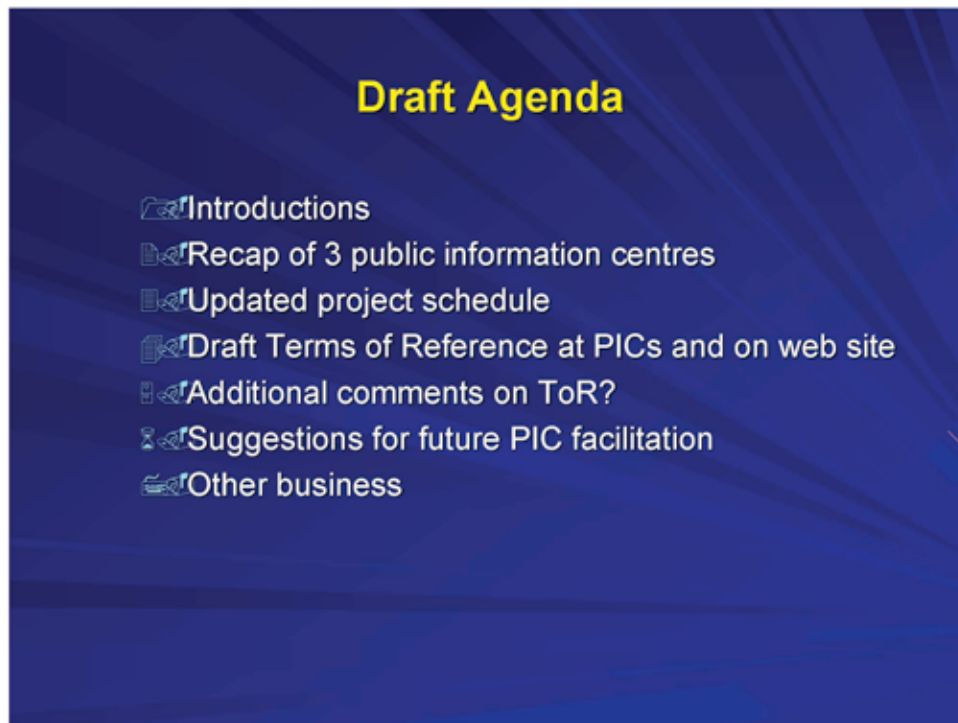
Location: Metro Hall

Time: 7:00pm - 9:00pm

Prepared for the Public Liaison Committee

Prepared by

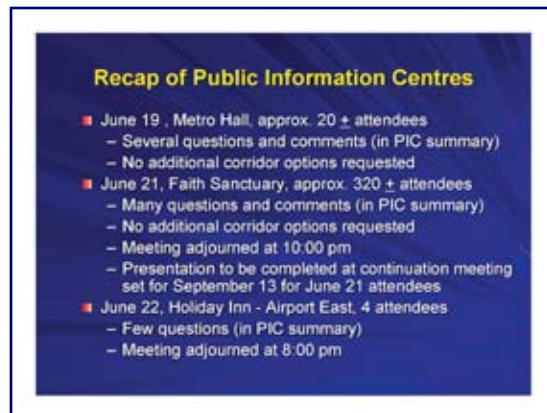
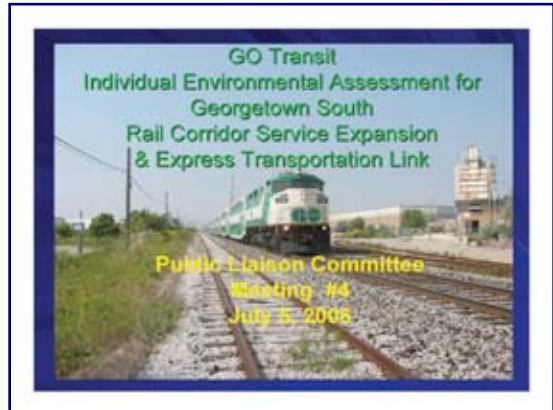




## A Reminder of Robb's Discussion Ground Rules

1. Act in good faith through all sessions, consider the best interests of all the people and things served by it, not just a particular segment or interest
2. Accept the concerns and goals of others as legitimate. This does not mean you have to agree with each other, simply respect each other's rights to be there and to hold different opinions.
3. Commit to fully explore the issues and search creatively for solutions - be skeptical of fast answers and quick fixes
4. Allow the facilitator to direct the process but stay in charge of the content
5. Keep differences of opinion alive for future work...use the Parking Lot / Cache for keeping unsettled issues on the table
6. When Enough Discussion is Enough- Once an issue has been dealt with, the issue is closed and should not be reintroduced at subsequent times unless new information is tabled that makes a compelling case for the issue to be re-visited. (Dissatisfaction with the conclusions is not reason enough to revisit the issue.)
7. Views and Opinions- Participants are encouraged to express their personal views and the perspectives of the organizations they represent. (People must feel free to express their ideas without fear of being misquoted outside of the workshop.)
8. The approach should be one of critiquing ideas, not individuals.
9. Equality - All participants should treat each other as equals, regardless of "Rank" or position in their respective organizations.

# Go Transit - Georgetown South Presentation by McCormick Rankin



We had three PICs. There were a number of questions asked at the June 19th session and those are in your Facilitator's summary. On June 21, we had about 280 people sign in, but our head count indicated about 320 people attended. We only got about 2/3 of the way through the presentation. We agreed to complete that presentation at a September 13, 2006 meeting. On the 22nd, we ended up with about 4 people. That meeting adjourned at 8:00pm. All of you have summaries of the PICs in front of you and they will be on the web site.

We originally had the comment deadline of July 10 for comments on the ToR. We have now extended that deadline to August 11. We will be putting an ad in the paper so everyone knows about it. We will be trying to gain back some of the ground / time lost from agreeing to hold a September 13 meeting, which has put our schedule behind.



The second blue star is the additional public meeting. We will submit to MOE in early October. We will start to document the details on the alternatives after the ToR approval.

Hopefully by August 11, we will get all of the comments we are going to get. There won't be a new ToR in September. If there are new and different comments that come out of the discussion at the September PIC, then we will take those into consideration, but we do expect most comments to be in by August 11.

### Draft Terms of Reference

- PLC was provided with Preliminary ToR Outline document June 8, 2006
- Draft ToR at PIC's incorporated PLC comments
  - Express was changed to rapid transportation where appropriate. Left in when relating history/background
  - Corridor options were updated to reflect suggestions
  - Evaluation section was modified to be consistent with discussion paper that had been circulated to PLC
- Same Draft ToR is on website and being sent to those who requested one

We changed the term express to rapid where appropriate and we changed the corridor options. Mike has produced a separate discussion paper on the evaluation. These are the main changes made to the document that is now available to everyone. This is the same document as provided at the PIC. This is also the same version that will be sent to attendees of the PICs.

### Additional Comments on Draft ToR

- As noted comment deadline has been extended to August 11, 2006
- Weston Coalition has sent comments on Preliminary ToR Outline
- Other comments from PLC members requested
- Comments also expected from general public and TAC
- All comments and responses will be documented in ToR consultation record and submitted to MOE
- MOE has additional public comment period after ToR is submitted

I think the comments provided by Mike Sullivan apply to both versions of the ToR. The Weston coalition did comment, but we have not had any other comments other than the discussion around this table, so we are looking for more feedback. We will also be using the Facilitator's Summary of the PICs and comments on the web site. We will be documenting all of this in our consultation record with a table that says here is the comment and this is how we dealt with it. After the ToR is submitted to MOE – they have their own comment period for 5 weeks.

We did not plan on discussing Mike's comments here tonight, but we will be getting back to you more formally.

### Facilitation of Future PIC's

- Suggest setting ground rules with regard to time limits, off topic and duplicate questions?
- Privacy issue
  - Not a requirement to sign in at PIC
  - However, need names if people want information
  - Display board advising above will be set up at sign-in
  - Names blacked out when submitting consultation record
- Other suggestions?

We will put a big display board up at the next meeting to let people know that signing the sign-in sheet is our way of communicating with you.

When we submit the consultation record to MOE – we remove the names.



We will be putting an ad in the local papers and Star and on the web site advising of the new deadline. When we get all of the comments in, we will modify the ToR as appropriate.

On September 13, we will have that PIC and then add the comments to the consultation record.



## Questions & Discussions

Question: If there are comments arising from the September meeting – that will be past the deadline so how will you deal with that?

Response: Everyone will have the ToR either mailed to them and it will be on the web site.

Question: When will this be mailed out?

Response: It should go out by the end of this week.

Question: There was a concern that comments were not recorded accurately. Is there something we can do about that?

Response: Attendees of all meetings get the opportunity to provide corrections, clarifications or additions to the summary.

Question: At the last meeting, there were only about 300 people compared to over 1000 last year – is there a consolidated mailing list?

Response: Yes, we will combine the two.

Question: Can I have a couple of extra copies of the ToR because some people don't like to provide their information?

Response: We will talk about that a little later.

Comment: I understood that we would be discussing the ToR tonight. I wanted to have a dialogue about my discussion points.

Response: We will respond to these comments. We have to take all of the comments and address them and then respond to them. We will be dealing with your comments. It was never intended that we would be wordsmithing the document.

Follow-Up Comment: My understanding of the reason for this committee was to have a dialogue about the document and understand each other's issues. We can't do that without some feedback from the proponent. If you are not going to discuss these things, then we don't need to have a meeting.

Response: We will do more than list them. We will give you a response regarding your comments.

Follow-Up Comment: It appears that we are not going to deal with the ToR anymore. Is that the plan?

Response: The plan is to accept comments and document them.

Follow-Up Question: Are we going to talk about the evaluation process tonight?

Response: I (Mike B) have had a cursory look at your comments. I think it may be beneficial to go through some of your key points.

Follow-Up Comment: Some of those comments are going to come out after your second PIC. There are a number of questions about the evaluation in the ToR from the community. If those comments are not going to make any difference then what is the point of having the next PIC?

Response: The ToR is out there for comment. It is an anomaly that we have extended this public meeting. I expect those comments to come to us...it

is not a save, until September kind of thing.

Follow-Up Comment: That is the way most people feel about that second meeting – they are expecting to make their comments in a public forum.

Response: We will make all efforts to get the ToR to anyone who is interested and we expect people to comment by the deadline so we can address those comments. We don't expect people to hold off their comments to make a political statement at a public meeting. We will compile the responses so there is a definite record. If additional responses come up in the September meeting, we will ensure that they are addressed.

Response: People must know what the questions were going to be if we had been able to finish that meeting.

Follow-Up Comment: I don't think people will come to a September meeting if the deadline is in August.

Question: At that June 21 PIC – people were angry that there were not enough ToRs available. You promised to have it available – how do you expect people to comment if they don't have the ToR?

Response: It is an outright lie that we said we would have the ToR available to everyone at that meeting.

Facilitator: Mike, you were saying that you wanted to get into some dialogue about your comments for reaction. Mike Bricks said he was prepared to discuss some of your comments. What was the most important comment you made that you want some reaction from Mike Bricks on?

Response from Mike S: The biggest is the vagueness of the mechanism/process/standards that will be used to determine which option is more environmentally sound than another. I was hoping to get an answer from you on how you will weight such items as cost versus environmental damage.

Response: In terms of evaluating the planning alternatives. The first step is the test of reasonableness – recognizing that there are no environmental factors in there. It is really, does the project address the problem within a reasonable cost. Potential environmental effects are considered during Step 2 of the process. At this point, it is determined if the advantages outweigh the disadvantages. Reasonable alternatives move on to the second step that includes an analysis of the natural, social and economic impacts of each alternative. Until I have determined what all of the cost of the alternatives is and the ridership, I can't look at reasonableness. Until we have the facts in front of me, I can't tell you those decision rules – we need to do the analysis first. Once we see the analysis, the process will be vetted through the public. We as a project team will determine what is reasonable and try to get buy-in for our thoughts. We then have to document our rationale and the Minister of the Environment is the ultimate decision maker.

Follow-Up Question: Without knowing the budget or costs...if \$315M in budget creates a billion dollars in environmental damage – how could we decide if that was the best option? You will be throwing out a whole bunch of options by the

time you get to look at the environmental impacts. You are only looking at ridership and dollars.

Response: The cost will have standard mitigation built into it. At certain locations for example at a water crossing – building a bridge and that cost of the bridge will be built into the cost. At the end of the day, we may estimate a cost as x and I guarantee that at the end of the day it will be x plus y. At the end of the process, we have to do a “look back” and say, 1) Are our assumptions correct in terms of cost – is it right at the end of the day? 2) When we build in the environmental effects at a more strategic level – were those step 2 decisions correct? There is this feedback process at this stage as well as asking if we have a “show stopper”. We rely on what is accepted government policy for say noise impacts. We look to the MOE guidelines for noise to see if what we are proposing is acceptable.

Response: An example of a showstopper was the Pine Valley Extension to go through a conservation area – at the end of the day, the MOE said no.

Response: We make recommendations and document them – similar to how we made the recommendations for the ToR. The ultimate decision is with her. Similarly with the EA report, we are making recommendations to the Minister of the Environment for her to approve, not approve or approve with amendments. I’m reacting to some of your comments right now with a best guess at an answer right now. To me, I do think we need a two-step approach analysis.

Follow-Up Comment: I fundamentally disagree that not using the word “environment” in step one of the analysis is not correct. I think that the corridor decision has already been looked at and now we have an opportunity to look at the environment and now I hear from you that screening out will be based on cost.

Facilitator: The word cost includes the mitigation costs, which means he has to figure out the potential environmental impacts at a high level and then figure out how to mitigate the impact.

Response: This would be done at a very high level – I don’t want to give you the impression that all impacts will be assessed at that stage.

Response: We are just talking about that first initial screening phase. There may be some obvious ones to screen out.

Comment: I am not convinced that the screening process is adequate.

Question: Time and money is the reason we don’t look at all of the options. We could have a relatively large short-list if the PLC would like it? That is something we could influence?

Response: Yes.

Follow-Up Comment: Is it actually cost-benefit that you are looking at or just the cost of mitigation? Some of the positive things could influence an alternative rather than just the proponents.

Response: Definitely. Once we get into the more detailed evaluation, we will get into those things.

Response: In terms of benefits, some options will have better local transit benefits from others. Whenever you are building new infrastructure or expanding it, the focus is normally on the negative impacts. We are also looking at if there are local

transportation benefits.

Follow-Up Comment: We are kind of at the bottom end of Black Creek – would there be a positive impact on the local road network from certain options because cars are taken off of the road. I don't even know if that is a potential positive benefit.

Response: We put the pluses as well as the minuses in.

Response: When we look at the strategic overview, it is the cost to the environment as well. Yes, it is done strategically but we are looking at the environmental impacts and incorporating the amelioration costs of each. Later on in the process, we will get into the details of the specific costs. The environment is a very strong component of this project.

Facilitator: Because of the number of people that wanted to speak last meeting and that we ran out of time, the suggestion is to have some ground rules.

Question: Could people write something down and it getting it put the summary?

Response: We have that form now and I could reinforce that at the beginning.

Comment: There were a couple of people who overstayed their welcome at the mic. So perhaps only allow people to ask a question once and not let them hog the mic for 15 minutes.

Response: Perhaps I can be more assertive in cutting people off to a time limit.

Comment: I think you should do the entire presentation first and then have the Q and A.

Response: I agree. That is how we will do it in the future.

Comment: Have the presentation and then have people submit names in advance that want to speak and then have the facilitator call their names.

Comment: Most people don't know what they want to ask until they hear the presentation.

Facilitator: I will be more assertive to make sure we get through the whole agenda. We will do the presentation in its entirety first and then the Q and A. September gives the opportunity to do the presentation in a way that addresses some of the comments heard.

Comment: There are three different consulting firms and GO transit who are the owners of that information. There was some confusion as to who would own the information once it was given. They were concerned that they were handing consulting firms and GO transit information and they don't know where.

Comment: I signed a petition once and I received a nasty letter from the government...names do get passed around.

Response: I have never known anyone to abuse a list.

Facilitator: For the first and third PICs – mail lists will be handled by GO

Transit.

Response: Any of the firms that work for GO Transit have a contract with GO as we are the owners of that list. GO has their own privacy policies and we have heard your comments. Ultimately, it makes us easier as a study team if GO Transit can be the "keeper of the list".

Comment: If you have the display board – advise who owns the list.

Response: Normally, GO Transit keeps the originals of the sign-in sheets and comment sheets. We have to keep the record in case the MOE decides to confirm that those are not bogus comments. But names and addresses are not released unless someone from the MOE actually requests it.

Facilitator: OOC will look after the distribution for this PIC.

Comment: For the ads...the last one didn't make any reference to the web site. The ad itself was not very clear on the deadline for comment.

Response: Every ad has the web site listed. We will make sure that it is on this ad.

Facilitator: OOC can also make sure that it is prominently displayed on the Guide for the PIC.

Response: It was also on the slide handouts at the PIC.

# Questions from Public Observers

Question: Will you send a copy of the ToR to everyone that attended the PIC and put a notice of the new deadline in it?

Response: Yes, we can do that.

Facilitator: We can modify the cover to note that perhaps.

Follow-Up Question: Will copies be made available for people who were not at the last meeting? There may be people that will attend the September meeting that were not at the June meeting. Will you have ToRs available at the September meeting?

Response: We can have some, but the deadline will have passed. Those additional comments will be considered.

Comment: At the end of the last PIC, it was said that we would finish the meeting. I have been telling everyone in my neighbourhood that the September meeting was to finish talking about the ToR. You agreed to finish that meeting and now you are telling me that the deadline is now August.

Response: If the meeting had finished the other night, we would have had all of the comments in.

Comment: The point is, if you go to the September meeting and say that there is no input...

Comment: I think the idea of the August 11 deadline simply reinforces the idea that PICs are meaningless. I really recommend that you extend the deadline for comments even if it is only until September 20. Right now you are just reinforcing that this team does not care. My second comment is that please correct the labeling on the map – Eglinton Avenue West is in the City of Toronto.

Comment: This is a PR exercise for you, your timeline, and deadline a month before the second PIC – you are setting yourselves up for more aggravation. Some people on the 13th may have written comments and make it clear that you will accept comments for an additional week. The community will really appreciate it. Think about it.

Response: We have. The document is out there all summer and everyone can make comments. The intent of the PIC is to add more verbal information from us. I don't want people to wait until September to make comments that they have today.

Follow-Up Comment: There will be new material in the presentations that people may have comments on.

Question: Are you still working on the old funding provided for the ARL? Has the budget increased from 2003?

Response: All of our cost information will be generated from MRC (our project team) so when we look at the costs of alternatives that will be new work. No, the budget from 2003 has not increased. Funding is not an element of the EA – we recommend the alternative and the estimated cost. From there, it is decided whether to do the project or not. If something costs a lot of money and doesn't solve the problem, then it would not be considered.

Follow-Up Question: There has to be a cut off cost.

Response: When we look at a project, we look, at the cost and if it will serve the purpose. If something is 5 times as expensive as another and does not do the job, it will be dropped off. There are no lines.

Response: I can't give you that number. It is not tied to the federal money for GO Trip. Some of these alternatives will be other proponent's responsibilities. Until I have all of the costs and ridership numbers in front of me, we can't decide on what is reasonable. We would provide the rationale.

Follow-Up Comment: If you don't have any additional funding for this project, just tell us.

Question: What was the money from the federal government and has it changed?

Response: The Go Trip money is \$1.05B for all of the GO Trip programs across the GTA including this project.

Follow-Up Comment: So if you took away the budgets of the other projects, you would have a rough idea of how much money there is for this project.

Response: There is a flexible budget that is a living document.

Comment: That is why we have so much difficulty with the screening process being based on cost and ridership. If cost is the determining factor and we know that ridership is there – there is \$0 to the Weston option according to the politicians right now. None of the other options are ever going to come near the Weston option. You have made it very clear that cost will determine which alternative will be chosen.

Response: This first step does not select any option.

Follow-Up Comment: Cost is part of the second phase as well and cost is value. We don't know what the costs are and we don't know what we are dealing with.

Comment: You are talking about who will have to pay for the cost. The cost is going to be document – not assigned to someone to pay for it. There will be cost in ridership associated with the air rail link as well as the other routes. One option does not get on the table because someone else has offered to pay for it.

Comment: Very clearly in the ToR it talks about public cost.

Question: Is the money that is committed contingent on the ARL? Is it tied to that?

Response: No. The money is assigned to GO Transit. We are not the owner of the ARL. The money is not contingent on the ARL going ahead or not – it is assigned to GO Transit under the GOTrip project.

Follow-Up Question: It is a shame that you did not tell people about the deadline for comments on the ToR. You know what you are thinking, but we don't know what you are thinking.

Response: There was always a deadline for comments.

Follow-Up Question: People do not know that there is a web site out there. How can you expect people to comment when they don't know where the document is. If Mike Bricks cannot answer a question on cost, we are asked to accept that – if the public is asked to comment on the information at the September 13th meeting – how are they going to be able to do that?

Response: If they don't read the ToR, they are not going to be able to comment on the ToR from just the presentation. If you don't have the document, then people won't know what we are talking about.

Response: We are mailing the ToR to everyone that attended that meeting and we are taking out ads. Dennis has already offered to give a stack of ToRs to local places. I think we are making the effort to ensure that if someone wants a ToR, they can get it.

Comment: Put them in libraries.

Question: Is there a thought that different alternatives could change the ridership numbers?

Response: Every alternative will have its own inherent ridership numbers depending on the technology, stops, locations etc.

Response: We will have to detail the stops for the evaluation. It affects the speed of service. We will do that as part of the study – not the ToR.

Follow-Up Question: Will that be done for all of the alternatives we have now?

Response: Yes.

Question: Could you list the environmental impacts that you feel are being ignored? You have not given any examples.

Response from Mike S: I did list the specifics in my comments sent to everyone. There were also questions in there, which is a problem. For example, nowhere anywhere is the effect on person property values – I believe it is part of the socio-economic impacts. It is not mentioned at all as a mitigating factor or something that will be studied. I asked why that was not there – I don't know what the answer is.

Facilitator: So, the answer is yes, I have specific comments listed.

Comment: This committee called out one of the alternatives as not making sense. I don't think we want to do the environmental investigations of the ones that don't make sense. If we screen one out, we have a feedback loop to go back and look at it. If someone comes up with a good idea in the middle of the EA, we can add that in.

Comment: The Bradford Line intersects with the Finch corridor west of the subway – one of my issues with all of these options is transferring trains, whereas the Bradford line and the Finch corridor could be a one seat option. I have another option that I think should be on the list too. At the PIC, there was an expansion of GO on the CP rail through Weston and I don't know if CP has ever been approached. There are only 20 trains per day on that line – why

can't we use that line?

Response: We will definitely respond to your comments. We can look at all of the options – it is just more time and money. I don't know yet if we will add your options in.

Question: Are we having another meeting? At what point will we be able to discuss Mike's comments?

Response: We will provide our response to you in a letter. We don't have another meeting planned. We will be getting comments from other people as well and we have to respond to them all.

Follow-Up Comment: In terms of any further discussion with the PLC on the ToR – there won't be any more?

Response: We have to cut it off somewhere.

Follow-Up Comment: Just tell us if we are not going to have a discussion of those questions and comments.

Response: You know the answer to that.

Facilitator: For your questions, I know that the team is looking at your comments. I know that attention is being paid to them. I think what Dennis is saying that your comments were very rich and they will take time to address. The team is trying to figure out how to go through them all.

Follow-Up Comment: I am concerned that there won't be an opportunity for dialogue.

Response: There will be an opportunity for dialogue about the ToR comments. I am not sure what form that will take, but there will be an opportunity.

Question: When will the PLC be meeting next?

Response: Before the Minister approves the ToR because we are going to start doing work on the alternatives. That is a risk we are going to take. We will definitely have a meeting before we get approval for the ToR.

**Adjourn: 9:02pm**

**Note: No "I didn't get a chance to say..." forms were received after this meeting.**