

## APPENDIX C: Master Contact List

# Review Agencies

<b>FEDERAL AGENCIES</b>			
Anjala	Puvananathan	Director - Ontario Region	Canadian Environmental Assessment Agency
Jason	Tsang	Manager, Engineering and Advisory Services	Canadian Transportation Agency
Wes	Plant	Manager Environmental Assessment Section	Environment and Climate Change Canada
Sandro	Leonardelli	Manager Environmental Assessment Section, Environmental Protection Branch - Ontario Region	Environment and Climate Change Canada
			Fisheries and Oceans Canada
Steven	Thomas	Manager	Greater Toronto Airports Authority
Aurelia	Thevenot	Regional Environmental Assessment Specialist	Health Canada
Julie	Boudreau	Environmental Assessment Specialist	Health Canada
Dae	Lee	Environmental Assessment Specialist	Health Canada
Kitty	Ma	Environmental Assessment Coordinator	Health Canada
Anjala	Puvananathan	Regional Director	Impact Assessment Agency of Canada
Natalie	Bull	Executive Director	National Trust for Canada
Danny	Young	Manager	NavCanada
Scott	English		NavCanada
Oliver	Meier		NavCanada
Pamela L.	Veinotte	Field Unit Superintendent	Parks Canada
Omar	McDadi	Field Unit Superintendent - Rouge National Urban Park	Parks Canada
Sarah	Decarlo		Parks Canada
Brian	Thompson		Parks Canada
Vanessa	McMahon		Parks Canada
			Transport Canada
David	Zeit	Environmental Officer	Transport Canada - Ontario Region
<b>PROVINCIAL AGENCIES</b>			
Leslie	Rich	Policy and Planning Liaison	Conservation Ontario
Ainsley	Davidson	Director	Infrastructure Ontario
Joanna	Brown	Environmental Specialist	Infrastructure Ontario
Ramsen	Yousif	Portfolio and Leasing Analyst	Infrastructure Ontario
Rita	Kelly	Project Manager, Land Transactions - Hydro Corridors and Public Works	Infrastructure Ontario
Kalpesh	Nansi	Director, Civil Infrastructure	Infrastructure Ontario
Charl	van Niekerk	Senior Vice-President, Rail Implementation Team	Infrastructure Ontario
Anneleis	Eckert	Rural Planner - Central-West Ontario	Ministry of Agriculture, Food, and Rural Affairs
Michele	Doncaster	Manager, Land Use Policy and Stewardship, Food Safety and Inspection Agency	Ministry of Agriculture, Food, and Rural Affairs
Robert	Greene	Director	Ministry of Community Safety and Correctional Services
Michael	Falconi	Manager (A), Cabinet Office Liaison Unit	Ministry of Economic Development, Job Creation and Trade
Michael	Helfinger	Senior Policy Advisor, Corporate Policy Unit	Ministry of Economic Development, Job Creation and Trade
Shireen	Mohammed	Senior Manager	Ministry of Economic Development, Job Creation and Trade
Paul	Bloye	Director, Capital Program Branch	Ministry of Education
Andrea	Pastori	Cabinet Liaison and Strategic Policy Branch Coordinator	Ministry of Energy, Northern Development and Mines
Dawn-Ann	Metsaranta	Manager(A), Strategic Support Unit	Ministry of Energy, Northern Development and Mines
Mary	Perry	Manager(A) Strategic Support Unit	Ministry of Energy, Northern Development and Mines

Clare	Pineau	Initiatives Coordinator	Ministry of Energy, Northern Development and Mines
Dan	Minkin	Heritage Planner	Ministry of Heritage, Sport, Tourism, and Culture Industries
Karla	Barboza	Team Lead - Heritage (Acting)	Ministry of Heritage, Sport, Tourism, and Culture Industries
Susan	Golets	Director(A), Sport, Recreation and Community Programs Division	Ministry of Heritage, Sport, Tourism, and Culture Industries
Darja	Keith	Manager, Sport, Recreation and Community Programs Division	Ministry of Heritage, Sport, Tourism, and Culture Industries
Carol	Oitment	Policy Advisor, Sport, Recreation and Community Programs Division	Ministry of Heritage, Sport, Tourism, and Culture Industries
Bob	Freeman	Senior Policy Advisor	Ministry of Heritage, Sport, Tourism, and Culture Industries
Laura	Hatcher	Team Lead - Heritage, Heritage Planning Unit	Ministry of Heritage, Sport, Tourism and Culture Industries
James	HAmilton		Ministry of Heritage, Sport, Tourism, and Culture Industries
Rosi	Zirger		Ministry of Heritage, Sport, Tourism, and Culture Industries
Shawn	Batise	Assistant Deputy Minister	Ministry of Indigenous Affairs
Lise	Chabot	Manager, Ministry Partnerships Unit	Ministry of Indigenous Affairs
Maya	Harris	Manager, Community Planning and Development (East)	Ministry of Municipal Affairs and Housing
Heather	Watt	Manager, Community Plannig and Development (West)	Ministry of Municipal Affairs and Housing
Sally	Renwick	Team Lead, Priorities and Planning Section	Ministry of Natural Resources and Forestry
Ruth	Lindenburger	Regional Planning Coordinator, Southern Region	Ministry of Natural Resources and Forestry
Steven	Strong	District Planner, Aurora District	Ministry of Natural Resources and Forestry
Maria	Jawaid	District Planner, Aurora District	
Ken	Benner	District Planner	Ministry of Natural Resources and Forestry
Jason	White	Manager	Ministry of Transportation
Dawn	Irish	Manager, Environmental Policy Office	Ministry of Transportation
Jason	Boparai		Ministry of Transportation
Peter	Makula	Manager, Engineering office - Eastern Region	Ministry of Transportation
Jeff	Thompson	Manager(A), Growth Policy	Ontario Growth Secretariat
Stewart	Chisholm	Manager(A), Growth Policy	Ontario Growth Secretariat
Michael	Collens	Manager(A), Growth Policy	Ontario Growth Secretariat
Beth	Hanna	Chief Executive Officer	Ontario Heritage Trust
Jennifer	Davey		Ontario Provincial Police
Jennifer	Chown	Facilities Environmental Coordinator	Ontario Provincial Police
<b>CONSERVATION AUTHORITIES</b>			
		Senior Planner	Toronto and Region Conservation Authority
		Planner I, Regions of Peel and Durham	Toronto and Region Conservation Authority
		Senior Planner	Toronto and Region Conservation Authority
		Senior Planner	Toronto and Region Conservation Authority
		Infrastructure Planner / Enforcement Officer	Central Lake Ontario Conservation Authority
		Director	Central Lake Ontario Conservation Authority
			Central Lake Ontario Conservation Authority
			Central Lake Ontario Conservation Authority
		Senior Manager, Planning & Regulations	Conservation Halton
		Environmental Planner	Conservation Halton
		Planning Technician	Credit Valley Conservation
		Manager, Planning Ecology (acting	Credit Valley Conservation
		Director, Planning	Lake Simcoe Region Conservation Authority
<b>OTHER</b>			

		Senior Environment Specialist	Ontario Power Generation
		Environmental Planner	Hydro One Networks Inc.
		Senior Manager, Environmental Programs and Approvals	Hydro One Networks Inc.
		Community Relations Consultant, Public Affairs & External Relations	Hydro One Networks Inc.
		Account Executive, Key Account Management	Hydro One Networks Inc.
			Hydro One Networks Inc.
			Hydro One Networks Inc.
		VP Highway and Tolling Operations	407 ETR Concession Co. Ltd.

INDIGENOUS COMMUNITIES				
Chief				Alderville First Nation
				Alderville First Nation
Grand Council Chief				Anishinabek Nation Union of Ontario Indians
Grand Chief				Association of Iroquois and Allied Indians
				Association of Iroquois and Allied Indians
			Community Consultation Worker	Beausoleil First Nation
Chief				Beausoleil First Nation
			Lands Manager	Lands & Leasing Department Beausoleil First Nation
Chief				Chippewas of Georgina Island
Chief				Chippewas of Rama First Nation
Chief				Curve Lake First Nation
				Haudenosaunee Confederacy Chiefs Council
Chief				Hiawatha First Nation
Ms.			Lands Officer	Lands Hiawatha First Nation
Grand Chief				Huron-Wendat Nation
			Coordinator	Huron-Wendat Nation
Sir/Madam			Métis Consultation Unit	Métis Nation of Ontario Head Office
Chief				Mississaugas of Scugog Island
Chief				Mississaugas of the Credit First Nation
			Director	Department of Consultation and Accommodation Mississaugas of the Credit First Nation
Chief				Moose Deer Point First Nation
Chief			Chief	Six Nations of the Grand River Territory
			Director of Lands and Resources	Six Nations of the Grand River Territory
Chief				Wahta Mohawks
				Lands Department Wahta Mohawks
Chief				Kawartha Nishnawbe First Nation

<b>Community</b>	<i>Electrification</i>	<i>Structures</i>	<i>ScarbJunction</i>	<i>Stouffville</i>	<i>New Tracks &amp; Facilities</i>
Six Nations of the Grand River First Nation	✓				✓
Mississauga's of Scugog Island First Nation	✓	✓	✓	✓	✓
Chippewas of Georgina Island	✓	✓	✓	✓	✓
Curve Lake First Nation	✓	✓	✓	✓	✓
Alderville First Nation	✓	✓	✓	✓	✓
Hiawatha First Nation	✓	✓	✓	✓	✓
Kawartha Nishnawbe First Nation - includes some spe	✓	✓	✓	✓	✓
Mississaugas of the Credit First Nation	✓	✓	✓	✓	✓
Métis Nation of Ontario Head Office	✓	✓	✓		✓
Chippewas of Rama First Nation	✓	✓	✓	✓	✓
Beausoleil First Nation	✓	✓	✓	✓	✓
Huron-Wendat Nation - sent throuh IRO	✓	✓	✓	✓	✓
Haudenosaunee Confederacy Chiefs Council (HDI)					✓
Wahta Mohawks	✓	✓			✓
Moose Deer Point First Nation	✓	✓			✓
Anishinabek Nation Union of Ontario Indians	✓				✓
Association of Iroquois and Allied Indians	✓				✓
Mohawks of Quinte Bay		✓			

# Municipal



<b>Halton Region</b>				
Ann	Larkin	Acting Manager	Infrastructure Planning	Halton Region
Karyn	Poad	Senior Project Manager	Transportation	Halton Region
Wen	Xie	Infrastructure Network Analyst	Infrastructure Planning & Policy	Halton Region
Marek	Braczek	Construction		Halton Region
Aaron	Brouwers	and Construction		Halton Region
Curt	Benson	Chief Planning Official		Halton Region
Lisa	De Angelis	Planning and Policy		Halton Region
Patricia	Hewitt	Business Planning and		Halton Region
	Sir/Madam	Regional Clerk		Halton Region
<b>City of Burlington</b>				
Janine	Yaromich	Contract Administrator Design and Construction		City of Burlington
Brynn	Nheiley	Manager of Development Planning		City of Burlington
Andreas	Houlios	Senior Planner	Community Planning	City of Burlington
Andrew	Elliston		Economic Development	City of Burlington
Sue	Connor	Director	Burlington Transit	City of Burlington
	Sir/Madam		Burlington Transit	
Angela	Morgan	Clerk		City of Burlington
<b>Town of Oakville</b>				
Geoff	Abma	Planner	Planning Services	Town of Oakville
Mark	Covert	Senior Manager	Works & Operations	Town of Oakville
Dan	Cozzi	Director	Engineering and Construction	Town of Oakville
Mark	Simeoni	Director	Planning Services	Town of Oakville
Heinz	Hecht	Manager	Development Engineering	Town of Oakville
Jill	Stephen	Senior Manager	Transportation Engineering and Construction Department	Town of Oakville
Vince	Blosser			Town of Oakville
Janette	Clohecy	Commissioner		Town of Oakville
<b>Region of Peel</b>				
Tina	Detaramani	Manager, Strategic Policy and Projects	Transportation Division	Peel Region
Richa	Dave	Principal Planner, Strategic Policy & Projects	Transportation Division	Peel Region
Andrea	Carlisle			Peel Region
<b>City of Brampton</b>				
Kumar	Ranjan	Manager, Higher Order Transit - EA	Transportation Special Projects	City of Brampton
Craig	Kummer	Manager	Traffic Services	City of Brampton
Rick	Conard			City of Brampton
Henrik	Zbogor	Acting Director	Planning Policy & Growth Management	City of Brampton
	Sir/Madam			Brampton Transit
Peter	Fay	Clerk		City of Brampton
Brian	Lakeman	Transportation Planner	Policy	City of Brampton
Rick	Conard	Commissioner	Planning and Development	City of Brampton
<b>City of Mississauga</b>				
Susan	Tanabe	Planning	Transportation & Works Dept,	City of Mississauga
Mel	Kayama	Transportation Planning Analyst		City of Mississauga
Crystal	Greer	Clerk		City of Mississauga
Andrew	Whittemore	Commissioner	Planning & Building	City of Mississauga
Susan	Tanabe	Manager	Transportation Planning	City of Mississauga
Helen	Noehammer	Director	Transportation and Infrastructure Planning	City of Mississauga
Andrew	Miller			City of Mississauga
Evie	Przybyla	Transportation Planner	Transportation Planning	City of Mississauga
Andy	Harvey	Director	Engineering and Construction	City of Mississauga
<b>City of Toronto</b>				
Julia	Murnaghan	Senior Project Manager	Transit Expansion Office	Toronto Transit Commission
Ali	Mustafs	Transit Expansion		City of Toronto
<b>City of Barrie</b>				
Brett	Gratix	Infrastructure Planning Engineer		City of Barrie
Dawn	McAlpine	Clerk		City of Barrie
Ralph	Scheunemann	Engineer		City of Barrie
Bala	Araniyasundaran	Director	Engineering	City of Barrie
<b>Simcoe County</b>				
David	Parks	Economic Dev. and Transit		County of Simcoe
<b>Town of Aurora</b>				
David	Waters	Director	Planning and Development Services	Town of Aurora
Sir/Madame			Geographic Information Services	Town of Aurora

Anca	Mihail	Manager	Capital Delivery Division	Town of Aurora
<b>Region of York</b>				
John	Kazilis	Manager	Transportation Development Planning	Region of York
Vi	Bui	Program Manager	Transportation Planning	Region of York
Lauren	Crawford	Manager	Transportation Long-Range Planning	Region of York
Paul	Freeman	Chief Planner	Planning & Economic Development	Region of York
Denis	Kelly	Regional Clerk		Region of York
Paul	Acquaah	Manager	Engineering	Region of York
Sami	Butorsky	Water and Wastewater Engineer	Infrastrucutre and Assessment Management	Region of York
Ahmad	Subhani			Region of York
<b>City of Markham</b>				
Mark	Siu	Senior Engineer – Major Infrastructure Lead	Infrastructure and Capital Works Engineering	City of Markham
Biju	Karumanchery	Acting Director	Planning	City of Markham
Ron	Blake	Senior Development Manager		City of Markham
Marija	Ilic	Senior Engineer	Development Services, Engineering Department	City of Markham
Kimberley	Kitteringham	Clerk		City of Markham
<b>Region of Durham</b>				
Gregg	Pereiera	Manager	Transportation Planning	Regional Municipality of Durham
Jim	McGilton	Manager	Engineering Planning and Studies	Regional Municipality of Durham
Doug	Robertson	Project Manager	Transportation Infrastructure	Regional Municipality of Durham
Debbie	Wilcox	Regional Clerk		Region of Durham
Bill	Holmes			Durham Region Transit Commission
Anthony	Caruso	Senior Planner, Policy	Transportation Planning	Regional Municipality of Durham
<b>City of Pickering</b>				
Tanjot	Bal	Planner II		Town of Pickering
Debbie	Shields	Clerk		City of Pickering
Isabelle	Janton	Planner II - Site Planning	Planning & Design	City of Pickering
Catherine	Rose		Policy and Geomatics	City of Pickering
<b>Town of Whitby</b>				
Susan	Cassel	Clerk		Town of Whitby
John	Taylor	Principal Planner	Planning & Development	Town of Whitby
Greg	Hardy	Manager	Engineering Services	Town of Whitby
<b>City of Oshawa</b>				
Tom	Goodeve	Manager, Policy		City of Oshawa
Warren	Munro	Director	Planning Services	City of Oshawa
Anthony	Ambra	Director	Engineering Services	City of Oshawa
Andrew	Brouwer	City Clerk	City Clerk Services	City of Oshawa
Melaine	Mosher	Supervisor	GIS and Information Tehnology Services	City of Oshawa
<b>Town of Whitby</b>				
Joshua	Schembri	Project Engineer	Capitral Projects	Town of Whitby
Chris	Potvin	Supervisor, Active Transportation	Public Works Department	Town of Whitby
<b>SCHOOL BOARDS</b>				
Angelo	Sangiorgio	Associate Director	Planning and Facilities	Toronto Catholic District School Board
Kevin	Hodgkinson			Toronto Catholic District School Board
Lloyd	Noronha			Toronto Catholic District School Board
Joly	Mikale-Andree			Conseil scolaire de district catholique Centre-Sud
Karen	Chambers	Supervisor	Office Services	Durham District School Board
Jane	Ross	Senior Manager	Planning & Property Development Services	York Region District School Board
Gilbertt	Luk			York Region District School Board
Tom	Pechkosvsky	Manager	Planning Services	York Catholic District School Board
Peter	Joshua	Director of Education		Peel District School Board
Carla	Pereira	Community Relations Support		Peel District School Board
	Sir/Madam			Halton District School Board
Frederick	Thibeault	Senior Manager	Planning Services	Halton Catholic District School Board
<b>EMERGENCY SERVICES</b>				

First Name	Last Name	Position/Title	Department	Agency/Company
Patrick	Matozzo	Interim General Managet	Facilities Management	City of Toronto
Matthew	Pegg	Fire Chief/General Manager	Fire Services	City of Toronto
Gord	McEachen	Acting Chief	Paramedic Services	City of Toronto
	Sir/Madam		Fire Services	Town of Burlington
J.	Harrington		Fire Administration	Town of Oakville
	Sir/Madam		Fire Services	City of Mississauga
Gord	Beilby	Deputy Fire Chief	Fire Services	City of Barrie
	Sir/Madam		Fire Services	City of Vaughan
Jim	Stoops	Chief	Fire Prevention	City of Toronto
Dave	Decker	Fire Chief	Fire Services	City of Markham
Steven	Fowlds	Chief Fire Prevention Officer	Fire Services	City of Pickering
	Sir/Madam		Fire Services	Town of Whitby
Jon	Pannunzio	Training Officer		Whitby Fire Department
	Sir/Madam		Fire Services	City of Oshawa
Stephen	Tanner	Chief	Regional Police Service	Region of Halton
Rob	Burton	Chair	Police Services Board	Regional of Halton
Cathy	Clark	Management Corrdinator	Emergency Planning	Simcoe County
	Sir/Madam		York Regional Police	Region of York
	Sir/Madam		Paramedic Services	Region of York
Richard	Armstrong	Chief/Director		Service
Bill	Boyes	Fire Chief	Fire and Emergency Services	City of Brampton
Peter	Gatto	Deputy Chief	Fire and Emergency Services	City of Brampton
Michelle	Dassinger	Corporate Communications	Regional Police	Region of Peel
Rob	Serpe	Executive Director	Police Services Board	Region of Peel

## Elected Officials

First Name	Last Name	Position/Title	District
<b>MPs &amp; MPPs</b>			
<b>Burlington</b>			
Karina	Gould	MP	Burlington
Jane	McKenna	MPP	Burlington
<b>Oakville</b>			
John	Oliver	MP	Oakville
Pam	Damoff	MP	Oakville North - Burlington
Stephen	Crawford	MPP	Oakville
<b>Brampton</b>			
Ramesh	Sangha	MP	Brampton Centre
Sonia	Sidhu	MP	Brampton South
Ruby	Sahota	MP	Brampton North
Raj	Grewal	MP	Brampton East
Kamal	Khera	MP	Brampton West
Kevin	Yarde	MPP	Brampton North
Gurratan	Singh	MPP	Brampton East
Sara	Singh	MPP	Brampton Centre
Amarjot	Sandhu	MPP	Brampton West
Sarkaria	Prabmeet Singh	MPP	Brampton South
<b>Mississauga</b>			
Navdeep	Bains	MP	Mississauga - Malton
Sven	Spengermann	MP	Mississauga - Lakeshore
Omar	Alghabra	MP	Mississauga - Centre
Peter	Fonseca	MP	Mississauga East - Cooksville
Gagan	Sikand	MP	Mississauga - Streetsville
Iqra	Khalid	MP	Mississauga - Erin Mills
Anand	Deepak	MPP	Mississauga - Malton
Rudy	Cuzzetto	MPP	Mississauga - Lakeshore
Natalia	Kusendova	MPP	Mississauga - Centre
Kaleed	Rasheed	MPP	Mississauga East - Cooksville
Nina	Tangri	MPP	Mississauga - Streetsville
Shered	Sabawy	MPP	Mississauga - Erin Mills
<b>Toronto</b>			
<b>Beaches</b>			
Nathaniel	Erskine-Smith	MP	Beaches - East York
Rima	Berns-McGown	MPP	Beaches - East York
<b>Davenport</b>			
Julie	Dzerowicz	MP	Davenport
Marit	Stiles	MPP	Davenport
<b>Don Valley</b>			

Robert	Oliphant	MP	Don Valley West
Yasmin	Ratansi	MP	Don Valley East
Greg	Tangri	MP	Don Valley North
Kathleen O.	Wynne	MPP	Don Valley West
Michael	Coteau	MPP	Don Valley East
Vincent	Ke	MPP	Don Valley North
<b>Eglinton - Lawrence</b>			
Marco	Mendicino	MP	Eglinton - Lawrence
Robin	Martins	MPP	Eglinton - Lawrence
<b>Etobicoke</b>			
Kristy	Duncan	MP	Etobicoke - North
James	Maloney	MP	Etobicoke - Lakeshore
Borys	Wrzesnewskij	MP	Etobicoke - Centre
Doug	Ford	MPP	Etobicoke - North
Christine	Hogarth	MPP	Etobicoke - Lakeshore
Kinga	Surma	MPP	Etobicoke - Centre
<b>Toronto</b>			
Bill	Morneau	MP	Toronto - Centre
Julie	Dabrusin	MP	Toronto - Danforth
Carolyn	Bennett	MP	Toronto - St. Paul's
Suze	Morrison	MPP	Toronto - Centre
Peter	Tabuns	MPP	Toronto Danforth
Jill	Andrew	MPP	Toronto - St. Paul's
<b>Parkdale</b>			
Arif	Virani	MP	Parkdale - High Park
Bhutila	Karpoche	MPP	Parkdale - High Park
<b>Scarborough</b>			
Jean	Yip	MP	Scarborough - Agincourt
Shaun	Chen	MP	Scarborough - North
Salma	Zahid	MP	Scarborough - Centre
Bill	Blair	MP	Scarborough - Southwest
John	McKay	MP	Scarborough - Guildwood
Gary	Anandasangaree	MP	Scarborough - Rouge Park
Aris	Babikian	MPP	Scarborough - Agincourt
Raymond	Sung Joon Cho	MPP	Scarborough - North
Christina Maria	Mitas	MPP	Scarborough - Centre
Doly	Begum	MPP	Scarborough - Southwest
Mitzie	Hunter	MPP	Scarborough - Guildwood
Vijay	Thanigasalam	MPP	Scarborough - Rouge Park
<b>Spadina</b>			
Adam	Vaughan	MP	Spadina - Fort York
Chris	Glover	MPP	Spadina - Fort York
<b>University</b>			
Freeland	Chrystia	MP	University - Rosedale

Jessica	Bell	MPP	University - Rosedale
<b>York</b>			
Scot	Davidson	MP	York - Simcoe
Michael	Levitt	MP	York - Centre
Ahmed	Hussen	MP	York South - Weston
Caroline	Mulroney	MPP	York - Simcoe
Roman	Baber	MPP	York - Centre
Faisal	Hassan	MPP	York South - Weston
<b>Barrie/Innisfil</b>			
Alex	Nuttall	MP	Barrie-Springwater-Oro-Medonte
John	Brassard	MP	Barrie-Innisfil
Doug	Downey	MPP	Barrie-Springwater-Oro-Medonte
Andrea	Khanjin	MPP	Barrie-Innisfil
<b>Bradford West Gwillimbury</b>			
Caroline	Mulroney	MPP	York-Simcoe
Scot	Davidson	MPP	York-Simcoe
<b>Aurora</b>			
<b>Newmarket</b>			
Kyle	Peterson	MP	Newmarket-Aurora
Christine	Elliot	MPP	Newmarket-Aurora
<b>King Township</b>			
Deborah	Schulte	MP	King-Vaughan
Stephen	Leece	MPP	King-Vaughan
<b>Vaughan</b>			
Francesco	Sorbara	MP	Vaughan-Woodbridge
Adam	Vaughan	MP	Spadina - Fort York
Michael	Tibollo	MPP	Vaughan - Woodbridge
<b>Markham</b>			
Bob	Saroya	MP	Markham-Unionville
Mar	Ng	MP	Markham-Thornhill
Jane	Philpott	MP	Markham-Stouffville
Billy	Pang	MPP	Markham-Unionville
Logan	Kanapathi	MPP	Markham-Thornhill
Paul	Calandra	MPP	Markham-Stouffville
<b>Pickering</b>			
Jennifer	O'Connell	MP	Pickering-Uxbridge
Peter	Bethlenfalvy	MPP	Pickering-Uxbridge
<b>Whitby</b>			
Celina	Caesar-Chavannes	MP	Whitby

# Ministry of Environment, Conservation and Parks (MECP)



First Name	Last Name	Position/Title	Department	Agency/Company
Anne	Cameron	Project Officer		Ministry of Environment, Conservation and Parks
Gavin	Battarino	Speical Project Officer		Ministry of Environment, Conservation and Parks
Adam	Sanzo	Project Officer		Ministry of Environment, Conservation and Parks
Dorothy	Moszynski	Speical Project Officer		Ministry of Environment, Conservation and Parks
Jennie	Weller	Special Project Officer	Environmental Assessment and Premisssions Branch	Ministry of Environment, Conservation and Parks
Mansoor	Mahmood	Manager	Environmental Assessment and Premisssions Branch - Approval Services	Ministry of Environment, Conservation and Parks
Cindy	Batista	Special Project Officer	Transit Coordinator	Ministry of Environment, Conservation and Parks
Annamaria	Cross	Director, Environmental Assessment and Premissions Branch		Ministry of Environment, Conservation and Parks
Lisa	Trevisan	Director, Central Region		Ministry of Environment, Conservation and Parks
Paul	Martin	Supervisor, Air, Pesticides and Environmental Planning		Ministry of Environment, Conservation and Parks
Kathleen	O'Neill	Director	Environmental Assessments Branch	Ministry of Environment, Conservation and Parks
Solange	Desautels	Special Project Officer	Environmental Assessments Branch	Ministry of Environment, Conservation and Parks

# Utilities

First Name	Last Name	Position/Title	Department	Agency/Company
Sabir	Hussain	Municipal Engineer	Engineering Division, Planning and Development Services	Town of Aurora
James	Jurrius	Asset Management Technologist	Infrastructure & Environmental Services	Town of Aurora
Maureen	Wigger	Administrative Assisstant	Engineering & Development	Township of King
Sami	Butorsky	Water & Wastewater Engineer	Infrastructure Asset Management	York Region
Steve	Murphy	Utilities Plan Coordinator	Corridor Approvals and Records	York Region
Steve	Dearborn	Asset Management Technician	Business System Improvement, Asset Management	City of Markham
Scott	Hamilton	Manager of Design and Construction	Capital Works, Design and Construction	City of Burlington
Robyn	Gravelle	Manager of Development Support & Information Management	Infrastructure Planning & Policy	Halton Region
Lisa	De Angelis	Director	Infrastructure Planning & Policy	Halton Region
Wen	Xei	Infrastructure Network Analyst	Infrastructure Planning & Policy	Halton Region
Greg	Hardy	Manager	Engineering & Infrastructure Services, Public Works	Town of Whitby
Horance	Look	Project Engineering (Capital Works)	Public Works Department	Town of Whitby
Graeme	Williamson	Supervisor	Asset Management	Town of Whitby
Jennifer	Goddard	Project Manager	Works Department, Transportation Infrastructure	Durham Region
Doug	Robertson	Project Manager	Transportation Infrastructure	Durham Region
Amish	Varu		Drawing Requests	Durham Region
Michael	Jacobs	Senior Engineer	Policy & Program Development	City of Toronto
Martin	Williams	Supervisor, Utility Mapping	Third Party & Utility Review, Engineering & Construction Services	City of Toronto
Umar	Malik	Stormwater Engineer	Capital Works Department	City of Burlington
Thomas	Tiidus	Intermediate GIS Technician	Capital Works Department	City of Burlington
Wen	Xie	Infrastructure Network Analyst	Infrastructure Planning & Policy, Public Works	Halton Region
Cliff	Lee	Co-ordinator of Crossing & Facilities Property and Right-Of-Way		Trans-Northern Pipeline Inc.
Alyssa	Rhynold	Adminstrator		Trans-Northern Pipeline Inc.
Daniel	Petrozziello	Transit Project Manager	Capital Development and Delivery	Enbridge
Kishore	Sagar			Enbridge
Wendy	Sutherland	Field Support Coordinator		Sun-Canadian Pipe Line Co. Ltd.
Brenda	Robinson	Contractor to Imperial	Canada Fuels Operations – Midstream Organization	Imperial's Sarnia Products Pipeline
Ron	Tourigny	Right of Way & Claims Coordinator		Imperial's Sarnia Products Pipeline
Greg	VandeKuyt	Supervisor, Distribution Design	Transit Projects	Alectra Utilities
Marko	Bursac	Manager	Asset Management	Burlington Hydro
Dave	Maraj	Supervisor	Major External Projects (Go Expansion)	Toronto Hydro-Electric System Limited

# Federal Rail Lines

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<b>Federal Rail Lines</b>				
Debra	Rasinger			VIA
Paul	Kerry			CP
Chris	Jones			CP
Hoang	Tran			CN
Martita	Mullen			CN
Kristina	Boka			CN
Darren	Reynolds			CN
Zhipeng	Liu	Specialist Environment		Canadian National (CN)
Stella	Karnis			Canadian National (CN)
Frances	Moreau			Canadian National (CN)
Bruno	Riendeau			VIA Rail

# Internal Metrolinx Staff

First Name	Last Name	Department
Simon	Strauss	Environmental Programs and Assessments
Rebecca	MacDonald	Environmental Programs and Assessments
Katie	Bright	Environmental Programs and Assessments
James	Francis	Environmental Programs and Assessments
Carrie	Sheaffer	Environmental Programs and Assessments
Paul	Niejadik	Environmental Programs and Assessments
Trina	Melatti	Communications and Community Relations
Georgina	Collymore	Communications and Community Relations
Franca	Digiovanni	Communications and Community Relations
Susan	Walsh	Communications and Community Relations
Leona	Hollingsworth	Communications and Community Relations
Kesey	Ewart	Communications and Community Relations
Nick	Faieta	Communications and Community Relations
Nicole	Panchal	Communications and Community Relations
Laura	Durie	Communications and Community Relations
Chris	Fraser	Health and Safety
Stephanie	Foster	Health and Safety
Fallon	Melander	Indigenous Relations
Jaimi	Ohara	Indigenous Relations
Menno	Van Limburg	PDT – NT&F, Electrification
Constantin	Urma	PDT – NT&F, Electrification
Juan	Mejia	PDT – NT&F, Electrification
Johnny	Lee	PDT – NT&F, Electrification
Dejan	Dokic	PDT – NT&F, Electrification
Nick	Di lorio	PDT – NT&F, Electrification
Jeff	Yee	PDT – NT&F, Electrification
Mark	Austin	PDT – SGS, SJS, Addenda
Tom	Clarke	PDT – SGS, SJS, Addenda
Anthony	Louie	PDT – SGS, SJS, Addenda
John	Carbone	PDT – SGS, SJS, Addenda
Naren	Garg	Sponsor Office - OnCorr
Warren	Dumlao	Sponsor Office - OnCorr
Trevor	Anderson	Sponsor Office - USRC
Carolina	Daza Ortiz	Sponsor Office - USRC
Stephen	De Medicis	Sponsor Office - USRC
Andrew	Posluns	Sponsor Office/other
Martin	Gallagher	Sponsor Office/other
Scott	Bowers	Boxfish
James	Christidis	Boxfish
Dave	Ellis	Boxfish
Zak	Kassam	Boxfish
Kellie	McFadden	Third Parties and Agreements
Pallavi	Saxena	Third Parties and Agreements
Anna	Lippa	Third Parties and Agreements

First Name	Last Name	Department
Jesse	McDonald	Third Parties and Agreements
Joshua	Kellar	Third Parties and Agreements
Mick	Olivera	Third Parties and Agreements
Antonio	DiFebo	Third Parties and Agreements
Adam	Snow	Thrid Party Project Review
Andrew	Harper	Thrid Party Project Review
Brandon	Goffoor	Thrid Party Project Review
Tony	To	Thrid Party Project Review
John	Potter	Design
Stephen	Coleman	Utilities
Lindsay	Lashley	Utilities
Paul	Collins	Utilities
George	Papfotis	Commercial Management
Laura	Kutisker-Jacobson	Commercial Management
Matthew	Phillips	Commercial Management
Antonio	DiFebo	Commercial Management
Senan	Hermiz	USEP
Rudy	Langballe	USEP
Grant	Baille	USRC
Mike	Bogias	USRC
Philippee	Bellon	Service Planning
Malcolm	Mackay	Service Planning
Quentin	Chiotti	Sustainability
Scott	Smith	Sustainability
Mark	Burkholder	Realty Services
Paula	Edwards	Station Services
Pat	Hegarty	Station Services
Phil	Pengally	Station Services
Dave	Park	Station Services
Emily	Cosburn	System Safety
Melanie	Morris	System Safety
Jeff	Bateman	Rail Corridors/Facilties
Xavier	Hall	Rail Corridors/Facilties
Robert	Netopilik	Rail Corridors/Facilties



# APPENDIX D: Virtual Public Consultation Feedback Forms



## Stouffville Rail Corridor Grade Separations - Feedback Form

Metrolinx would like to hear your thoughts on this project. For general comments about GO Expansion and the proposed infrastructure for the Scarborough Junction Grade Separation, fill out the comment form below.

For detailed information about the new information presented in Round 2, potential impacts and proposed mitigation measures, go to the [Studies page](#) to read more and provide your comments.

What do you like about GO Expansion and the proposed infrastructure?

Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider?

Are there other comments or advice you'd like to share with us?

Submit

### Important Documents

View key documents related to the Stouffville Rail Corridor Grade Separations TPAP including maps, program updates and information sheets.

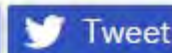
[Learn more](#)

### Indigenous Communities and People

Let us take a moment to acknowledge that we are on the traditional territory of many Nations. In particular the Anishnabeg, the Haudenosaunee and the Wendat peoples.

We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many Indigenous Peoples living here today. Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with Indigenous Peoples. Metrolinx has and will continue to engage with Indigenous Communities on the GO Expansion Program.

# New Track & Facilities - Ask a Question



Submit your question below. We'll post an answer to your question in a few business days. Be sure to vote for your favourite questions. You can also read the Q&A forum from the [first round of public consultation](#).

NOTE: Conduct inconsistent with our [policies](#) will result in the removal of your submission.

**Sort questions:** [Date](#) [Popularity](#)

[Add new comment](#) | [Log in or register to tell us your ideas](#) | [Français](#)

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Your name

Topic \*

Your question

Post

Public Comment Tracker for GO Expansion Program Public Consultation Round 2					
Source	Date Comment Received	Project Names	Issue Category	Comment/Feedback	Response Summary
Metrolinx Engage (Ask a Question)	19-Aug	Network Wide Structures Project	Network Wide Structures	Has Metrolinx decided to increase the lane width to the originally recommended 4 lanes (2 in each direction), or is it still holding to its revised position that they are now only prepared to replace what is there now (one in each direction and a west-bound center turn-lane)? Please refer to my earlier Feb. 25th and 26th comments.	<p>Thank you for sharing your comments regarding the proposed Wellington Street East Grade Separation in the Town of Aurora.</p> <p>This project is in the very early stages of the environmental assessment and design. Throughout the initial design phase of the project, Metrolinx has (and continues to) work with Municipal and Regional stakeholders to gain input on the design and impacts to local areas. As environmental and traffic studies are ongoing, the design is still in draft phase. Metrolinx is conducting studies, including a Traffic Impact Assessment, to determine the impact of the proposed grade separation on the local environment and mobility patterns. The results of these studies, and any proposed mitigation measures, will be presented to the public at future Open Houses.</p> <p>Please email <a href="mailto:YorkRegion@metrolinx.com">YorkRegion@metrolinx.com</a> if you would like to be added to the regional distribution list to receive further updates or invitations pertaining to Metrolinx projects in York Region.</p>
Metrolinx Engage (Ask a Question)	8/19/2020	Scarborough Junction Grade Separation	Grade Separation	<p>What do you like about GO Expansion and the proposed infrastructure? I like the fact that most of the changes for the Scarborough Junction Grade Separation Project involve use of existing GO property and moving rails underground.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? I have received two letters indicating that my property on _____ may be affected by the Scarborough Junction Grade Separation Project. This is particularly disconcerting because the homes on this stretch of _____ have already been adversely impacted by the installation of a third rail which has substantially increased the noise and vibration experienced by passing trains. I and other home owners in my area expressed our strong concerns regarding potential impacts to our properties at the first open house and the second round of open house does nothing to address this concern. There is no reference to or diagram of our specific area so we are no closer to understanding Metrolinx intentions than we were at the first open house.</p> <p>Are there other comments or advice you'd like to share with us? Metrolinx needs to find a solution that will not adversely impact the residents of _____.</p>	<p>The residents along _____, concerns were addressed by Metrolinx Communications through further resident inquiries to their local councillor. Information has been given to the local councillor to answer their inquiries. (Note - comment was recieved through anonymous comment forms, no contact information was available, therefore broader outreach was held through the local councillor)</p>
Metrolinx Engage (Ask a Question)	8/18/2020	Non-EA	Impact Assessment - Noise and Vibration	<p>What are you doing to change the Canadian Railway Regulation so that whistle blowing in not needed at all crossing. Some Municipalities have it and some do not? When will it be uniform across the GTA so that train whistling is no longer required.</p>	<p>Safety is central to the operation of our service. As you may know, for all trains across the network sounding whistles, their volume and frequency are federally regulated by Transport Canada in the interest of public safety. All train operators are required to comply with Canadian Rail Operating Rules (CROR), which requires that train whistles be sounded four times until the train completely occupies each level crossing.</p> <p>Municipalities do have the option to eliminate routine whistling (whistle cessation) at specific crossings if they feel that would better reflect their community's priorities. You can learn more about the process at <a href="https://tc.canada.ca/en/rail-transportation/grade-crossings/apply-stop-train-whistling-public-grade-crossing">https://tc.canada.ca/en/rail-transportation/grade-crossings/apply-stop-train-whistling-public-grade-crossing</a>. There are various terms and conditions related to technical feasibility, implementation cost and liability. Where requested, Metrolinx has successfully worked with different municipalities across the network to implement whistle cessation.</p>
Metrolinx Engage (Ask a Question)	8/18/2020	Network Wide Structures Project	Network Wide Structures	<p>Currently, I understand that the section between Barrie South and Allandale GO stations is without proper signaling which means trains are restricted in speed. When will this be remedied . . . meaning likely a potential 3-5 minute savings in travel time from Allandale GO station?</p>	<p>Thank you for your question.</p> <p>This section of track is already signalled. Time saving opportunities are being reviewed in our current schedules, as well as future infrastructure enhancements.</p> <p>For more information please contact us <a href="#">here</a>.</p>
Metrolinx Engage (Ask a Question)	8/19/2020	Network Wide Structures Project	Network Wide Structures	<p>Great news regarding all the rail line improvements. If I'm reading the information correctly am I to assume NO improvements to the Milton or Kitchener line?</p>	<p>Hello and thanks for your feedback.</p> <p>Metrolinx does not own the Milton corridor and two-way, all-day service along the Milton GO line depends on our negotiations with our rail partner, Canadian Pacific (CP). We continue to work with our rail partner to bring as much passenger service to the Milton GO line wherever and whenever possible. We can't wait to bring you more service. When it's completely in place and we are ready, an announcement will be made.</p> <p>Metrolinx does own part of the Kitchener corridor while some of the ownership belongs to our other rail partner, Canadian National (CN). We have been able to increase service on the Kitchener corridor during the past year through successful negotiations with CN and we will continue to work with our rail partner to bring more service on the Kitchener GO line. As such, we recently completed the Initial Business Case for expansion on the line which sets forth strategies on the best way to bring more service to the corridor. Additionally, we are currently working on the Transit Project Assessment Process (TPAP) to electrify the corridor between Georgetown and Kitchener.</p> <p>Please stay tuned for developments regarding more service on these corridors.</p>

Public Comment Tracker for GO Expansion Program Public Consultation Round 2					
Source	Date Comment Received	Project Names	Issue Category	Comment/Feedback	Response Summary
GO Expansion TPAP Email	8/19/2020	GO Rail Network Electrification Addendum	Electrification Infrastructure	<p>Hello!</p> <p>I have some questions regarding the GO electrification project. Any info you can share would be much appreciated.</p> <p>1) Will any electrified trains run on the Union Station Rail Corridor (USRC)? If so, roughly what percentage of USRC rail traffic would be electric and what percentage would be diesel?</p> <p>2) Does Metrolinx own the USRC? That is, will diesel trains continue to run on the USRC? If so, would this be indefinite? Would these diesel trains on the USRC be switched to electric at any point (for example, when the current diesel stock needs replacing), and if so, roughly how long would that take?</p> <p>3) If Metrolinx decides to go with a hydrail solution, would the hydrail trains run on the USRC? Would this be instead of electric trains that need overhead wires?</p> <p>Many thanks!</p>	<p><b>Response 1 of 2</b></p> <p>Hi</p> <p>Thank you for your questions and interest in the GO Rail Network Electrification Addendum. In response to your comments (which have been included in bold italics below) contained in your email received on August 18, 2020, we have provided the following clarifications and responses.</p> <p>1) Will any electrified trains run on the Union Station Rail Corridor (USRC)? If so, roughly what percentage of USRC rail traffic would be electric and what percentage would be diesel?</p> <p>Yes, the Union Station Rail Corridor (USRC) will be electrified as described in the 2017 GO Rail Network Electrification Environmental Project Report (EPR). A copy of the EPR and associated technical studies is available here: <a href="http://www.metrolinx.com/en/electrification/electric.aspx">http://www.metrolinx.com/en/electrification/electric.aspx</a></p> <p>As part of the plan to electrify the GO Rail Network, some corridors will provide a mix of both diesel and electric train service, while others will be fully electrified. The USRC is the hub of the GO Rail Network, with Union Station serving as the termination point for all rail corridors. As such, the corridor will have a mix of diesel and electric train service. In accordance with the proposed future Train Service Schedule scenario, approximately 48% of the daily trips (including revenue and non-revenue movements) on the corridor will be diesel trains.</p> <p>Metrolinx is currently undertaking system-wide Noise and Vibration and Air Quality Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation are anticipated to be available in the fall of 2020.</p>
GO Expansion TPAP Email	8/19/2020	GO Rail Network Electrification Addendum	Electrification Infrastructure	<p>Hello!</p> <p>I have some questions regarding the GO electrification project. Any info you can share would be much appreciated.</p> <p>1) Will any electrified trains run on the Union Station Rail Corridor (USRC)? If so, roughly what percentage of USRC rail traffic would be electric and what percentage would be diesel?</p> <p>2) Does Metrolinx own the USRC? That is, will diesel trains continue to run on the USRC? If so, would this be indefinite? Would these diesel trains on the USRC be switched to electric at any point (for example, when the current diesel stock needs replacing), and if so, roughly how long would that take?</p> <p>3) If Metrolinx decides to go with a hydrail solution, would the hydrail trains run on the USRC? Would this be instead of electric trains that need overhead wires?</p> <p>Many thanks!</p>	<p><b>Response 2 of 2</b></p> <p>2) Does Metrolinx own the USRC? That is, will diesel trains continue to run on the USRC? If so, would this be indefinite? Would these diesel trains on the USRC be switched to electric at any point (for example, when the current diesel stock needs replacing), and if so, roughly how long would that take?</p> <p>Metrolinx does own the USRC; however, other rail services such as VIA Rail and CN freight switcher trains are also in operation along the corridor as well. We are currently proposing to electrify Metrolinx-owned portions of the GO Rail Network. Further discussions and agreements with freight providers (i.e. CN and CP) are required for the remaining portions of the network in order for the system to become fully electrified. Therefore, as long as some portions of the network maintain diesel service, the USRC will as well. However, as corridors within the GO Rail Network become electrified, fewer trips will be made with diesel trains.</p> <p>3) If Metrolinx decides to go with a hydrail solution, would the hydrail trains run on the USRC? Would this be instead of electric trains that need overhead wires?</p> <p>Many thanks!</p> <p>Regarding your questions about Hydrail, Metrolinx has been investigating the feasibility of using a Hydrail system for one of the largest and most complex rail upgrades in the world. Recent advances in the use of hydrogen fuel cells (HFC) to power trains in other jurisdictions make it important that Metrolinx considers this clean technology. The Minister of Transportation announced in June 2017 that Metrolinx would be undertaking a feasibility study. Since then, we have completed the study report and it is now available. Metrolinx also hosted an international symposium in November 2017 and made progress on both the HFC Electric Multiple Unit (EMU) concept design and the HFC locomotive concept design and prototype project.</p> <p>While the Hydrail projects progress and we continue to investigate which technology will be the right solution for the GO rail network, we are still very much focused on delivering faster and cleaner electrified services. For the purposes of this Transit Project Assessment Process (TPAP) Addendum, only an overhead catenary system is being examined.</p> <p>Metrolinx will continue to monitor the developments of advances in new rail propulsion technology as they become more viable systems in the future. For further information regarding hydrail and the associated feasibility study undertaken, please visit:</p> <p><a href="http://www.metrolinx.com/en/news/announcements/hydrail-resources/Hydrail%20Factsheet_Feb21.pdf">http://www.metrolinx.com/en/news/announcements/hydrail-resources/Hydrail%20Factsheet_Feb21.pdf</a></p> <p>Once again, we thank you for your questions and look forward to your continued interest in the Project</p>
Metrolinx Engage (Ask a Question)	8/19/2020	Non-EA		<p>Has there been any consideration given to adding a bicycle car to all the GO train routes similar to European trains? This will allow cycle-commuting when we get off at our designated stations.</p>	<p>Thank you for providing your feedback and we will take this to our planning team as we continue to look for new ways to better serve our customers. We do have an existing policy and encourage customers to bring bicycles on our trains outside of rush hour. Our entire GO Bus fleet is also equipped with bike racks ready to use at any time for no extra charge. It is important to note space and availability is first come first serve.</p>
Metrolinx Engage (Ask a Question)	8/19/2020	Non-EA	General	<p>When are fares going to cover the actual cost of each ride? As a taxpayer who has not used transit in 50+ years I'm tired of paying anything that needs a subsidy to survive is a failure</p>	<p>Metrolinx is transforming its approach to be more commercial and to act more like a business. We are focused on its goals of increasing service and generating revenue while being cost efficient and reducing the reliance on the provincial operating subsidy. You can find more information and details in the 2019-20 Metrolinx Business Plan here on Metrolinx.com. We continue to look at more transformation initiatives to lower expense and increase revenue.</p>

Public Comment Tracker for GO Expansion Program Public Consultation Round 2					
Source	Date Comment Received	Project Names	Issue Category	Comment/Feedback	Response Summary
Metrolinx Engage (Ask a Question)	8/20/2020	Network Wide Structures Project	Network Wide Structures	When you say "network-wide" does that include the Milton and Kitchener Line. You improvement map shows no work or improvements on these two lines?	<p>Hello and thanks for your feedback.</p> <p>Metrolinx does not own the Milton corridor and two-way, all-day service along the Milton GO line depends on our negotiations with our rail partner, Canadian Pacific (CP). We continue to work with our rail partner to bring as much passenger service to the Milton GO line wherever and whenever possible. We can't wait to bring you more service. When it's completely in place and we are ready, an announcement will be made.</p> <p>Metrolinx does own part of the Kitchener corridor while some of the ownership belongs to our other rail partner, Canadian National (CN). We have been able to increase service on the Kitchener corridor during the past year through successful negotiations with CN and we will continue to work with our rail partner to bring more service on the Kitchener GO line. As such, we recently completed the Initial Business Case for expansion on the line which sets forth strategies on the best way to bring more service to the corridor. Additionally, we are currently working on the Transit Project Assessment Process (TPAP) to electrify the corridor between Georgetown and Kitchener.</p> <p>Please stay tuned for developments regarding more service on these corridors.</p>
Metrolinx Engage	8/20/2020	Non-EA	Project Scope - LSE	<p>What do you like about GO Expansion and the proposed infrastructure?</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider?</p> <p>You have had surveyors in Stephenson Park with regards to adding a 4th line on the Lakeshore East Line. You have an easement into the park and intend upon creating a temporary access for at least 2 years in the southwest corner of the park in order to gain access to create the 4th line. Where is the notification to residents of your intent?</p> <p>Are there other comments or advice you'd like to share with us?</p> <p>Please share with us all specifics as to the magnitude of the access into the park and steps being taken to minimize impact to this residential neighbourhood over the at least 2 year span of the project. Transparency and completeness of information is critical!</p>	<p>We have a dedicated Community Relations team on the ground that does their best to engage and keep the community notified of work happening in their area. As our work to grow service continues, you may notice crews in your area. You can reach out to them anytime at <a href="mailto:TorontoEast@metrolinx.com">TorontoEast@metrolinx.com</a> for more information on the work happening in your community.</p>
Metrolinx Engage (Ask a Question)	8/18/2020	Scarborough Junction Grade Separation	Grade Separation	<p>During the first information session several properties along Scarborough GO station. I do not see any mention of that impact in this report. Have the plans been modified to maintain the current layout of the tracks in the portion next to the homes on</p>	<p>Thank you for your feedback on the Scarborough Junction Grade Separation Project and how properties along may be affected by the Project. As part of the GO Expansion Program, a new track will be built heading north on the Stouffville Rail Corridor. This new track was assessed and approved as part of the Stouffville Corridor Rail Service Expansion Class EA in 2014. The new track alignment for the Stouffville northbound track may not be able to be accommodated in the space between the existing tracks and station building. As such, the GO Station building may be modified or relocated; however, the building will remain within the existing property boundaries of the Scarborough GO Station.</p> <p>The Project design is not yet finalized, but Metrolinx has completed a conceptual design that identifies the maximum anticipated impacts from construction. While permanent works (such as new tracks) are expected to remain within the existing rail corridor, temporary disturbance to a portion of some properties on may be required to facilitate construction. This may require removal of existing fences and potential disturbance to backyards. The temporary construction area may encroach onto some properties along and may remain in place for up to 2 years, beginning as early as 2022. Individual property owners will be contacted by a representative from Metrolinx Property Acquisitions to discuss the specifics of potential impacts to the property. MX property acquisition will reach out following the completion of the TPAP phase, which includes approval for the conceptual design. It is anticipated that the TPAP will be completed in Winter of 2021.</p> <p>As part of the Virtual Open House, currently being hosted by Metrolinx, you can access the project related Studies, Impacts and Mitigation section here: <a href="https://www.metrolinxengage.com/en/content/scarborough-junction-grade-separation-studies-impacts-and-mitigation">https://www.metrolinxengage.com/en/content/scarborough-junction-grade-separation-studies-impacts-and-mitigation</a></p>
Metrolinx Engage (Ask a Question)	8/20/2020	GO Rail Network Electrification Addendum	Impact Assessment - Construction Impacts	<p>I would like to understand how Metrolinx intends to enforce construction rules, especially with construction occurring in the middle of the night. 1. Will Metrolinx install a 24 hour hotline for construction complaints? 2. Will they have high-level managers onsite during construction to oversee the enforcement of the guidelines? 3. What will happen if contractors do not follow those guidelines and significant community complaints are being made? 4. How will Metrolinx ensure our communities who live along the LSE have a voice in staging areas and construction timings?</p>	<p><b>Response 1 of 2</b></p> <p>Thank you for your questions and interest in the GO Rail Network Electrification Addendum.</p> <p>With respect to Question 1, prior to the commencement of construction, the Contractor will be required to develop and submit a detailed Construction Noise Management Plan to Metrolinx.</p> <p>When possible, construction will be limited to the time periods allowed by the locally applicable bylaws (generally during the daytime hours and during weekdays). Certain types of construction work can only be completed when trains are not in service (i.e., outside of business hours). Although provincial agencies such as Metrolinx and Hydro One are not subject to municipal bylaws, Metrolinx (and it's Contractor) will endeavour to adhere to these local bylaws as a best practice, where practical.</p> <p>A Communications and Complaints Protocol will be developed by the Contractor, which will indicate how and when surrounding local businesses and property owners/tenants will be informed of anticipated upcoming construction works (including work at night) and who they can contact should they have any concerns. This will include a response strategy to address/resolve potential noise/vibration complaints during the construction phase.</p> <p>With respect to Questions 2 and 3, as documented in the 2017 GO Rail Network Electrification Environmental Project Report (EPR), an Environmental Management System (EMS) will be established and implemented to ensure that environmental protection/mitigation measures identified through the GO Rail Network Electrification TPAP are fulfilled and functioning as expected. The EMS will also include any additional commitments and mitigation measures identified as part of this TPAP Addendum. The overall intent of the EMS will be to integrate environmental management into the daily operations and other quality management systems of the project throughout the detail design and construction phases of the project.</p>

Public Comment Tracker for GO Expansion Program Public Consultation Round 2					
Source	Date Comment Received	Project Names	Issue Category	Comment/Feedback	Response Summary
Metrolinx Engage (Ask a Question)	8/20/2020	GO Rail Network Electrification Addendum	Impact Assessment - Construction Impacts	I would like to understand how Metrolinx intends to enforce construction rules, especially with construction occurring in the middle of the night. 1. Will Metrolinx install a 24 hour hotline for construction complaints? 2. Will they have high-level managers onsite during construction to oversee the enforcement of the guidelines? 3. What will happen if contractors do not follow those guidelines and significant community complaints are being made? 4. How will Metrolinx ensure our communities who live along the LSE have a voice in staging areas and construction timings?	<p><b>Response 2 of 2</b></p> <p>Operations and other quality management systems of the project throughout the detail design and construction phases of the project.</p> <p>Construction activities, compliance and any identified complaints will be closely monitored by Metrolinx representatives to ensure that construction activities are conducted in accordance with project requirements and associated mitigation/monitoring plans.</p> <p>With respect to Question 4, additional communications will be undertaken during the detailed design and construction phases of the project to ensure that local businesses and adjacent properties owners/tenants are provided with updated information regarding construction activities and timelines within their respective neighborhoods. Detailed design will begin in 2021 and construction for the OnCorr Program is expected to occur from 2022 to 2028.</p> <p>Metrolinx has also developed an Information Sheet on Construction Management that was prepared as part of the consultation materials presented in Round 1 (held February 2020). Please see the link below for further information:</p> <p><a href="https://www.metrolinxengage.com/sites/default/files/info_sheet_6_-_construction_mgmt_-_final2.pdf">https://www.metrolinxengage.com/sites/default/files/info_sheet_6_-_construction_mgmt_-_final2.pdf</a>.</p> <p>Please see the link below to a recent Metrolinx blog post for information on how construction will be managed in Ontario communities:</p> <p><a href="https://blog.metrolinx.com/2020/03/25/getting-past-dirt-and-dust-during-critical-transit-development-how-metrolinx-will-tackle-future-go-expansion-projects-in-your-neighbourhood/">https://blog.metrolinx.com/2020/03/25/getting-past-dirt-and-dust-during-critical-transit-development-how-metrolinx-will-tackle-future-go-expansion-projects-in-your-neighbourhood/</a></p> <p>Should you have any specific concerns regarding the construction of this project within your community, please do not hesitate to advise.</p>
Metrolinx Engage (Ask a Question)	8/20/2020	Network Wide Structures Project	Impact Assessment - Construction Impacts	Where in your Construction Management Plan does it say that Metrolinx will consult with the community they are working in? Will there be any consultation prior to construction, that will involve all community homeowners and stakeholders, allowing them input into the Construction plans for their area?	<p>Thank you for your questions and interest in the GO Rail Network Electrification Addendum.</p> <p>Additional communications will be undertaken during the detail design and construction phases of the project to ensure that local businesses and adjacent properties owners/tenants are provided with updated information regarding construction activities and timelines within their respective neighborhoods. Specifically, a Communications and Complaints Protocol will be developed by the Contractor, which will indicate how and when surrounding local businesses and property owners/tenants will be informed of anticipated upcoming construction works.</p> <p>In addition, prior to the commencement of construction, the Contractor will also be required to develop and submit a detailed Construction Noise Management Plan to Metrolinx.</p> <p>Detailed design will begin in 2021 and construction for the OnCorr Program is expected to occur from 2022 to 2028.</p> <p>Metrolinx has also developed an Information Sheet on Construction Management that was prepared as part of the consultation materials presented in Round 1 (held February 2020). Please see the link below for further information:</p> <p><a href="https://www.metrolinxengage.com/sites/default/files/info_sheet_6_-_construction_mgmt_-_final2.pdf">https://www.metrolinxengage.com/sites/default/files/info_sheet_6_-_construction_mgmt_-_final2.pdf</a>.</p> <p>Should you have any specific concerns regarding the construction of this project within your community, please do not hesitate to advise.</p>
Metrolinx Engage (Ask a Question)	8/20/2020	GO Rail Network Electrification Addendum	Vegetation Removal and Compensation	When will the planned vegetation removal be occurring along LSE from Eastern Ave to Coxwell section?	<p>Thank you for your comment.</p> <p>Metrolinx will work with its contractor to finalize the removals schedule once the contract for the Vegetation Removal and Compensation Program is awarded late this year. Work will be phased throughout the GO rail network over the course of a couple of years.</p> <p>If you haven't done so already, kindly subscribe to our regional Toronto East e-newsletter here. We will be using it to advise communities prior to any removal work starting and we also regularly share updates on all other exciting projects happening in the area.</p>
Metrolinx Engage (Feedback Form)	8/21/2020	New Track and Facilities	Electrification Infrastructure	<p>What do you like about GO Expansion and the proposed infrastructure?</p> <p>Oshawa GO station -- as the first step to a north of the 401 route -- is absolutely necessary given that the governments haven't expanded the roadways fast enough</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider?</p> <p>Are there other comments or advice you'd like to share with us?</p> <p>Frozen switches affecting GO trains should never be a problem. Heard of heated sidewalks? Put the switches on heated concrete pads</p>	<p>Thank you for sharing your thoughts with us about the Oshawa GO Station, and your suggestion regarding switches. We agree that Oshawa GO Station will play a critical role in the growth and future development of the Region. The increased rail service made possible by GO Expansion will provide greater access to public transit and allow an increasing number of residents to leave their cars at home.</p> <p>Regarding switches, most if not all mainline powered switches have what is called a Switch Clearing device. The main purpose of these systems is to prevent snow and ice from gathering in a way that negatively affects the operation of the switch. Metrolinx consistently maintains these mechanisms to ensure switches remain safe and malleable during the winter season.</p> <p>Thank you again for contacting us. We look forward to your continued involvement with the Project.</p>
Metrolinx Engage (Feedback Form)	8/22/2020	Non-EA	General	<p>What do you like about GO Expansion and the proposed infrastructure?</p> <p>Its finally happening, only 3 decades too late</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider?</p> <p>its not nearly enough</p> <p>Are there other comments or advice you'd like to share with us?</p> <p>what about the Kitchener-Waterloo line? That needs more tlc</p>	<p>Thank you for your feedback and interest regarding GO expansion work.</p> <p>Metrolinx is committed to delivering two-way all-day service on the Kitchener corridor. We took some great steps forward in the last year introducing mid-day and late night options on the corridor. Late last year we released the Initial Business Case (IBC) for Kitchener service that outlines our approach to adding more service on the corridor. You can find more information and the full IBC on Metrolinx.com. We are always looking for new ways to increase service and better serve communities across the corridor.</p> <p>Since taking over ownership of the corridor in late 2018, we have been moving forward on extensive rehabilitation of the rail corridor between Georgetown and Kitchener. We still have lots of work to do as we make some much needed improvements to the corridor.</p>

Public Comment Tracker for GO Expansion Program Public Consultation Round 2					
Source	Date Comment Received	Project Names	Issue Category	Comment/Feedback	Response Summary
MetroInx Engage (Ask a Question)	8/22/2020	Network Wide Structures Project	Network Wide Structures	Why is MetroInx moving forward with an overpass bridge in this area when the preferred option was an underpass similar to what exists on Major Mackenzie Drive and what you are currently building on Rutherford Road and what is proposed on Wellington in Aurora? Yes we know that it costs more but doing the right thing is not about money. What about the existing subdivision that is there and will now have this ugly bridge structure looking over the existing homes. What kind of EA did you move forward with that provides the justification for this design? Paying lip service to a provincial EA process is not the way to justify an overpass at this location. DO YOUR HOMEWORK AND DESIGN AND CONSTRUCT AN UNDERPASS. The citizens of vaughan are prepared to make this political if you want a fight	<p>Thank you for sharing your comments regarding the proposed McNaughton Road Grade Separation in the City of Vaughan. This project is an addendum to a previously conducted transit project assessment process (TPAP) - the 2017 Barrie Rail Corridor Expansion environmental project report (EPR). This EPR was approved by the Ministry of Environment and Climate Change in 2017 and examined the rationale for a grade separation at the intersection of McNaughton Road and the MetroInx rail corridor.</p> <p>In 2019, MetroInx conducted an options analysis to determine the appropriate type of grade separation (overpass or underpass). This analysis was undertaken against key considerations associated with impacts to stakeholders, local setting, aesthetics/ public realm, property impacts, utilities, engineering constraints, environment, operations and maintenance, capital costs and economic cost/ benefits. The results of this analysis concluded that a road overpass is the most appropriate option considering the aforementioned factors. One of the significant factors inhibiting the road underpass is the groundwater levels in the area, which would result in significant excavation and dewatering that could have impacts to the local groundwater regime. This would also result in additional infrastructure requirements, including pumping stations and associated utilities that would have additional property impacts. The underpass option would also require a track diversion, which would result in additional property impacts.</p> <p>Please note MetroInx will work with the municipality to include patterned form liners for retaining walls, as well as a landscaping and planting strategy for the sloped embankment, to soften any visual impacts to the residential properties. This project is in the early stages of the environmental assessment addendum and design.</p> <p>There will be future opportunities to learn more about the various projects happening across the region. Please email YorkRegion@metroInx.com if you would like to be added to the regional distribution list to receive further updates or invitations pertaining to MetroInx projects in York Region.</p>
MetroInx Engage (Feedback Form)	8/22/2020	Non-EA	Project Scope - LSW	<p>What do you like about GO Expansion and the proposed infrastructure? For myself personally, not much.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? What happened to the Niagara line (off Lakeshore West expansion), including the Grimsby station???</p> <p>Are there other comments or advice you'd like to share with us? Lakeshore West expansion to Niagara</p>	<ul style="list-style-type: none"> <li>•MetroInx is looking to build on the launch of regular weekday service between Niagara Falls and Toronto - four years ahead of schedule, and the extension of seasonal weekend service year-round.</li> <li>•Given the current circumstances in Ontario with the COVID-19 outbreak, train service along the Niagara extension has been temporarily reduced.</li> <li>•MetroInx is committed to bringing two-way, all-day GO service between Union Station and Niagara. You can find more information in the Niagara GO Rail Service Expansion Initial Business Case on MetroInx.com. This provide a summary of the strategic, financial, and economic performance for extending two-way all-day GO rail service on the Lakeshore West line to Niagara Region and evaluates three infrastructure options to get there. You can stay up to date by signing up for the MetroInx Niagara Region newsletter here.</li> <li>•In December 2018, MetroInx adopted a market-driven approach to delivering new transit infrastructure, starting with new GO stations. Work on the proposed Grimsby GO station has paused while we work with Niagara Region to pursue opportunities to deliver the station with third-party investment.</li> </ul>
MetroInx Engage (Ask a Question)	8/22/2020	Non-EA	General	What is the theoretical limit number of trains at Union station per hour per direction and in total?	We are always looking at new ways to increase the capacity of our infrastructure across the network and working with our rail partners to coexist and run our services in parallel. You can find a track capacity study and details on the capacity at Union Station on MetroInx.com. We are also in the procurement phase of a new Union Station Enhancement Project that will help increase the capacity at Union Station. You can find the details and timelines here,
MetroInx Engage (Ask a Question)	8/22/2020	Non-EA	Electrification Infrastructure	With new electric trains, is MetroInx considering raising the platform height to the accessible car or higher?	MetroInx is currently preparing an Initial Business Case (IBC) for level boarding across the GO rail network. We know level boarding will provide significant accessibility benefits for customers while also reducing station run-in and dwell times. You can find more detailed information and next steps in the GO Expansion Full Business Case. Also, all new stations are anticipated to be built with level boarding from the outset (Technical Report: GO Expansion New Stations Modelling Background).
MetroInx Engage (Ask a Question)	8/22/2020	Non-EA	Network Wide Structures	<p>I don't see any reference to the above project in this TPAP overview. Am I missing something?</p> <p>This is a project broadly supported by the (very) well-populated community in the Humber Bay Area and there is a development proposal in review to build additional residential and office space at the Lake Shore &amp; Park Lawn intersection, with a GO station as a central feature. So, where is MetroInx in this process?</p>	<p>First Capital REIT is proposing the new Park Lawn GO Station and Transit Hub as part of its redevelopment plan for the entire Mr. Christie site. This project is not under the GO Expansion project scope.</p> <p>We are currently completing the pre-planning work for the Environmental Assessment on the proposed Park Lawn GO Station in order to assess potential impacts from the project. The EA is being conducted in accordance with the Transit Project Assessment Process, a process routinely used for transit projects in Ontario.</p>
MetroInx Engage (Ask a Question)	8/23/2020	Non-EA	Electrification Infrastructure	Currently the electrification of GO is scheduled to be complete by 2025, with construction starting this year. The June 2020 Market update by Infrastructure Ontario showed that the GO expansion contract (which includes electrification) is only scheduled to be awarded in 2022 - yet again delayed. Is electrification still scheduled to start this year? What is causing the delay in the procurement of various contracts GO RER expansion contracts? And is the electrification of GO still scheduled to be complete by 2025?	<p>MetroInx is committed to finding the most sustainable solution for electrifying the GO rail network. Electrification of the system and trains have been studied as part of the Transit Project Assessment Process (TPAP) for the GO Expansion program, currently in the procurement phase. The GO Expansion program is a single innovative, fully-integrated contract to run more and better service.</p> <p>The successful proponent team will be responsible for selecting and delivering the right trains and infrastructure to unlock the benefits of GO Expansion. The contract is in a multi-year procurement process, and currently teams are completing the bids that will close in 2021. Construction will get underway in 2022, and a proposed schedule for completion will be available at that time.</p>
MetroInx Engage	11-Aug-20	Non-EA	Non-EA	<p>and construction properties that are being surveyed for frontage expropriation</p> <p>Message: please contact with details regarding same.</p>	We have shared your contact information with our Community Relations team. You can reach out to them anytime at TorontoEast@metroInx.com for more information.
MetroInx Engage	21-Aug-20	Stouffville Rail Corridor Grade Separation	Impact Assessment - Transit and Traffic	<p>What do you like about GO Expansion and the proposed infrastructure? I like that this round of GO Expansion will finally separate rail traffic from vehicular/pedestrian traffic.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? There will be concerns about increased traffic due to the road closures associated with the grade separation work.</p> <p>Are there other comments or advice you'd like to share with us? Just do it. Yes, motorists and commuters will be inconvenienced in the foreseeable future during construction but the best time to have done this grade separation work was years ago but the next best time is to start the process is now. This will allow MetroInx to run all-day, two-way service along this corridor and potentially electrification of this line in order to have higher speed trains With York University opening a satellite campus near Unionville Station it will allow students and faculty to get to this location much more easily and quickly than a bus or vehicle. Lastly, residents who have been complaining for years about the train whistle will not have reason to do so because the grade separation makes this no longer necessary.</p>	Comments have been noted and will be considered during the TPAP process



Public Comment Tracker for GO Expansion Program Public Consultation Round 2					
Source	Date Comment Received	Project Names	Issue Category	Comment/Feedback	Response Summary
GO Expansion TPAP Email	18-Aug-20	Non-EA	General	Great news for GO Expansion. I would highly appreciate if there is a plan for Milton GO Expansion to Cambridge and another Go Station in Milton. Love to hear	Hello  We currently have no plans to build another GO Station in Milton. The current station will be improved which will provide customers with additional parking.  A feasibility study to explore the potential of extending GO service to Cambridge is being led by the Region of Waterloo. The study is still in the early stages. We consider a number of factors when building a business case for new service, including expected ridership, costs, and available resources. We will have more information once the study is completed and published.  Please let me know if anything further is required.  Thanks,  Mandeep
Metrolinx Engage (Ask a Question)	22-Aug-20	Scarborough Junction Grade Separation	Project Scope - LSE	In your GO Expansion Full Business Case, there aren't any trains that terminate near the Midland Layover (Scarborough GO/Eglinton GO). Where are those layover trains coming from? Is Metrolinx extending some of the trains to Scarborough GO/Eglinton GO?	Thank you for your inquiry about the Scarborough Junction Grade Separation Project and how the Midland Layover is planned to be used. Metrolinx has multiple layovers throughout the system, and not all are located at the termination of a line/service. Some existing examples include Willowbrook Maintenance Facility in Etobicoke, Bathurst St. Yard in Toronto, Henry St. Layover in Whitby, and Lewis Rd. Layover in Stoney Creek. The Midland Layover will provide multiple options for trains to be brought into service anywhere along the Lakeshore East and Stouffville Rail Corridors.
Metrolinx Engage (Ask a Question)	18-Aug-20	Scarborough Junction Grade Separation	Operation and Service	VIA Rail Canada currently operates along the GO Lakeshore East line, through the proposed Scarborough Jct flyover. VIA is pursuing a High Frequency Rail (HFR) proposal which would potentially add further capacity requirements to the LSE line, or on other routes such as the Metrolinx Don Valley line (slated for conversion to a layover yard) and/or the Metrolinx Stouffville Line. Has Metrolinx confirmed VIA Rail Canada's current and future requirements for track capacity on each of these lines? Has this need been factored into Metrolinx's expansion program? Can intercity travellers be assured that Metrolinx will afford VIA the necessary track capacity for its own expansion plans?	Metrolinx has shared its plans for the proposed Don Valley Layover and Midland Layover facilities and the New Track & Facilities TPAP Project and the Scarborough Junction Grade Separation TPAP Project with VIA Rail as part of the TPAP consultation efforts. The new rail-rail grade separation through a tunnel traveling under the Lakeshore East (LSE) Rail Corridor will allow trains to freely pass without the need for stoppages, increasing travel speed and capacity on our rail lines. Metrolinx will continue to work with VIA Rail as they advance their planning for the High Frequency Rail Project. Metrolinx and VIA Rail are working together on this matter and will seek to maximize the public benefit of infrastructure investments.
Metrolinx Engage (Ask a Question)	18-Aug-20	GO Rail Network Electrification Addendum	Impact Assessment - Noise and Vibration	What is your assessment criteria for the need for a noise wall, in areas that have homes in close proximity and/or backing onto the LSE tracks?	Thank you for your question and interest in the GO Rail Network Electrification Addendum.  Metrolinx is currently undertaking system-wide Noise and Vibration and Air Quality Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation along the Lakeshore East (LSE) Corridor are anticipated to be available in Fall 2020 and will be presented at the third round of Public Open Houses. Should you have questions or concerns after reviewing the study results and location of proposed mitigation, Metrolinx would be pleased to provide further clarification or discussion in an effort to address any remaining concerns.  The Noise and Vibration Studies being completed as part of the GO Rail Network Electrification TPAP Addendum will assess how noise and vibration levels will change from existing operations (2015) to the proposed future operations, and to determine whether mitigation measures may be required. As per the Ministry of Environment, Conservation and Parks (MECP)/GO Transit Protocol for Noise and Vibration Assessment, noise impacts from the future GO Transit rail traffic will be expressed in terms of Adjusted Noise Impact, which is based on the difference between the pre-project and post-project noise levels.  Noise increases above 5 dBA trigger the draft GO Transit/MECP Noise and Vibration Protocol to consider noise mitigation. Any proposed mitigation for both sound and vibration effects must meet administrative, operational, economic and technical feasibility criteria. Where all criteria are met, the mitigation solutions (i.e. noise barrier) will be recommended.  For the section of Joint Corridor shared with the proposed Ontario Line, noise modelling and mitigation effort is being closely coordinated between project teams.  Should you have concerns about a specific location along the LSE Corridor, please contact Metrolinx and someone from our Community Relations team will be in touch.
Metrolinx Engage (Ask a Question)	18-Aug-20	Non-EA	General	How is it that on a page entitled Provide feedback, there is only information on reading more reports and no place to provide feedback (other than ask questions)?	Thanks for your comment. To ensure we accurately address your concern please provide the webpage URL in reference, here. We will review and get back to you asap. Please also feel free to provide the feedback you had hoped to share initially through this same contact page.
Metrolinx Engage (Ask a Question)	18-Aug-20	GO Rail Network Electrification Addendum	Operation and Service	1. What will be make of the Electric motive power and numbers of engines for the Barrie Corridor? 2. What is the earliest date for the two track electrified Barrie line to be operating?	Thank you for your questions and interest in the GO Rail Network Electrification Addendum. We are currently reviewing the fleet strategy to determine the type(s) of vehicles we will procure. This work is looking at vehicle types from self-propelled electric multiple units (EMUs) to electric locomotives to a combination of both. The fleet strategy review is still on-going at this time.  In accordance with the proposed future Train Service Scenario, the following train consists (including revenue and non-revenue movements) are anticipated on the Barrie Corridor post-electrification:  1 Diesel Locomotive with 6 Cars, which will comprise approximately 4% of trips; 1 Electric Locomotive with 6 Cars, which will comprise approximately 84% of trips; and 2 Electric Locomotives with 12 Cars, which will comprise approximately 12% of trips. Metrolinx is currently undertaking system-wide Noise and Vibration and Air Quality Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation are anticipated to be available in the fall of 2020.  The GO Rail Network Electrification TPAP Addendum is anticipated to be complete Spring 2021. GO Expansion is part of a system wide project to design, build, operate and maintain the network, currently in the procurement phase. The winning proponent will propose and procure trains that meet the requirements to deliver future service levels on the GO Transit rail network. Once a proponent is selected there will be further information in terms of construction scheduling and sequencing. Updates will be provided to the public and stakeholders prior to construction.

Public Comment Tracker for GO Expansion Program Public Consultation Round 2					
Source	Date Comment Received	Project Names	Issue Category	Comment/Feedback	Response Summary
Metrolinx Engage (Ask a Question)	20-Aug-20	Non-EA	General	Metrolinx's plans for electrification are completely wrong, will take years and cost billions more than necessary. Who can I discuss battery electrification. Save billions using existing tracks, save years in building. The new electric Semi Truck from Tesla has enough power to pull a GoTrain. Quiet. Much cheaper. Cleaner. Charging at night almost free power. Please provide the right person to speak to at Metrolinx. Otherwise we are making a terrible mistake.	Metrolinx is committed to finding the most sustainable solution for electrifying the GO rail network. Electrification of the system and trains have been studied as part of the Transit Project Assessment Process (TPAP) for the GO Expansion program, currently in the procurement phase. The GO Expansion program is a single innovative, fully-integrated contract to run more and better service.  The successful proponent team will be responsible for selecting and delivering the right trains and infrastructure to unlock the benefits of GO Expansion. The contract is in a multi-year procurement process, and currently teams are completing the bids that will close in 2021. Construction will get underway in 2022.
Metrolinx Engage (Ask a Question)	22-Aug-20	Non-EA	General	I notice you always favour the north and west. Why is that. Why is there nothing past Oshawa. We have all a vote and pay taxes out here.	More GO service to Bowmanville is part of the Growth Plan for the Greater Golden Horseshoe.  Expanded rail service will provide Durham Region with more direct connections to the larger GO Transit network, helping to reduce congestion in the GTHA while connecting people to education and job opportunities. Expanding GO Train service in Durham Region builds upon planning work and service and infrastructure improvements that are already underway through our Regional Transportation Plan.  More information about the project can be found here: <a href="http://www.metrolinx.com/en/greaterregion/projects/bowmanville-expansion.aspx">http://www.metrolinx.com/en/greaterregion/projects/bowmanville-expansion.aspx</a>  If you'd like to join our email distribution list to stay up to date as we expand GO service to Bowmanville, please email us at <a href="mailto:bowmanvilleexpansion@metrolinx.com">bowmanvilleexpansion@metrolinx.com</a>
Metrolinx Engage (Ask a Question)	24-Aug-20	Non-EA	General	Would this result in all day train service?	Until the advent of COVID-19, we had more frequent GO service on the Barrie corridor than ever before, including all-day service on core segments of the line. In 2019, we added more weekend service to Barrie as well.  Starting Sept. 5, as the province moves through Stage 3 of pandemic recovery, Metrolinx will be resuming most train service to provide service every hour, with more service during rush hours, and hourly throughout most of the day in the midday, evenings and on weekends.  As part of the On Corridor program, the goal is to provide all-day, electrified GO service to Allandale GO Station, and to allow for more travel choices for our customers.  You can find more information about the Barrie GO Expansion here.
Metrolinx Engage (Ask a Question)	18-Aug-20	GO Rail Network Electrification Addendum	Project Timeline	I notice you are only releasing the EPR Addenda in "Fall 2020" subject to a 30 day public and stakeholder review. That gives very our communities very little time to read it and digest the information enough to give relevant feedback on it. 1. Why is this 30 day release and consult process not extended? 2. What will Metrolinx do with the feedback from the community? ie. If the community feels noise walls need to be installed in their area, will this happen?	Thank you for your questions and interest in the GO Rail Network Electrification Addendum.  The Notice of EPR Addendum is anticipated to be filed in early 2021, which represents a change from the schedule presented earlier this year at the first round of Public Open Houses (POHs). This change was made to coincide the filing of the Notice of EPR Addendum with the Notice of Completion for the New Track & Facilities TPAP. Please refer to the information at the following link for the latest project timeline: <a href="https://www.metrolinxengage.com/sites/default/files/electrification_addendum_timeline_-_v6r1.pdf">https://www.metrolinxengage.com/sites/default/files/electrification_addendum_timeline_-_v6r1.pdf</a>  Metrolinx greatly values community input. In an effort to engage the public and provide opportunities to review and comment on the project in advance of the EPR Addendum filing, Metrolinx will have hosted three (3) separate rounds of POHs. The first round was held in February 2020, the second round is currently being held virtually from August 18 to September 1, and the third round is anticipated to be held virtually in Fall 2020. These POHs are intended to present relevant project information (including project designs, potential impacts, and proposed mitigation measures) as details become available and solicit feedback from participants and interested stakeholders.  The 30-day public and stakeholder review period of the EPR Addendum is a regulatory standard and will be undertaken in accordance with requirements outlined in Ontario Regulation 231/08 - Transit Projects and Metrolinx Undertakings.  All feedback that is received as part of the project (including POHs) will be included as part of the Consultation Record and will be considered as part of the 35-day Minister's review before a decision on the project is issued. Metrolinx is required to demonstrate how public and stakeholder comments that were received were considered and/or addressed as part of the project. Please refer to the following link for a copy of the Public Meeting Summary Report from the first round of POHs, which shows how we have collected and considered public comments: <a href="https://www.metrolinxengage.com/sites/default/files/go_expansion_public_meeting_round_1_final_summary_report_comp.pdf">https://www.metrolinxengage.com/sites/default/files/go_expansion_public_meeting_round_1_final_summary_report_comp.pdf</a>  Metrolinx is currently undertaking system-wide Noise and Vibration and Air Quality Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation are anticipated to be available in Fall 2020 and will be presented at the third round of Public Open Houses. Should you have questions or concerns after reviewing the study results and location of proposed mitigation, Metrolinx would be pleased to provide further clarification or discussion in an effort to address any remaining concerns.  If there are particular areas of concern for the community please let Metrolinx know. Feedback is appreciated through all stages of the EPR Addendum process.
Metrolinx Engage	22-Aug	Non-EA	General	What do you like about GO Expansion and the proposed infrastructure? Nothing.  Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? Are there other comments or advice you'd like to share with us? It looks like you have abandoned Rouge Hill Go station altogether. Hardly any trains stop here during the morning morning rush hour. I was looking forward to faster service, but it seems that during peak hours, most trains just bypass rouge hill. Also the facilities are garbage - you should spend \$100 and get someone to clean the toilets once in a while. Is your plan to just slowly strangle this station? It sure seems like it.	We apologize for the condition of the bathroom when you visited our station. If you have any concerns you can always speak to a station attendant or call 1-888-GET-ON-GO (438-6646) toll-free. During the pandemic our services have been running a little differently, you can find the most up to date schedule by visiting <a href="http://gotransit.com">gotransit.com</a> . We continue to monitor ridership and are adjusting accordingly to keep our customers safe and get them where they need to go. We are also regularly monitoring travel behaviour and markets to identify rising and high potential markets for future GO services. In particular, we monitor all bus routes and rail corridors within the service area for travel patterns and ridership to determine potential service additions and adjustments.

Public Comment Tracker for GO Expansion Program Public Consultation Round 2					
Source	Date Comment Received	Project Names	Issue Category	Comment/Feedback	Response Summary
Metrolinx Engage (Ask a Question)	21-Aug-20	New Track and Facilities	Impact Assessment - Noise and Vibration	<p>Expropriation &amp; Noise Mitigation</p> <p>When will we find out if GO needs to expropriate land from our neighbourhood? The new tracks will be right behind our house.</p> <p>If our house isn't expropriated, will GO be constructing noise barriers to maintain an enjoyment of property? We are used to a few freight trains a day, but rush hour service is an entirely different animal</p>	<p>Thank you for sharing your thoughts with us. Updated renderings will be made available at the next round of public consultation.</p> <p>We appreciate your participation and feedback, as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
Metrolinx Engage (Feedback Form)	24-Aug-20	New Track and Facilities	General	<p>What do you like about GO Expansion and the proposed infrastructure? Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? The city of Burlington should not be consider for such an industrial and harmful project to the local environment and habitats. Absolutely would be disappointed and angered by this.</p>	<p>Thank you for sharing your thoughts with us about the proposed GO Expansion infrastructure in the City of Burlington. The proposed layover facility within the City of Burlington is intended to provide train storage and progressive maintenance, provide opportunities to reconfigure trains for off-peak service, and serve as the terminus of electrification of the Lakeshore West Corridor, which ends at Burlington GO Station per the approved 2017 GO Rail Electrification TPAP. The sites were considered by Metrolinx based on the following:</p> <ul style="list-style-type: none"> <li>•The close proximity of the Burlington GO Station</li> <li>•The close proximity to existing utility connections</li> <li>•Property is large enough to accommodate all necessary infrastructure</li> </ul> <p>The proposed layover sites under consideration are in an industrial/employment area and are not expected to conflict with City of Burlington zoning given the existing land-uses in the vicinity. We value your concerns and assure you that Metrolinx is currently in the process of conducting a Land Use and Socio-Economic Impact Assessment study to understand current and future conditions and assess potential effects the Project may have on existing land uses within 100 meters of the study area. Results of all studies will be posted to <a href="https://www.metrolinxengage.com/en/engagement-initiatives/new-track-facilities">https://www.metrolinxengage.com/en/engagement-initiatives/new-track-facilities</a> once available.</p> <p>Metrolinx understands that trees and vegetation are valuable contributors to healthy communities, providing important ecological, social and economic services. Metrolinx has developed a vegetation compensation plan that will guide all Metrolinx projects in addressing the removal process, compensation approach and mitigation measures in instances where tree removals cannot be avoided. Details on the compensation plan can be found in the Metrolinx Vegetation Guideline (2020) which can be accessed at Metrolinx's Engage website at the following link <a href="https://www.metrolinxengage.com/sites/default/files/mx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf">https://www.metrolinxengage.com/sites/default/files/mx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf</a></p> <p>A Natural Environment Impact Assessment Report is also being prepared and will be made available in the future. This report will outline potential impacts on terrestrial and aquatic habitats resulting from the Project as well as mitigation measures.</p> <p>Your participation and feedback is an important part of our work, thank you again for contacting us. We look forward to your continued involvement with the Project.</p>
Metrolinx Engage (Ask a Question)	25-Aug-20	New Track and Facilities	Impact Assessment - Property Impacts	<p>Don Valley Layover</p> <p>It appears the revised August 2020 layover design directly impacts the two Hydro One 115-kV transmission towers immediately south of Bloor Street Jct. However, the design does not indicate the proposed treatment of these two towers, which are critical for maintaining power flows in Toronto. Has Hydro One agreed to the proposed layover design? If so, please indicate on the design where the towers are to be relocated. (As this is a constrained, environmentally sensitive area, omitting key details such as the tower relocation likely presents an optimistic picture of the eventual layover impacts.)</p>	<p>Thank you for your comment related to the proposed Don Valley Layover. Metrolinx has been consulting with Hydro One to discuss the proposed site and necessary clearances for Hydro One's infrastructure.</p> <p>The proposed Don Valley Layover is not expected to require relocation of overhead transmission lines or towers. Please note that the conceptual design for this site will continue to be refined during the Transit Project Assessment Process (TPAP) and in future stages of design after considering feedback received from the public and other stakeholders. The final layover configuration will be presented to the public during future consultation events and will also be documented within the New Track and Facilities TPAP Environmental Project Report (EPR).</p> <p>We appreciate your participation and feedback, as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
Metrolinx Engage (Feedback Form)	25-Aug-20	Non-EA	General	<p>What do you like about GO Expansion and the proposed infrastructure? Turning GO Rail into a regional rail system as opposed to a commuter rail system will have significant impacts on the lifestyles within GTHA. Personally, these changes will make it that much easier to leave my car in my driveway and make travel by rail my preferred way of getting across southern Ontario. New layover facilities will make the system more efficient and better able to handle the service increases. It also has the added benefit of distributing GO employment across more of Ontario, benefiting more communities. The double and triple tracking of key areas demonstrates that Metrolinx is committed to not only enhancing the rider experience on the existing system, but setting it up to handle expansions in the future that I hope will take this coming regional rail system to more of Ontario.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? None, just really pleased to see this much investment in transit.</p> <p>Are there other comments or advice you'd like to share with us? While this is outside the scope of this study, I do hope that future track and facility investments focus on diversifying route options and move the GO Rail system away from being so Union Station focused. A circle line, express services, further expansions to key urban areas (i.e. Brantford, Cambridge, Orangeville, Orillia, Peterborough), etc. will be important parts of a rail system more Ontarians can make a daily part of lives for work and travel.</p>	<p>Thank you for your feedback. Metrolinx is committed to bringing two-way, all-day service across the Greater Golden Horseshoe. We have a dedicated Community Relations team on the ground and available any time to discuss our projects in more detail. You can sign up to be kept up to date with what's happening and what is planned for the future here.</p>

**Public Comment Tracker for GO Expansion Program Public Consultation Round 2**

Source	Date Comment Received	Project Names	Issue Category	Comment/Feedback	Response Summary
Metrolinx Engage (Feedback Form)	25-Aug-20	Non-EA	General	<p>What do you like about GO Expansion and the proposed infrastructure?                      Generally like the approach of the goal to have as many all day services as possible with the goal depending on the demand 15 minutes wait time for well travelled routes. Love the approach of looking to connect the GGH most in demand destinations points. For not well traveled routes perhaps more creative approaches could be used...as a layperson one comes to mind "UBER" or similar services. After all Metrolinx helps out with the school busing when need...similar approach. High speed routes please consider within the GGH.....perhaps connecting International Airports and the surrounding economic zones like Pearson after all these years no subway or high speed connection for the second highest employment area. Would love to see plans to connect Hamilton International to Kitchener, Hamilton to Pearson as just some examples.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider?                      So glad to see as this is a complex issue that when planning infrastructure that you also consider shared wherever possible ( similar to the planning of the new West 400 series highway, infrastructure, taking into consideration first responders sharing the dedicated corridors, communications, electrical, storm sewers, water, all utilities if at all possible. Also the GO system is following standardization policy that I can determine I guess an analogy would be ISO Standardization which is what Banking and NASA follows. Please stay on track and if you want to try something new use an subsidiary route off the main line to see how it works. To bad with the Scarborough elevated line they got off track and to bad about the Pearson Express route as it should have used the TTC subway system instead of the GO system. Oh well when you changed the new cars to the GO trains at least it was standardized but it would have been better to stay on the standardization route similar to Line 1,2, 4.</p> <p>Are there other comments or advice you'd like to share with us?                      Please stick to ISO standardization guidelines. It appears you are with the GO trains system. Now start with connecting the direct links corridors to the International airports within the GGH and there adjacent economic employment areas in dedicated rapid routes. If you use the trip planner plug in Union or Pearson to Hamilton its not an easy direct route....I think it should be going forward.                      Thank you for this venue to express my opinions, as a layperson.</p>	<p>Thank you for your feedback. Metrolinx is committed to bringing two-way all-day service across the Greater Golden Horseshoe. We have a dedicated Community Relations team on the ground and available any time to discuss our projects in more detail. You can sign up to be kept up to date with what's happening and what is planned for the future here.</p>
Metrolinx Engage (Ask a Question)	26-Aug-20	Network Wide Structures Project	Network Wide Structures	<p>Last town hall I attended in fall 2019 had 2 options for McNaughton, an overpass (recommended by design team) and an underpass. When will a formal presentation of the two options be conducted so York Region residents can give insight? My main concern with an overpass is that the McNaughton parking lot exit will be closed permanently forcing more vehicles to Eagle Rock Way or to the already overly crowded Hill Street (both have residential housing/apartments).</p> <p>Additionally, when is the construction targeted to begin/be completed?</p>	<p>Thank you for sharing your comments regarding the proposed McNaughton Road Grade Separation in the City of Vaughan.</p> <p>Metrolinx presented information related to only a road overpass at the public consultation in February 2020.To view this material, please visit: <a href="https://www.metrolinxengage.com/sites/default/files/proposed_infrastructure_station_-_go_expansion_feb_2020_network_structures.pdf">https://www.metrolinxengage.com/sites/default/files/proposed_infrastructure_station_-_go_expansion_feb_2020_network_structures.pdf</a></p> <p>This project is an addendum to a previously conducted transit project assessment process (TPAP) - the 2017 Barrie Rail Corridor Expansion environmental project report (EPR). This EPR was approved by the Ministry of Environment and Climate Change in 2017 and examined the rationale for a grade separation at the intersection of McNaughton Road and the Metrolinx rail corridor. In 2019, Metrolinx conducted an options analysis to determine the appropriate type of grade separation (overpass or underpass). This analysis was undertaken against key considerations associated with impacts to stakeholders, local setting, aesthetics/ public realm, property impacts, utilities, engineering constraints, environment, operations and maintenance, capital costs and economic cost/ benefits. The results of this analysis concluded that a road overpass is the most appropriate option considering the aforementioned factors. One of the significant factors inhibiting the road underpass is the groundwater levels in the area, which would result in significant excavation and dewatering that could have impacts to the local groundwater regime. This would also result in additional infrastructure requirements, including pumping stations and associated utilities that would have additional property impacts. The underpass option would also require a track diversion, which would result in additional property impacts. Please note Metrolinx will work with the municipality to include patterned form liners for retaining walls, as well as a landscaping and planting strategy for the sloped embankment, to soften any visual impacts to the residential properties.</p> <p>This project is in the early stages of the environmental assessment addendum and design. The next steps include finalizing the procurement process and moving into detailed design. The estimated construction year is 2024.</p> <p>There will be future opportunities to learn more about the various projects happening across the region. Please email <a href="mailto:YorkRegion@metrolinx.com">YorkRegion@metrolinx.com</a> if you would like to be added to the regional distribution list to receive further updates or invitations pertaining to Metrolinx projects in York Region.</p>

Public Comment Tracker for GO Expansion Program Public Consultation Round 2					
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GO Expansion TPAP Email	19-Aug-20	GO Rail Network Electrification Addendum	Electrification Infrastructure	I am a homeowner on the Barrie line close to the symbol on that same line that indicates an 'approved Switching Station'. What is the exact location of the Station and What is the definition of Switching Station, what does a switching Station look like/entail?	<p>Hi ,</p> <p>I appreciate your patience on this as I've looked into your question. Below you'll see a full response from our technical team working through the electrification of the GO network.</p> <p>As part of the 2017 GO Rail Network Electrification Transit Project Assessment Process (TPAP), a Switching Station (SWS) was approved at 590 Steven Court in the Town of Newmarket. The location and conceptual layout of the Newmarket SWS is shown on the figure provided as an attachment to this email.</p> <p>A SWS is a traction power facility that is located approximately mid-way between Traction Power Substations (TPS) in order to segregate power flow on the network. SWS equipment will generally include two autotransformers and medium voltage switchgear for connections to the Overhead Contact System (OCS). A photo of a Switching Station has been provided below for your information.</p> <p>Potential effects associated with the installation/operation of the approved traction power facilities (including the Newmarket SWS) were assessed in detail as part of the 2017 GO Rail Network Electrification TPAP. The Environmental Project Report (EPR) and supporting technical studies are available for review at <a href="http://www.metrolinx.com/en/electrification/electric.aspx">http://www.metrolinx.com/en/electrification/electric.aspx</a>. During detailed design, efforts will be made to minimize visual effects of the SWS infrastructure as much as possible by implementing landscaping and/or screening around the facility. There are no changes to the proposed Newmarket SWS as part of the TPAP Addendum from what was shown in the 2017 EPR.</p> <p>The GO Rail Network Electrification TPAP Addendum is anticipated to be complete Spring 2021, with detailed design to start later in 2021. The construction timeline is currently estimated sometime between 2022 to 2028, with construction being phased across the GO rail network. Updates will be provided to the public and stakeholders prior to construction.</p> <p>I hope you find this information helpful Brenda. If you have any further questions or points of clarification feel free to reach out again and I'll be happy to assist further.</p>
Metrolinx Engage (Ask a Question)	26-Aug-20	Non-EA	Project Timeline	Underpasses in Scarborough What is the status of the underpasses on Scarborough Golf Club Road, Galloway, and Morningside? When will work start on each and what is the anticipated completion date for each underpass?	<p>The Scarborough Golf Club Road Grade Separation and Morningside Grade Separation projects are still moving ahead. These early works projects are going through the procurement process and expected construction start date is approximately summer 2021. These projects are expected to take approximately 3 years to complete. Galloway Road Grade separation is part of the network wide GO Expansion program. GO Expansion program is also going through the procurement process. Although construction phasing for GO Expansion is determined by Project Co (the awarded contractor), construction is anticipated to begin sometime between 2024-2028. Updates will provided to the community as these projects advance.</p> <p>For additional questions, please feel free to contact us at <a href="mailto:TorontoEast@metrolinx.com">TorontoEast@metrolinx.com</a>. Sign up to our Toronto East e-newsletter by clicking here.</p>
Metrolinx Engage (Feedback Form)	26-Aug-20	Non-EA	General	Are there other comments or advice you'd like to share with us? At least one document is password protected. Why provide a link when there's no access to the document?	Thank you for your feedback and interest in our project. We have made the changes as required.
Metrolinx Engage (Feedback Form)	26-Aug-20	New Track and Facilities	Impact Assessment - Noise and Vibration	<p>What do you like about GO Expansion and the proposed infrastructure? I like that you are sharing the assessments and asking for community feedback.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? Noise from day to day operations is not mentioned, nor is how traffic will be affected after construction.</p> <p>Are there other comments or advice you'd like to share with us? Would you like to comment on a specific project? New layover/storage facilities Comment on new layover/storage facilities. Questions regarding the Walkers Line Layover Facility proposal: 1) You are assessing noise and vibration concerns during construction. How much noise will this location generate during normal operation? 2. Regarding the Walkers Line Layover Facility access point and road: Right now traffic is reduced due to Covid-19. Normally, Harvester Road is congested during rush hours. It is difficult to turn right and virtually impossible to turn left from any business on Harvester Road during busy times of day. Additionally, the traffic attempting to turn from Harvester Road onto Walkers Line or Guelph Line backs up traffic on those streets. The traffic volume exceeds capacity at peak hours. 2a) Will there be a traffic light at the new access road? 2b) How many employees will work in this location, adding to the traffic problems?</p>	<p>Thank you for sharing your feedback and inquiries with us. Studies are currently underway to assess anticipated operational noise, vibration and air quality impacts resulting from Metrolinx's planned service expansion, which will include the layover facilities proposed under the New Track and Facilities TPAP. The results of these studies will be presented to the public during future public consultation events and will be incorporated within the New Track and Facilities TPAP Environmental Project Report (EPR).</p> <p>The New Track and Facilities EPR will also include Traffic Impact Assessments for each proposed layover facility and storage yard. These Traffic Impact Assessments are being completed in coordination with the relevant local municipalities to ensure local conditions/concerns are appropriately identified and addressed. Approximately twenty-nine (29) parking spots are currently proposed at the Walkers Line Layover; however, the facility's 'peak' traffic hour, which corresponds to shift changes at the site, is not the same as that of the surrounding road network, lessening the impact of this facility.</p> <p>Although no traffic signals are currently proposed at the Walkers Line Layover, Metrolinx's plans do not preclude one from being installed in the future should conditions warrant it. Any future consideration of a traffic signal at this location will require the input and agreement from the City of Burlington.</p> <p>Thank you again for contacting us. Your participation and feedback is an important part of our work and we look forward to your continued involvement in the Project.</p>

Public Comment Tracker for GO Expansion Program Public Consultation Round 2					
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Metrolinx Engage (Feedback Form)	27-Aug-20	New Track and Facilities	Construction and Facility Siting - Facility Locations	<p>What do you like about GO Expansion and the proposed infrastructure? Facilitates increased service.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? Are there other comments or advice you'd like to share with us? Would you like to comment on a specific project? New layover/storage facilities Comment on new layover/storage facilities. The location of the Unionville Layover facility is completely inappropriate. This is in the middle of a future high density residential area. It also sterilizes property along a major collector road (Enterprise) which is intended to be animated by residential, commercial and retail frontages. The local road network in the area north of Enterprise has not yet been finalised. The revision of the secondary plan for the area is underway now and Metrolinx MUST work with the City of Markham to find a more appropriate site for this facility. Please note however that the option of moving the facility north past the Village of Unionville is less than ideal in so far as it would increase rail traffic through the village. GO traffic through this Heritage Conservation District and tourism district is already disruptive enough</p>	<p>Thank you for sharing your thoughts with us. The proposed Unionville storage yard facility is required for Metrolinx to expand GO Rail service across the network and is critical to achieve all day, 2-way GO train service between Unionville GO Station and Union Station. It is as an essential component of promoting transit as the preferred mode of daily travel. The new services will provide customers with more options that will allow them to travel where they need to when they need to. The proposed Unionville storage facility is anticipated to have no conflicts with other uses in the surrounding area. Given that Markham is considered a central mobility hub within York Region, the storage yard will allow for increased service, therefore providing improved connections cross jurisdictional boundaries.</p> <p>The proposed infrastructure for the Unionville storage yard facility is located within the Metrolinx right-of-way. This storage yard will not be heavily used as it consists of a single train storage. Considering that the peak hour operation of the layover facility occurs before the regular community morning peak hour, the traffic impacts of this facility will be minimal. Metrolinx is also conducting a Visual Impact assessment and Visual screening measures will be undertaken as required.</p> <p>We are currently undergoing several Impact Assessment studies which include considerations for Land Use, Traffic, and Cultural Heritage. These will be made available for public comment during future consultation.</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
Metrolinx Engage (Feedback Form)	27-Aug-20	New Track and Facilities	Impact Assessment - Noise and Vibration	<p>What do you like about GO Expansion and the proposed infrastructure? moving to electrification for cleaner transportation.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? I have great concerns about the burden metrolinx is putting upon the residents who are close to the lake shore east corridor in Toronto. By putting up sound barriers on one side only. the sound will reverberate and be louder on the other side. Toronto public health has stated the noise levels are harmful to human health, and because noise measurements are logarithmic a 5 dbA change is huge in terms of noise. We currently have to pause conversations when a train passes. Also, the fence lines in our neighbourhood are consistently breached, and full noise barriers on both sides would solve this safety issue. Lastly the increase in trains on the route before electrification will increase diesel pollutants such as pm2.5 and black carbon which are detrimental for human health. Metrolinx should re-consider increasing train frequency until electrification is complete.</p> <p>I am concerned about the overnight construction in residential areas. As was seen with the overnight construction on the gardiner it is very disruptive to sleep, and health and well being. Studies have shown that impacts to children's sleep is detrimental to their learning and cognitive abilities. Metrolinx should only complete construction during day hours, if that means moving to buses for select routes or only running trains during limited rush hour time slots.</p> <p>Are there other comments or advice you'd like to share with us? Metrolinx should be a proactive agency that takes the health and wellbeing of transit users and the residents who's communities it's services pass through under consideration. By protecting the health of people in these communities at the initial phase of construction, metrolinx would save money by not having to re-engineer things when there are 1000's of complaints later.</p> <p>Would you like to comment on a specific project? New layover/storage facilities Modifications or upgrades to existing tracks within existing Metrolinx rail ROW Bridge expansion/modifications Comment on new layover/storage facilities. If these are in a neighbourhood community, they should include stringent noise management measures as not to disturb residents. A complaint number should be manned 24/7, and a supervisor on site to rectify issues promptly. Comment on modifications or upgrades to existing tracks within existing Metrolinx rail ROW. This construction should be completed during day time hours at the inconvenience of go users not at the inconvenience of residents. Noise mitigation solutions should be present for all construction and for operations. Noise barriers should be created before construction begins. Comment on bridge expansion/modifications. Traffic flow modelling and consideration of other road works when closing off roads/access.</p>	<p>Thank you for sharing your thoughts with us. Studies are currently underway to assess anticipated operational noise, vibration and air quality impacts resulting from Metrolinx's planned service expansion, which will include the layover/storage yard facilities proposed under the New Track and Facilities TPAP. Additionally, Metrolinx is undertaking system-wide Noise and Vibration and Air Quality Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation will be made available for public comment during future consultation.</p> <p>The Noise and Vibration Studies being completed as part of the GO Rail Network Electrification TPAP Addendum will assess how noise and vibration levels will change from existing operations to the proposed future operations, and to determine whether mitigation measures may be required. As per the Ministry of Environment, Conservation and Parks (MECP)/GO Transit Protocol for Noise and Vibration Assessment, noise impacts from the future GO Transit rail traffic will be expressed in terms of Adjusted Noise Impact, which is based on the difference between the pre-project and post-project noise levels.</p> <p>Noise increases above 5 dBA trigger the draft GO Transit/MECP Noise and Vibration Protocol to consider noise mitigation. Any proposed mitigation for both sound and vibration effects must meet administrative, operational, economic and technical feasibility criteria. Where all criteria are met, the mitigation solutions (i.e. noise barrier) will be recommended. Should you have questions or concerns after reviewing the study results and location of proposed mitigation, Metrolinx would be pleased to provide further clarification or discussion in an effort to address any remaining concerns.</p> <p>The New Track and Facilities TPAP Environmental Project Report (EPR) will include Traffic Impact Assessments for each proposed layover/storage yard facility and storage yard. These Traffic Impact Assessments are being completed in coordination with relevant local municipalities to ensure local conditions/concerns are appropriately identified and addressed. The EPR will also include details on construction planning including best practices, potential effects, mitigation measures/commitments, and monitoring/future work commitments. The EPR and Impact Assessment studies will be made available for public comment during future consultation.</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
Metrolinx Engage (Feedback Form)	27-Aug-20	Non-EA	General	<p>What do you like about GO Expansion and the proposed infrastructure? Builds on existing infrastructure</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? That it won't be big enough or extensive enough to meet needs that will arise relatively soon</p> <p>Are there other comments or advice you'd like to share with us? We need accessible and affordable mass public transit...soon!</p>	<p>Thank you for your feedback. Metrolinx is committed to bringing two-way all-day service across the Greater Golden Horseshoe. We have a dedicated Community Relations team on the ground and available any time to discuss our projects in more detail. You can sign up to be kept up to date with what's happening and what is planned for the future here.</p>

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MetroInx Engage (Ask a Question)	27-Aug-20	New Track and Facilities	Impact Assessment - Noise and Vibration	<p>Walkers and harvester yard</p> <p>I live very close to this location and I am very concerned about the noise, and resale value of my home.</p>	<p>Thank you for sharing your thoughts with us. Studies are currently underway to assess anticipated operational noise and vibration impacts resulting from MetroInx's planned service expansion, which will include the layover/storage yard facilities proposed under the New Track and Facilities TPAP. Additionally, MetroInx is undertaking system-wide Noise and Vibration Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation, will be made available for public comment during future consultation.</p> <p>The Noise and Vibration Studies being completed as part of the GO Rail Network Electrification TPAP Addendum will assess how noise and vibration levels will change from existing operations to the proposed future operations, and to determine whether mitigation measures may be required. As per the Ministry of Environment, Conservation and Parks (MECP)/GO Transit Protocol for Noise and Vibration Assessment, noise impacts from the future GO Transit rail traffic will be expressed in terms of Adjusted Noise Impact, which is based on the difference between the pre-project and post-project noise levels.</p> <p>Noise increases above 5 dBA trigger the draft GO Transit/MECP Noise and Vibration Protocol to consider noise mitigation. Any proposed mitigation for both sound and vibration effects must meet administrative, operational, economic and technical feasibility criteria. Where all criteria are met, the mitigation solutions (i.e. noise barrier) will be recommended. Should you have questions or concerns after reviewing the study results and location of proposed mitigation, MetroInx would be pleased to provide further clarification or discussion in an effort to address any remaining concerns.</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
MetroInx Engage (Ask a Question)	27-Aug-20	New Track and Facilities	Construction and Facility Siting - Facility Locations	<p>Proposed Don Valley Layover Facility - City of Toronto</p> <p>I reviewed the design changes in the revised PDF: <a href="https://www.metroinxengage.com/sites/default/files/ntf_13aug2020_don_va...">https://www.metroinxengage.com/sites/default/files/ntf_13aug2020_don_va...</a></p> <p>Can additional renderings be provided? I'm particularly interested in seeing what it looks like from the perspective of a cyclist on the multiuse trail heading northbound, along the location of the fence/access road. Also, could the fence be labelled? Is it marked by x-x-x-x ?</p> <p>Google Streetview of the present condition here: <a href="https://www.google.com/maps/@43.6773029,-79.3634843,3a,75y,6.2h,93.2t/data=!3m8!1e1!3m6!1sAF1QipPtF1hTK_Af-wDJSERubk6Y6TeaOTAWzamvRA0!2e10!3e11!6shttps:%2F%2Fh5.googleusercontent.com%2Fp%2FAF1QipPtF1hTK_Af-wDJSERubk6Y6TeaOTAWzamvRA0%3Dw203-h100-k-no-pi-0.54813147-ya56.52304-ro-0.58759826-fo100!7i680!8i3840">https://www.google.com/maps/@43.6773029,-79.3634843,3a,75y,6.2h,93.2t/data=!3m8!1e1!3m6!1sAF1QipPtF1hTK_Af-wDJSERubk6Y6TeaOTAWzamvRA0!2e10!3e11!6shttps:%2F%2Fh5.googleusercontent.com%2Fp%2FAF1QipPtF1hTK_Af-wDJSERubk6Y6TeaOTAWzamvRA0%3Dw203-h100-k-no-pi-0.54813147-ya56.52304-ro-0.58759826-fo100!7i680!8i3840</a></p>	<p>Thank you for sharing your thoughts with us. Updated renderings will be made available at the next round of public consultation.</p> <p>We appreciate your participation and feedback, as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
MetroInx Engage (Feedback Form)	27-Aug-20	New Track and Facilities	Construction and Facility Siting - Facility Locations	<p>Very interested in seeing what the Don Valley Layover looks like from the multiuse trail here: <a href="https://bit.ly/32y2uvW">https://bit.ly/32y2uvW</a></p> <p>Can the fence be labelled on the PDF/roll plan?</p> <p>Would you like to comment on a specific project?            New layover/storage facilities            Modifications or upgrades to existing tracks within existing MetroInx rail ROW            Electrification of a portion of the Richmond Hill GO Rail Corridor up to Pottery Road in the City of Toronto            Comment on new layover/storage facilities.            It would be great if the fence could be labelled.</p> <p>Comment on modifications or upgrades to existing tracks within existing MetroInx rail ROW.            Comment on the electrification of a portion of the Richmond Hill GO Rail Corridor up to Pottery Road in the City of Toronto.            It's a good idea.</p>	<p>Thank you for sharing your thoughts with us. Updated renderings will be made available at the next round of public consultation.</p> <p>We appreciate your participation and feedback, as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
MetroInx Engage (Ask a Question)	27-Aug-20	New Track and Facilities	Construction and Facility Siting - Facility Locations	<p>Don Valley Layover</p> <p>Sorry, please disregard the previous question where I asked if the fence can be labelled on the PDF. I now see that it is. Also, I now see that there's a difference between the construction fence and the permanent fence. I had also included a Google Streetview location of the area where the fence would go but I realize that's not the permanent fence location and it's actually here. So it'd be great to see a cross-section rendering of how the multiuse trail and the permanent fence.</p>	<p>Thank you for sharing your thoughts with us. Updated renderings will be made available at the next round of public consultation.</p> <p>We appreciate your participation and feedback, as it is an important part of our work. We look forward to your continued involvement with the Project.</p>

Public Comment Tracker for GO Expansion Program Public Consultation Round 2					
Source	Date Comment Received	Project Names	Issue Category	Comment/Feedback	Response Summary
Metrolinx Engage (Feedback Form)	27-Aug-20	New Track and Facilities	Impact Assessment - Noise and Vibration	<p>We are just being informed of this facility now (Aug. 27,2020). that give us only four days to respond before As we live on approx. metres from the proposed Walkers Line Layover, I would like to request a noise or sound barrier be installed on the south side of the tracks. We are regularly disturbed by the train traffic on this line already. Not knowing the work schedules of these trains being shunted back and forth, this noise would be very disruptive to normal sleep patterns. If this facility is being proposed for extensive maintenance and service on trains 24 hours a day, we would be totally against this location. Thank you.</p>	<p>Thank you for sharing your thoughts with us. The proposed Walkers Line Layover is intended to store trains and reduce congestion along the Lakeshore West Corridor, allowing for Metrolinx to achieve increased service. The facility is proposed to store 9 GO trains, and contains storage/staff buildings and parking. Heavy maintenance activities are not currently proposed on site.</p> <p>Studies are currently underway to assess anticipated operational noise and vibration impacts resulting from Metrolinx's planned service expansion, which will include the layover/storage yard facilities proposed under the New Track and Facilities TPAP. Additionally, Metrolinx is undertaking system-wide Noise and Vibration Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation will be made available for public comment during future consultation.</p> <p>The Noise and Vibration Studies being completed as part of the GO Rail Network Electrification TPAP Addendum will assess how noise and vibration levels will change from existing operations to the proposed future operations, and to determine whether mitigation measures may be required. As per the Ministry of Environment, Conservation and Parks (MECP)/GO Transit Protocol for Noise and Vibration Assessment, noise impacts from the future GO Transit rail traffic will be expressed in terms of Adjusted Noise Impact, which is based on the difference between the pre-project and post-project noise levels.</p> <p>Noise increases above 5 dBA trigger the draft GO Transit/MECP Noise and Vibration Protocol to consider noise mitigation. Any proposed mitigation for both sound and vibration effects must meet administrative, operational, economic and technical feasibility criteria. Where all criteria are met, the mitigation solutions (i.e. noise barrier) will be recommended. Should you have questions or concerns after reviewing the study results and location of proposed mitigation, Metrolinx would be pleased to provide further clarification or discussion in an effort to address any remaining concerns.</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
Metrolinx Engage (Ask a Question)	28-Aug-20	New Track and Facilities	Project Scope	<p>Tracks east of Union station</p> <p>Is Metrolinx planning to purpose the four tracks(in the future) from Union to Scarborough by express/local or Stouffville/Lakeshore East? I am asking this since the infrastructure optimal for each one of them is different. Common options left(track 1) to right(Track 4): E=express, L=Local L/E/E/L E/L/L/E E/E/L/L L/L/E/E S=Stouffville, L=Lakeshore East S/L/L/S L/S/S/L S/S/L/L L/L/S/S</p>	<p>We are using the tracks through an express operating model rather than by service location. It looks similar to your first option of L/E/E/L.</p>
Metrolinx Engage (Feedback Form)	29-Aug-20	Stouffville Rail Corridor Grade Separation	Health and Safety	<p>What do you like about GO Expansion and the proposed infrastructure? Stouffville Corridor grade separations are essential to the safety of residential communities at Huntingwood &amp; Havendale. Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? Safety - grade separations should have been built prior to train increase - school children lives are at stake. Are there other comments or advice you'd like to share with us? Build the grade separations on Stouffville Corridor now. At Havendale with road closure elevators are needed - long ramps are a challenge for wheelchairs, strollers and will require the loss of many homes.</p>	<p>Comments have been noted and will be considered during the TPAP process</p>
Metrolinx Engage (Feedback Form)	29-Aug-20	Stouffville Rail Corridor Grade Separation	Construction and Facility Siting - Facility Locations	<p>What do you like about GO Expansion and the proposed infrastructure? More frequent service Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? Reconsider closing Havendale Road. It is an important access for the local community. Are there other comments or advice you'd like to share with us? Agincourt Mall is being redeveloped. A huge neighborhood is being inserted into that area that will make Kennedy and Sheppard much busier and difficult during and after redevelopment. Havendale Road is an important road for Agincourt home owners to access their homes.</p>	<p>Comments have been noted and will be considered during the TPAP process</p>
Metrolinx Engage (Ask a Question)	30-Aug-20	Scarborough Junction Grade Separation	Impact Assessment - Construction Impacts	<p>What do you like about GO Expansion and the proposed infrastructure? Improvements at Scarborough GO station to access StClair Avenue directly, without going through a maze of tunnels and platforms!</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? At Corvette Park, a tunnel shall be built. Not a gigantic elevated overpass like existing structure between Tara Ave and Mooregate Ave, just north of Eglinton. A tunnel with a ramp is easier for everybody using a wheeled device. No elevator maintenance required!</p> <p>Are there other comments or advice you'd like to share with us? Promote connection with TTC, Bike Share, etc.</p>	<p>Comments have been noted and will be considered during the TPAP process.</p>



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MetroInx Engage (Ask a Question)	31-Aug-20	New Track and Facilities	Operation and Service	<p>Parking @ OSHAWA GO is full by 7:15AM</p> <p>Is there a near term and long term plan to add additional parking spots as the lot and the overflow are full by 7:15AM most school term days?</p> <p>Perhaps differential parking to those that a commuting longer distances and don't have an Oshawa transit option could be made available.</p>	<p>Today, 62% of customers drive to their stations. Our teams are looking into approaches that improve customer experience, while ensuring customers have safe, convenient alternatives to get to GO stations and find parking if they need it. We are continuously evaluating the needs and opportunities for parking and station access at all of our stations. We are also committed to deliver more rail service to communities beyond Oshawa as quickly as we can. Once the rail extension to Bowmanville is in service, Oshawa Station will no longer be the last stop and this will take pressure off of parking.</p>
MetroInx Engage (Feedback Form)	31-Aug-20	New Track and Facilities	Operation and Service	<p>What do you like about GO Expansion and the proposed infrastructure? Get Bowmanville completed ASAP as OSHAWA parking is at capacity most school term mornings by 7:15AM.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? Add parking to Oshawa GO until you have Bowmanville operational.</p> <p>Are there other comments or advice you'd like to share with us? Would you like to comment on a specific project?</p>	<p>We are committed to deliver more rail service to communities beyond Oshawa as quickly as we can. To follow the Bowmanville Extension project, visit: <a href="http://www.metroinx.com/en/greaterregion/projects/bowmanville-expansion.aspx">http://www.metroinx.com/en/greaterregion/projects/bowmanville-expansion.aspx</a> and sign up for the Durham Region e-newsletter here. Today, 62% of customers drive to their stations. Many customers who live within 1 kilometer of a station also drive alone. Our teams are looking into approaches that improve customer experience, while ensuring customers have safe, convenient alternatives to get to GO stations and find parking if they need it. We are continuously evaluating the needs and opportunities for parking and station access at all of our stations.</p>
MetroInx Engage (Feedback Form)	31-Aug-20	New Track and Facilities	Construction and Facility Siting - Facility Locations	<p>What do you like about GO Expansion and the proposed infrastructure? The expansion is good if it can improve service. Locational considerations are important.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? I represent a landowner with an interest in developing an intensive residential project in close proximity to the new Beach Layover facility proposed in Burlington. This owner is opposed to the proposal since the layover facility would not be compatible with the proposed new residential development.</p>	<p>Thank you for sharing your thoughts with us.</p> <p>The proposed Beach Layover site is located in the City of Burlington in an employment/industrial area, surrounded by the rail corridor and various mixed-use buildings. The City is currently preparing a Burlington GO Mobility Hub Study which is centred around the Burlington GO Station to plan for the City's growth over the next 20 years. The proposed Beach Layover is not expected to be in conflict with existing policies outlined in the Burlington GO Mobility Hub Study. The intent of the layover is to provide storage and maintenance of trains in order to provide more frequent and reliable service along GO rail corridors. Therefore, the Beach Layover is a key element in supporting regional transit by improving access to GO rail services. MetroInx is currently exploring additional sites further east along the Lakeshore West Corridor. MetroInx will continue to consult with the relevant stakeholders as we further refine the selection of layover facilities along the Lakeshore West Corridor. We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project</p>
MetroInx Engage (Feedback Form)	31-Aug-20	New Track and Facilities	Impact Assessment - Noise and Vibration	<p>What do you like about GO Expansion and the proposed infrastructure? Expansion and growth are good.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? There is zero consideration for noise effects at the Walkers Line layover proposal and no detail as to the operating strategy. The residential areas to the south will be affronted with what is likely to be around the clock activity. The construction of sound barriers must be planned for and included prior to any consideration of infrastructure change. These absorptive devices should already be in place to reduce the existing offensive noise levels. The negative health effects of such exposure are well known in the road building community and must be adopted for rail as well.</p> <p>Are there other comments or advice you'd like to share with us? Consideration must be given to locating this type of infrastructure a reasonable distance from residential surroundings and where it will not negatively impact the protected conservation area and watersheds. Much too much at risk in this location.</p>	<p>Thank you for sharing your thoughts with us. Studies are currently underway to assess anticipated operational noise and vibration impacts resulting from MetroInx's planned service expansion, which will include the layover/storage yard facilities proposed under the New Track and Facilities TPAP. Additionally, MetroInx is undertaking system-wide Noise and Vibration Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation will be made available for public comment during future consultation.</p> <p>The Noise and Vibration Studies being completed as part of the GO Rail Network Electrification TPAP Addendum will assess how noise and vibration levels will change from existing operations to the proposed future operations, and will determine whether mitigation measures will be required. As per the Ministry of Environment, Conservation and Parks (MECP)/GO Transit Protocol for Noise and Vibration Assessment, noise impacts from the future GO Transit rail traffic will be expressed in terms of Adjusted Noise Impact, which is based on the difference between the pre-project and post-project noise levels.</p> <p>Noise increases above 5 dBA trigger the draft GO Transit/MECP Noise and Vibration Protocol to consider noise mitigation. Any proposed mitigation for both sound and vibration effects must meet administrative, operational, economic and technical feasibility criteria. Where all criteria are met, the mitigation solutions (i.e. noise barrier) will be recommended. Should you have questions or concerns after reviewing the study results and location of proposed mitigation, MetroInx would be pleased to provide further clarification or discussion in an effort to address any remaining concerns.</p> <p>Lastly, the New Track and Facilities EPR will include a Natural Environment Impact Assessment for each proposed layover/storage yard facility and storage yard. These Natural Environment Impact Assessments have been completed with the assistance of local municipalities and conservation authorities to ensure local conditions/concerns are appropriately identified and addressed. This report will be made available for public information at a future date.</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project.</p>

Public Comment Tracker for GO Expansion Program Public Consultation Round 2					
Source	Date Comment Received	Project Names	Issue Category	Comment/Feedback	Response Summary
Metrolinx Engage (Feedback Form)	1-Sep-20	New Track and Facilities		<p>What do you like about GO Expansion and the proposed infrastructure? Reducing deadhead trips by stabling trains at outposts is good. Also good to have more switches for operational flexibility.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? Please don't assign undue weight to the people worried about their property value. Not only is access to frequent, reliable public transit a selling feature, but home ownership (like life) is temporary: electrified railways are forever.</p> <p>Are there other comments or advice you'd like to share with us? Please ensure detailed design documents are shared with the public as they were for the UPX electrification process. Sometimes the location of a single pole can have impacts on other infrastructure, sightlines, etc. Additionally, Metrolinx and its contractors needs to make preservation of biodiversity a top priority in their design and construction processes. All project should create a net increase of habitat.</p> <p>Would you like to comment on a specific project? New layover/storage facilities New tracks/switches within existing Metrolinx rail Rights-of-Way (ROW) Electrification of a portion of the Richmond Hill GO Rail Corridor up to Pottery Road in the City of Toronto Comment on new layover/storage facilities. Please ensure that the new Don Branch layover facility makes at least passive provision for future through running. This may be especially important for VIA HFR if it uses the Don Branch and North Toronto/Belleville Subs to access the Havelock Sub. It would be short-sighted to permanently preclude any future through use of that rail line.</p> <p>Comment on new tracks/switches within existing Metrolinx rail Rights-of-Way (ROW). Wherever a switch is planned to be used regularly in revenue service (e.g. the switches from T3 to T4 at Canpa and Dufferin on the Oakville Sub), Metrolinx should consider using swingnose crossings/movable point frogs to reduce noise and wear. When services are electrified, there won't be noise from the diesel locomotives to mask the ----- noise and impact noise from standard frogs.</p> <p>Comment on the electrification of a portion of the Richmond Hill GO Rail Corridor up to Pottery Road in the City of Toronto. Please ensure that the overhead electrification infrastructure makes at least passive provision for future through running. Though it may save some short-term cost to only electrify to yard/low-speed standards (i.e. installing a single contact wire instead of a catenary/messenger wire with a contact wire below), the option to run electric trains up the Don Branch should be preserved.</p>	<p>Thank you for sharing your thoughts with us. Your comments have been noted by the project team. While Metrolinx can't assess the effects of increased service on property values, which are largely determined by the property market and economic factors, a Land Use &amp; Socio-Economic Impact Assessment study is being undertaken ensure that any potential impacts on surrounding land uses are managed and mitigated as much as possible. The New Track and Facilities EPR will include Natural Environment and Visual Impact Assessments for the proposed infrastructure. These Impact Assessment Reports have been completed with the assistance of local municipalities and conservation authorities to ensure local conditions/concerns are appropriately identified and addressed. These reports will be made available in the future for public information.</p> <p>Metrolinx understands that trees and vegetation are valuable contributors to healthy communities, providing important ecological, social and economic services. Metrolinx has developed a vegetation compensation plan that will guide all Metrolinx projects in addressing the removal process, compensation approach and mitigation measures in instances where tree removals cannot be avoided. Details on the compensation plan can be found in the Metrolinx Vegetation Guideline (2020) which can be accessed at Metrolinx's Engage website at the following link <a href="https://www.metrolinxengage.com/sites/default/files/mx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf">https://www.metrolinxengage.com/sites/default/files/mx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf</a></p> <p>Studies are also currently underway to assess anticipated operational noise and vibration impacts resulting from Metrolinx's planned service expansion, which will include the layover/storage yard facilities proposed under the New Track and Facilities TPAP. Additionally, Metrolinx is undertaking system-wide Noise and Vibration Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation will be made available for public comment during future consultation.</p> <p>The Noise and Vibration Studies being completed as part of the GO Rail Network Electrification TPAP Addendum will assess how noise and vibration levels will change from existing operations to the proposed future operations, and to determine whether mitigation measures may be required. As per the Ministry of Environment, Conservation and Parks (MECP)/GO Transit Protocol for Noise and Vibration Assessment, noise impacts from the future GO Transit rail traffic will be expressed in terms of Adjusted Noise Impact, which is based on the difference between the pre-project and post-project noise levels.</p> <p>Noise increases above 5 dBA trigger the draft GO Transit/MECP Noise and Vibration Protocol to consider noise mitigation. Any proposed mitigation for both sound and vibration effects must meet administrative, operational, economic and technical feasibility criteria. Where all criteria are met, the mitigation solutions (i.e. noise barrier) will be recommended. Should you have questions or concerns after reviewing the study results and location of proposed mitigation, Metrolinx would be pleased to provide further clarification or discussion in an effort to address any remaining concerns.</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project</p>