

C9. Indigenous Meeting Materials and Meeting Minutes



METROLINX

An agency of the Government of Ontario
Une agence du gouvernement de l'Ontario

Phone: 416.869.3600 ext 5547
Fax: 416.869.9342
Email: James.Hartley@gotransit.com

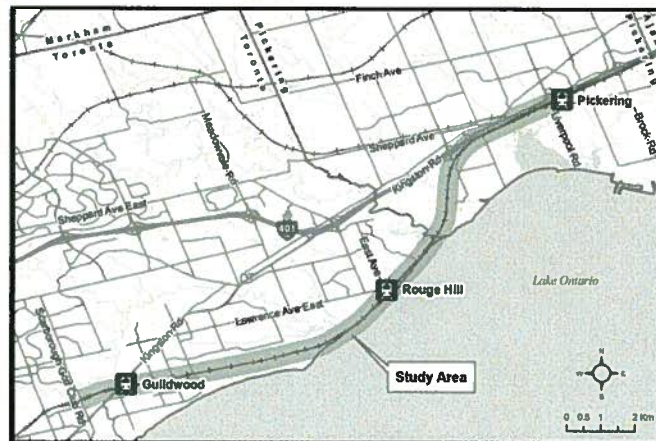
January 19, 2015

Mary Hennessey
Director, Environmental Assessment and Approvals Branch
Ministry of Environment and Climate Change
2 St. Clair Avenue West
Floor 12A
Toronto, Ontario, M4V 1L5
Email: agatha.garciawright@ontario.ca

Dear: Ms. Hennessey,

Subject: Initiation of Metrolinx Lakeshore East Rail Corridor Expansion – Identification of Aboriginal communities

Metrolinx is currently in the pre-planning stage of the Lakeshore East (LSE) Corridor Expansion Project following the Ontario Regulation 231/08 Transit Project Assessment Process. The project study area is from the Eglinton GO Station in the City of Toronto to Pickering GO Station in the City of Pickering. The location and approximate extent of the study area is shown in the map provided below.

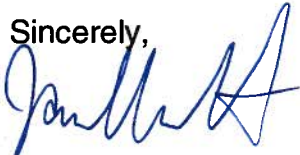


The project involves the addition of up to two tracks within the Metrolinx owned corridor; infrastructure improvements including road/rail grade separation at Scarborough Gold Club Road, Galloway Road, Morningside Avenue; bridge modifications at Highland Creek and Rouge River; utility relocations; retaining walls; station modification and protection for future electrification. These improvements will focus on ensuring reliability for future service expansion along the LSE corridor.

In accordance with subsection 7(4) of Ontario Regulation 231/08 consultation requirements, Metrolinx is requesting a list of organizations that would be able to assist in identifying and contacting First Nation and Métis communities that may be interested in this transit project. Metrolinx will contact those bodies identified to seek specific Aboriginal communities and follow up with the Chief and Band Council directly to each of the nature of any interest they may have with this project along with a copy of the Notice of Commencement.

Thank you for your help.

Sincerely,



James Hartley
Environmental Project Manager

cc. Renée Pettigrew, AECOM
Alan Macdougall, AECOM
Trevor Anderson, Metrolinx

**Ministry of the Environment
and Climate Change**

**Ministère de l'Environnement et de
l'Action en matière de changement
climatique**



Environmental Approvals
Branch

Direction des autorisations
environnementales

2 St. Clair Avenue West
Floor 12A
Toronto ON M4V 1L5
Tel.: 416 314-8001
Fax: 416 314-8452

2, avenue St. Clair Ouest
Étage 12A
Toronto ON M4V 1L5
Tél : 416 314-8001
Télec. : 416 314-8452

February 4, 2015

Mr. James Hartley
Environmental Project Manager
Metrolinx (GO Transit)
20 Bay Street, Suite 600
Toronto, Ontario M5J 2W3

Dear Mr. James Hartley:

Re: List of Agencies that can assist in identifying interested Aboriginal Communities

Thank you for your letter dated January 19, 2015 regarding the Initiation of Metrolinx Lakeshore East Rail Corridor Expansion. In your letter you request that the Ministry of the Environment and Climate Change (ministry) provide you with a list of agencies that can assist you in identifying interested Aboriginal communities.

In response to your request, the ministry recommends that you contact the following organizations which can assist you in identifying interested Aboriginal communities that should be contacted for your project:

<https://www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities>

The ministry is pleased that you intend to follow the accelerated transit project assessment process per Ontario Regulation 231/08 for your project. Please be advised that when you initiate the assessment process, a Notice of Commencement should be sent to Mary Hennessy, Director (A) of Environmental Approvals Branch (EAB) and the ministry's Regional Director. Prior to issuing a Notice of Commencement, proponents are encouraged to contact EAB and the ministry's regional office to determine whether or not the ministry may have an interest in the project.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Gentile".

Andrew Gentile
Special Project Officer
Environmental Assessment Services



METROLINX

An agency of the Government of Ontario
Une agence du gouvernement de l'Ontario

Phone: 416.869.3600 ext 5547
Fax: 416.869.9342
Email: James.Hartley@gotransit.com

January 19, 2015

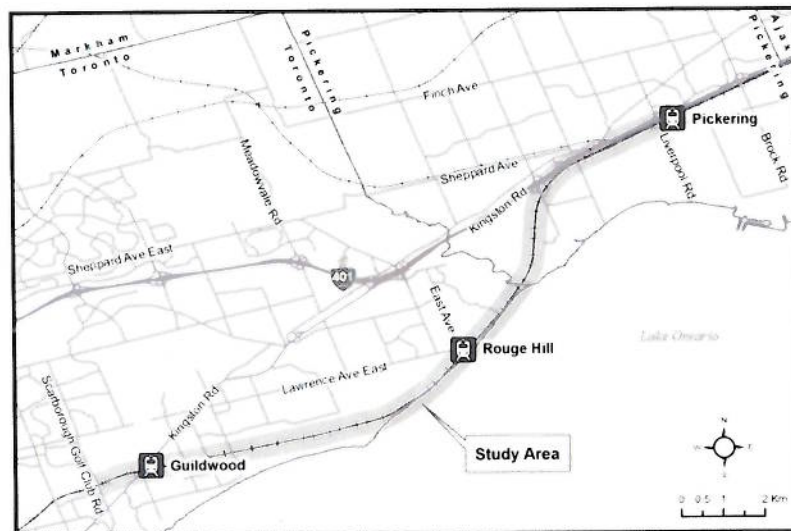
General Contact

Environmental Assessment Coordination
Aboriginal Affairs and Northern Development Canada
8th Floor-25 St. Clair Avenue East
Toronto, Ontario M4T 1M2
Email: EACoordination_ON@aandc-aadnc.gc.ca

To whom it may concern,

Subject: Initiation of Metrolinx Lakeshore East Rail Corridor Expansion Environmental Assessment – Identification of Aboriginal communities

Metrolinx is currently in the pre-planning stage of the Lakeshore East (LSE) Corridor Expansion Project following the Ontario Regulation 231/08 Transit Project Assessment Process (TPAP). The project study area is from the Eglinton GO Station in the City of Toronto to Pickering GO Station in the City of Pickering. The location and approximate extent of the study area is shown in the map provided below.

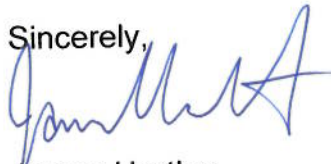


The project involves the addition of up to two tracks within the Metrolinx owned corridor; infrastructure improvements including road/rail grade separation at Scarborough Gold Club Road, Galloway Road, Morningside Avenue; bridge modifications at Highland Creek and Rouge River; utility relocations; retaining walls; station modification and protection for future electrification. These improvements will focus on ensuring reliability for future service expansion along the LSE corridor.

In accordance with Ontario Regulation 231/08 TPAP consultation requirements, Metrolinx requested a list of resources from the Director of the Environmental Assessment and Approvals Branch, Ministry of Environment and Climate Change (MOECC) that would assist in identifying First Nation and Métis communities. As per MOECC direction, Metrolinx would like to request your assistance in identifying specific Aboriginal communities. Metrolinx will follow-up with the Chiefs and Band Councils directly to identify the nature of any interest they may have with this project. We have also been in contract with the Ministry of Aboriginal Affairs.

Thank you in advance for your assistance with this matter.

Sincerely,



James Hartley
Environmental Project Manager

cc. Renée Pettigrew, AECOM
Alan Macdougall, AECOM
Trevor Anderson, Metrolinx



METROLINX

An agency of the Government of Ontario
Une agence du gouvernement de l'Ontario

Phone: 416.869.3600 ext 5547

Fax: 416.869.9342

Email: James.Hartley@gotransit.com

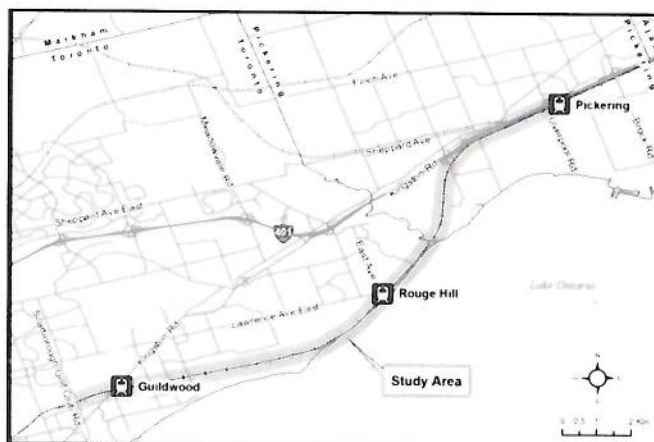
January 19, 2015

Ministry of Aboriginal Affairs
Consultation Unit
4th floor
160 Bloor St E
Toronto, Ontario, M7A 2E6
Email: maa.ea.review@ontario.ca

To whom it may concern,

Subject: Initiation of Metrolinx Lakeshore East Rail Corridor Expansion Environmental Assessment – Identification of Aboriginal communities

Metrolinx is currently in the pre-planning stage of the Lakeshore East (LSE) Corridor Expansion Project following the Ontario Regulation 231/08 Transit Project Assessment Process (TPAP). The project study area is from the Eglinton GO Station in the City of Toronto to Pickering GO Station in the City of Pickering. The location and approximate extent of the study area are shown in the map provided below.




The project involves the addition of up to two tracks within the Metrolinx owned corridor; infrastructure improvements including road/rail grade separation at Scarborough Gold Club Road, Galloway Road, Morningside Avenue; bridge modifications at Highland Creek and Rouge River; utility relocations; retaining walls; station modification and protection for future electrification. These improvements will focus on ensuring reliability for future service expansion along the LSE corridor.

In accordance with Ontario Regulation 231/08 TPAP consultation requirements, Metrolinx requested a list of resources from the Director of the Environmental Assessment and Approvals Branch, Ministry of Environment and Climate Change (MOECC) that would assist in identifying First Nation and Métis communities. As per MOECC direction, Metrolinx would like to request your assistance in identifying specific Aboriginal communities with which to consult. Metrolinx will then follow-up with the Chiefs and Band Councils directly to identify the nature of any interest they may have with this project.

Thank you in advance for your assistance with this matter.

Sincerely,



James Hartley
Environmental Project Manager

cc. Renée Pettigrew, AECOM
Alan Macdougall, AECOM
Trevor Anderson, Metrolinx

Overview of Metrolinx Projects Fall 2016

Huron-Wendat Nation

September 27, 2016



WHO IS METROLINX

Metrolinx was created in 2006 by the Province of Ontario as the **first Regional Transportation Agency** for the Greater Toronto and Hamilton Area (GTHA).

PLAN



BUILD



OPERATE



2



A REGION UNDER PRESSURE



- Average total daily commute time = 82 minutes/person.
- Projected to increase to 109 minutes in the next 25 years.



- Results in \$11 billion in travel costs and lost productivity every year.
- By 2031, this number could increase to \$15 billion.



- Over 500,000 tonnes of annual greenhouse gas emissions is due to traffic congestion.



REGIONAL TRANSPORTATION PLAN

- Guides transformation of the GTHA transportation network
- Provides the vision, goals and objectives for our transportation system
- Explains how the transportation system contributes to a high quality of life, thriving environment and prosperous economy for the GTHA



Metrolinx.com/theplan



4

PROGRESS ON THE PLAN

1. Building the Rapid Transit Network
2. Planning for Future Transit Projects
3. Implementing an Integrated Transit Fare System
4. GO Transit Expansion
 - Electrification
 - New Stations



5

INFRASTRUCTURE NEEDS

Metrolinx is undertaking one of the largest infrastructure projects in North America to support better, more reliable service.



New Track

150 kilometres of new dedicated GO track will allow for more uninterrupted service.



New Trains

New electric trains will travel faster for longer and reduce travel times.



New Bridges and Tunnels

Bridges and tunnels that eliminate intersections with rail and road traffic will provide more reliable GO train service.



New Renovations

New and improved stations will make your journey more comfortable, from start to finish.

6



TRANSIT PROJECT ASSESSMENT PROCESS (TPAP)

IMPACT ASSESSMENT FOR TRANSIT PROJECTS

The **Transit Project Assessment Process (TPAP)** is a form of environmental assessment outlined in a regulation (O.Reg. 231/08).

- ✓ Assesses potential positive and negative impacts
- ✓ Identifies measures to mitigate negative impacts

Includes:

- ✓ Consultation (begins prior to TPAP)
- ✓ Environmental Project Report (EPR) for public review

7



8



Transit Project Assessment Process (TPAP)

- Starts with a selected transit project
- Provides a framework for focused consultation and objection processes
- Supports environmental assessment decision-making within six months



9

STUDIES TO SUPPORT IMPACT ASSESSMENT

Factor	Assessing:
Natural Environment	<ul style="list-style-type: none">• Terrestrial habitat and species• Aquatic habitat and species• Species of conservation concern• Sensitive areas and features• Groundwater• Contamination
Socio-Economic Environment	<ul style="list-style-type: none">• Land use• Property• Air quality• Noise• Vibration• Traffic and transportation• Utilities
Cultural Environment	<ul style="list-style-type: none">• Archaeological resources• Built heritage resources• Cultural heritage landscapes



10

PRE-TPAP PLANNING AND CONSULTATION

The Regional Transportation Plan supports the identification of transit projects.

Metrolinx completes planning and consultation prior to:

- Selecting a transit project
- Issuing the TPAP Notice of Commencement



11

PROJECT CONSULTATION

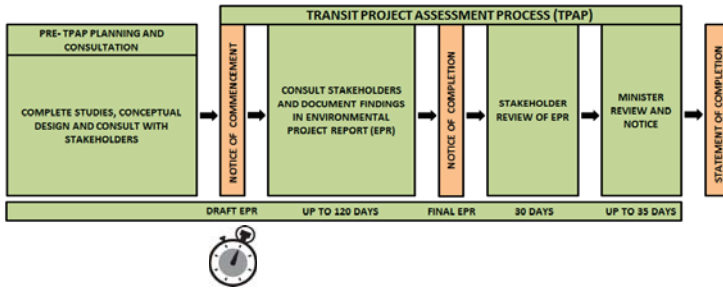
Consultation is framed by three milestones:

- Pre-TPAP
- TPAP Notice of Commencement
- TPAP Notice of Completion



12

TPAP FLOWCHART



13



OUR CONSULTATION APPROACH

- ✓ Communicate using various platforms (e.g. mail, website, Facebook, Twitter)
- ✓ Leverage existing community communication channels (e.g. local newsletters)
- ✓ Provide information and engagement opportunities to support meaningful involvement
- ✓ Consider, acknowledge and respect feedback
- ✓ Clearly indicate how feedback is being addressed

14



OUR CONSULTATION APPROACH

Involve those who are affected by the project, including:

- Impacted & Adjacent Property Owners
- First Nation and Métis Communities
- Regulatory Agencies
- Community Groups
- Municipal Staff
- Elected Officials
- Utility Owners/Operators
- General Public

15



ACTIVE PARTICIPATION

Interested persons and organizations should:

- ✓ Indicate interest to participate (e.g. in response to notice)
- ✓ Confirm the appropriate contact details for correspondence
- ✓ Identify interests and potential concerns
- ✓ Participate in consultation opportunities
- ✓ Provide thoughtful suggestions for change
- ✓ Work with Metrolinx to address concerns

16



ADDRESSING CONSTITUTIONALLY PROTECTED ABORIGINAL OR TREATY RIGHTS

When identifying impacts specific to constitutionally protected Aboriginal or Treaty rights communities are encouraged to:

- **Outline** the source, scope and nature of the rights that may be impacted and the nature of the potential impact
- **Suggest** mitigation measures
- **Respond** to attempts to address concerns and suggestions, and try to reach some mutually satisfactory solution

Note: The term “Aboriginal” is used here in keeping with terminology from the Regulation (O.Reg. 231/08).

17



ENVIRONMENTAL PROJECT REPORT (EPR)

The EPR includes: Project statement of **purpose**

- ✓ **Description** of the project
- ✓ **Map** showing the **project site**
- ✓ Description of the **local environmental conditions**
- ✓ Summary of all **studies completed**
- ✓ Assessment and evaluation of the **impacts of the project**
- ✓ **Mitigation measures** proposed to address negative impacts
- ✓ Proposed **approach to monitoring** mitigation or verifying effectiveness
- ✓ Description of **approvals or permits that may be required**
- ✓ **Consultation record**

EPR available for a 30 day public review period following Notice of Completion

18



MINISTER'S REVIEW FOLLOWING EPR REVIEW PERIOD

As outlined in O.Reg. 231/08, the Minister of the Environment and Climate Change has 35 days to consider whether the project may have a negative impact on:

- A matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or
- A constitutionally protected Aboriginal or treaty right.

The Minister is required to consider any objections received during the 30 day EPR review period.

19



MINISTER'S NOTICE

Within the 35 day period the Minister may issue one of three notices:

1. A notice to **proceed** with the transit project as planned in the EPR;
2. A notice that requires the proponent (Metrolinx) to **take further steps**, which may include further study or consultation; or,
3. A notice allowing the proponent to **proceed** with the transit project **subject to conditions**.

20



TRANSIT PROJECT ASSESSMENT PROCESS

Any process questions?



21

PROJECTS

- Electrification
- Hamilton LRT
- Hurontario LRT
- Barrie Rail Corridor Expansion
 - Works in the vicinity of the historic Allandale Station
- Bloomington GO Station
- Burloak Drive Grade Separation
- Bronte and Highway 407 Park & Ride/Carpool Lot
- Lakeshore East Rail Corridor Expansion – Segment 1
- Lakeshore East Rail Corridor Expansion – Segment 3
- USRC East Enhancements
- Upcoming EA Projects
 - Stouffville Corridor Grade Separations
 - Niagara Falls GO Rail Extension
 - New freight rail corridor



22

PROJECT SCOPE

Electrification scope includes:

- **Union Station Rail Corridor**
- **Lakeshore West Corridor**
 - Strachan Avenue to Burlington
- **Kitchener Corridor**
 - UP Express Spur¹ (at Highway 427) to Bramalea
- **Barrie Corridor**
 - Parkdale Junction (off Kitchener Corridor) to Allandale GO Station
- **Stouffville Corridor**
 - Scarborough Junction (off Lakeshore East Corridor) to Lincolnville GO Station
- **Lakeshore East Corridor**
 - Don River to Oshawa GO Station



¹ The portion of the Kitchener Corridor from Strachan Ave. to the Pearson airport spur (at Highway 427) was previously assessed and approved as part of the Metrolinx UP Express Electrification EA (June 2014)



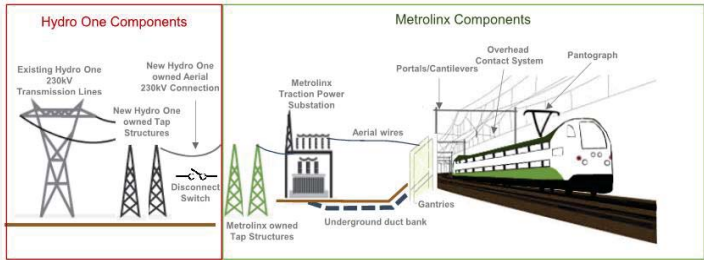
23

24



ELECTRIFICATION

HOW THE SYSTEM WILL WORK



25



MAJOR WATERCOURSES



26



ARCHAEOLOGY

Baseline Conditions Report

Scope: research only – *no field work*

- **Background Review:** Review previously completed archaeological assessment reports and studies
- **Gap Analysis:** Identify areas where archaeological assessment work has not previously been completed

Schedule: Complete

27



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment (Stage 2)

Schedule: In progress, completion Fall 2016

Findings will be included in the Environmental Project Report.

28



SCHEDULE

Winter 2016

- Public Meetings – Round 1 (Pre-TPAP)

Fall 2016

- Public Meetings – Round 2 (Pre-TPAP)

Early 2017

- Draft EPR Review
- Notice of Commencement



29

ELECTRIFICATION EA CONTACTS

Metrolinx is seeking comment on the Electrification program.

Please send your comments to:

James Hartley

Manager, Environmental Programs and Assessments

James.Hartley@metrolinx.com

Dan Beare

Project Coordinator, Environmental Programs and Assessments

Dan.Beare@metrolinx.com

Project Websites:

gotransit.com/electrification

metrolinxengage.com



ELECTRIFICATION

QUESTIONS? COMMENTS?

HAMILTON LRT



31



32

PROJECT SCOPE

- In 2011, the City of Hamilton & Metrolinx completed an Environmental Project Report (EPR) using the Transit Project Assessment Process (TPAP) for the Hamilton Light Rail Transit (LRT) Project (B-Line).
- The City of Hamilton and Metrolinx are currently preparing an Addendum to the EPR to revise the project to:
 - Address minor design modifications to the 2011 EPR LRT (the B-Line) alignment;
 - Complete the assessment of a spur line (the A-Line) along James Street North connecting the new West Harbour GO Station and potentially down to the City's redeveloping Waterfront area; and
 - Complete the assessment of a Maintenance and Storage Facility (MSF) where light rail vehicles would be maintained and stored.

33



STUDY AREA



34



MAJOR WATERCOURSES

- The proposed LRT B-Line corridor will cross one watercourse - Chedoke Creek.
- The watercourse is located within a highly urbanized area, has reaches that have been altered, and is generally considered to have degraded habitat conditions for aquatic life.
- An updated natural heritage report is being completed as part of the EPR Addendum and will be completed in Winter 2017.

35



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Originally completed as part of the EPR in February 2009, and updated in 2011.

As part of the EPR Addendum, an updated Stage 1 AA will be completed in Winter 2017.

36



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: To be determined.

37



EPR Addendum SCHEDULE

Fall 2016

- Public Meetings – Round 1 (TPAP/EPR Addendum)

Winter 2017

- Notice of EPR Addendum

Winter 2017

- Public Meetings – Round 2 (TPAP/EPR Addendum)

Spring 2017

- Expected Minister's Notice to Allow a Change to the Transit Project in Accordance with an Addendum

38



HAMILTON LRT

QUESTIONS? COMMENTS?

39



HURONTARIO LRT

40



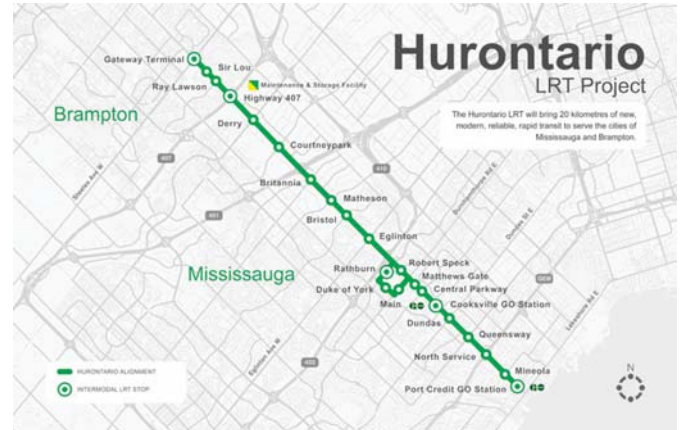
PROJECT SCOPE

- Current design scope (2016) has been reduced from the (2014) TPAP; Brampton prefers to have 3.5 km less transit than originally planned for the north end of the LRV.
- Current project has 22 stops of 20 km of rapid transit in Mississauga from Port Credit GO and ends at the Brampton Gateway Terminal (instead of the Brampton GO Station).
- LRVs to operate in a segregated guideway along Hurontario, up to 5 minute service frequency during peak periods.
- Will serve 4 Mobility Hubs; connections to GO Transit's Milton and Lakeshore West rail lines, Mississauga MiWay, Brampton Züm, and the Mississauga Transitway BRT.
- A Maintenance and Storage Facility (MSF) will be located at Hwy 407.

41



PROJECT MAP



(2016 Project Scope)

42



MAJOR WATERCOURSES

- The study area of the original 2014 TPAP had 4 watercourses, 1 on-line pond and 6 drainage swales. The area is highly urbanized, residential and commercial, with a high percentage of hard surfaces.
- The watercourses along Hurontario in the 2016 project scope are:



(Port Credit) Mary Fix Creek is a permanent watercourse flowing south, parallel to Hurontario for approximately 300 m before turning west and flowing through the Port Credit GO Station parking lot parallel to the CN Rail Oakville Subdivision line, eventually joining with the Credit River. No fish were observed.



(Rathburn Road) Cooksville Creek is a permanent watercourse flowing south under Highway 403, turning east and paralleling Rathburn Road, and then crossing under Hurontario. No fish were observed, no direct fish use, but downstream there is a highly sensitive fish community.

43



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: if any Stage 1 footprint gaps are identified because of the 2016 scope, Stage 1 will occur in these areas, it is research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Fall 2016

Findings will be included in an Addendum to the Environmental Project Report.

44



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from all Stage 1 and project footprint impacts that pertain to the 2016 project design.

Schedule: Fall 2016

Findings will be included in an Addendum to the Environmental Project Report.

45



SCHEDULE

TPAP Approved
2014

- Initial EA (TPAP) was approved by MOECC in August 2014

EPR Addendum
2017

- Metrolinx is working with Brampton and Mississauga for project specifications likely for AFP procurement in 2017

Design &
Construction
2018

- Detailed design and construction is scheduled to start in 2018

Completion
2022

- Testing and completion anticipated for 2022

46



HURONTARIO LRT

QUESTIONS? COMMENTS?

47



WORKS IN THE VICINITY OF THE HISTORIC ALLANDALE STATION AREA

48



Properties / Undertakings

Property / Undertaking	Responsible Authority
Historic Allandale Station	City of Barrie
Allandale Waterfront GO Station	Metrolinx
Barrie Layover Facility <ul style="list-style-type: none"> West Berm Area – Stockpile, Subsurface 213 Minets Point Road East Area 	Metrolinx



49



Historic Allandale Station – City of Barrie

Human remains were previously found on this City of Barrie property. This has been the focus of some media coverage.

Metrolinx is not involved with this property.



50



Allandale Waterfront GO Station - Metrolinx

Previously Completed Work – Station Construction:

- Previously approved 2005 Class EA including a Stage 1 Archaeological Assessment that indicated the GO Station area was “cleared”
- While GO Station construction was ongoing human remains were found at the nearby Historic Allandale Station. In response, the archaeologist involved with assessing the Historical Allandale Station (City of Barrie) also visited the Allandale Waterfront GO Station (Metrolinx) and issued a letter confirming that there were no concerns with the Metrolinx station area.



51



Allandale Waterfront GO Station - Metrolinx

Proposed Work – Additional Platform:

- Addition of a second platform on the south side of the corridor at the GO Station as part of the proposed Barrie Rail Corridor Expansion.
- Completion of a Stage 1 Archaeological Assessment as part of the Barrie Rail Corridor Expansion (see later slides).



52



Barrie Layover Facility - Metrolinx

Previously Completed Work – Layover Facility Construction:

- Previously approved 2005 Class EA including a Stage 1 Archaeological Assessment that indicated the area Barrie Layover Facility area was “cleared”



53



Barrie Layover Facility - Metrolinx

Proposed Work – Expansion of the Barrie Layover Facility:

- Works are deemed approved (Group A) under the GO Transit Class EA
- **West Berm Area:** construction staging/laydown area
- **213 Minets Point Road:** alternative construction staging/laydown area
- **East Area:** existing Barrie Layover Facility



54



Barrie Layover Facility – West Berm

- The Barrie Layover Facility Expansion includes **removal and disposal of the west berm stockpiled materials** originating from the Metrolinx Allandale Waterfront GO Station pedestrian tunnel construction.
- Since the stockpiling occurred a traffic signal bungalow was installed within the west berm. **Removal of the traffic signal bungalow and associated infrastructure is also included as part of this project.**



55



Barrie Layover Facility – West Berm

- During May and June 2016 due diligence archaeological assessment was completed including:
 - hand excavation of test pits in three layers: top 1.3-1.5 metres of the stockpile, 1.5 metres below berm surface, and 3 m below berm surface
 - hand excavation around the periphery of the stockpile
 - excavated two trenches to sterile subsoil (3.5 metres)
 - test pits excavated in the proposed new location for the traffic signal bungalow



56



Barrie Layover Facility – West Berm

- **No cultural remains of any significance were recovered during extensive testing of the west berm.**
- On June 24, 2016 a memo was provided to Williams Treaties communities, c/o Karry Sandy McKenzie, for review and comment. The memo was also provided to Huron-Wendat Nation and the Ministry of Tourism, Culture and Sport (MTCS).
- Since there were no archaeological resources found and no significant comments noted, Metrolinx is proceeding with the subsequent field work including removal of the stockpile.



57

Barrie Layover Facility – West Berm

- The traffic signal bungalow and associated infrastructure was removed September 8-10, 2016. This work was observed by a licensed archaeologist (ASI) and a Monitor on behalf of WTFN.
- Three small fragments (approximately 9mm long by 3mm wide) were observed; ASI determined they “*belong to the class Mammalia but the size of the material precludes any identification to genus or species.*” Since nothing else was observed at the West Berm during the monitoring or during the extensive Stage 2 testing, ASI determined that “*it is unlikely that these elements are anything other than food refuse or animal remains that were deposited on the surface naturally*” and there is **nothing of further concern.**



58

Barrie Layover Facility – West Berm

- Removal of the West Berm stockpile is scheduled for Sept 26 - 29, 2016. Archaeological monitoring will be provided by ASI and representatives from WTFN and Huron-Wendat.
- Once removal of the stockpile is complete, a Stage 2 Archaeological Assessment (test pits) will be completed for the soils beneath the stockpile. Test pitting is scheduled to occur on Sept 30, 2016.
- **Next steps:** Stage 2 report of all West Berm activities for community review, then finalize for submission to MTCS.



59

Barrie Layover Facility – 213 Minets Point Road

- Stage 2 Archaeological Assessment (test pits) was completed on Wednesday June 22.
- **No archaeological resources were found.**



60

Barrie Layover Facility – East Area

- Stage 2 Archaeological Assessment (test pits) was completed on Thursday June 23.
- **No archaeological resources were found.**



61



Barrie Layover Facility – 213 Minets & East Area

- On July 18, 2016 a Stage 2 report for both 213 Minets Point Road and the east area was provided to WTFN communities (c/o Karry Sandy McKenzie) and Huron-Wendat Nation, for community review and comment.
- The Stage 2 report was then finalized and submitted to MTCS. A letter was received from MTCS on August 31, 2016 – MTCS reviewed and concurred with the report findings and recommendations (no further assessment or monitoring required).

62



What standards are being followed?

The Archaeological Assessments are completed by a licenced archaeologist following the current Standards and Guidelines for Consultant Archaeologists administered by the MTCS.



The guidelines are available online:
http://www.mtc.gov.on.ca/en/publications/SG_2010.pdf

63



What if archaeological resources are found?

If archaeological resources of confirmed or potential cultural heritage value or interest are encountered further testing (e.g. Stage 3) and/or mitigation (Stage 4) programs will be developed in consultation with MTCS and relevant communities.

64



What if human remains are found?

If human remains are encountered work will stop immediately.



The MTCS, Registrar of Cemeteries and police/coroner will be notified along with relevant communities and the next steps will be determined.

65



Next Steps

- Consultation sessions with Huron-Wendat Nation will be coordinated through Maxime Picard.
- Metrolinx will provide information (e.g. field work updates, reports) to Huron-Wendat Nation (c/o Maxime Picard) for review and comment.

66



BLOOMINGTON GO STATION

67



PROJECT SCOPE

Addendum to the 2009 Richmond Hill Layover Facility Environmental Study Report (ESR) – GO Transit Class EA:

- ESR identified the need for a new rail station
 - Proposed location: south side of Bloomington Road, in Richmond Hill, immediately west of Highway 404.
- Improvements to original design for Bloomington GO station include:
 - Two access points to the site
 - Reconfiguration of the site layout to minimize previously identified disturbances to adjacent wetlands
 - A parking garage and surface parking for a combined total of approximately 1250 spaces including protecting for 200 spaces associated with a Ministry of Transportation car pool lot

68



STUDY AREA



69



MAJOR WATERCOURSES

- Located within the “Bruce Creek” Fisheries Management Zone of the Rouge River Watershed
- Tributaries of the Bruce Creek flow southeasterly from the wetlands on the west part of the site (part of the Bloomington Wetlands)

70



ARCHAEOLOGY

Stage 1-2 Archaeological Assessment

Scope:

Stage 1 - research and observation

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Stage 2 - Further assessment and testing based on Stage 1

Schedule: Completed, entered into the Ontario Public Register of Archaeological Reports

Summary of Findings:

- No archaeological resources with cultural heritage value were recovered
- The study area does not require further archaeological assessment

71



SCHEDULE

Fall 2016

- Notice of ESR Addendum
- 30-day review period

72



BLOOMINGTON GO STATION

QUESTIONS? COMMENTS?

73



BURLOAK GRADE SEPARATION

74



Project Scope

Grade separation of the Lakeshore West rail corridor at Burloak Drive to enhance safety, on time performance and operational flexibility/reliability in support of expanded rail service

Project Scope includes:

- Feasibility Study
- Preliminary Design
- EA (TPAP as prescribed in O.Reg. 231/08)

75



STUDY AREA



76



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Spring 2017

Findings will be included in the Environmental Project Report.

77



SCHEDULE

Fall 2016

- Feasibility Study Completion

Early Winter
2017

- EA Public Meetings – Round 1 (Pre-TPAP)

Summer 2017

- EA Notice of Commencement

Summer 2017

- EA Public Meetings – Round 2 (TPAP)

Fall 2017

- EA Notice of Completion + EPR Review

78



BURLOAK GRADE SEPARATION

QUESTIONS? COMMENTS?

79



BRONTE AND HIGHWAY 407 PARK & RIDE

80



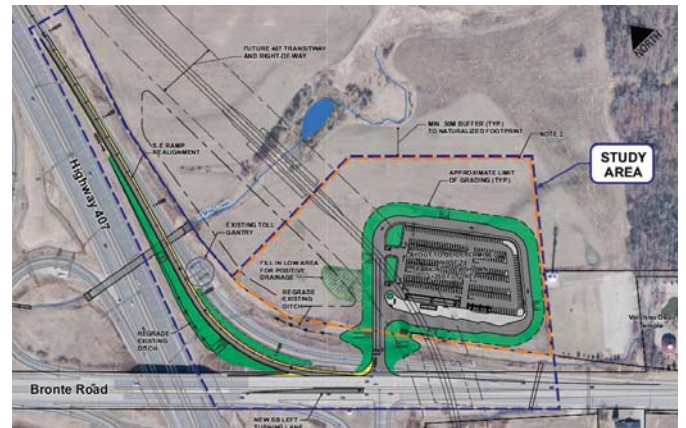
PROJECT SCOPE

- New bus park & ride facility at the southeast corner of the Bronte Road and Highway 407 interchange in Oakville, Regional Municipality of Halton, including:
 - Capacity to accommodate 300 parking spaces, with the capability for expansion to up to 500 spaces
 - Modifications to the existing northbound to eastbound Highway 407 on-ramp (S-E) to allow for better access to the lot
 - A six-bay platform with passenger shelters
 - Modifications to the southbound to westbound Highway 407 on-ramp (N-W) to improve ramp geometry for safety

81



STUDY AREA



82



MAJOR WATERCOURSES

- Fourteen Mile Creek (northeast branch) runs northeast of the proposed Park and Ride lot.
- Fourteen Mile Creek (southwest branch) runs southeast of the proposed lot.
- Ephemeral drainage ditch (indirect fish habitat) runs along the eastbound Highway 407 on-ramp within site. Culvert will be provided to maintain flow patterns and minimize impacts to the indirect habitat and downstream fish and fish habitat.

83



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Winter 2016.

Findings will be included in the Environmental Project Report.

84



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Fall 2016.

85



SCHEDULE

Fall 2016

- Focused Public Meetings – Round 1 (Pre-TPAP)

Fall 2016

- Notice of Commencement

Fall 2016

- Focused Public Meetings – Round 2 (TPAP)

Fall-Winter 2016

- Notice of Completion + EPR Review

86



BRONTE AND HIGHWAY 407 PARK & RIDE

QUESTIONS? COMMENTS?

87



LAKESHORE EAST RAIL CORRIDOR EXPANSION

DON RIVER TO SCARBOROUGH GO STATION

88



ADDITIONAL TRACK CAPACITY REQUIRED

To support:

- ✓ increasing service for GO Transit Service Expansion (Lakeshore East and Stouffville)
- ✓ maintaining service reliability



ADDING A FOURTH TRACK

Proposed works between the Don River and Scarborough GO Station include:

- Addition of a 4th track
- Widening of 4 bridges
 - Woodbine Ave., Warden Ave., Danforth Ave., Birchmount Rd.
- 3 culvert extensions
- Retaining walls
- Layout changes at Danforth GO Station

STUDY AREA



MAJOR WATERCOURSE

Don River



Don Valley Parkway and Don River Bridges (looking south)

Source: Google Maps

ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Completed, entered into the Ontario Public Register of Archaeological Reports

Findings will be included in the Environmental Project Report.

93



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Fall 2016 / Spring 2017

If available, findings will be included in the Environmental Project Report.

94



SCHEDULE

Fall 2016

- Public Meetings – Round 1 (Pre-TPAP)

Winter 2017

- Notice of Commencement

Winter / Spring
2017

- Public Meetings – Round 2 (TPAP)

Spring /
Summer 2017

- Notice of Completion + EPR Review

95



DON RIVER TO SCARBOROUGH GO STATION

QUESTIONS? COMMENTS?

96

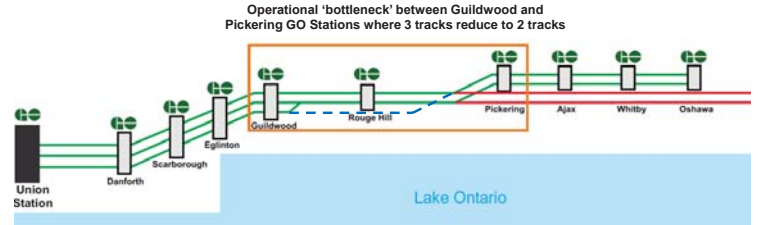


LAKESHORE EAST RAIL CORRIDOR EXPANSION

GUILDWOOD TO PICKERING



ADDING A THIRD TRACK



- Addition of a third track from Guildwood to Pickering
- 3 Road/Rail Grade Separations
 - Scarborough Golf Club Road, Galloway Road and Morningside Avenue
- Replacement of the Rouge River Bridge. The new bridge will be wider and sympathetically designed.
- Existing Highland Creek Bridge to be widened. The existing bridge will be retained with some upgrades and structure added to both sides to accommodate the additional track.
- Electrification enabling works
 - Design includes OCS poles

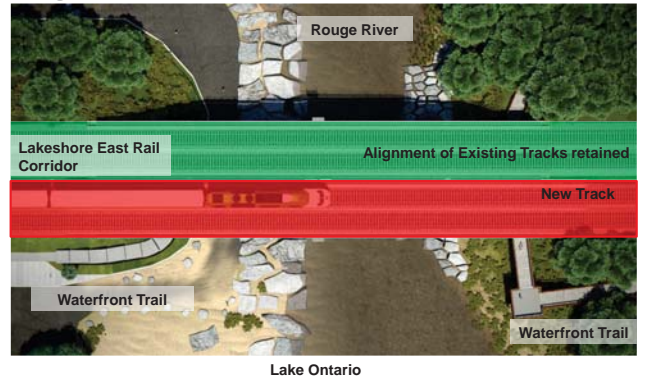


STUDY AREA



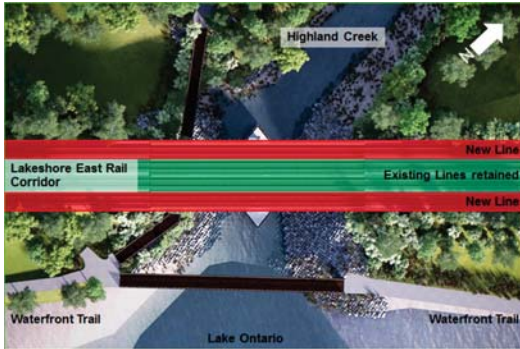
MAJOR WATERCOURSE

- Rouge River



MAJOR WATERCOURSE

- Highland Creek



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assessed study area footprint impacts
- Recommend further archaeological assessment in areas of archaeological potential
- Records of Iroquois settlements located near the mouths of the Humber and Rouge Rivers, two important river routes of the Toronto Carrying Place which linked Lake Ontario to the upper Great Lakes through Lake Simcoe

Schedule: Completed, entered into the Ontario Public Register of Archaeological Reports

Findings will be included in the Environmental Project Report.

ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Starting Summer 2016

Findings will be included in the Environmental Project Report.

SCHEDULE

March 2015

- Public Meetings – Round 1 (Pre-TPAP)

May 2016

- Public Meetings – Round 2 (Pre-TPAP)

July 2016

- Notice of Commencement

Fall 2016

- Public Meetings – Round 3 (TPAP)
- Notice of Completion + EPR Review

GUILDWOOD TO PICKERING

QUESTIONS? COMMENTS?

105



UNION STATION RAIL CORRIDOR EAST EXPANSION

106



PROPOSED WORKS

Track enhancement works east of Union including:

- Work at 4 bridges
 - Jarvis, Sherborne, Parliament, Cherry
- Removal of the Cherry Street Interlocking Tower
- Don Yard expansion → Wilson Yard

Note: No major watercourses in study area.

107



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: TBD 2016

Findings will be included in the Environmental Project Report.

108



SCHEDULE

The TPAP schedule is TBD.

A consultant has been retained and the project team is in the early stages of pre-planning TPAP activities.

UNION STATION RAIL CORRIDOR EAST EXPANSION

QUESTIONS? COMMENTS?

109



110



UPCOMING PROJECTS

UPCOMING PROJECTS

Stouffville Rail Corridor Grade Separations

- Potential road/rail grade separations under review
- Subject to municipal discussions

111



112



UPCOMING PROJECTS

Niagara Falls GO Rail Extension

- New weekday GO rail service between the future Confederation GO Station in Hamilton and the Niagara Region starting in 2021, with service to Niagara Falls by 2023
- Subject to a final agreement with CN Rail



 METROLINX

113

UPCOMING PROJECTS

New Freight Corridor

- Build a new freight corridor that will allow CN to shift most of its freight traffic from the section of the Kitchener corridor the company owns – roughly between Georgetown and Bramalea – to the new corridor



 METROLINX

114

UPCOMING PROJECTS

QUESTIONS? COMMENTS?

 METROLINX

115

HURON-WENDAT FIRST NATION MEETING REGARDING METROLINX PROJECTS

MEETING DATE:	September 27, 2016		
TIME:	1:30 pm – 3:00 pm		
LOCATION:	20 Bay St., Toronto, ON		
PRESENT:	Louis Lesage	Huron-Wendat Nation	louis.lesage@cnhw.qc.ca
	Mélanie Vincent	Huron-Wendat Nation	melanievincent21@yahoo.ca
	Maxime Picard	Huron-Wendat Nation	maxime.picard@cnhw.qc.ca
	Katie Bright	Metrolinx	katie.bright@metrolinx.com
	Luis Orantes	Metrolinx	luis.orantes@metrolinx.com
	Manuel Pedrosa	Metrolinx	manuel.pedrosa@metrolinx.com
	Mia Donaldson	Metrolinx	mia.donaldson@metrolinx.com
DISTRIBUTION:	All present		

NOTES:

Item No.	Description
1.0	<p>Introduction</p> <ul style="list-style-type: none"> • Roundtable introductions were completed. • Metrolinx thanked the Huron-Wendat Nation representatives for attending the meeting. • Purpose of the meeting. • Hardcopies of the meeting presentation were provided to attendees. <i>Action: Metrolinx to provide an electronic copy of the presentation. [Post-Meeting Note: A PDF copy of the presentation was emailed to Maxime Picard on September 30, 2016]</i> • Huron-Wendat attendees provided a verbal overview of their backgrounds and positions.
2.0	<p>Introduction to Metrolinx <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • Metrolinx provided an overview of its organization and planned transit expansion projects. <ul style="list-style-type: none"> ○ Familiarity with Metrolinx was established. ○ Overview of GO, Union Pearson (UP) Express, and Presto divisions. ○ Overview of current challenges and potential solutions. ○ Overview of 25 year plan.
3.0	<p>Transit Project Assessment Process <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • Metrolinx provided an overview of the Transit Project Assessment Process (TPAP) including pre-TPAP planning and consultation, TPAP consultation milestones, documentation and associated review. Metrolinx gave examples of the studies involved. • TPAP flowchart (identified consultation periods and opportunities to comment. Went over documents involved, and ministers decision). • Consultation approach and timeline – specified how feedback is used.

Item No.	Description
4.0	<p>Current Metrolinx Projects/EAs <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • Metrolinx provided an overview of the following projects: <ul style="list-style-type: none"> ○ GO Rail Network Electrification ○ Hamilton LRT ○ Hurontario LRT ○ Barrie Rail Corridor Expansion <ul style="list-style-type: none"> ▪ Works in the vicinity of the historic Allandale Station ○ Burloak Grade Separation ○ Lakeshore East Rail Corridor Expansion – Don River to Scarborough GO Station ○ Lakeshore East Rail Corridor Expansion – Guildwood to Pickering ○ Union Station Rail Corridor East Expansion
5.0	<p>Discussion Items:</p> <ul style="list-style-type: none"> • <u>Introduction to Metrolinx:</u> In discussion regarding the Metrolinx 25 year plan, Metrolinx offered to send a list of new stations being proposed. <i>Action: Metrolinx to provide a list of new stations being proposed.</i> <i>[Post-Meeting Note: New Station details, including a list, are available online at: http://www.metrolinx.com/en/regionalplanning/newstations/default.aspx]</i> • <u>Transit Project Assessment Process (TPAP):</u> A question was asked, regarding whether or not the TPAP is a new process – as the Huron-Wendat were not familiar with it. Metrolinx stated that the TPAP process is not new (introduced in 2008), but that it is becoming increasingly prevalent as transit project work increases. Metrolinx also noted that older projects may have been undertaken under the GO Transit Class Environmental Assessment process. The Huron-Wendat Nation requested program information, regarding projects Metrolinx plans to deliver in the next 2, 5, and 10 years. <i>Action: Metrolinx to provide a link to the Regional Transportation Plan [Post-Meeting Note: Regional Transportation Plan details are available online at: http://www.metrolinx.com/en/regionalplanning/rtp/]</i> A question was asked regarding whether or not all of the Metrolinx projects discussed must go through the TPAP. Metrolinx confirmed that all current projects discussed at this meeting will be going through the TPAP. An inquiry was made concerning the responsibility of the Minister of the Environment and Climate Change with regards to Metrolinx projects and the TPAP process in general. It was noted that following the 30 day public review period the Minister has a 35 day period when s/he may issue one of three notices – please refer to the TPAP component of the meeting presentation for additional information.

Item No.	Description
	<ul style="list-style-type: none"> <li data-bbox="302 323 716 352">• <u>Current Metrolinx Projects/EAs:</u> <p data-bbox="347 369 1442 489"><i>In the interest of time (Huron-Wendat representatives needed to leave at 3pm), projects were prioritized based on status and applicability, and not all presentation material was addressed through discussion but the details are provided in the presentation and any questions could be addressed through contacting Metrolinx.</i></p> <ul style="list-style-type: none"> <li data-bbox="396 527 808 556">○ GO Rail Network Electrification <p data-bbox="396 594 1479 684">A question was asked regarding whether or not electrification will require underground work. It was noted some underground work will be required and that archaeological assessment is being completed to assess project impacts.</p> <p data-bbox="396 722 1468 812">A question was asked regarding which company is conducting the archaeological assessment. Metrolinx stated that ASI is conducting the work for a number but not all of the projects (e.g. AECOM is completing archaeology for the Lakeshore East projects).</p> <li data-bbox="396 850 802 879">○ Barrie Rail Corridor Expansion <p data-bbox="396 917 1474 1066">The current status of due diligence archaeological assessment in the vicinity of the historic Allandale station was discussed. That work is pending some additional locates and the start date is to be determined. Metrolinx will continue to keep Maxime Picard up-to-date and will provide advance notice of field work recommencing to support arranging for a Monitor on behalf of Huron-Wendat Nation.</p> <p data-bbox="396 1104 1471 1228">It was clarified that human remains have not been found on Metrolinx owned properties and that such finds have been limited to the City of Barrie owned historical Allandale station.[Post-Meeting Note: For additional background information please refer to the detailed summary letter Metrolinx sent to Louis Lesage on June 14, 2016].</p> <p data-bbox="396 1266 1484 1415">A question was asked regarding which company conducted the 2005 Archaeological Assessment at the Allandale Waterfront GO Station. <i>Action: Metrolinx to follow up and confirm. [Post-Meeting Note: The Stage 1 Archaeological Assessment, completed in support of the 2005 GO Transit Rail Expansion Bradford to Barrie Class Environmental Assessment, was completed by New Directions Archaeology Ltd.]</i></p> <p data-bbox="396 1453 1425 1518">Metrolinx noted that coordination with Maxime Picard would continue to occur, including monitoring rescheduling and report review information.</p> <li data-bbox="396 1556 1073 1585">○ Lakeshore East Rail Corridor Expansion – Segment 3 <p data-bbox="396 1623 1463 1772">A question was asked regarding whether or not Metrolinx is replacing the Rouge River Bridge and ownership of property in that area. Metrolinx confirmed that they would be removing the existing bridge will be removed and replaced with a sympathetically designed bridge and that the park property in that area is currently under Toronto and Region Conservation Authority (TRCA) jurisdiction pending transfer to Parks Canada.</p> <p data-bbox="396 1810 1479 1900">A question was asked regarding Parks Canada involvement in the bridge removal so far. Metrolinx stated that Parks Canada has been engaged; however, that it has been confirmed that the archaeological work still falls under the jurisdiction of the TRCA. Metrolinx noted that</p>

Item No.	Description
	<p>the Stage 1 Archaeological Assessment was completed by AECOM for the study area. Where Stage 2 Archaeological Assessment is warranted on TRCA lands that will soon be completed by TRCA staff. Timing for completion of Stage 2 Archaeological Assessment on other lands (non-TRCA) is subject to obtaining permission to enter. <i>Action: Metrolinx to update the Huron-Wendat Nation on the status of the Stage 2 Archaeological Assessment of the Rouge River Bridge. [Post-Meeting Note: Details to follow once a draft report is ready to be shared later in 2016]</i></p> <p>A question was asked regarding the name of the TRCA archaeologist. <i>Action: Metrolinx to confirm the name of the TRCA archaeologist. [Post-Meeting Note: The TRCA archaeology team for this work is led by Alistair Jolly. If there are any questions about this work please contact Metrolinx (Katie Bright).]</i></p> <p>An inquiry was made regarding who stores any artifacts found during archaeological assessments. The licensed archaeologist would arrange for storage of artifacts in accordance with standards and guidelines from the Ministry of Tourism, Culture and Sport.</p>
7.0	<p>Other Discussion Items:</p> <p>The Huron-Wendat Nation stated that they are often consulted with by proponents in a case by case and reactionary manner. The Huron-Wendat Nation noted that this can cause a lot of work and coordination efforts, which can impact their capacity. As a solution to this issue, the Huron-Wendat Nation stated that they have developed project specific action plans with the MTO, which assist project coordination and allow adequate time for consultation and involvement. The Huron-Wendat Nation suggested that these action plans provide clarity and mutual understanding, and can also result in positive learning experiences beyond the life of the project. Metrolinx explained that the Ministry of Transportation (MTO) is their parent ministry, and that Metrolinx would reach out to the MTO to discuss. It was agreed that regular meetings, perhaps quarterly – more frequently if needed, would assist with providing project summaries and an opportunity to discuss various Metrolinx projects efficiently while also providing a heads up about upcoming projects. Consideration will be given to scheduling meeting for late Fall or early Winter to discuss projects, including those that were not discussed at this meeting. <i>Action: Metrolinx to coordinate with the Huron-Wendat Nation to and schedule a meeting for late fall or early winter. [Post-Meeting Note: Huron-Wendat Nation has suggested meeting in November or December with a particular focus on a request to develop a consultation protocol/agreement. Metrolinx will be in touch to schedule the meeting.]</i></p> <p>The Huron-Wendat Nation representatives noted that they have information to present to Metrolinx, including potential mitigation measures, and protocols regarding archaeological assessment. <i>[Post-Meeting Note: A corresponding letter was sent to Metrolinx on October 25, 2016 and further discussion will be held at the meeting to be scheduled in November or December]</i></p>

These meeting notes represent the writer's understanding of the major items of discussion and the decisions reached and/or actions required. Any errors, omissions, or concerns regarding the notes captured should be brought to the attention of the undersigned individual within 5 business days of receiving these notes.

Prepared By: Mia Donaldson
 Email: Mia.Donaldson@metrolinx.com

Huron-Wendat Nation Heritage and Metrolinx Projects

- Introduction to Metrolinx
- Metrolinx Projects

December 1, 2016



INTRODUCTION TO METROLINX

2



WHO IS METROLINX

Metrolinx was created in 2006 by the Province of Ontario as the **first Regional Transportation Agency** for the Greater Toronto and Hamilton Area (GTHA).

PLAN



BUILD



OPERATE



A REGION UNDER PRESSURE



- Average total daily commute time = 82 minutes/person.
- Projected to increase to 109 minutes in the next 25 years.



- Results in \$11 billion in travel costs and lost productivity every year.
- By 2031, this number could increase to \$15 billion.



- Over 500,000 tonnes of annual greenhouse gas emissions is due to traffic congestion.

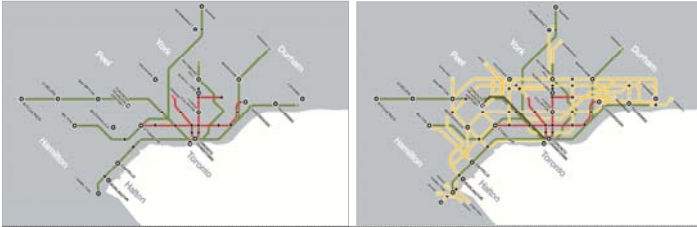


3

REGIONAL TRANSPORTATION PLAN

2012

25 YEAR VISION



Creating new connections across our region

5



RAPID TRANSIT



LIGHT RAIL TRANSIT

- 11 km Finch West LRT
- 20 km Hurontario LRT
- 13 km Hamilton LRT
- 19 km Eglinton Crosstown LRT

6



RAPID TRANSIT

NEW BUS RAPID TRANSIT
52km in York Region and Mississauga



7



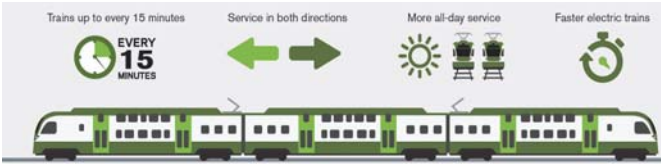
REGIONAL EXPRESS RAIL



8



FUTURE RAIL SERVICE



9



INFRASTRUCTURE NEEDS

Metrolinx is undertaking one of the largest infrastructure projects in North America to support better, more reliable service.



New Track

150 kilometres of new dedicated GO track will allow for more uninterrupted service.



New Trains

New electric trains will travel faster for longer and reduce travel times.



New Bridges and Tunnels

Bridges and tunnels that eliminate intersections with rail and road traffic will provide more reliable GO train service.



New Renovations

New and improved stations will make your journey more comfortable, from start to finish.

10



METROLINX PROJECTS

PROJECTS

Metrolinx has a numerous projects underway. Today we will discuss the ongoing Environmental Assessments.

Typically the project impact assessment follows the Transit Project Assessment Process – a type of Environmental Assessment.

Project specific notification letters are sent to Huron-Wendat Nation at study milestones. The letters share project details and request feedback regarding interest in projects and the approach to engagement.

11



12



ONGOING PROJECTS

- Electrification
- Hamilton Light Rail Transit (LRT)
- Hurontario LRT
- Barrie Rail Corridor Expansion
- Works in the vicinity of the historic Allandale Station
- Bloomington GO Station
- Burloak Drive Grade Separation
- Bronte and Highway 407 Park & Ride/Carpool Lot
- Lakeshore East Rail Corridor Expansion – Don River to Scarborough GO
- Lakeshore East Rail Corridor Expansion – Guildwood to Pickering
- Union Station Rail Corridor East Enhancements

These projects were also discussed at the September 27, 2016 meeting.



13



IMPACT ASSESSMENT FOR TRANSIT PROJECTS

The **Transit Project Assessment Process (TPAP)**:

- ✓ Assesses potential positive and negative impacts
- ✓ Identifies measures to mitigate negative impacts

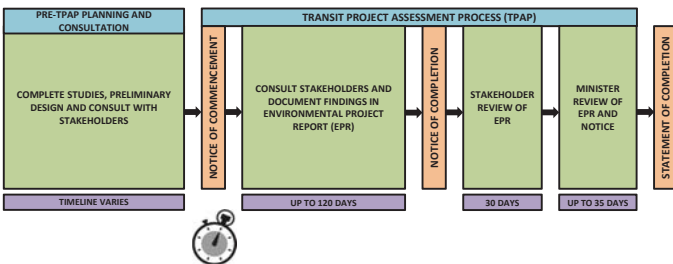
Includes:

- ✓ Consultation (begins prior to TPAP)
- ✓ Environmental Project Report (EPR) for public review

14



TPAP FLOWCHART



15



STUDIES TO SUPPORT IMPACT ASSESSMENT

Factor	Assessing:
Natural Environment	<ul style="list-style-type: none"> • Terrestrial habitat and species • Aquatic habitat and species • Species of conservation concern • Sensitive areas and features • Groundwater • Contamination
Socio-Economic Environment	<ul style="list-style-type: none"> • Land use • Property • Air quality • Noise • Vibration • Traffic and transportation • Utilities
Cultural Environment	<ul style="list-style-type: none"> • Archaeological resources • Built heritage resources • Cultural heritage landscapes

16



ELECTRIFICATION - SCOPE

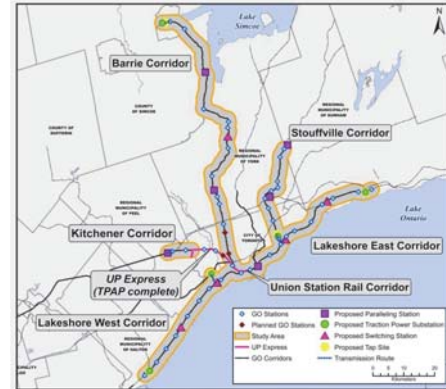
Electrification of:

- Union Station Rail Corridor
- Lakeshore West Corridor
 - Strachan Avenue to Burlington
- Kitchener Corridor
 - UP Express Spur (at Highway 427) to Bramalea
- Barrie Corridor
 - Parkdale Junction (off Kitchener Corridor) to Allandale GO Station
- Stouffville Corridor
 - Scarborough Junction (off Lakeshore East Corridor) to Lincolnville GO Station
- Lakeshore East Corridor
 - Don River to Oshawa GO Station



Location: Montreal AMT - Deux-Montagnes line

ELECTRIFICATION - SCOPE



ELECTRIFICATION – PROPOSED SCHEDULE

Winter 2016

- Public Meetings – Round 1 (Pre-TPAP)

Fall 2016

- Public Meetings – Round 2 (Pre-TPAP)

Winter / Spring
2017

- Draft EPR Review
- Notice of Commencement

HAMILTON LRT - SCOPE

In 2011 an Environmental Project Report (EPR) was completed under the Transit Project Assessment Process.

The City of Hamilton and Metrolinx are currently preparing an Addendum to the EPR to revise the project to:

- Address minor design modifications to the 2011 EPR LRT (the B-Line) alignment;
- Complete the assessment of a spur line (the A-Line) along James Street North connecting the new West Harbour GO Station and potentially down to the City's redeveloping Waterfront area; and
- Complete the assessment of a Maintenance and Storage Facility (MSF) where light rail vehicles would be maintained and stored.

HAMILTON LRT - SCOPE



HAMILTON LRT - PROPOSED SCHEDULE

Fall 2016	• Public Meetings – Round 1 (TPAP/EPR Addendum)
Winter 2017	• Public Meetings – Round 2 (TPAP/EPR Addendum)
Winter 2017	• Notice of EPR Addendum
Spring 2017	• Expected Minister's Notice to Allow a Change to the Transit Project in Accordance with an Addendum

22

HURONTARIO LRT - SCOPE

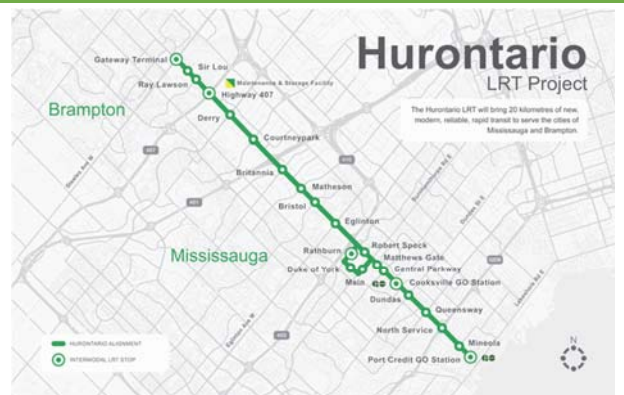
The proposed design (2016) has been modified from the previously completed (2014) Transit Project Assessment Process.

The currently proposed project has 20 km of rapid transit in Mississauga from Port Credit GO Station with 22 stops and ends at the Brampton Gateway Terminal (instead of the Brampton GO Station). A Maintenance and Storage Facility will be located at Hwy 407.

The Hurontario LRT will:

- operate in a segregated guideway along Hurontario Street, with up to 5 minute service frequency during peak periods; and
 - serve four Mobility Hubs; connections to GO Transit's Milton and Lakeshore West rail lines, Mississauga MiWay, Brampton Züm, and the Mississauga Transitway Bus Rapid Transit.
- 23

HURONTARIO LRT - SCOPE



HURONTARIO LRT - PROPOSED SCHEDULE

TPAP Approved
2014

- Initial EA (TPAP) was approved by MOECC in August 2014

EPR Addendum
2017

- Metrolinx is working with Brampton and Mississauga for project specifications likely for AFP procurement in 2017

Design &
Construction
2018

- Detailed design and construction is scheduled to start in 2018

Completion
2022

- Testing and completion anticipated for 2022

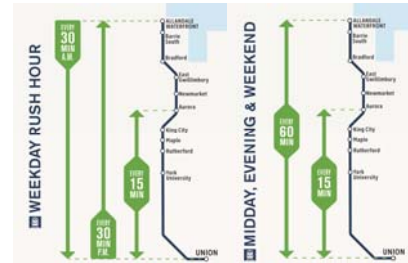
25



BARRIE RAIL CORRIDOR EXPANSION - SCOPE

Proposed works to support increasing service:

- Add a second track from Lansdowne Avenue (Toronto) to the Allandale Waterfront GO Station (Barrie)
- Improve infrastructure to support service expansion, including:
- Upgrades at existing GO Stations to accommodate additional tracks
- Future Layover Facility in Bradford for overnight storage of trains
- Upgrades to existing structures (e.g. culverts, bridges)



26



BARRIE RAIL CORRIDOR EXPANSION - SCOPE



Study Area: Lansdowne Avenue (City of Toronto) to Allandale Waterfront GO Station (City of Barrie)

27



BARRIE RAIL CORRIDOR EXPANSION - PROPOSED SCHEDULE

November 2015

- Public Meetings – Round 1 (Pre-TPAP)

Fall 2016

- Public Meetings – Round 2 (Pre-TPAP)

Winter 2017

- Notice of Commencement

Spring 2017

- Notice of Completion + EPR Review

28



WORKS IN THE VICINITY OF THE HISTORIC ALLANDALE STATION AREA

Property / Undertaking	Responsible Authority
Historic Allandale Station	City of Barrie
Allandale Waterfront GO Station	Metrolinx (Barrie Rail Corridor Expansion)
Barrie Layover Facility <ul style="list-style-type: none"> West Berm Area – Stockpile, Subsurface 213 Minets Point Road East Area 	Metrolinx



29



BARRIE LAYOVER FACILITY

Proposed Work – Expansion of the Barrie Layover Facility:

- Works are deemed approved (Group A) under the GO Transit Class EA
- **West Berm Area:** construction staging/laydown area
- **213 Minets Point Road:** alternative construction staging/laydown area
- **East Area:** existing Barrie Layover Facility



30



BARRIE LAYOVER FACILITY – DUE DILIGENCE ARCHAEOLOGICAL ASSESSMENT

Property / Undertaking	Status of Due Diligence Stage 2 Archaeological Assessment
West Berm Area – Stockpile, Subsurface	Field work completed and findings suggest no further assessment required. Report to HWN and WTFN prior to filing with MTCS.
213 Minets Point Road	Completed and report filed with MTCS. No further assessment required.
Barrie Layover Facility East Area	

Huron-Wendat Nation and Williams Treaties First Nations each had a Monitor on site during assessment of the West Berm Area.



31



BLOOMINGTON GO STATION - SCOPE

2009 Environmental Study Report (GO Transit Class EA) identified the need for a new rail station

- Proposed location: south side of Bloomington Road, in Richmond Hill, immediately west of Highway 404.

Currently proposed improvements to original design for Bloomington GO station include:

- Two access points to the site
 - Reconfiguration of the site layout to minimize previously identified disturbances to adjacent wetlands
 - A parking garage and surface parking for a combined total of approximately 1250 spaces including protecting for 200 spaces associated with a Ministry of Transportation car pool lot
- In general, the overall footprint of the site has not significantly increased.

32



BLOOMINGTON GO STATION - SCOPE



33



BLOOMINGTON GO STATION - SCHEDULE

Fall 2016

- Notice of ESR Addendum
- 30-day review period

34



BURLOAK GRADE SEPARATION - SCOPE

A proposed road/rail grade separation of the Lakeshore West rail corridor at Burloak Drive (City of Burlington / Town of Oakville) to enhance safety, on time performance and operational flexibility/reliability in support of expanded rail service.

35



BURLOAK DRIVE GRADE SEPARATION - SCOPE



36



BURLOAK DRIVE GRADE SEPARATION - PROPOSED SCHEDULE

Fall 2016	• Feasibility Study Completion
Early Winter 2017	• EA Public Meetings – Round 1 (Pre-TPAP)
Summer 2017	• EA Notice of Commencement
Summer 2017	• EA Public Meetings – Round 2 (TPAP)
Fall 2017	• EA Notice of Completion + EPR Review

37

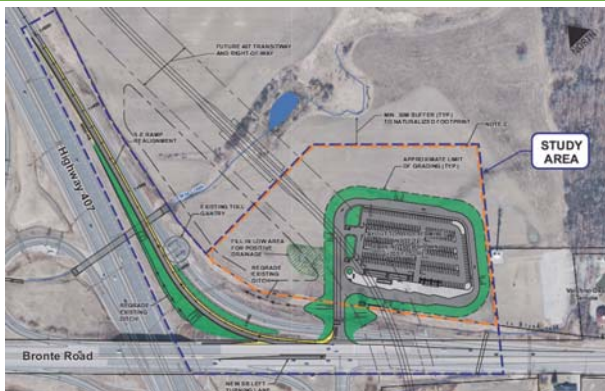
BRONTE AND HIGHWAY 407 PARK & RIDE / CARPOOL LOT - SCOPE

New bus park & ride facility at the southeast corner of the Bronte Road and Highway 407 interchange in the city of Oakville including:

- Capacity to accommodate 300 parking spaces, with the capability for expansion to up to 500 spaces
- Modifications to the existing northbound to eastbound Highway 407 on-ramp (S-E) to allow for better access to the lot
- A six-bay platform with passenger shelters
- Modifications to the southbound to westbound Highway 407 on-ramp (N-W) to improve ramp geometry for safety

38

BRONTE AND HIGHWAY 407 PARK & RIDE / CARPOOL LOT - SCOPE



39

BRONTE AND HIGHWAY 407 PARK & RIDE / CARPOOL LOT - PROPOSED SCHEDULE

Fall 2016	• Focused Public Meetings – Round 1 (Pre-TPAP)
Fall 2016	• Notice of Commencement
Fall 2016 / Winter 2017	• Focused Public Meetings – Round 2 (TPAP)
Winter 2017	• Notice of Completion + EPR Review

40

LSE RAIL CORRIDOR EXPANSION: DON RIVER TO SCARBOROUGH GO STATION - SCOPE

Additional track capacity is required to support:

- increasing service (Lakeshore East and Stouffville)
- maintaining service reliability

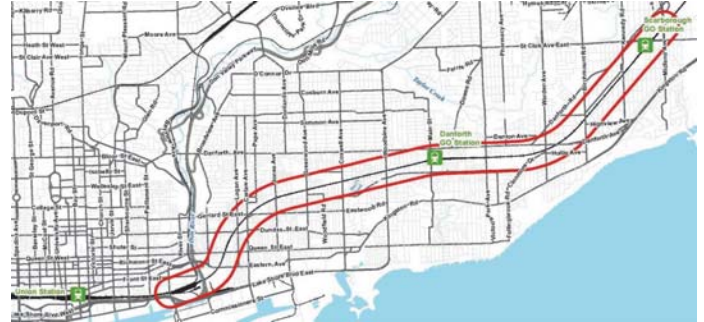
Proposed works include:

- Addition of a 4th track
- Widening of 4 bridges
- Woodbine Ave., Warden Ave., Danforth Ave., Birchmount Rd.
- 3 culvert extensions
- Retaining walls
- Layout changes at Danforth GO Station

41



LSE RAIL CORRIDOR EXPANSION: DON RIVER TO SCARBOROUGH GO STATION - SCOPE



42



LSE RAIL CORRIDOR EXPANSION: DON RIVER TO SCARBOROUGH GO STATION - PROPOSED SCHEDULE

Fall 2016	• Public Meetings – Round 1 (Pre-TPAP)
Winter 2017	• Notice of Commencement
Winter / Spring 2017	• Public Meetings – Round 2 (TPAP)
Spring / Summer 2017	• Notice of Completion + EPR Review

43



LSE RAIL CORRIDOR EXPANSION: GUILDWOOD TO PICKERING - SCOPE

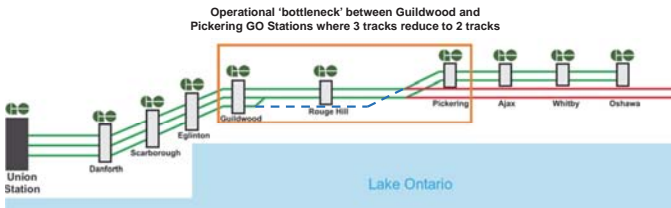
Proposed works include:

- Addition of a third track from Guildwood to Pickering
- 3 Road/Rail Grade Separations
- Scarborough Golf Club Road, Galloway Road and Morningside Avenue
- Replacement of the Rouge River Bridge. The new bridge will be wider and sympathetically designed.
- Existing Highland Creek Bridge to be widened. The existing bridge will be retained with some upgrades and structure added to both sides to accommodate the additional track.
- Electrification enabling works

44



LSE RAIL CORRIDOR EXPANSION: GUILDWOOD TO PICKERING - SCOPE



45

LSE RAIL CORRIDOR EXPANSION: GUILDWOOD TO PICKERING - PROPOSED SCHEDULE

March 2015

- Public Meetings – Round 1 (Pre-TPAP)

May 2016

- Public Meetings – Round 2 (Pre-TPAP)

July 2016

- Notice of Commencement

Fall 2016

- Public Meetings – Round 3 (TPAP)
- Notice of Completion + EPR Review

46

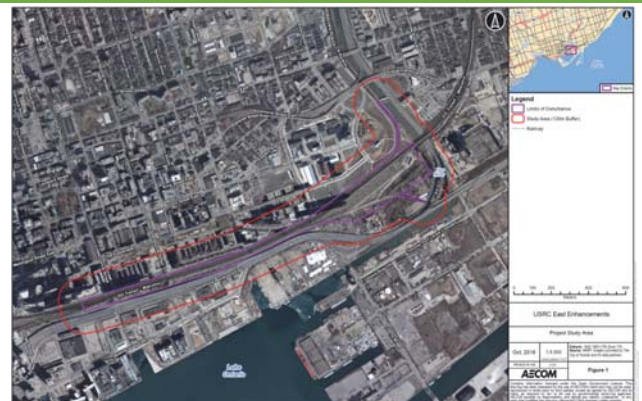
UNION STATION RAIL CORRIDOR EAST ENHANCEMENTS - SCOPE

Track enhancement works east of Union Station including:

- Work at four bridges – Jarvis, Sherborne, Parliament, Cherry
- Removal of the Cherry Street Interlocking Tower
- Don Yard expansion → Wilson Yard

47

UNION STATION RAIL CORRIDOR EAST ENHANCEMENTS - SCOPE



48

UNION STATION RAIL CORRIDOR EAST ENHANCEMENTS - PROPOSED SCHEDULE

Fall 2016 – Winter 2017	• Pre-TPAP Phase
Winter 2017	• Public Meeting #1
Spring / Summer 2017	• Notice of Commencement • Public Meeting #2
Fall 2017	• Notice of Completion + EPR Review



FOR REFERENCE – OVERLAY OF PROJECT STUDY AREAS WITH HURON-WENDAT NATION ARCHAEOLOGICAL SITE MAPPING

Note: Project areas provided to Huron-Wendat Nation by Metrolinx. Maps produced by Huron-Wendat Nation and reflect the community's internal tracking of archaeological sites.



Electrification EA Legend

- Huron_Site
- EA_Study_Areas_Network

1:500,000



Hamilton LRT
 Legend
 • Huron_Site
 — Hamilton_LRT_Rev_3

1:300 000

0 1 2 3 4 5 6 7 8 9 10



Hurontario LRT
 Legend
 • Huron_Site
 — HurontarioLRT

1:100 000

0 1 2 3 4 5 6 7 8 9 10



Barrie Rail - Corridor Expansion
 Legend
 • Huron_Site
 — Buffer of GO Train Routes

1:450 000

0 1 2 3 4 5 6 7 8 9 10

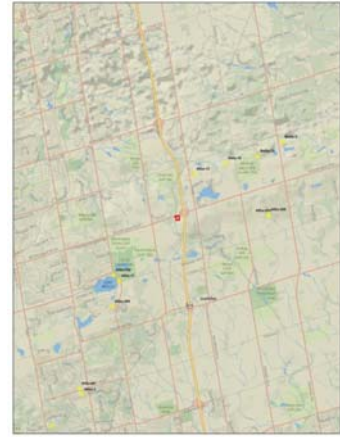


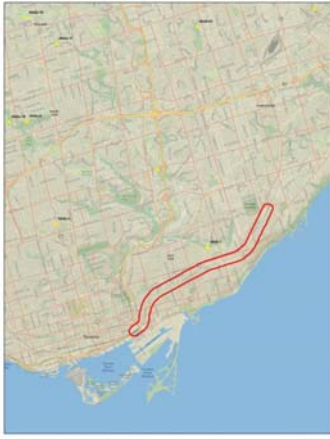
Barrie Corridor - Bradford Layover
 Legend
 • Huron_Site
 — Export_Output_3

1:75 000

0 1 2 3 4 5 6 7 8 9 10



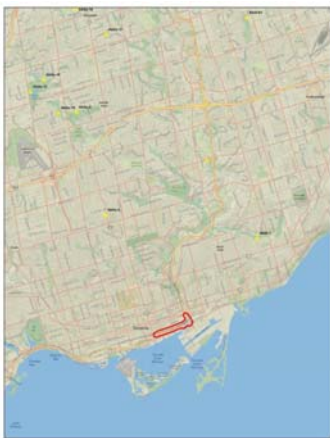




Lakeshore East Rail Don River to Scarborough
 Legend
 ● Home_Site
 □ Lakeshore_East_Rail_Corridor_Expansion
 1:100 000
 0 1 2 3 4 km
 City of Scarborough METROLINX



Lakeshore East Rail Guildwood to Pickering
 Legend
 ● Home_Site
 □ Mx EA_LSR_Segment_3_2000mBuffer
 1:81 500
 0 1 2 3 4 km
 City of Pickering METROLINX



USRC East Enhancement
 Legend
 ● Home_Site
 □ USRC_East_Enhancements
 1:100 000
 0 1 2 3 4 km
 City of Scarborough METROLINX

HURON-WENDAT NATION MEETING REGARDING METROLINX PROJECTS

<u>MEETING DATE:</u>	December 1, 2016		
<u>TIME:</u>	9:00 am – 10:30 am		
<u>LOCATION:</u>	Teleconference		
<u>PRESENT:</u>	Grand Chief Konrad Sioui	Huron-Wendat Nation	
	Simon Picard	Huron-Wendat Nation	simon.picard@cnhw.qc.ca
	Louis Lesage	Huron-Wendat Nation	louis.lesage@cnhw.qc.ca
	Mélanie Vincent	Huron-Wendat Nation	melanievincent21@yahoo.ca
	Maxime Picard	Huron-Wendat Nation	maxime.picard@cnhw.qc.ca
	Bruce McCuaig	Metrolinx	Bruce.McCuaig@metrolinx.com
	John Jensen	Metrolinx	John.Jensen@metrolinx.com
	Katherine Latimer	Metrolinx	Katherine.Latimer@metrolinx.com
	Renée Pettigrew	Metrolinx	Renee.Pettigrew@metrolinx.com
	Katie Bright	Metrolinx	Katie.Bright@metrolinx.com
<u>DISTRIBUTION:</u>	All present		

NOTES:

Item No.	Description
1.0	<p>Introductions</p> <ul style="list-style-type: none"> • Roundtable introductions were completed. <p>Introduction to Huron-Wendat Nation</p> <ul style="list-style-type: none"> • Grand Chief Konrad Sioui shared an overview of Huron-Wendat Nation with reference to a previously circulated Executive Summary regarding the Rights, Activities and Interests of the Huron-Wendat Nation in South Wendake (Ontario) – <i>please see copy attached.</i> <p>Introduction to Metrolinx (Metrolinx)</p> <ul style="list-style-type: none"> • Bruce McCuaig (President and Chief Executive Officer) shared a general introduction to Metrolinx and thanked Grand Chief Konrad Sioui and representatives from Huron-Wendat Nation for joining this meeting in light of adverse winter weather conditions in their community.
2.0	<p>Overview of Metrolinx Projects (<i>please see attached copy of presentation</i>)</p> <ul style="list-style-type: none"> • Renée Pettigrew (Director [Acting] – Environmental Programs and Assessment) shared an overview of Metrolinx and the following Metrolinx projects: <ul style="list-style-type: none"> ○ Electrification ○ Hamilton Light Rail Transit (LRT) ○ Hurontario LRT ○ Barrie Rail Corridor Expansion

Item No.	Description
	<ul style="list-style-type: none"> ○ Works in the vicinity of the historic Allandale Station ○ Bloomington GO Station ○ Burloak Drive Grade Separation ○ Bronte and Highway 407 Park & Ride/Carpool Lot ○ Lakeshore East Rail Corridor Expansion – Don River to Scarborough GO ○ Lakeshore East Rail Corridor Expansion – Guildwood to Pickering ○ Union Station Rail Corridor East Enhancements
3.0	<p>Next steps including the approach to consultation with the Huron-Wendat Nation</p> <ul style="list-style-type: none"> ● Metrolinx and Huron-Wendat Nation will work together to develop a “framework” to address consultation and engagement regarding Metrolinx Regional Express Rail and Rapid Transit Projects. ● It was agreed that Huron-Wendat Nation and Metrolinx staff will coordinate to develop the “framework”. The proposed “framework” will then be reviewed by Huron-Wendat Nation and Metrolinx senior leadership prior to finalizing. ● Grand Chief Konrad Sioui invited Bruce McCuaig and Metrolinx staff to come to Wendake. It was discussed that a visit may occur in the Spring as a celebration of completing the “framework”. ● Metrolinx and Huron-Wendat Nation look forward to a positive working relationship.

These meeting notes represent the writer’s understanding of the major items of discussion and the decisions reached and/or actions required. Any errors, omissions, or concerns regarding the notes captured should be brought to the attention of the undersigned individual within 5 business days of receiving these notes.

Prepared By: Katie Bright

Email: Katie.Bright@metrolinx.com

Metrolinx Project Updates for Huron-Wendat Nation

February 13, 2017



INTRODUCTION TO METROLINX

2



WHO IS METROLINX

Metrolinx was created in 2006 by the Province of Ontario as the **first Regional Transportation Agency** for the Greater Toronto and Hamilton Area (GTHA).

PLAN



BUILD



OPERATE



A REGION UNDER PRESSURE



- Average total daily commute time = 82 minutes/person.
- Projected to increase to 109 minutes in the next 25 years.



- Results in \$11 billion in travel costs and lost productivity every year.
- By 2031, this number could increase to \$15 billion.



- Over 500,000 tonnes of annual greenhouse gas emissions is due to traffic congestion.

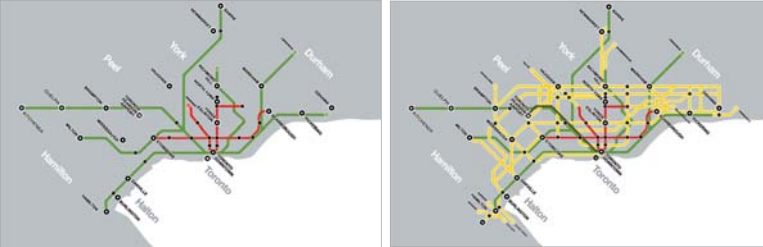


3

REGIONAL TRANSPORTATION PLAN

2012

25 YEAR VISION



Creating new connections across our region

5



RAPID TRANSIT



LIGHT RAIL TRANSIT

- 11 km Finch West LRT
- 20 km Hurontario LRT
- 13 km Hamilton LRT
- 19 km Eglinton Crosstown LRT

6



RAPID TRANSIT

NEW BUS RAPID TRANSIT

52km in York Region and Mississauga



7



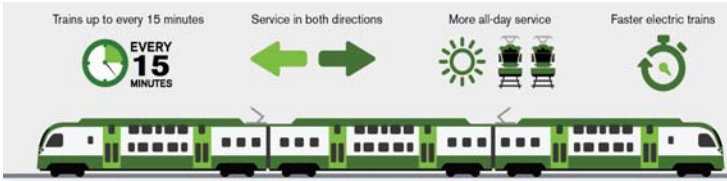
REGIONAL EXPRESS RAIL



8



FUTURE RAIL SERVICE



9



INFRASTRUCTURE NEEDS

Metrolinx is undertaking one of the largest infrastructure projects in North America to support better, more reliable service.



New Track

150 kilometres of new dedicated GO track will allow for more uninterrupted service.



New Trains

New electric trains will travel faster for longer and reduce travel times.



New Bridges and Tunnels

Bridges and tunnels that eliminate intersections with rail and road traffic will provide more reliable GO train service.



New Renovations

New and improved stations will make your journey more comfortable, from start to finish.

10



METROLINX PROJECTS

PROJECTS

Metrolinx has a numerous projects underway. Today we will discuss the ongoing Environmental Assessments.

Typically the project impact assessment follows the Transit Project Assessment Process – a type of Environmental Assessment.

Project specific notification letters are sent to Huron-Wendat Nation at study milestones. The letters share project details and request feedback regarding interest in projects and the approach to engagement.

11



12



ONGOING PROJECTS

- Electrification
- Hamilton Light Rail Transit (LRT)
- Hurontario LRT
- Barrie Rail Corridor Expansion
- Works in the vicinity of the historic Allandale Station
- Bloomington GO Station
- Burloak Drive Grade Separation
- Bronte and Highway 407 Park & Ride/Carpool Lot
- Lakeshore East Rail Corridor Expansion – Don River to Scarborough GO
- Lakeshore East Rail Corridor Expansion – Guildwood to Pickering
- Union Station Rail Corridor East Enhancements

These projects were also discussed at the September 27, 2016 and December 1st, 2016 meetings.



13

IMPACT ASSESSMENT FOR TRANSIT PROJECTS

The **Transit Project Assessment Process (TPAP)**:

- ✓ Assesses potential positive and negative impacts
- ✓ Identifies measures to mitigate negative impacts

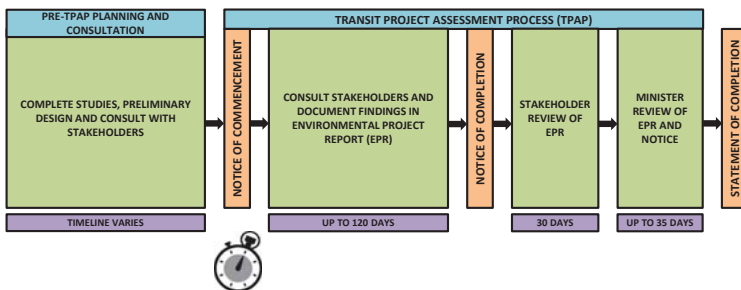
Includes:

- ✓ Consultation (begins prior to TPAP)
- ✓ Environmental Project Report (EPR) for public review



14

TPAP FLOWCHART



15

STUDIES TO SUPPORT IMPACT ASSESSMENT

Factor	Assessing:
Natural Environment	<ul style="list-style-type: none"> • Terrestrial habitat and species • Aquatic habitat and species • Species of conservation concern • Sensitive areas and features • Groundwater • Contamination
Socio-Economic Environment	<ul style="list-style-type: none"> • Land use • Property • Air quality • Noise • Vibration • Traffic and transportation • Utilities
Cultural Environment	<ul style="list-style-type: none"> • Archaeological resources • Built heritage resources • Cultural heritage landscapes



16

ELECTRIFICATION - SCOPE

Electrification of:

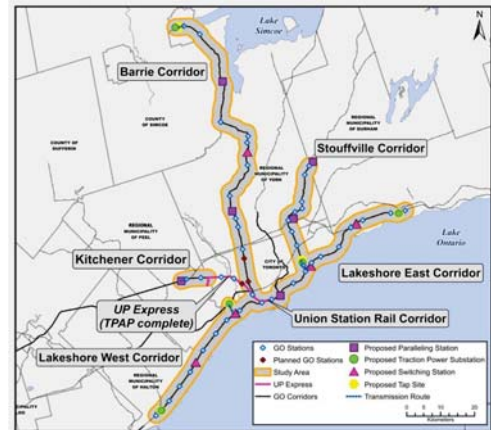
- Union Station Rail Corridor
- Lakeshore West Corridor
 - Strachan Avenue to Burlington
- Kitchener Corridor
 - UP Express Spur (at Highway 427) to Bramalea
- Barrie Corridor
 - Parkdale Junction (off Kitchener Corridor) to Allandale GO Station
- Stouffville Corridor
 - Scarborough Junction (off Lakeshore East Corridor) to Lincolville GO Station
- Lakeshore East Corridor
 - Don River to Oshawa GO Station



Location: Montreal AMT - Deux-Montagnes line



ELECTRIFICATION - SCOPE



ELECTRIFICATION – PROPOSED SCHEDULE

Winter 2016

- Public Meetings – Round 1 (Pre-TPAP)

Fall 2016

- Public Meetings – Round 2 (Pre-TPAP)

Winter / Spring
2017

- Draft EPR Review
- Notice of Commencement

Draft Environmental Project Report (EPR) sent via email and courier on January 23rd, 2017. Comments requested by February 28th, 2017.



ELECTRIFICATION - ARCHAEOLOGY

Baseline Conditions Report

Scope: research only – *no field work*

- **Background Review:** Review previously completed archaeological assessment reports and studies
- **Gap Analysis:** Identify areas where archaeological assessment work has not previously been completed

Schedule: Complete

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment (Stage 2)

Schedule: Complete

Findings are included in the draft Environmental Project Report.



ELECTRIFICATION - ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope:

- **Property Surveys**
- **Test pits** at 5m intervals where archaeological potential was determined (undistributed areas)
- Recommendations for further archaeological assessments (Stage 3)

Schedule: In progress, completion Spring 2017

Findings will be included in the final Environmental Project Report.

21



HAMILTON LRT - SCOPE

In 2011 an Environmental Project Report (EPR) was completed under the Transit Project Assessment Process.

The City of Hamilton and Metrolinx are currently preparing an Addendum to the EPR to revise the project to:

- Address minor design modifications to the 2011 EPR LRT (the B-Line) alignment;
- Complete the assessment of a Maintenance and Storage Facility (MSF) where light rail vehicles would be maintained and stored.

22



HAMILTON LRT - SCOPE



23



HAMILTON LRT - PROPOSED SCHEDULE



24



HURONTARIO LRT - SCOPE

The proposed design (2016) has been modified from the previously completed (2014) Transit Project Assessment Process.

The currently proposed project has 20 km of rapid transit in Mississauga from Port Credit GO Station with 22 stops and ends at the Brampton Gateway Terminal (instead of the Brampton GO Station). A Maintenance and Storage Facility will be located at Hwy 407.

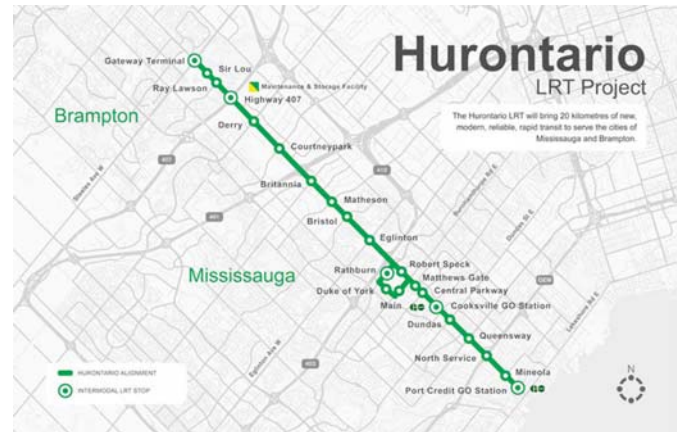
The Hurontario LRT will:

- operate in a segregated guideway along Hurontario Street, with up to 5 minute service frequency during peak periods; and
- serve four Mobility Hubs; connections to GO Transit's Milton and Lakeshore West rail lines, Mississauga MiWay, Brampton Züm, and the Mississauga Transitway Bus Rapid Transit.



25

HURONTARIO LRT - SCOPE



(2016 Project Scope)



26

HURONTARIO LRT - PROPOSED SCHEDULE

TPAP Approved
2014

- Initial EA (TPAP) was approved by MOECC in August 2014

EPR Addendum
2017

- Metrolinx is working with Brampton and Mississauga for project specifications likely for AFP procurement in 2017

Design &
Construction
2018

- Detailed design and construction is scheduled to start in 2018

Completion
2022

- Testing and completion anticipated for 2022



27

BARRIE RAIL CORRIDOR EXPANSION - SCOPE

Proposed works to support increasing service:

- Add a second track from Lansdowne Avenue (Toronto) to the Allandale Waterfront GO Station (Barrie)
- Improve infrastructure to support service expansion, including:
 - Upgrades at existing GO Stations to accommodate additional tracks
 - Future Layover Facility in Bradford for overnight storage of trains
 - Upgrades to existing structures (e.g. culverts, bridges)



28

BARRIE RAIL CORRIDOR EXPANSION - SCOPE



Study Area: Lansdowne Avenue (City of Toronto) to Allandale Waterfront GO Station (City of Barrie)



29

BARRIE RAIL CORRIDOR EXPANSION - PHASING

- Phase One of the Project includes the corridor infrastructure components to support the service expansion as part of the Metrolinx Regional Express Rail (RER) program over the next 10 years, which includes:
 - Detailed design and construction of a second track from Toronto to Aurora GO Station (Mile 29.90);
 - Detailed design and construction of station improvements at Rutherford, Maple, King City, and Aurora GO Stations; and,
 - Detailed design and construction of a new layover facility within the Town of Bradford West Gwillimbury.



30

BARRIE RAIL CORRIDOR EXPANSION - PROPOSED SCHEDULE

- | | |
|---------------|--|
| November 2015 | • Public Meetings – Round 1 (Pre-TPAP) |
| November 2016 | • Public Meetings – Round 2 (Pre-TPAP) |
| Spring 2017 | • Notice of Commencement |
| Spring 2017 | • Public Meetings – Round 3 (TPAP) |
| Summer 2017 | • Notice of Completion + EPR Review |

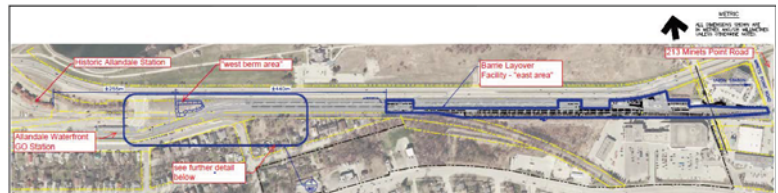
Draft Stage 1 AA submitted to Huron-Wendat (via courier) on Nov 17 2016.
Comments requested by Dec 22, 2016.



31

WORKS IN THE VICINITY OF THE HISTORIC ALLANDALE STATION AREA

Property / Undertaking	Responsible Authority
Historic Allandale Station	City of Barrie
Allandale Waterfront GO Station	Metrolinx (Barrie Rail Corridor Expansion)
Barrie Layover Facility <ul style="list-style-type: none"> • West Berm Area – Stockpile, Subsurface • 213 Minets Point Road • East Area 	Metrolinx

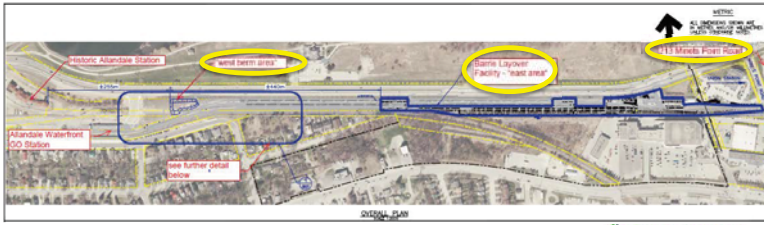


32

BARRIE LAYOVER FACILITY

Proposed Work – Expansion of the Barrie Layover Facility:

- Works are deemed approved (Group A) under the GO Transit Class EA
- **West Berm Area:** construction staging/laydown area
- **213 Minets Point Road:** alternative construction staging/laydown area
- **East Area:** existing Barrie Layover Facility



33



BARRIE LAYOVER FACILITY – DUE DILIGENCE ARCHAEOLOGICAL ASSESSMENT

Property / Undertaking	Status of Due Diligence Stage 2 Archaeological Assessment
West Berm Area – Stockpile, Subsurface	Completed and report filed with MTCS. No further assessment required.
213 Minets Point Road	
Barrie Layover Facility East Area	

Huron-Wendat Nation and Williams Treaties First Nations each had a Monitor on site during assessment of the West Berm Area.



34



BLOOMINGTON GO STATION - SCOPE

2009 Environmental Study Report (GO Transit Class EA) identified the need for a new rail station

- Proposed location: south side of Bloomington Road, in Richmond Hill, immediately west of Highway 404.

Currently proposed improvements to original design for Bloomington GO station include:

- Two access points to the site
- Reconfiguration of the site layout to minimize previously identified disturbances to adjacent wetlands
- A parking garage and surface parking for a combined total of approximately 1250 spaces including protecting for 200 spaces associated with a Ministry of Transportation car pool lot

In general, the overall footprint of the site has not significantly increased.

35



BLOOMINGTON GO STATION - SCOPE



36



BLOOMINGTON GO STATION - SCHEDULE

Fall 2016

- Notice of ESR Addendum was issued
- 30-day review period ended on December 22, 2016

Winter 2017

- Construction to commence in mid-late Winter 2017

37



BURLOAK GRADE SEPARATION - SCOPE

A proposed road/rail grade separation of the Lakeshore West rail corridor at Burloak Drive (City of Burlington / Town of Oakville) to enhance safety, on time performance and operational flexibility/reliability in support of expanded rail service.

38



BURLOAK DRIVE GRADE SEPARATION - SCOPE



39



BURLOAK DRIVE GRADE SEPARATION - PROPOSED SCHEDULE

Early Winter 2017

- Feasibility Study Completion

Spring 2017

- EA Public Meetings – Round 1 (Pre-TPAP)

Late Summer/
Early Fall 2017

- EA Notice of Commencement

Late Summer/
Early Fall 2017

- EA Public Meetings – Round 2 (TPAP)

Late Fall 2017

- EA Notice of Completion + EPR Review

40



BRONTE AND HIGHWAY 407 PARK & RIDE / CARPOOL LOT - SCOPE

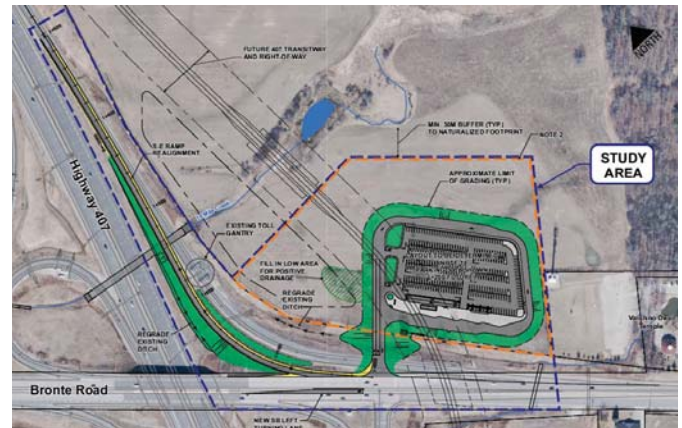
New bus park & ride facility at the southeast corner of the Bronte Road and Highway 407 interchange in the Town of Oakville including:

- Capacity to accommodate 300 parking spaces, with the capability for expansion to up to 500 spaces
- Modifications to the existing northbound to eastbound Highway 407 on-ramp (S-E) to allow for better access to the lot
- A six-bay platform with passenger shelters
- Modifications to the southbound to westbound Highway 407 on-ramp (N-W) to improve ramp geometry for safety



41

BRONTE AND HIGHWAY 407 PARK & RIDE / CARPOOL LOT - SCOPE



42

BRONTE AND HIGHWAY 407 PARK & RIDE / CARPOOL LOT - PROPOSED SCHEDULE

Fall 2016

- Focused Public Meetings – Round 1 (Pre-TPAP)

Winter 2016

- Notice of Commencement

Winter/Spring 2017

- Focused Public Meetings – Round 2 (TPAP)

Summer 2017

- Notice of Completion + EPR Review



43

LSE RAIL CORRIDOR EXPANSION: DON RIVER TO SCARBOROUGH GO STATION - SCOPE

Additional track capacity is required to support:

- increasing service (Lakeshore East and Stouffville)
- maintaining service reliability

Proposed works include:

- Addition of a 4th track
- Widening of 4 bridges: Woodbine Avenue, Warden Avenue, Danforth Avenue, Birchmount Road.
- 3 culvert extensions
- Retaining walls
- Improvements at Danforth GO Station



44

LSE RAIL CORRIDOR EXPANSION: DON RIVER TO SCARBOROUGH GO STATION - SCOPE



LSE RAIL CORRIDOR EXPANSION: DON RIVER TO SCARBOROUGH GO STATION - PROPOSED SCHEDULE



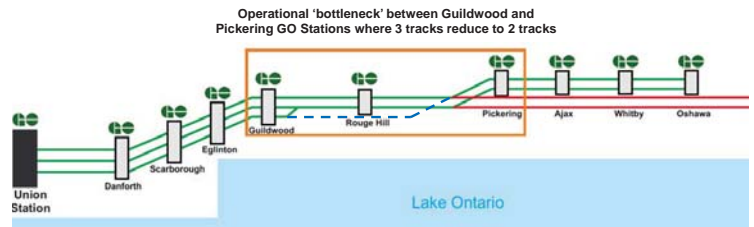
LSE RAIL CORRIDOR EXPANSION: GUILDWOOD TO PICKERING - SCOPE

Proposed works include:

- Addition of a third track from Guildwood to Pickering
- 3 Road/Rail Grade Separations: Scarborough Golf Club Road, Galloway Road and Morningside Avenue
- Removal and replacement of the Rouge River Bridge.
- Widening of Highland Creek Bridge
- Culvert widenings at 5 locations
- Road closure at Chesterton Shores/alternative access through an enclosed tunnel at Rouge Hill Go Station
- Closure of Poplar Road with addition of non vehicular pedestrian/cyclist grade separation*
- Improvements at Rouge Hill GO Station

*pending City of Toronto approval

LSE RAIL CORRIDOR EXPANSION: GUILDWOOD TO PICKERING - SCOPE



LSE RAIL CORRIDOR EXPANSION: GUILDWOOD TO PICKERING - PROPOSED SCHEDULE

March 2015	• Public Meetings – Round 1 (Pre-TPAP)
May 2016	• Public Meetings – Round 2 (Pre-TPAP)
July 2016	• Notice of Commencement
Sep 2016	• Public Meetings – Round 3 (TPAP)
Nov 2016	• Notice of Completion
Jan 2017	• Statement of Completion

Final Environmental Project Report was provided for review on Nov 4, 2016.



49

UNION STATION RAIL CORRIDOR EAST ENHANCEMENTS - SCOPE

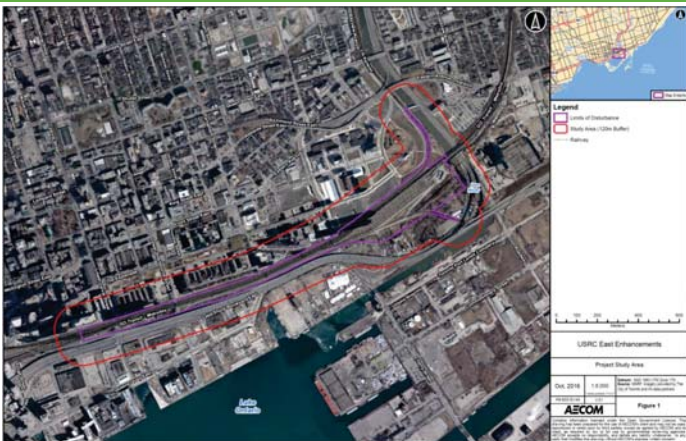
Track enhancement works east of Union Station including:

- Additional north track capacity (E0) and south track capacity (E7/E8)
- Bridge extensions to accommodate new tracks:
 - Jarvis St., Sherbourne St., Parliament St., Cherry St.
- Relocation of the Cherry Street Interlocking Tower
- Additional storage capacity at the Wilson Yard



50

UNION STATION RAIL CORRIDOR EAST ENHANCEMENTS - SCOPE



51

UNION STATION RAIL CORRIDOR EAST ENHANCEMENTS - PROPOSED SCHEDULE

Winter/Spring 2017	• Pre-TPAP Phase
Spring 2017	• Public Meeting #1
Summer 2017	• Notice of Commencement • Public Meeting #2
Fall 2017	• Notice of Completion + EPR Review

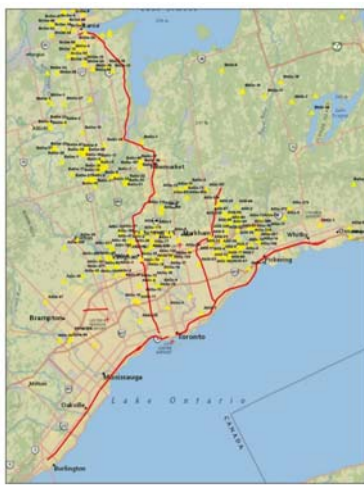


52



FOR REFERENCE – OVERLAY OF PROJECT STUDY AREAS WITH HURON-WENDAT NATION ARCHAEOLOGICAL SITE MAPPING

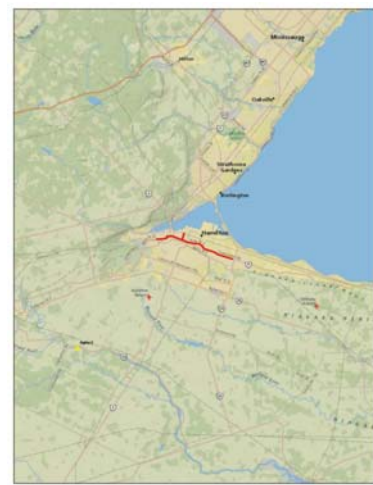
Note: Project areas provided to Huron-Wendat Nation by Metrolinx. Maps produced by Huron-Wendat Nation and reflect the community's internal tracking of archaeological sites.



Electrification EA

Legend

- Huron_Site
- EA_Study_Area_Network



Hamilton LRT

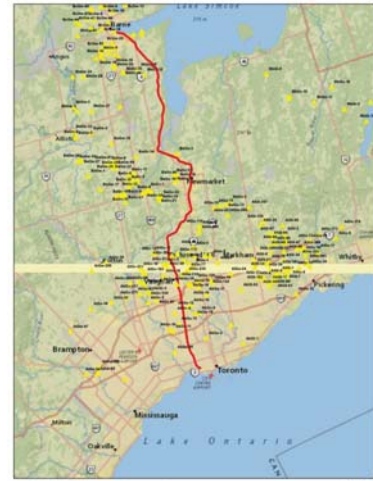
Legend

- Huron_Site
- Hamilton_LRT_Rex_3

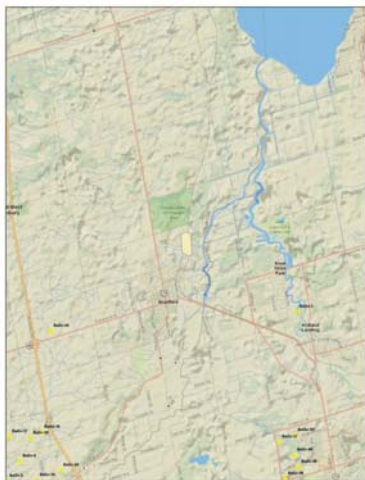




Hurontario LRT Legend
 Huron_Site
 Hurontario_LRT
 1:100 000



Barrie Rail - Corridor Expansion Legend
 Huron_Site
 Buffer of GO Train Routes
 1:450 000

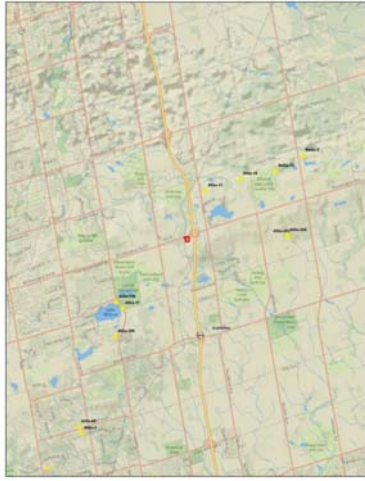


Barrie Corridor - Bradford Layover Legend
 Huron_Site
 Export_Output_3
 1:75 000



Vicinity of Allandale Station Legend
 Huron_Site
 Areas
 1:75 000





Bloomington GO Station
 Legend
 • Huron_Site
 ■ Area
 1:75 000
 0 1 2 3 4
 METROLINX



Burloak Grade Separation
 Legend
 • Huron_Site
 ■ Burloak_Grade_Separation
 1:250 000
 0 1 2 3 4
 METROLINX



Bronte Hwy 407
 Legend
 • Huron_Site
 ■ Area
 1:250 000
 0 1 2 3 4
 METROLINX



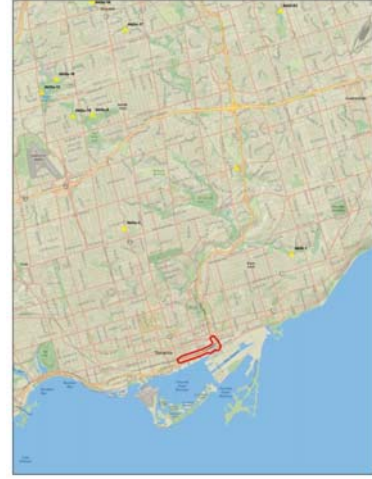
Lakeshore East Rail Don River to Scarborough
 Legend
 • Huron_Site
 ■ Lakeshore_East_Rail_Corridor_Expansion
 1:100 000
 0 1 2 3 4
 METROLINX



**Lakeshore East Rail
Guildwood to
Pickering** 1:61 568

Legend
 - Station Site
 - MX_EA_LSE_Segment_3_300mBuffer

Scale: 0 0.5 1 2 3 4 km
 N



**USRC East
Enhancement** 1:100 000

Legend
 - Station Site
 - USRC_East_Enhancements

Scale: 0 2 4 km
 N



**HURON-WENDAT NATION
MEETING REGARDING METROLINX PROJECTS & DRAFT FRAMEWORK AGREEMENT**

MEETING DATE:	February 13 th 2017		
TIME:	1:30 pm – 3:30 pm		
LOCATION:	Conference call		
PRESENT:	Mélanie Vincent	Huron-Wendat Nation	melanievincent21@yahoo.ca
	Maxime Picard	Huron-Wendat Nation	maxime.picard@cnhw.qc.ca
	Louis Lesage	Huron-Wendat Nation	louis.lesage@cnhw.qc.ca
	Simon Picard	Huron-Wendat Nation	simon.picard@cnhw.qc.ca
	Renée Pelletier	Huron-Wendat Nation	rpelletier@oktlaw.com
	Renée Pettigrew	Metrolinx	Renee.Pettigrew@metrolinx.com
	Luis Orantes	Metrolinx	Luis.Orantes@metrolinx.com
	Leanna Burgess	Metrolinx	Leanna.Burgess@metrolinx.com
	Melissa Webb	Metrolinx	Melissa.Webb@metrolinx.com
	Michael Doris	Metrolinx	Michael.Doris@metrolinx.com
	Mia Donaldson	Metrolinx	Mia.Donaldson@metrolinx.com
DISTRIBUTION:	All present		

NOTES:

Item	Description
1.0	<p>Introduction</p> <ul style="list-style-type: none"> • Roundtable introductions were completed. • Briefing regarding the contents of the last meeting held in December, 2016. • Metrolinx advised Huron-Wendat Nation that Katie Bright is away on maternity leave. • Purpose of the meeting.
2.0	<p>Select Project Updates <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • GO Rail Network Electrification. <ul style="list-style-type: none"> ○ Project Scope. ○ Update on archaeological work. <p>A question was asked regarding the percentage of Archaeological Assessments (AA) completed to date. Metrolinx stated that a summary of AA work could be found in <i>Table 1-3: Summary of Further Archaeological Assessment Recommended</i> in Volume 5 of the Draft EPR (p. 34-37). Metrolinx is currently completing Stage 2 Archeological Assessments throughout the EA study area, and there have been no recommendations for Stage 3 AAs to date. Stage 2 AAs will resume in Spring 2017.</p> ○ Circulation of Draft Environmental Project Report (EPR), sent via email and courier January 19th-23rd, 2017. Circulation included a cover letter which indicated applicable sections of the Draft EPR and areas of interest. Requesting comments on the Draft EPR by February 28th, 2017.

Item	Description
	<p>An inquiry was made regarding the fact that Huron-Wendat Nation has already provided comments and materials to Metrolinx on this project. Metrolinx indicated (as per the email sent to Huron-Wendat Nation on February 8th, 2017) that additional specific information is not required, however Metrolinx is interested in seeking feedback from Huron-Wendat Nation on the proposed project, including the Stage 1 AA Report that has been provided as Appendix D2 in the Draft EPR package. Metrolinx had previously made a commitment to provide the Draft EPR for review and comment, once available. In addition, Metrolinx is interested in seeking feedback on the commitments for further assessment and/or monitoring during project construction which are outlined within Volume 3 (Sections 10.0 and 11.0) and Volume 5 (Sections 1.6) of the Draft EPR, particularly concerning areas in and around Allandale Waterfront Station, located along the Barrie Corridor.</p> <ul style="list-style-type: none"> • Works in the Vicinity of the Historic Allandale Station. <ul style="list-style-type: none"> ○ Update on archaeological work. <ul style="list-style-type: none"> ▪ The West Berm area Stage 2 Archaeology Assessment report was finalized and accepted by the MTCS. Currently, the West Berm area, Barrie Layover Facility, and 213 Minets Point Rd. areas have been assessed, and no further work has been recommended.
3.0	<p>Draft Framework Agreement</p> <ul style="list-style-type: none"> • Purpose of the Draft Framework Agreement. <ul style="list-style-type: none"> ○ The Draft Framework Agreement was received on Thursday, February 9th, 2017 following a meeting between Grand Chief Konrad Sioui and President and CEO Bruce McCuaig in December, 2016. The Huron-Wendat Nation articulated that the intent of the agreement is to establish general consultation principles for Metrolinx projects. Furthermore, the agreement would lay the foundation for Project Specific Agreements in cases where a project may have the potential to impact the Huron-Wendat. • Discussion Items. <ul style="list-style-type: none"> ○ Metrolinx noted that they recognize the Huron-Wendat Nation's rights, and believe that there is a lot of common ground with regards to Huron-Wendat values, and work that must be done. However, there are some sections of the agreement that require alterations. The Huron-Wendat Nation acknowledged this, and noted that they can work together to come to an agreement that benefits both parties. Post Meeting Note: Metrolinx to provide a revised version of the agreement for discussion at the next meeting, within 4-6 weeks. ○ As per Item 9 of the draft agreement, the Huron-Wendat Nation expressed concern that current AA standards and guidelines are not suitable for detecting artefacts. The Huron-Wendat Nation would request that monitors be on site for any Stage 2 and above AA work. Metrolinx noted that as a provincial agency, it would be difficult to go above and beyond what is required by law. However, monitors for AA work have been assessed on a case-by-case basis in the past. This issue will be discussed in further detail at future meetings. ○ With regards to the section on Business Opportunities, Metrolinx stated that it does not have the legislative capacity to agree to such terms and current procurement obligations, namely, the duty of fairness to proponents would likely not allow the business opportunities outlined in the Draft Framework Agreement. The Huron-Wendat Nation referenced the Crown's duty to consult and accommodate, and stated that they would reflect on Metrolinx position and discuss in further detail at future meetings.

Item	Description
	<ul style="list-style-type: none"> ○ With regards to the section on Project Specific Agreements, the Huron-Wendat Nation stated that this Draft Framework Agreement would guide the creation of Project Specific Agreements. The Huron-Wendat Nation offered cases where a Project Specific Agreement may be triggered. Metrolinx noted that this is something they could likely accommodate, however that there would need to be alterations/wording adjustments (ex. with regards to business opportunities etc.). This issue will be discussed in further detail at future meetings. ○ With regards to the section on Protection of Cultural and Burial Sites, Huron-Wendat Nation highlighted two items that go above and beyond requirements at law: to notify the Huron-Wendat Nation upon discovery of remains, and to collaborate with the Huron-Wendat Nation on the protection, ceremony, and burial of discovered remains. Metrolinx acknowledged this request, and noted that they would comply with requirements at law regarding preservation of artefacts. Metrolinx noted that they would defer to the requirements of the Ministry of Tourism, Culture, and Sport (MTCS). Metrolinx stated that they would not be able to provide any exclusive rights to findings, due to the number of other Indigenous groups that are consulted and may have an interest in the study area. The Huron-Wendat Nation inquired on whether this would be possible if the site/artefact was confirmed to be of Huron-Wendat origin. This issue will be discussed in further detail in future meetings. ○ With regards to the section on Financial Considerations, the Huron-Wendat Nation noted that while there is desire to conduct meaningful consultation, the number of projects can become an issue with regards to Huron-Wendat capacity. Metrolinx acknowledged the issue of capacity and noted that there are internal discussions occurring in this regard. Post Meeting Note: The Huron-Wendat Nation provided the Schedule B cost breakdown on February 28th, 2017. ○ Metrolinx proposed that the Draft Framework Agreement become an agreement in principle, rather than a contractual/binding agreement. The Huron-Wendat noted that the agreement would have a term of one year, and would be renewed unless either party provides 60 days written notice of cancellation. The Huron-Wendat and Metrolinx agreed that it would be beneficial to reach an agreement that could be utilized in future years. This issue will be discussed in further detail in future meetings.
4.0	<p>Conclusion</p> <ul style="list-style-type: none"> • Metrolinx thanked Huron-Wendat Nation for attending the meeting, and for providing the Draft Framework Agreement for review. • The Huron-Wendat Nation thanked Metrolinx for hosting the meeting
5.0	<p>Next Steps</p> <ul style="list-style-type: none"> • Metrolinx to conduct an internal review of the Draft Framework Agreement, and provide a revised version to discuss at the next meeting, within 4-6 weeks. The Huron-Wendat Nation expressed concern regarding the timeline for this agreement, and agreed with Metrolinx that Project Specific Agreements may be of assistance in the meantime. Post Meeting Note: The Huron-Wendat Nation to provide example agreements within 4 weeks. • Post Meeting Note: The Huron-Wendat Nation provided the Schedule B cost breakdown on February 28th, 2017.

These meeting notes represent the writer's understanding of the major items of discussion and the decisions reached and/or actions required. Any errors, omissions, or concerns regarding the notes captured should be brought to the attention of the undersigned individual within 5 business days of receiving these notes.

Overview of Metrolinx Projects Fall 2016

Mississaugas of the New Credit

September 19, 2016



WHO IS METROLINX

Metrolinx was created in 2006 by the Province of Ontario as the **first Regional Transportation Agency** for the Greater Toronto and Hamilton Area (GTHA).

PLAN



BUILD



OPERATE



2



A REGION UNDER PRESSURE



- Average total daily commute time = 82 minutes/person.
- Projected to increase to 109 minutes in the next 25 years.



- Results in \$11 billion in travel costs and lost productivity every year.
- By 2031, this number could increase to \$15 billion.



- Over 500,000 tonnes of annual greenhouse gas emissions is due to traffic congestion.



REGIONAL TRANSPORTATION PLAN

- Guides transformation of the GTHA transportation network
- Provides the vision, goals and objectives for our transportation system
- Explains how the transportation system contributes to a high quality of life, thriving environment and prosperous economy for the GTHA



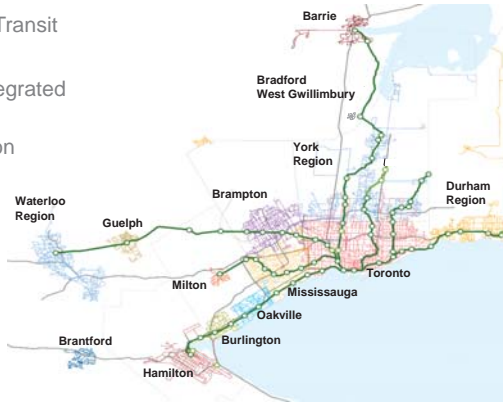
4

Metrolinx.com/theplan



PROGRESS ON THE PLAN

1. Building the Rapid Transit Network
2. Planning for Future Transit Projects
3. Implementing an Integrated Transit Fare System
4. GO Transit Expansion
 - Electrification
 - New Stations



5

INFRASTRUCTURE NEEDS

MetroLinx is undertaking one of the largest infrastructure projects in North America to support better, more reliable service.



New Track

150 kilometres of new dedicated GO track will allow for more uninterrupted service.



New Trains

New electric trains will travel faster for longer and reduce travel times.



New Bridges and Tunnels

Bridges and tunnels that eliminate intersections with rail and road traffic will provide more reliable GO train service.



New Renovations

New and improved stations will make your journey more comfortable, from start to finish.

6



TRANSIT PROJECT ASSESSMENT PROCESS (TPAP)

IMPACT ASSESSMENT FOR TRANSIT PROJECTS

The **Transit Project Assessment Process (TPAP)** is a form of environmental assessment outlined in a regulation (O.Reg. 231/08).

- ✓ Assesses potential positive and negative impacts
- ✓ Identifies measures to mitigate negative impacts

Includes:

- ✓ Consultation (begins prior to TPAP)
- ✓ Environmental Project Report (EPR) for public review

7



8



Transit Project Assessment Process (TPAP)

- Starts with a selected transit project
- Provides a framework for focused consultation and objection processes
- Supports environmental assessment decision-making within six months



9

STUDIES TO SUPPORT IMPACT ASSESSMENT

Factor	Assessing:
Natural Environment	<ul style="list-style-type: none">• Terrestrial habitat and species• Aquatic habitat and species• Species of conservation concern• Sensitive areas and features• Groundwater• Contamination
Socio-Economic Environment	<ul style="list-style-type: none">• Land use• Property• Air quality• Noise• Vibration• Traffic and transportation• Utilities
Cultural Environment	<ul style="list-style-type: none">• Archaeological resources• Built heritage resources• Cultural heritage landscapes



10

PRE-TPAP PLANNING AND CONSULTATION

The Regional Transportation Plan supports the identification of transit projects.

Metrolinx completes planning and consultation prior to:

- Selecting a transit project
- Issuing the TPAP Notice of Commencement



11

PROJECT CONSULTATION

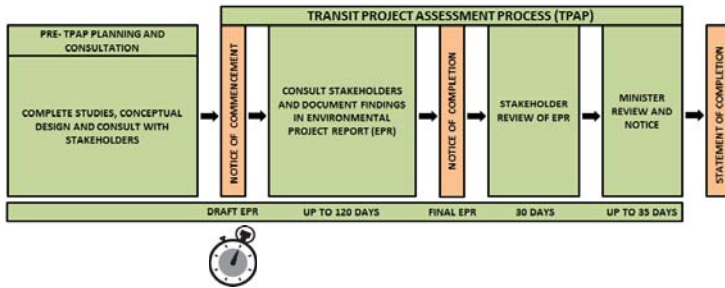
Consultation is framed by three milestones:

- Pre-TPAP
- TPAP Notice of Commencement
- TPAP Notice of Completion



12

TPAP FLOWCHART



13



OUR CONSULTATION APPROACH

- ✓ Communicate using various platforms (e.g. mail, website, Facebook, Twitter)
- ✓ Leverage existing community communication channels (e.g. local newsletters)
- ✓ Provide information and engagement opportunities to support meaningful involvement
- ✓ Consider, acknowledge and respect feedback
- ✓ Clearly indicate how feedback is being addressed

14



OUR CONSULTATION APPROACH

Involve those who are affected by the project, including:

- Impacted & Adjacent Property Owners
- First Nation and Métis Communities
- Regulatory Agencies
- Community Groups
- Municipal Staff
- Elected Officials
- Utility Owners/Operators
- General Public

15



ACTIVE PARTICIPATION

Interested persons and organizations should:

- ✓ Indicate interest to participate (e.g. in response to notice)
- ✓ Confirm the appropriate contact details for correspondence
- ✓ Identify interests and potential concerns
- ✓ Participate in consultation opportunities
- ✓ Provide thoughtful suggestions for change
- ✓ Work with Metrolinx to address concerns

16



ADDRESSING CONSTITUTIONALLY PROTECTED ABORIGINAL OR TREATY RIGHTS

When identifying impacts specific to constitutionally protected Aboriginal or Treaty rights communities are encouraged to:

- **Outline** the source, scope and nature of the rights that may be impacted and the nature of the potential impact
- **Suggest** mitigation measures
- **Respond** to attempts to address concerns and suggestions, and try to reach some mutually satisfactory solution

Note: The term “Aboriginal” is used here in keeping with terminology from the Regulation (O.Reg. 231/08).

17



ENVIRONMENTAL PROJECT REPORT (EPR)

The EPR includes: Project statement of **purpose**

- ✓ **Description** of the project
- ✓ **Map** showing the **project site**
- ✓ Description of the **local environmental conditions**
- ✓ Summary of all **studies completed**
- ✓ Assessment and evaluation of the **impacts of the project**
- ✓ **Mitigation measures** proposed to address negative impacts
- ✓ Proposed **approach to monitoring** mitigation or verifying effectiveness
- ✓ Description of **approvals or permits that may be required**
- ✓ **Consultation record**

EPR available for a 30 day public review period following Notice of Completion

18



MINISTER'S REVIEW FOLLOWING EPR REVIEW PERIOD

As outlined in O.Reg. 231/08, the Minister of the Environment and Climate Change has 35 days to consider whether the project may have a negative impact on:

- A matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or
- A constitutionally protected Aboriginal or treaty right.

The Minister is required to consider any objections received during the 30 day EPR review period.

19



MINISTER'S NOTICE

Within the 35 day period the Minister may issue one of three notices:

1. A notice to **proceed** with the transit project as planned in the EPR;
2. A notice that requires the proponent (Metrolinx) to **take further steps**, which may include further study or consultation; or,
3. A notice allowing the proponent to **proceed** with the transit project **subject to conditions**.

20



TRANSIT PROJECT ASSESSMENT PROCESS

Any process questions?

21



PROJECTS

Current Metrolinx Projects/EAs:

- GO Rail Network Electrification
- Hamilton LRT
- Hurontario LRT
- Barrie Rail Corridor Expansion
- Bloomington GO Station
- Burloak Drive Grade Separation
- Bronte and Highway 407 Park & Ride/Carpool Lot
- Lakeshore East Rail Corridor Expansion – Segment 1
- Lakeshore East Rail Corridor Expansion – Segment 3
- USRC East Enhancements

Future Metrolinx Projects/Planned EAs:

- Stouffville Corridor Grade Separations
- Niagara Falls GO Rail Extension
- New freight rail corridor

22



PROJECT SCOPE

Electrification scope includes:

- **Union Station Rail Corridor**
- **Lakeshore West Corridor**
 - Strachan Avenue to Burlington
- **Kitchener Corridor**
 - UP Express Spur¹ (at Highway 427) to Bramalea
- **Barrie Corridor**
 - Parkdale Junction (off Kitchener Corridor) to Allandale GO Station
- **Stouffville Corridor**
 - Scarborough Junction (off Lakeshore East Corridor) to Lincolnville GO Station
- **Lakeshore East Corridor**
 - Don River to Oshawa GO Station



¹ The portion of the Kitchener Corridor from Strachan Ave. to the Pearson airport spur (at Highway 427) was previously assessed and approved as part of the Metrolinx UP Express Electrification EA (June 2014)

ELECTRIFICATION

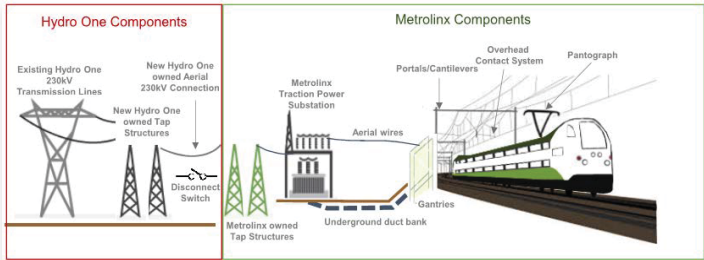
1



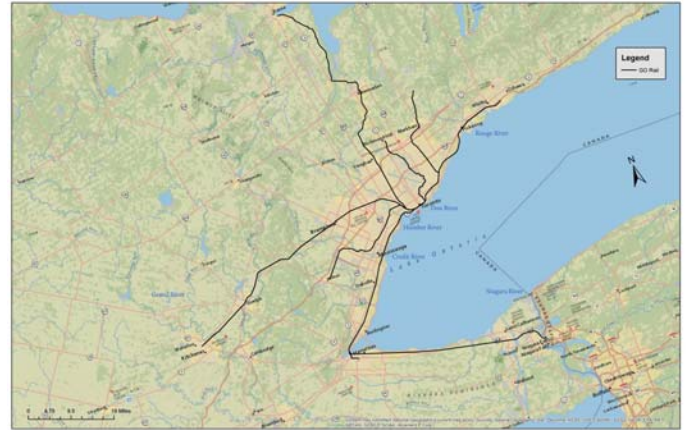
2



HOW THE SYSTEM WILL WORK



MAJOR WATERCOURSES



ARCHAEOLOGY

Baseline Conditions Report

Scope: research only – *no field work*

- **Background Review:** Review previously completed archaeological assessment reports and studies
- **Gap Analysis:** Identify areas where archaeological assessment work has not previously been completed

Schedule: Complete

ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment (Stage 2)

Schedule: In progress, completion Fall 2016

Findings will be included in the Environmental Project Report.

SCHEDULE

Winter 2016

- Public Meetings – Round 1 (Pre-TPAP)

Fall 2016

- Public Meetings – Round 2 (Pre-TPAP)

Early 2017

- Draft EPR Review
- Notice of Commencement



7

ELECTRIFICATION EA CONTACTS

Metrolinx is seeking comment on the Electrification program.

Please send your comments to:

James Hartley
Manager, Environmental Programs and Assessments
James.Hartley@metrolinx.com

Dan Beare
Project Coordinator, Environmental Programs and Assessments
Dan.Beare@metrolinx.com

Project Websites:
gotransit.com/electrification
metrolinxengage.com



ELECTRIFICATION

QUESTIONS? COMMENTS?

HAMILTON LRT



9



1

PROJECT SCOPE

- In 2011, the City of Hamilton & Metrolinx completed an Environmental Project Report (EPR) using the Transit Project Assessment Process (TPAP) for the Hamilton Light Rail Transit (LRT) Project (B-Line).
- The City of Hamilton and Metrolinx are currently preparing an Addendum to the EPR to revise the project to:
 - Address minor design modifications to the 2011 EPR LRT (the B-Line) alignment;
 - Complete the assessment of a spur line (the A-Line) along James Street North connecting the new West Harbour GO Station and potentially down to the City's redeveloping Waterfront area; and
 - Complete the assessment of a Maintenance and Storage Facility (MSF) where light rail vehicles would be maintained and stored.

2



STUDY AREA



3



MAJOR WATERCOURSES

- The proposed LRT B-Line corridor will cross one watercourse - Chedoke Creek.
- The watercourse is located within a highly urbanized area, has reaches that have been altered, and is generally considered to have degraded habitat conditions for aquatic life.
- An updated natural heritage report is being completed as part of the EPR Addendum and will be completed in Winter 2017.

4



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Originally completed as part of the EPR in February 2009, and updated in 2011.

As part of the EPR Addendum, an updated Stage 1 AA will be completed in Winter 2017.

5



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: To be determined.

6



EPR Addendum SCHEDULE

Fall 2016

- Public Meetings – Round 1 (TPAP/EPR Addendum)

Winter 2017

- Notice of EPR Addendum

Winter 2017

- Public Meetings – Round 2 (TPAP/EPR Addendum)

Spring 2017

- Expected Minister's Notice to Allow a Change to the Transit Project in Accordance with an Addendum

7



HAMILTON LRT

QUESTIONS? COMMENTS?

8



HURONTARIO LRT

1



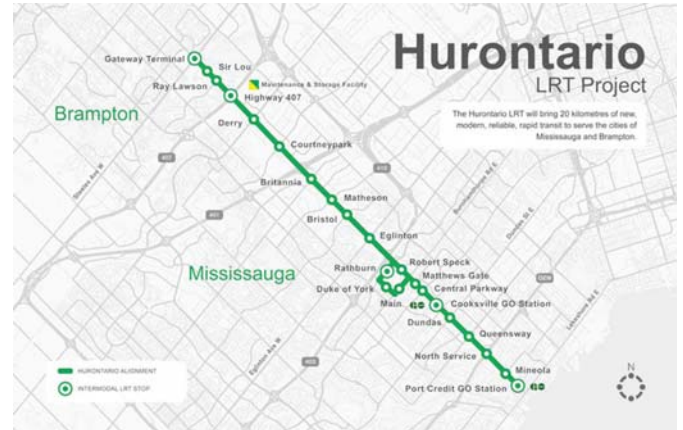
PROJECT SCOPE

- Current design scope (2016) has been reduced from the (2014) TPAP; Brampton prefers to have 3.5 km less transit than originally planned for the north end of the LRV.
- Current project has 22 stops of 20 km of rapid transit in Mississauga from Port Credit GO and ends at the Brampton Gateway Terminal (instead of the Brampton GO Station).
- LRVs to operate in a segregated guideway along Hurontario, up to 5 minute service frequency during peak periods.
- Will serve 4 Mobility Hubs; connections to GO Transit's Milton and Lakeshore West rail lines, Mississauga MiWay, Brampton Züm, and the Mississauga Transitway BRT.
- A Maintenance and Storage Facility (MSF) will be located at Hwy 407.

2



PROJECT MAP



(2016 Project Scope)

3



MAJOR WATERCOURSES

- The study area of the original 2014 TPAP had a 4 watercourses, 1 on-line pond and 6 drainage swales. The area is highly urbanized, residential and commercial, with a high percentage of hard surfaces.
- The watercourses along Hurontario in the 2016 project scope are:



(Port Credit) Mary Fix Creek is a permanent watercourse flowing south, parallel to Hurontario for approximately 300 m before turning west and flowing through the Port Credit GO Station parking lot parallel to the CN Rail Oakville Subdivision line, eventually joining with the Credit River. No fish were observed.



(Rathburn Road) Cooksville Creek is a permanent watercourse flowing south under Highway 403, turning east and paralleling Rathburn Road, and then crossing under Hurontario. No fish were observed, no direct fish use, but downstream there is a highly sensitive fish community.

4



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: if any Stage 1 footprint gaps are identified because of the 2016 scope, Stage 1 will occur in these areas, it is research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Fall 2016

Findings will be included in an Addendum to the Environmental Project Report.

5



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from all Stage 1 and project footprint impacts that pertain to the 2016 project design.

Schedule: Fall 2016

Findings will be included in an Addendum to the Environmental Project Report.

6



SCHEDULE

TPAP Approved
2014

- Initial EA (TPAP) was approved by MOECC in August 2014

EPR Addendum
2017

- Metrolinx is working with Brampton and Mississauga for project specifications likely for AFP procurement in 2017

Design &
Construction
2018

- Detailed design and construction is scheduled to start in 2018

Completion
2022

- Testing and completion anticipated for 2022

7



HURONTARIO LRT

QUESTIONS? COMMENTS?

8

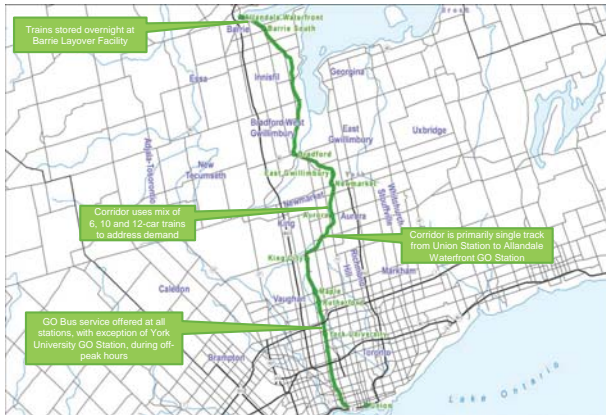


BARRIE RAIL CORRIDOR EXPANSION

1



BARRIE CORRIDOR OVERVIEW



Study Area: Lansdowne Avenue (City of Toronto) to Allandale Waterfront GO Station (City of Barrie)



2

INFRASTRUCTURE NEEDS – BARRIE LINE

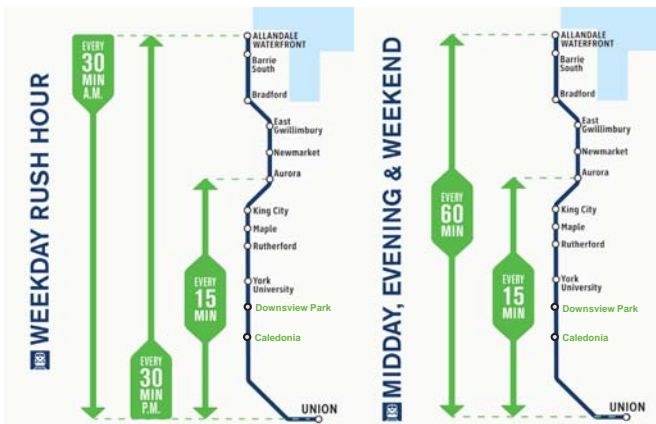
To Increase GO Service We Need To:

- **Add a second track** from Lansdowne Avenue (Toronto) to the Allandale Waterfront GO Station (Barrie)
- **Improve infrastructure** to support service expansion, including:
 - Upgrades at existing GO Stations to accommodate additional tracks
 - Future Layover Facility in Bradford for overnight storage of trains
 - Upgrades to existing structures (e.g. culverts, bridges)
- **Complement** planned service improvements and future electrification on the Barrie Rail Corridor



3

SERVICE CONCEPT – BARRIE LINE



4

MAJOR WATERCOURSES

- West Don River
- Westminster Creek
- East Humber River
- Tannery Creek
- East Holland River
- West Holland River
- Scanlon Creek
- White Birch Creek
- Wilson Creek
- Carson Creek
- Belle Aire Creek
- Hewitt's Creek
- Lovers Creek
- Whiskey Creek



5

ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Documentation ongoing; anticipated completion date is October 2016

Findings will be included in the Environmental Project Report.

6



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Fall 2016/Spring 2017 (dependant on ground conditions)

Findings will be included in the Environmental Project Report.

7



SCHEDULE

November 2015

- Public Meetings – Round 1 (Pre-TPAP)

Fall 2016

- Public Meetings – Round 2 (Pre-TPAP)

Winter 2017

- Notice of Commencement
- Public Meetings – Round 3 (TPAP)

Spring 2017

- Notice of Completion + EPR Review

8



BARRIE RAIL CORRIDOR EXPANSION

QUESTIONS? COMMENTS?

9



BLOOMINGTON GO STATION



PROJECT SCOPE

Addendum to the 2009 Richmond Hill Layover Facility Environmental Study Report (ESR) – GO Transit Class EA:

- ESR identified the need for a new rail station
 - Proposed location: south side of Bloomington Road, in Richmond Hill, immediately west of Highway 404.
- Improvements to original design for Bloomington GO station include:
 - Two access points to the site
 - Reconfiguration of the site layout to minimize previously identified disturbances to adjacent wetlands
 - A parking garage and surface parking for a combined total of approximately 1250 spaces including protecting for 200 spaces associated with a Ministry of Transportation car pool lot



STUDY AREA



MAJOR WATERCOURSES

- Located within the “Bruce Creek” Fisheries Management Zone of the Rouge River Watershed
- Tributaries of the Bruce Creek flow southeasterly from the wetlands on the west part of the site (part of the Bloomington Wetlands)



ARCHAEOLOGY

Stage 1-2 Archaeological Assessment

Scope:

Stage 1 - research and observation

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Stage 2 - Further assessment and testing based on Stage 1

Schedule: Completed, entered into the Ontario Public Register of Archaeological Reports

Summary of Findings:

- No archaeological resources with cultural heritage value were recovered
- The study area does not require further archaeological assessment

5



SCHEDULE

Fall 2016

- Notice of ESR Addendum
- 30-day review period

6



BLOOMINGTON GO STATION

QUESTIONS? COMMENTS?

7



BURLOAK GRADE SEPARATION

1



Project Scope

Grade separation of the Lakeshore West rail corridor at Burloak Drive to enhance safety, on time performance and operational flexibility/reliability in support of expanded rail service

Project Scope includes:

- Feasibility Study
- Preliminary Design
- EA (TPAP as prescribed in O.Reg. 231/08)

2



STUDY AREA



3



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Spring 2017

Findings will be included in the Environmental Project Report.

4



SCHEDULE



5



BURLOAK GRADE SEPARATION

QUESTIONS? COMMENTS?



6

BRONTE AND HIGHWAY 407 PARK & RIDE



1

PROJECT SCOPE

- New bus park & ride facility at the southeast corner of the Bronte Road and Highway 407 interchange in Oakville, Regional Municipality of Halton, including:
 - Capacity to accommodate 300 parking spaces, with the capability for expansion to up to 500 spaces
 - Modifications to the existing northbound to eastbound Highway 407 on-ramp (S-E) to allow for better access to the lot
 - A six-bay platform with passenger shelters
 - Modifications to the southbound to westbound Highway 407 on-ramp (N-W) to improve ramp geometry for safety



2

STUDY AREA



3

MAJOR WATERCOURSES

- Fourteen Mile Creek (northeast branch) runs northeast of the proposed Park and Ride lot.
- Fourteen Mile Creek (southwest branch) runs southeast of the proposed lot.
- Ephemeral drainage ditch (indirect fish habitat) runs along the eastbound Highway 407 on-ramp within site. Culvert will be provided to maintain flow patterns and minimize impacts to the indirect habitat and downstream fish and fish habitat.

4



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Winter 2016.

Findings will be included in the Environmental Project Report.

5



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Fall 2016.

6



SCHEDULE

Fall 2016

- Focused Public Meetings – Round 1 (Pre-TPAP)

Fall 2016

- Notice of Commencement

Fall 2016

- Focused Public Meetings – Round 2 (TPAP)

Fall-Winter 2016

- Notice of Completion + EPR Review

7



BRONTE AND HIGHWAY 407 PARK & RIDE

QUESTIONS? COMMENTS?



LAKESHORE EAST RAIL CORRIDOR EXPANSION

DON RIVER TO SCARBOROUGH GO STATION



ADDITIONAL TRACK CAPACITY REQUIRED

To support:

- ✓ increasing service for GO Transit Service Expansion (Lakeshore East and Stouffville)
- ✓ maintaining service reliability



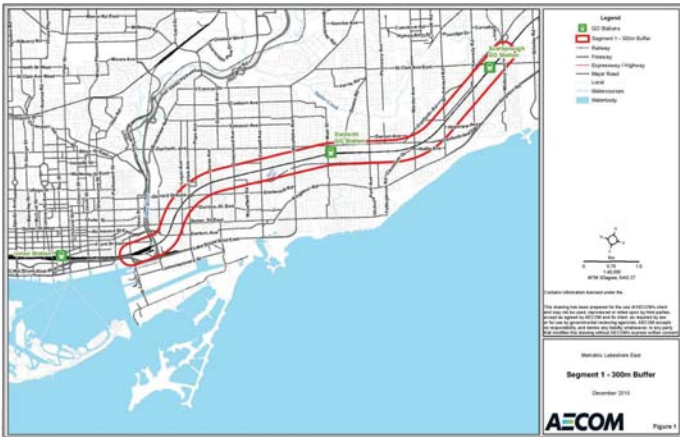
ADDING A FOURTH TRACK

Proposed works between the Don River and Scarborough GO Station include:

- Addition of a 4th track
- Widening of 4 bridges
 - Woodbine Ave., Warden Ave., Danforth Ave., Birchmount Rd.
- 3 culvert extensions
- Retaining walls
- Layout changes at Danforth GO Station



STUDY AREA



4



MAJOR WATERCOURSE

Don River



Don Valley Parkway and Don River Bridges (looking south)

Source: Google Maps

5



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Completed, entered into the Ontario Public Register of Archaeological Reports

Findings will be included in the Environmental Project Report.

6



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Fall 2016 / Spring 2017

If available, findings will be included in the Environmental Project Report.

7



SCHEDULE

Fall 2016

- Public Meetings – Round 1 (Pre-TPAP)

Winter 2017

- Notice of Commencement

Winter / Spring
2017

- Public Meetings – Round 2 (TPAP)

Spring /
Summer 2017

- Notice of Completion + EPR Review



8

DON RIVER TO SCARBOROUGH GO STATION

QUESTIONS? COMMENTS?

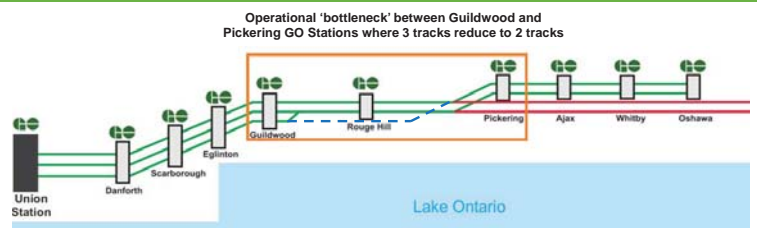


9

LAKESHORE EAST RAIL CORRIDOR EXPANSION

GUILDWOOD TO PICKERING

ADDING A THIRD TRACK



- Addition of a third track from Guildwood to Pickering
- 3 Road/Rail Grade Separations
 - Scarborough Golf Club Road, Galloway Road and Morningside Avenue
- Replacement of the Rouge River Bridge. The new bridge will be wider and sympathetically designed.
- Existing Highland Creek Bridge to be widened. The existing bridge will be retained with some upgrades and structure added to both sides to accommodate the additional track.
- Electrification enabling works
 - Design includes OCS poles



1



2

STUDY AREA

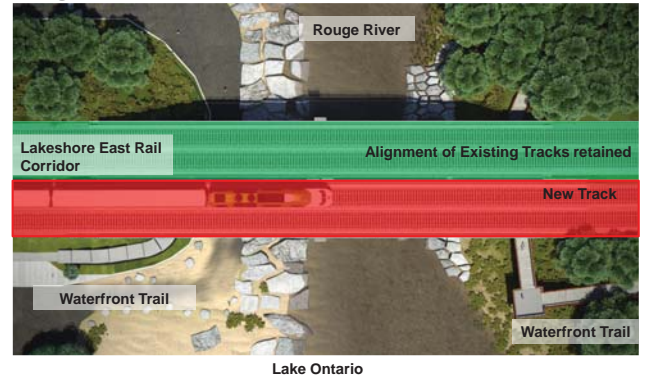


3



MAJOR WATERCOURSE

- Rouge River

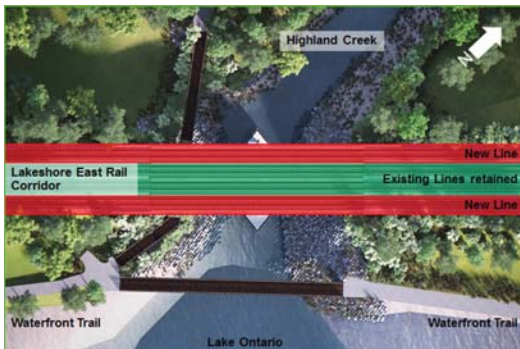


4



MAJOR WATERCOURSE

- Highland Creek



5



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assessed study area footprint impacts
- Recommend further archaeological assessment in areas of archaeological potential
- Records of Iroquois settlements located near the mouths of the Humber and Rouge Rivers, two important river routes of the Toronto Carrying Place which linked Lake Ontario to the upper Great Lakes through Lake Simcoe

Schedule: Completed, entered into the Ontario Public Register of Archaeological Reports

Findings will be included in the Environmental Project Report.

6



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Starting Summer 2016

Findings will be included in the Environmental Project Report.

7



SCHEDULE

March 2015

- Public Meetings – Round 1 (Pre-TPAP)

May 2016

- Public Meetings – Round 2 (Pre-TPAP)

July 2016

- Notice of Commencement

Fall 2016

- Public Meetings – Round 3 (TPAP)
- Notice of Completion + EPR Review

8



GUILDWOOD TO PICKERING

QUESTIONS? COMMENTS?

9



UNION STATION RAIL CORRIDOR EAST EXPANSION

1



PROPOSED WORKS

Track enhancement works east of Union including:

- Work at 4 bridges
 - Jarvis, Sherborne, Parliament, Cherry
- Removal of the Cherry Street Interlocking Tower
- Don Yard expansion → Wilson Yard



Note: No major watercourses in study area.

2



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: TBD 2016

Findings will be included in the Environmental Project Report.

3



SCHEDULE

The TPAP schedule is TBD.

A consultant has been retained and the project team is in the early stages of pre-planning TPAP activities.

4



UNION STATION RAIL CORRIDOR EAST EXPANSION

QUESTIONS? COMMENTS?

5



UPCOMING PROJECTS



UPCOMING PROJECTS

Stouffville Rail Corridor Grade Separations

- Potential road/rail grade separations under review
- Subject to municipal discussions



UPCOMING PROJECTS

Niagara Falls GO Rail Extension

- New weekday GO rail service between the future Confederation GO Station in Hamilton and the Niagara Region starting in 2021, with service to Niagara Falls by 2023
- Subject to a final agreement with CN Rail



UPCOMING PROJECTS

New Freight Corridor

- Build a new freight corridor that will allow CN to shift most of its freight traffic from the section of the Kitchener corridor the company owns – roughly between Georgetown and Bramalea – to the new corridor



UPCOMING PROJECTS

QUESTIONS? COMMENTS?



MISSISSAUGA OF THE NEW CREDIT FIRST NATION MEETING REGARDING METROLINX PROJECTS

MEETING DATE:	September 19, 2016		
TIME:	10:30 am – 2:00 pm		
LOCATION:	6 First Line, Hagersville, ON N0A 1H0		
PRESENT:	Chris Neill	Mississauga of the New Credit First Nation	chris.neill@newcreditfirstnation.com
	Fawn D. Sault	Mississauga of the New Credit First Nation	fawn.sault@newcreditfirstnation.com
	Kathleen Ryan	Mississauga of the New Credit First Nation	kathleen.ryan@newcreditfirstnation.com
	Luis Orantes	Metrolinx	luis.orantes@metrolinx.com
	Manuel Pedrosa	Metrolinx	manuel.pedrosa@metrolinx.com
	Mia Donaldson	Metrolinx	mia.donaldson@metrolinx.com
DISTRIBUTION:	All present		

NOTES:

Item No.	Description
1.0	<p>Introduction</p> <ul style="list-style-type: none"> • Roundtable introductions. • Metrolinx thanked the Mississauga of the New Credit First Nation for hosting the meeting. • Hardcopies of the meeting presentation and agenda were provided to attendees. • A verbal historical summary of the Mississauga of the New Credit First Nations was delivered. • A map of traditional territory and pamphlets regarding land and purchase claims, as well as historical information, were circulated. • Upcoming Mississauga of the New Credit First Nation Open House was discussed.
2.0	<p>Introduction to Metrolinx <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • Metrolinx provided an overview of its organization and planned transit expansion projects. <ul style="list-style-type: none"> ○ Familiarity with Metrolinx was established. ○ Overview of GO Transit, Union Pearson (UP) Express, and Presto divisions. ○ Overview of current challenges and potential solutions. ○ Overview of 25 year plan.
3.0	<p>Transit Project Assessment Process <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • Metrolinx provided an overview of the Transit Project Assessment Process (TPAP) including pre-TPAP planning and consultation, TPAP consultation milestones, documentation and associated review. Metrolinx gave examples of the studies involved. • TPAP flowchart (identified consultation periods and opportunities to comment. Went over

Item No.	Description
	<p>documents involved, and ministers decision).</p> <ul style="list-style-type: none"> • Consultation approach – specified how feedback is used.
4.0	<p>Current Metrolinx Projects/EAs <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • Metrolinx provided an overview of the following projects: <ul style="list-style-type: none"> ○ GO Rail Network Electrification ○ Hamilton Light Rail Transit (LRT) ○ Hurontario LRT ○ Barrie Rail Corridor Expansion ○ Bloomington GO Station ○ Burloak Drive Grade Separation ○ Bronte and Highway 407 Park & Ride/Carpool Lot ○ Lakeshore East Rail Corridor Expansion – Segment 1 ○ Lakeshore East Rail Corridor Expansion – Segment 3 ○ Union Station Rail Corridor (USRC) East Enhancements
5.0	<p>Future Metrolinx Projects/Planned EAs</p> <ul style="list-style-type: none"> • Metrolinx provided an overview of the following projects: <ul style="list-style-type: none"> ○ Stouffville Corridor Grade Separations ○ Niagara Falls GO Rail Extension ○ New freight rail corridor
6.0	<p>Conclusion</p> <ul style="list-style-type: none"> • Overview of action items. • Metrolinx thanked the Mississauga of the New Credit First Nation for hosting the meeting and for their thoughtful engagement. • The Mississauga of the New Credit First Nation thanked Metrolinx for attending the meeting, and noted that they would appreciate ongoing consultation and communication.
7.0	<p>Discussion Items:</p> <ul style="list-style-type: none"> • <u>Introduction to Metrolinx:</u> <p>An inquiry was made regarding whether or not planned new Metrolinx infrastructure will affect the Ministry of Transportation's (MTO) plan for new highways. Metrolinx stated that the plans are complimentary, and that they are working with MTO to ensure efficiency. Metrolinx also noted that future plans also include bus service, which would make use of highways.</p>

Item No.	Description
	<p>An inquiry was made regarding whether or not Metrolinx and MTO have considered reducing construction of roads and highways in favour of public transit options, in the interest of climate change. Metrolinx stated that, as per the above, both parties are working together to provide competitive alternatives to driving. Metrolinx identified greenhouse gas emissions caused by congestion as a major challenge currently faced by the agency, and noted that transportation alternatives are necessary in order to achieve sustainable growth.</p> <p>A question was asked regarding increasing service to the Niagara Region. Metrolinx noted that currently, summer service is in place, and that service to this region is planned for the future (see <i>the Future Metrolinx Projects/Planned EAs section of the presentation</i>). Metrolinx noted challenges such as track ownership, and routing over the Welland Canal.</p> <p>A question was asked regarding planned new stations.</p> <p>Action: <i>Metrolinx stated that they would provide a list of planned new station locations.</i></p> <p>MX Response: <i>The locations for 12 potential GO stations were presented at the June 28, 2016 Metrolinx Board Meeting. Information on the proposed new GO station locations can be found on the Metrolinx website at:</i></p> <p>http://www.metrolinx.com/en/regionalplanning/newstations/default.aspx</p> <p>A question was asked regarding planned new track.</p> <p>Action: <i>Metrolinx stated that they would provide a list and/or map of planned new track locations (ie. Barrie and Stouffville lines) and applicable EAs in process or starting soon.</i></p> <p>MX Response: <i>A list of planned/current track expansion projects will be provided with these revised minutes.</i></p> <p>The Mississauga of the New Credit First Nations requested a Shapefile of existing tracks.</p> <p>Action: <i>Metrolinx stated that they would provide a Shapefile of existing tracks.</i></p> <p>MX Response: <i>A shapefile for the existing rail corridors will be provided with these revised minutes.</i></p> <p>A question was asked pertaining to the typical width of a rail corridor and any buffer space required. Metrolinx stated that the track is typically 13 feet wide, with total corridor width being approximately 20 feet. Metrolinx noted that electrification infrastructure may require more buffer space.</p> <p>An inquiry was made regarding the number of wildlife encounters with trains (ie. collisions).</p> <p>Action: <i>Metrolinx stated that they would follow up with numbers, if they are tracked.</i></p> <p>MX Response: <i>GO Transit does not currently track encounters with wildlife on its rail corridors.</i></p> <p>A question was asked regarding how planned new infrastructure will impact underground utilities within the corridor. Metrolinx stated that they work together with utility companies in order to ensure that any issues are avoided or mitigated.</p>

Item No.	Description
	<ul style="list-style-type: none"> <li data-bbox="302 285 781 317">• <u>Transit Project Assessment Process:</u> <p data-bbox="302 348 1451 480">A question was asked regarding whether or not the same authority approves the TPAP versus a Class EA. Metrolinx stated that yes; the Minister of the Environment and Climate Change provides notice to proceed for the project under the TPAP (<i>see the Transit Project Assessment Process section of the presentation</i>).</p> <p data-bbox="302 522 1438 795">With regards to the TPAP flow chart, The Mississauga of the New Credit First Nations stated that they must be involved in the pre-TPAP planning and consultation stage. It was noted that Metrolinx should always assume that the Mississauga of the New Credit First Nations want to be engaged in projects. Metrolinx acknowledged this, and noted that they would follow up after sending any notifications. Metrolinx noted that they do not recognize silence as acceptance. <i>The Mississauga of the New Credit First Nations proposed that regular meetings be arranged to discuss projects (post meeting note: Metrolinx will continue to address correspondence to the Chief, and will cc: Fawn Sault as primary contact).</i></p> <p data-bbox="302 837 1446 970">An inquiry was made regarding the format and information presented in a typical TPAP Environmental Project Report (EPR). <i>Action: Metrolinx stated that they will send an example EPR (post meeting note: it was decided that the Hurontario LRT EPR would be sent, in order to also address questions pertaining to the fish community sampling in Cooksville Creek).</i></p> <p data-bbox="302 991 1422 1123">The Mississauga of the New Credit First Nations stated that they do not attend public meetings (eg: PICs), as they should be considered a separate nation. <i>The Mississauga of the New Credit First Nations suggested that project open houses be arranged within the community for projects currently undergoing consultation.</i></p> <p data-bbox="302 1144 1446 1318">The Mississauga of the New Credit First Nations stated that there are some studies (environmental, culture and heritage.) that they recommend, that are not typically done in the formal EA/TPAP process. Additionally, the Mississauga of the New Credit First Nations noted that – if they are performing the studies – they require adequate notice and consultation in order to acquire any necessary permits and training.</p> <p data-bbox="302 1339 1321 1402">Action: <i>The Mississauga of the New Credit First Nations to provide a list of anticipated supplementary studies to Metrolinx, so that Metrolinx can provide a response.</i></p> <p data-bbox="302 1476 1435 1539">The Mississauga of the New Credit First Nations requested a TPAP status update for all ongoing projects.</p> <p data-bbox="302 1560 639 1591">Action: <i>Metrolinx to provide.</i></p> <p data-bbox="347 1612 1317 1644">MX Response: <i>A TPAP status update will be provided with these revised minutes.</i></p> <p data-bbox="302 1665 1451 1906">The Mississauga of the New Credit First Nations stated that they must be involved in all applicable archaeological studies, before Stage 2 (Post-Meeting note: <i>with regards to consultation and communication for this work, both Dawn Sault and Chris Neill should be contacted</i>). <i>The Mississauga of the New Credit First Nations suggested a contract between themselves and Metrolinx, rather than with, with regards to this work. Action: Metrolinx to consider this request on a case-by-case, however, generally follows the Ministry of Tourism Culture & Sport's guidelines relating to monitoring as warranted during Stage 3 & 4 archaeological</i></p>

Item No.	Description
	<p><i>assessment work only.</i></p> <ul style="list-style-type: none"> • <u>Current Metrolinx Projects/EAs:</u> <ul style="list-style-type: none"> ○ GO Rail Network Electrification <p>An inquiry was made regarding how electrification will impact electricity supply and demand. Metrolinx stated that Hydro One is a co-proponent on this project, as we will be tapping into their infrastructure. Metrolinx noted that it is unlikely that any demand issues would arise.</p> <p>A question was asked regarding whether or not electrification will require new hydro lines or infrastructure, as well as the resulting footprint. Metrolinx stated that electrification will require smaller, connecting hydro lines, as well as substructures that will convert the electricity. Metrolinx noted that the structures would be strategically located adjacent to existing hydro corridors, in order to minimize land use and environmental impacts.</p> <p>With regards to the fact that Hydro One and Metrolinx will be completing separate environmental assessments, the Mississauga of the New Credit First Nations noted that they must be involved in both processes.</p> <p>Action: <i>Metrolinx stated that they would follow up with Hydro One to ensure that they are aware of this.</i></p> <p>MX Response: <i>To clarify, Metrolinx and Hydro One are co-proponents for the Electrification TPAP and are jointly completing one environmental assessment.</i></p> <p>A question was asked regarding the location of existing hydro corridors in relation to existing track.</p> <p>Action: <i>Metrolinx stated that they would provide a map portraying existing hydro and rail corridors, if it exists.</i></p> <p>MX Response: <i>A shapefile for the existing rail corridors will be provided with these revised minutes. Hydro transmission corridors can be downloaded from the Land Information Ontario (LIO database) here: https://www.ontario.ca/page/land-information-ontario</i></p> ○ Hamilton Light Rail Transit (LRT) <p>The Mississauga of the New Credit First Nations stated that they would like to be involved in the archaeological studies, before Stage 2.</p> <ul style="list-style-type: none"> ○ Hurontario LRT <p>An inquiry was made pertaining to how fish sampling was performed in Cooksville Creek, as there that no fish were reported as observed, despite the presence of a sensitive fish community downstream of the site.</p> <p>Action: <i>Metrolinx stated that they would send the Hurontario LRT EPR to satisfy this concern, as well as to provide an example EPR for reference.</i></p> <p>MX Response: <i>A copy of the Hurontario LRT EPR will be provided with these revised</i></p>

Item No.	Description
	<p><i>minutes.</i></p> <ul style="list-style-type: none"> ○ Barrie Rail Corridor Expansion <p>An inquiry was made regarding typical watercourse impacts. Metrolinx stated that, unlike with the construction of roads or highways, expansion of rail corridors does not require as much land or subsurface works (as rail is above ground, and raised). Metrolinx noted that groundwater impacts are only encountered when lowering the track, performing a grade separation, or replacing/construction bridges and culverts. Metrolinx stated that all specific impacts and mitigation/monitoring efforts are identified in the EPR.</p> <ul style="list-style-type: none"> ○ Bloomington GO Station <p>A question was asked regarding how far away the station is from the wetland.</p> <p>Action: <i>Metrolinx stated that the Environmental Study Report (ESR) addendum is underway, and that they would provide an update on the 30 day review period, as well as the distance of the station from the wetland.</i></p> <p>MX Response: <i>The draft ESR addendum has been prepared. A design drawing of the Bloomington GO Station will be provided with these revised minutes.</i></p> <ul style="list-style-type: none"> ○ Burloak Drive Grade Separation <p>An inquiry was made regarding what a grade separation entails. Metrolinx explained that grade separations occur when roads or highways intersect rail corridors, and that the grade of the rail or road/highway is altered in order to avoid this intersection and resulting delays and traffic. Metrolinx noted that grade separations would become increasingly popular as service increases.</p> <ul style="list-style-type: none"> ○ Bronte and Highway 407 Park & Ride/Carpool Lot <p>An inquiry was made regarding whether or not the woodlot to the east of the Carpool Lot is provincially significant. Metrolinx stated that they do not believe so, but that the woodlot to the west is provincially significant, and that the proposed site provided the least amount of impacts.</p> <ul style="list-style-type: none"> ○ Lakeshore East Rail Corridor Expansion – Segment 3 <p>A question was asked regarding the stage and status of the archaeological assessment for the Rouge Bridge (and whether or not a Stage 2 assessment has been done).</p> <p>Action: <i>Metrolinx to provide an update on the status, as well as details of the Stage 1 assessment (ie. who completed it, and when).</i></p> <p>MX Response: <i>The Stage 1 Archaeological Assessment was completed by AECOM and filed with the Ministry of Tourism, Culture and Sport (MTCS) in January 2016. In February 2016 MTCS indicated that they had entered the report into the Ontario Public Register of Archaeological Reports. Where Stage 2 Archaeological Assessment is warranted on TRCA lands, including in the vicinity of Rouge River, that assessment is being completed by TRCA archaeology staff. Timing for completion of Stage 2 Archaeological Assessment on other lands (non-TRCA) is subject to</i></p>

Item No.	Description
	<p style="text-align: center;"><i>obtaining permission to enter.</i></p> <ul style="list-style-type: none"> ○ Union Station Rail Corridor (USRC) East Enhancements <p>An inquiry was made regarding what these enhancements entail. Metrolinx stated that the enhancements include minor works, including reconnecting an old disconnected track, and that no new property impacts would occur. Metrolinx stated that a heritage assessment of the Interlocking Tower is underway.</p> <p>Post-Meeting Note: <i>The purpose of the USRC East Enhancements project is to provide additional mainline track capacity, increased train storage capacity and increased track speed capabilities along the East Side of the Union Station Rail Corridor (USRC). This project will facilitate infrastructure improvements to support the planned increases in train and passenger volumes in the Union Station Rail Corridor (USRC) as part of the transformational Regional Express Rail (RER) program. The USRC East Enhancements project is being assessed as part of the Transit Project Assessment Process includes the following components:</i></p> <ul style="list-style-type: none"> • <i>Provision of a new east -north track (Track E0) from Lower Jarvis Street Bridge through Cherry Street Bridge where it will connect to the proposed Canal Track connecting into the Bala and Belleville subs. The North Service Track and the Canal Track together will form the new mainline track E0 which will help mitigate congestion within the USRC. The new track will require modifications to the design of northern sections of the bridges over Lower Sherbourne Street, Parliament Street and Cherry Street with associated retaining and supporting structures.</i> • <i>Provision of new south tracks (E7 and E8): construction of two new south tracks (E7 and E8) between Yonge Street (mile 0.2) and Cherry Street (mile 1.9) connecting to the existing tracks 13 and 14 in Union Station. The new E7 and E8 tracks will require modifications to the design of southern sections of the bridges over Lower Jarvis Street and Lower Sherbourne Street and associated retaining and supporting structures.</i> • <i>Wilson Yard: construction of five new storage tracks at the Wilson Yard and reconfiguration of the existing three tracks to provide additional storage and layover capacity for GO trains.</i>
8.0	<p>Other Discussion Items</p> <p>The Mississauga of the New Credit First Nation noted their upcoming Open House. Action: <i>Metrolinx to determine potential staff and material details.</i></p> <p style="text-align: center;">MX Response: <i>Metrolinx staff accepted the invitation to attend the Open House held on September 28 2016, and thanks the Mississauga of the New Credit First Nation for the opportunity to participate.</i></p> <p>The Mississauga of the New Credit First Nations noted that Fawn Sault should be the primary contact.</p>

Item No.	Description
	<p>An inquiry was made regarding whether or not Metrolinx could attend an upcoming job fair. <i>The Mississauga of the New Credit First Nations provided a pamphlet with the details of the event.</i></p> <p>MX Response: <i>Please contact Manuel Pedrosa at Metrolinx for opportunities to attend upcoming Job Fairs.</i></p> <p><i>Manuel.Pedrosa@metrolinx.com</i></p>

These meeting notes represent the writer's understanding of the major items of discussion and the decisions reached and/or actions required. Any errors, omissions, or concerns regarding the notes captured should be brought to the attention of the undersigned individual within 5 business days of receiving these notes.

Prepared By: Mia Donaldson
 Email: Mia.Donaldson@metrolinx.com

Overview of Metrolinx Projects Fall 2016

Six Nations of the Grand River

September 12, 2016



WHO IS METROLINX

Metrolinx was created in 2006 by the Province of Ontario as the **first Regional Transportation Agency** for the Greater Toronto and Hamilton Area (GTHA).

PLAN



BUILD



OPERATE



2



A REGION UNDER PRESSURE



- Average total daily commute time = 82 minutes/person.
- Projected to increase to 109 minutes in the next 25 years.



- Results in \$11 billion in travel costs and lost productivity every year.
- By 2031, this number could increase to \$15 billion.



- Over 500,000 tonnes of annual greenhouse gas emissions is due to traffic congestion.



REGIONAL TRANSPORTATION PLAN

- Guides transformation of the GTHA transportation network
- Provides the vision, goals and objectives for our transportation system
- Explains how the transportation system contributes to a high quality of life, thriving environment and prosperous economy for the GTHA



Metrolinx.com/theplan



4

PROGRESS ON THE PLAN

1. Building the Rapid Transit Network
2. Planning for Future Transit Projects
3. Implementing an Integrated Transit Fare System
4. GO Transit Expansion
 - Electrification
 - New Stations



5

INFRASTRUCTURE NEEDS

Metrolinx is undertaking one of the largest infrastructure projects in North America to support better, more reliable service.



New Track

150 kilometres of new dedicated GO track will allow for more uninterrupted service.



New Trains

New electric trains will travel faster for longer and reduce travel times.



New Bridges and Tunnels

Bridges and tunnels that eliminate intersections with rail and road traffic will provide more reliable GO train service.



New Renovations

New and improved stations will make your journey more comfortable, from start to finish.

6



TRANSIT PROJECT ASSESSMENT PROCESS (TPAP)

IMPACT ASSESSMENT FOR TRANSIT PROJECTS

The **Transit Project Assessment Process (TPAP)** is a form of environmental assessment outlined in a regulation (O.Reg. 231/08).

- ✓ Assesses potential positive and negative impacts
- ✓ Identifies measures to mitigate negative impacts

Includes:

- ✓ Consultation (begins prior to TPAP)
- ✓ Environmental Project Report (EPR) for public review

7



8



Transit Project Assessment Process (TPAP)

- Starts with a selected transit project
- Provides a framework for focused consultation and objection processes
- Supports environmental assessment decision-making within six months



9

STUDIES TO SUPPORT IMPACT ASSESSMENT

Factor	Assessing:
Natural Environment	<ul style="list-style-type: none">• Terrestrial habitat and species• Aquatic habitat and species• Species of conservation concern• Sensitive areas and features• Groundwater• Contamination
Socio-Economic Environment	<ul style="list-style-type: none">• Land use• Property• Air quality• Noise• Vibration• Traffic and transportation• Utilities
Cultural Environment	<ul style="list-style-type: none">• Archaeological resources• Built heritage resources• Cultural heritage landscapes



10

PRE-TPAP PLANNING AND CONSULTATION

The Regional Transportation Plan supports the identification of transit projects.

Metrolinx completes planning and consultation prior to:

- Selecting a transit project
- Issuing the TPAP Notice of Commencement



11

PROJECT CONSULTATION

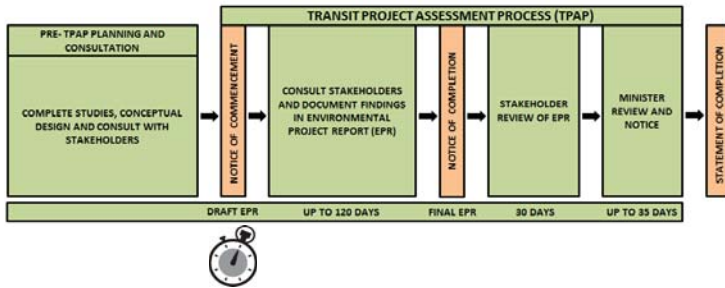
Consultation is framed by three milestones:

- Pre-TPAP
- TPAP Notice of Commencement
- TPAP Notice of Completion



12

TPAP FLOWCHART



13

OUR CONSULTATION APPROACH

- ✓ Communicate using various platforms (e.g. mail, website, Facebook, Twitter)
- ✓ Leverage existing community communication channels (e.g. local newsletters)
- ✓ Provide information and engagement opportunities to support meaningful involvement
- ✓ Consider, acknowledge and respect feedback
- ✓ Clearly indicate how feedback is being addressed

14

OUR CONSULTATION APPROACH

Involve those who are affected by the project, including:

- Impacted & Adjacent Property Owners
- First Nation and Métis Communities
- Regulatory Agencies
- Community Groups
- Municipal Staff
- Elected Officials
- Utility Owners/Operators
- General Public

15

ACTIVE PARTICIPATION

Interested persons and organizations should:

- ✓ Indicate interest to participate (e.g. in response to notice)
- ✓ Confirm the appropriate contact details for correspondence
- ✓ Identify interests and potential concerns
- ✓ Participate in consultation opportunities
- ✓ Provide thoughtful suggestions for change
- ✓ Work with Metrolinx to address concerns

16

ADDRESSING CONSTITUTIONALLY PROTECTED ABORIGINAL OR TREATY RIGHTS

When identifying impacts specific to constitutionally protected Aboriginal or Treaty rights communities are encouraged to:

- **Outline** the source, scope and nature of the rights that may be impacted and the nature of the potential impact
- **Suggest** mitigation measures
- **Respond** to attempts to address concerns and suggestions, and try to reach some mutually satisfactory solution

Note: The term “Aboriginal” is used here in keeping with terminology from the Regulation (O.Reg. 231/08).

17



ENVIRONMENTAL PROJECT REPORT (EPR)

The EPR includes: Project statement of **purpose**

- ✓ **Description** of the project
- ✓ **Map** showing the **project site**
- ✓ Description of the **local environmental conditions**
- ✓ Summary of all **studies completed**
- ✓ Assessment and evaluation of the **impacts of the project**
- ✓ **Mitigation measures** proposed to address negative impacts
- ✓ Proposed **approach to monitoring** mitigation or verifying effectiveness
- ✓ Description of **approvals or permits that may be required**
- ✓ **Consultation record**

EPR available for a 30 day public review period following Notice of Completion

18



MINISTER'S REVIEW FOLLOWING EPR REVIEW PERIOD

As outlined in O.Reg. 231/08, the Minister of the Environment and Climate Change has 35 days to consider whether the project may have a negative impact on:

- A matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or
- A constitutionally protected Aboriginal or treaty right.

The Minister is required to consider any objections received during the 30 day EPR review period.

19



MINISTER'S NOTICE

Within the 35 day period the Minister may issue one of three notices:

1. A notice to **proceed** with the transit project as planned in the EPR;
2. A notice that requires the proponent (Metrolinx) to **take further steps**, which may include further study or consultation; or,
3. A notice allowing the proponent to **proceed** with the transit project **subject to conditions**.

20



TRANSIT PROJECT ASSESSMENT PROCESS

Any process questions?



21

PROJECTS

- Electrification
- Burloak Drive Grade Separation
- Bronte and Highway 407 Park & Ride/Carpool Lot
- Hamilton LRT
- Hurontario LRT
- Upcoming EA Projects
 - Niagara Falls GO Rail Extension
 - New freight rail corridor



22

PROJECT SCOPE

Electrification scope includes:

- **Union Station Rail Corridor**
- **Lakeshore West Corridor**
 - Strachan Avenue to Burlington
- **Kitchener Corridor**
 - UP Express Spur¹ (at Highway 427) to Bramalea
- **Barrie Corridor**
 - Parkdale Junction (off Kitchener Corridor) to Allandale GO Station
- **Stouffville Corridor**
 - Scarborough Junction (off Lakeshore East Corridor) to Lincolnville GO Station
- **Lakeshore East Corridor**
 - Don River to Oshawa GO Station



¹ The portion of the Kitchener Corridor from Strachan Ave. to the Pearson airport spur (at Highway 427) was previously assessed and approved as part of the Metrolinx UP Express Electrification EA (June 2014)

ELECTRIFICATION



1

2



SCHEDULE

Winter 2016

- Public Meetings – Round 1 (Pre-TPAP)

Fall 2016

- Public Meetings – Round 2 (Pre-TPAP)

Early 2017

- Draft EPR Review
- Notice of Commencement



7

ELECTRIFICATION EA CONTACTS

Metrolinx is seeking comment on the Electrification program.

Please send your comments to:

James Hartley
Manager, Environmental Programs and Assessments
James.Hartley@metrolinx.com

Dan Beare
Project Coordinator, Environmental Programs and Assessments
Dan.Beare@metrolinx.com

Project Websites:
gotransit.com/electrification
metrolinxengage.com



ELECTRIFICATION

QUESTIONS? COMMENTS?



9

BURLOAK GRADE SEPARATION



1

Project Scope

Grade separation of the Lakeshore West rail corridor at Burloak Drive to enhance safety, on time performance and operational flexibility/reliability in support of expanded rail service

Project Scope includes:

- Feasibility Study
- Preliminary Design
- EA (TPAP as prescribed in O.Reg. 231/08)

2



STUDY AREA



3



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Spring 2017

Findings will be included in the Environmental Project Report.

4



SCHEDULE



5



BURLOAK GRADE SEPARATION

QUESTIONS? COMMENTS?



6

BRONTE AND HIGHWAY 407 PARK & RIDE



1

PROJECT SCOPE

- New bus park & ride facility at the southeast corner of the Bronte Road and Highway 407 interchange in Oakville, Regional Municipality of Halton, including:
 - Capacity to accommodate 300 parking spaces, with the capability for expansion to up to 500 spaces
 - Modifications to the existing northbound to eastbound Highway 407 on-ramp (S-E) to allow for better access to the lot
 - A six-bay platform with passenger shelters
 - Modifications to the southbound to westbound Highway 407 on-ramp (N-W) to improve ramp geometry for safety



2

STUDY AREA



3

MAJOR WATERCOURSES

- Fourteen Mile Creek (northeast branch) runs northeast of the proposed Park and Ride lot.
- Fourteen Mile Creek (southwest branch) runs southeast of the proposed lot.
- Ephemeral drainage ditch (indirect fish habitat) runs along the eastbound Highway 407 on-ramp within site. Culvert will be provided to maintain flow patterns and minimize impacts to the indirect habitat and downstream fish and fish habitat.

4



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Winter 2016.

Findings will be included in the Environmental Project Report.

5



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Fall 2016.

6



SCHEDULE

Fall 2016

- Focused Public Meetings – Round 1 (Pre-TPAP)

Fall 2016

- Notice of Commencement

Fall 2016

- Focused Public Meetings – Round 2 (TPAP)

Fall-Winter 2016

- Notice of Completion + EPR Review

7



BRONTE AND HIGHWAY 407 PARK & RIDE

QUESTIONS? COMMENTS?



8

HAMILTON LRT



1

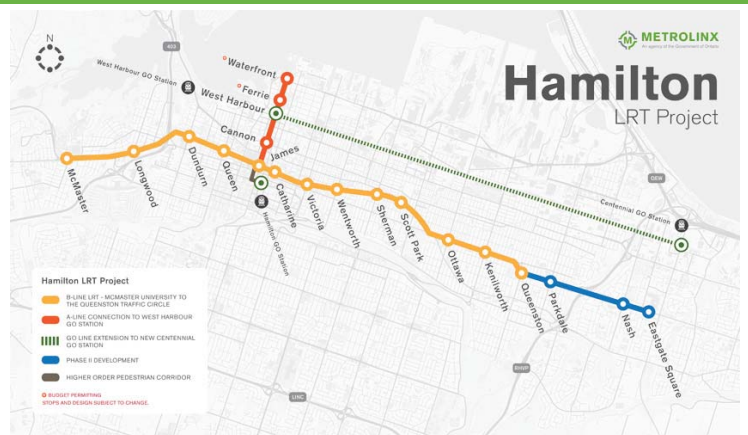
PROJECT SCOPE

- In 2011, the City of Hamilton & Metrolinx completed an Environmental Project Report (EPR) using the Transit Project Assessment Process (TPAP) for the Hamilton Light Rail Transit (LRT) Project (B-Line).
- The City of Hamilton and Metrolinx are currently preparing an Addendum to the EPR to revise the project to:
 - Address minor design modifications to the 2011 EPR LRT (the B-Line) alignment;
 - Complete the assessment of a spur line (the A-Line) along James Street North connecting the new West Harbour GO Station and potentially down to the City's redeveloping Waterfront area; and
 - Complete the assessment of a Maintenance and Storage Facility (MSF) where light rail vehicles would be maintained and stored.



2

STUDY AREA



3

MAJOR WATERCOURSES

- The proposed LRT B-Line corridor will cross one watercourse - Chedoke Creek.
- The watercourse is located within a highly urbanized area, has reaches that have been altered, and is generally considered to have degraded habitat conditions for aquatic life.
- An updated natural heritage report is being completed as part of the EPR Addendum and will be completed in Winter 2017.

4



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Originally completed as part of the EPR in February 2009, and updated in 2011.

As part of the EPR Addendum, an updated Stage 1 AA will be completed in Winter 2017.

5



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: To be determined.

6



EPR Addendum SCHEDULE

Fall 2016

- Public Meetings – Round 1 (TPAP/EPR Addendum)

Winter 2017

- Notice of EPR Addendum

Winter 2017

- Public Meetings – Round 2 (TPAP/EPR Addendum)

Spring 2017

- Expected Minister's Notice to Allow a Change to the Transit Project in Accordance with an Addendum

7



HAMILTON LRT

QUESTIONS? COMMENTS?



8

HURONTARIO LRT



1

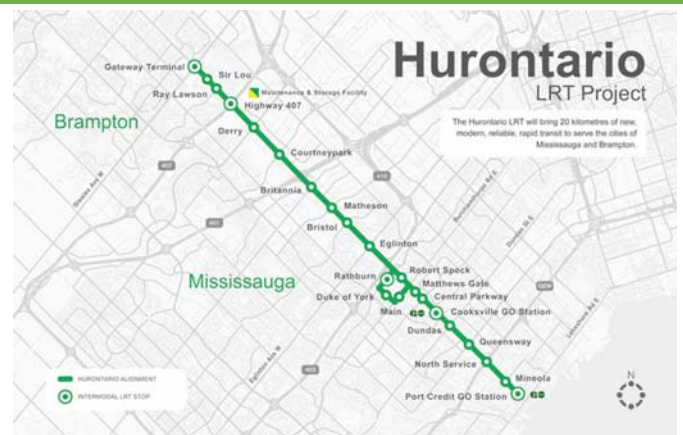
PROJECT SCOPE

- Current design scope (2016) has been reduced from the (2014) TPAP; Brampton prefers to have 3.5 km less transit than originally planned for the north end of the LRV.
- Current project has 22 stops of 20 km of rapid transit in Mississauga from Port Credit GO and ends at the Brampton Gateway Terminal (instead of the Brampton GO Station).
- LRVs to operate in a segregated guideway along Hurontario, up to 5 minute service frequency during peak periods.
- Will serve 4 Mobility Hubs; connections to GO Transit's Milton and Lakeshore West rail lines, Mississauga MiWay, Brampton Züm, and the Mississauga Transitway BRT.
- A Maintenance and Storage Facility (MSF) will be located at Hwy 407.



2

PROJECT MAP



(2016 Project Scope)



3

MAJOR WATERCOURSES

- The study area of the original 2014 TPAP had a 4 watercourses, 1 on-line pond and 6 drainage swales. The area is highly urbanized, residential and commercial, with a high percentage of hard surfaces.
- The watercourses along Hurontario in the 2016 project scope are:



(Port Credit) Mary Fix Creek is a permanent watercourse flowing south, parallel to Hurontario for approximately 300 m before turning west and flowing through the Port Credit GO Station parking lot parallel to the CN Rail Oakville Subdivision line, eventually joining with the Credit River. No fish were observed.



(Rathburn Road) Cooksville Creek is a permanent watercourse flowing south under Highway 403, turning east and paralleling Rathburn Road, and then crossing under Hurontario. No fish were observed, no direct fish use, but downstream there is a highly sensitive fish community.

ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: if any Stage 1 footprint gaps are identified because of the 2016 scope, Stage 1 will occur in these areas, it is research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Fall 2016

Findings will be included in an Addendum to the Environmental Project Report.

ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from all Stage 1 and project footprint impacts that pertain to the 2016 project design.

Schedule: Fall 2016

Findings will be included in an Addendum to the Environmental Project Report.

SCHEDULE

TPAP Approved
2014

- Initial EA (TPAP) was approved by MOECC in August 2014

EPR Addendum
2017

- Metrolinx is working with Brampton and Mississauga for project specifications likely for AFP procurement in 2017

Design &
Construction
2018

- Detailed design and construction is scheduled to start in 2018

Completion
2022

- Testing and completion anticipated for 2022

HURONTARIO LRT

QUESTIONS? COMMENTS?



UPCOMING PROJECTS



UPCOMING PROJECTS

Niagara Falls GO Rail Extension

- New weekday GO rail service between the future Confederation GO Station in Hamilton and the Niagara Region starting in 2021, with service to Niagara Falls by 2023
- Subject to a final agreement with CN Rail



UPCOMING PROJECTS

New Freight Corridor

- Build a new freight corridor that will allow CN to shift most of its freight traffic from the section of the Kitchener corridor the company owns – roughly between Georgetown and Bramalea – to the new corridor



UPCOMING PROJECTS

QUESTIONS? COMMENTS?



SIX NATIONS OF THE GRAND RIVER MEETING REGARDING METROLINX PROJECTS

MEETING DATE:	September 12, 2016		
TIME:	1:30 pm to 4:00 pm		
LOCATION:	1721 Chiefswood Road, Ohsweken, ON		
PRESENT:	Joanne Thomas	Six Nations of the Grand River	jthomas@sixnations.ca
	Caron Smith	Six Nations of the Grand River	csmith@sixnations.ca
	Dawn LaForme	Six Nations of the Grand River	
	Paul General	Six Nations of the Grand River	pgeneral@sixnations.ca
	Luis Orantes	Metrolinx	luis.orantes@metrolinx.com
	Manuel Pedrosa	Metrolinx	manuel.pedrosa@metrolinx.com
	Mia Donaldson	Metrolinx	mia.donaldson@metrolinx.com
DISTRIBUTION:	All present		

NOTES:

Item No.	Description
1.0	<p>Introduction</p> <ul style="list-style-type: none"> • Roundtable introductions were completed. • Metrolinx thanked the Six Nations of the Grand River for hosting the meeting. • Overview of presentation. • Purpose of the meeting. • Hardcopies of the meeting presentation and agenda were provided to attendees. • Six Nations of the Grand River provided background materials/handouts pertaining to land rights.
2.0	<p>Introduction to Metrolinx <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • Metrolinx provided an overview of its organization and planned transit expansion projects. <ul style="list-style-type: none"> ○ Familiarity with Metrolinx was established. ○ Overview of GO, Union Pearson (UP) Express, and Presto divisions. ○ Overview of current challenges and potential solutions.
3.0	<p>Transit Project Assessment Process <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • Metrolinx provided an overview of the Transit Project Assessment Process (TPAP) including pre-TPAP planning and consultation, TPAP consultation milestones, documentation and associated review. Metrolinx gave examples of the studies involved. • TPAP flowchart (identified consultation periods and opportunities to comment. Went over documents involved, and ministers decision). • Consultation approach – specified how feedback is used.

Item No.	Description
4.0	<p>Current Metrolinx Projects/EAs <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • Metrolinx provided an overview of the following projects: <ul style="list-style-type: none"> ○ GO Rail Network Electrification ○ Hamilton Light Rail Transit (LRT) ○ Hurontario LRT ○ Burloak Drive Grade Separation ○ Bronte and Highway 407 Park and Ride/Carpool Lot
5.0	<p>Future Metrolinx Projects/Planned EAs</p> <ul style="list-style-type: none"> • Metrolinx provided an overview of the following projects: <ul style="list-style-type: none"> ○ Niagara Falls GO Rail Extension ○ New freight rail corridor
6.0	<p>Conclusion</p> <ul style="list-style-type: none"> • Metrolinx thanked the Six Nations of the Grand River for hosting the meeting and for their thoughtful engagement. • The Six Nations of the Grand River thanked Metrolinx for attending the meeting, and noted that they would appreciate ongoing consultation and communication.
7.0	<p>Discussion Items:</p> <ul style="list-style-type: none"> • <u>Introduction to Metrolinx:</u> <p>An inquiry was made regarding how greenhouse gas emissions from traffic and congestion compare to that of the decommissioned Nanticoke generating station coal plant.</p> <p>❖ <i>Action: Metrolinx to follow up with greenhouse gas emissions information.</i></p> <p>Post-Meeting Note:</p> <ul style="list-style-type: none"> ○ <i>Over 500,000 tonnes of annual greenhouse gas emissions is due to traffic congestion.</i> ○ <i>According to data available online from <u>Environment Canada</u>, at its peak in 2007 the Nanticoke Generating Station emitted 17,887,892 tonnes of CO₂e.</i> <p>An inquiry was made regarding the integration of a transit fare system, and whether or not current circumstances resulted in lag times when multiple trains/busses are required for one trip. Metrolinx stated that this depends on the service and route, and that coordination of schedules ensures trips are as efficient as possible. Metrolinx stated that transit fare system integration will provide further efficiency in this regard.</p> <p>An inquiry was made regarding the difficulty of the transition from diesel to electric train systems. Metrolinx stated that this project will be extensive, and that further details regarding the transition will arise through the TPAP process.</p> <p>An inquiry was made regarding the lines between Waterloo and Barrie, and whether or not they were trains or busses. Metrolinx stated that there were trains and busses for these destinations. Metrolinx commented that busses help to fill in schedule gaps of trains. Metrolinx spoke to ownership of the tracks.</p>

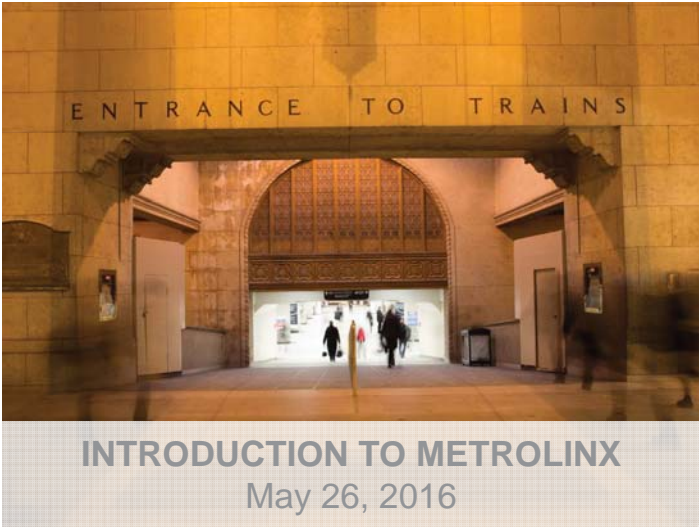
Item No.	Description
	<p>Question asked as to whether or not any land acquisition was to occur for any new tracks. Metrolinx stated that this depends on the particular project, and that further details will arise during the TPAP process.</p> <p>Question was asked regarding the typical width of rail tracks, and how it compares to that of a road. And inquiry was also made regarding whether tracks were above or below ground. Metrolinx stated that typical width is 13 feet, though this can vary based on the land and surrounding land use. Metrolinx stated that the width of rail track is typically less than that of a road or highway. Metrolinx stated that the majority of track is above ground.</p> <ul style="list-style-type: none"> • <u>Transit Project Assessment Process:</u> <p>Question was asked as to whether or not the 120 day review period has started for any applicable projects. Metrolinx stated that the presentation will outline timelines for applicable projects. Metrolinx stated that this presentation will act as an introduction/update to these projects, and that stakeholders will be made aware of the 120 day review period via a Notice of Commencement.</p> <p>An inquiry was made as to the act/legislation Metrolinx works under. Metrolinx stated that it is the Metrolinx Act (2006) and O.Reg. 231/08. Metrolinx also made note that they also must abide by other acts, such as the Heritage Act, Conservation Authorities Act, and others.</p> <p>❖ <i>Action: Metrolinx stated that they could provide links to the Metrolinx Act and O.Reg. 231/08.</i></p> <p>Post-Meeting Note: Metrolinx has provided website links to the legislation below:</p> <ul style="list-style-type: none"> ○ Metrolinx Act https://www.ontario.ca/laws/statute/06g16 ○ O. Reg. 231/08: Transit Projects and Metrolinx Undertakings https://www.ontario.ca/laws/regulation/080231 <p>An inquiry was made regarding any legislated monitoring and mitigation. Metrolinx stated that regulatory bodies and authorities do legislate monitoring and mitigation, and that details would arise out of the TPAP process and documented in the respective Environmental Project Report (EPR).</p> <p>Question was asked whether EPRs are posted on the Environmental Registry/Environmental Bill of Rights (EBR). Metrolinx stated that EPRs are not posted on the EBR, but that copies of the EPRs would be provided as required.</p> <p>An inquiry was made regarding the language utilized in the consultation record for the Six Nations of the Grand River. The Six Nations of the Grand River noted that they do not consider notification to be consultation, and suggested that the consultation record be specific with regards to which groups have been consulted (ie. Consultation and Accommodation Process team versus Chief and Council). Metrolinx stated that they would ensure consultation records are explicit and specific. Metrolinx noted that the Six Nations of the Grand River could contact them with any future concerns or comments.</p> <ul style="list-style-type: none"> • <u>Current Metrolinx Projects/EAs:</u> <ul style="list-style-type: none"> ○ GO Rail Network Electrification <p>A question was asked regarding the ongoing archaeological issues on the Barrie Corridor (Allandale Station). Metrolinx stated that there is a separate working group for this issue, and that they will make an inquiry and provide a current update.</p>

Item No.	Description
	<p>❖ <i>Action: Metrolinx to provide update on Allandale Station.</i></p> <p>Post-Meeting Note: <i>Metrolinx has provided an update on Allandale Station in a separate document, which has been provided along with these minutes.</i></p> <p>An inquiry was made regarding whether or not there is a backup plan, should a power outage occur. Metrolinx stated that switching and paralleling stations act to ensure redundancy, however, that in the case of a total power outage – trains would not be operational.</p> <p>An inquiry was made regarding if electrification infrastructure was above or on the ground. Metrolinx stated that infrastructure is above ground, as on ground infrastructure would result in issues in circumstances such as road crossings.</p> <p>An inquiry was made regarding past archaeological studies on other sections of track or lines. Metrolinx stated that there is overlap between various project archaeological studies, which can assist with the Stage 1 Archaeological Assessment scope for electrification.</p> <p>The Six Nations of the Grand River noted that they have an internal archaeological group that monitors Stage 2 Archaeological Assessments and up. It was recommended that these monitors be on site, to avoid any future issues. It was noted that the monitors can travel to anywhere in the Metrolinx system. Metrolinx stated that this would be determined for each particular project, and that they would take note of this recommendation.</p> <p>A question was asked, regarding the number of mandatory Public Information Centres (PICs) that occur. Metrolinx stated that only one round of PICs is required during the 120 day review period, but that Metrolinx best practice is two rounds of PICs, one prior to the 120 review period, and one PIC during. This ensures stakeholders are aware of the project and come prepared with comments for the draft EPR. Metrolinx stated that electrification PIC dates will be provided upon finalization. Contact information for electrification team provided.</p> <p>An inquiry was made regarding whether or not electrification infrastructure contained live wires, and the impact on birds and other wildlife. Metrolinx confirmed that it is a live wire, but that it is an alternating current which should alleviate this risk.</p> <ul style="list-style-type: none"> ○ Hamilton LRT <p>An inquiry was made regarding the number of stations. Metrolinx noted that the City of Hamilton was responsible for these decisions, with a separate EPR Addendum being completed by the City.</p> ○ Hurontario LRT <p>An inquiry was made regarding how trains are manufactured, and the difference between LRT and heavy rail. The Six Nations of the Grand River noted their interest in opportunities for their labour force. Metrolinx briefly explained the different between LRT and heavy rail.</p> <p>❖ <i>Action: Metrolinx noted that they could provide information pertaining to the next road show or event showcasing a prototype.</i></p> <p>Post-Meeting Note: <i>The 2016 Metrolinx Regional Tour is now completed. Future tours will be posted to the Metrolinx website.</i></p> <ul style="list-style-type: none"> ○ Bronte and Highway 407 Park and Ride/Carpool Lot <p>A question was asked, whether or not the water body in the figure provided was a storm water management pond. Metrolinx responded that the water body was a natural pond in the 14 Mile Creek.</p>

Item No.	Description
	<p>An inquiry was made regarding the opportunity to build a parking structure, resulting in less land required. Metrolinx responded that there were property acquisition and ownership issues. Metrolinx also noted that the cost to build a parking structure is much higher than that of a parking lot.</p> <p>An inquiry was made with regards to road salts resulting from the parking lot. Metrolinx stated that grass swales and other engineering design solutions would be identified during detailed design in order to mitigate this issue. Metrolinx also noted that site monitoring would occur to ensure proper erosion and sediment control during construction.</p> <ul style="list-style-type: none"> • <u>Future Metrolinx Projects/Planned EAs:</u> <ul style="list-style-type: none"> ○ New freight rail corridor <p>An inquiry was made regarding what materials would be transported via the new freight. Metrolinx stated that the materials moved would not change, and that the purpose of the new freight will be to eliminate delays due to sharing the track with passenger trains.</p> <p>An inquiry was made regarding land acquisition for the new track. Metrolinx mentioned that land acquisition will be necessary. Metrolinx noted that coordination with federal authorities must occur, and that further details would be determined during the EA.</p>
8.0	<p>Other Discussion Items</p> <p>An inquiry was made with regards to Metrolinx involvement in the proposed high speed rail between Windsor and Toronto. Metrolinx stated that they have heard of this undertaking, but have not been involved as of yet.</p> <p>An inquiry was made regarding the delays caused by track distortion in high temperatures, and whether or not Metrolinx planned to change the material used. Metrolinx stated that this is an ongoing issue, and that continuous welding may assist, however ultimately the steel will respond to climatic changes.</p>

These meeting notes represent the writer's understanding of the major items of discussion and the decisions reached and/or actions required. Any errors, omissions, or concerns regarding the notes captured should be brought to the attention of the undersigned individual within 5 business days of receiving these notes.

Prepared By: Mia Donaldson
Email: Mia.Donaldson@metrolinx.com



WHO IS METROLINX

Metrolinx was created in 2006 by the Province of Ontario as the **first Regional Transportation Agency** for the Greater Toronto and Hamilton Area (GTHA).

PLAN



BUILD



OPERATE



2

A REGION UNDER PRESSURE



- Average total daily commute time = 82 minutes/person.
- Projected to increase to 109 minutes in the next 25 years.



- Results in \$11 billion in travel costs and lost productivity every year.
- By 2031, this number could increase to \$15 billion.



- Over 500,000 tonnes of annual greenhouse gas emissions is due to traffic congestion.



REGIONAL TRANSPORTATION PLAN

- Guides transformation of the GTHA transportation network
- Provides the vision, goals and objectives for our transportation system
- Explains how the transportation system contributes to a high quality of life, thriving environment and prosperous economy for the GTHA



4

PROGRESS ON THE PLAN

1. Building the Rapid Transit Network
2. Planning for Future Transit Projects
3. Implementing an Integrated Transit Fare System
4. GO Transit Expansion
 - Electrification
 - New Stations



5

OUR PLAN IN ACTION BUILDING THE RAPID TRANSIT NETWORK



EXPANDING GO TRAIN SERVICE

More service on all lines

- Electric trains, every 15 minutes or better in both directions, for most GO customers



119 KM of NEW LIGHT RAIL TRANSIT

Under construction:

- Eglinton Crosstown

In design / planning:

- Finch West
- Sheppard East
- Hurontario
- Hamilton



52 KM of NEW BUS RAPID TRANSIT

Partially in-service, with remainder under construction:

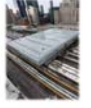
- Viva in York Region
- Mississauga Transitway



UP Express

Express air-rail link from Union Station to Pearson airport

- Started service June 6, 2015



Connecting It All Together

Expanding and revitalizing the heart of the regional network



6

PLANNING FOR FUTURE TRANSIT PROJECTS



YONGE RELIEF NETWORK STUDY

- Short, medium and long term solutions to crowding on the TTC Yonge line
- Network-wide review of GO service, new LRT and subway options

YONGE NORTH

- Expansion of Yonge North corridor to Richmond Hill



DURHAM-SCARBOROUGH BUS RAPID TRANSIT

- 36 km route connecting Scarborough, Pickering, Ajax, Whitby and Oshawa



NEW GO STATIONS

- Analysis ongoing



DUNDAS STREET BUS RAPID TRANSIT

- 37 km integrated route from Kipling TTC station to the 407 in Burlington



NEW GRADE SEPARATIONS

- Analysis ongoing



BRAMPTON QUEEN STREET RAPID TRANSIT

- Review of bus and light rail rapid transit between Downtown Brampton and Vaughan

We continue to work with municipal and regional partners on developing the detailed planning, design and engineering work plans in preparation for future funding commitments.



7

IMPLEMENTING AN INTEGRATED TRANSIT FARE SYSTEM

GTHA FARE AND SERVICE INTEGRATION

Metrolinx is working with GTHA municipalities towards **one simple, consistent approach to transit fares across the region** to benefit customers and improve the performance of our transportation network.

- Alternative fare structure concepts are under review
- Fare structures may reduce or eliminate additional fares for trips combining transit services
- Consultation is ongoing



8

IMPLEMENTING AN INTEGRATED TRANSIT FARE SYSTEM

PRESTO

- One fare card that connects the region to make the customer journey easy
- Fully implemented across seven 905 transit systems, the City of Ottawa and being implemented on the TTC
- Ongoing PRESTO rollout across all TTC stations and buses



9

GO TRANSIT EXPANSION

- Electric trains running every **15 minutes** or better, all day and in both directions, within the most heavily travelled sections of our network
- **Four times** the number of trips outside of weekday rush-hour periods, including evenings and weekends
- **Twice** the number of trips during weekday rush-hour periods



10

INFRASTRUCTURE NEEDS

Metrolinx is undertaking one of the largest infrastructure projects in North America to support better, more reliable service.



New Track

150 kilometres of new dedicated GO track will allow for more uninterrupted service.



New Trains

New electric trains will travel faster for longer and reduce travel times.



New Bridges and Tunnels

Bridges and tunnels that eliminate intersections with rail and road traffic will provide more reliable GO train service.



New Renovations

New and improved stations will make your journey more comfortable, from start to finish.



11

TRANSIT PROJECT ASSESSMENT PROCESS (TPAP)

12



IMPACT ASSESSMENT FOR TRANSIT PROJECTS

The **Transit Project Assessment Process (TPAP)** is a form of environmental assessment outlined in a regulation (O.Reg. 231/08).

- ✓ Assesses potential positive and negative impacts
- ✓ Identifies measures to mitigate negative impacts

Includes:

- ✓ Consultation
- ✓ Environmental Project Report (EPR) for public review

13



Transit Project Assessment Process (TPAP)

- Starts with a selected transit project
- Provides a framework for focused consultation and objection processes
- Supports environmental assessment decision-making within six months

14



STUDIES TO SUPPORT IMPACT ASSESSMENT

Factor	Assessing:
Natural Environment	<ul style="list-style-type: none"> • Terrestrial habitat and species • Aquatic habitat and species • Species of conservation concern • Sensitive areas and features • Groundwater • Contamination
Socio-Economic Environment	<ul style="list-style-type: none"> • Land use • Property • Air quality • Noise • Vibration • Traffic and transportation • Utilities
Cultural Environment	<ul style="list-style-type: none"> • Archaeological resources • Built heritage resources • Cultural heritage landscapes

15



PRE-TPAP PLANNING AND CONSULTATION

The Regional Transportation Plan supports the identification of transit projects.

Metrolinx completes planning and consultation prior to:

- selecting a transit project
- issuing the TPAP Notice of Commencement

16



PROJECT CONSULTATION

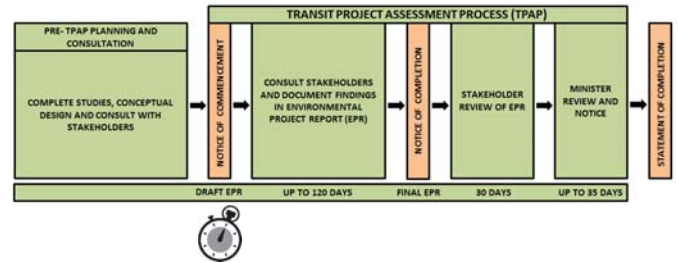
Consultation is framed by three milestones:

- Pre-TPAP
- TPAP Notice of Commencement
- TPAP Notice of Completion

17



TPAP FLOWCHART



18



OUR CONSULTATION APPROACH

- ✓ Communicate using various platforms (e.g. mail, website, Facebook, Twitter)
- ✓ Leverage existing community communication channels (e.g. local newsletters)
- ✓ Provide information and engagement opportunities to support meaningful involvement
- ✓ Consider, acknowledge and respect feedback
- ✓ Clearly indicate how feedback is being addressed

19



OUR CONSULTATION APPROACH

Involve those who are affected by the project, including:

- Impacted & Adjacent Property Owners
- Aboriginal Communities
- Regulatory Agencies
- Community Groups
- Municipal Staff
- Elected Officials
- Utility Owners/Operators
- General Public

20



ACTIVE PARTICIPATION

Interested persons and organizations should:

- ✓ Indicate interest to participate (e.g. in response to notice)
- ✓ Confirm the appropriate contact details for correspondence
- ✓ Identify interests and potential concerns
- ✓ Participate in consultation opportunities
- ✓ Provide thoughtful suggestions for change
- ✓ Work with Metrolinx to address concerns

21



ADDRESSING CONSTITUTIONALLY PROTECTED ABORIGINAL OR TREATY RIGHTS

When identifying impacts specific to constitutionally protected Aboriginal or Treaty rights communities are encouraged to:

- **Outline** the source, scope and nature of the rights that may be impacted and the nature of the potential impact
- **Suggest** mitigation measures
- **Respond** to attempts to address concerns and suggestions, and try to reach some mutually satisfactory solution

22



ENVIRONMENTAL PROJECT REPORT (EPR)

The EPR includes:

- ✓ Project statement of purpose
- ✓ Description of the project
- ✓ Map showing the project site
- ✓ Description of the local environmental conditions
- ✓ Summary of all studies completed
- ✓ Assessment and evaluation of the impacts of the project
- ✓ Mitigation measures proposed to address negative impacts
- ✓ Proposed approach to monitoring mitigation or verifying effectiveness
- ✓ Description of approvals or permits that may be required
- ✓ Consultation record

23



MINISTER'S REVIEW FOLLOWING EPR REVIEW PERIOD

The Minister of the Environment and Climate Change has 35 days to consider whether the project may have a negative impact on:

- A matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or
- A constitutionally protected Aboriginal or treaty right.

The Minister is required to consider any objections received during the 30 day EPR review period.

24



MINISTER'S NOTICE

Within the 35 day period the Minister may issue one of three notices:

1. A notice to **proceed** with the transit project as planned in the EPR;
2. A notice that requires the proponent (Metrolinx) to **take further steps**, which may include further study or consultation; or,
3. A notice allowing the proponent to **proceed** with the transit project **subject to conditions**.

25



TRANSIT PROJECT ASSESSMENT PROCESS

Any process questions?

26



PROJECTS

- Electrification
- Lakeshore East Rail Corridor Expansion
 - Don River to Scarborough GO Station
 - Guildwood to Pickering
- Barrie Rail Corridor Expansion
- UPCOMING: Union Station Rail Corridor East Enhancements



27



ELECTRIFICATION

28



PROJECT SCOPE

Electrification of:

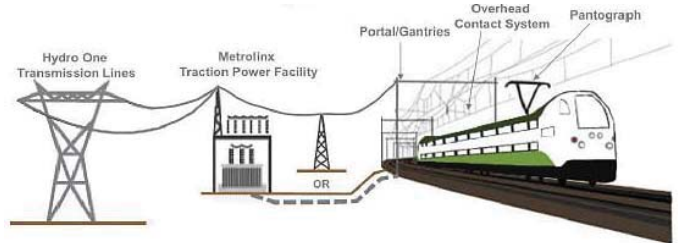
- **Union Station Rail Corridor**
- **Lakeshore West Corridor**
 - Strachan Ave to Burlington
- **Kitchener Corridor**
 - UP Express Spur¹ (at Highway 427) to Bramalea
- **Barrie Corridor**
 - Parkdale Junction (off Kitchener Corridor) to Allandale GO Station
- **Stouffville Corridor**
 - Scarborough Junction (off Lakeshore East Corridor) to Lincolnville GO Station
- **Lakeshore East Corridor**
 - Don River to Oshawa GO Station



¹ The portion of the Kitchener Corridor from Strachan Ave. to the airport spur (at Highway 427) was previously assessed/approved as part of the Metrolinx UP Express Electrification EA (June 2014)



HOW THE SYSTEM WILL WORK



30



OVERHEAD CONTACT SYSTEM (OCS)

The OCS is comprised of portal/cantilever structures that support wires on assemblies. The electric train is supplied power through the pantograph which "contacts" on the contact wire.



Location: Montreal AMT - Deux-Montagnes line



31

POWER SUPPLY CONNECTION POINTS



Paralleling Station:

Contains an autotransformer which helps support the OCS voltage

- Minimum Footprint Required: approximately 40m X 20m



Switching Station: is required approximately mid-way between Traction Power Substations to split the electrical sections.

- Minimum Footprint Required: approximately 50m X 20m



Gantry: A supporting structure required at each traction power facility.

32

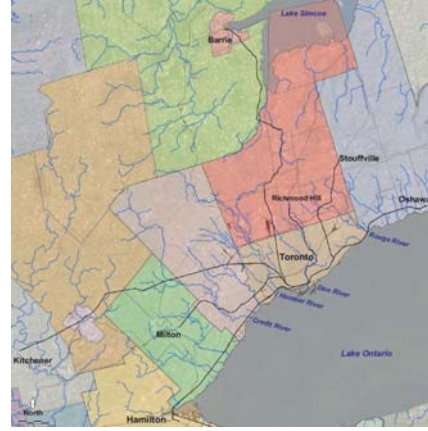


CONNECTING INFRASTRUCTURE



33

MAJOR WATERCOURSES



34



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Spring 2016

Findings will be included in the Environmental Project Report.

35



SCHEDULE

Winter / Spring
2016

- Public Meetings – Round 1 (Pre-TPAP)

Summer / Fall
2016

- Notice of Commencement

Fall 2016

- Public Meetings – Round 2 (TPAP)

Fall 2016 /
Winter 2017

- Notice of Completion + EPR Review

36



ELECTRIFICATION

QUESTIONS? COMMENTS?

37



LAKESHORE EAST RAIL CORRIDOR EXPANSION

DON RIVER TO SCARBOROUGH GO STATION

38



ADDITIONAL TRACK CAPACITY REQUIRED

To support:

- ✓ increasing service for GO Transit Service Expansion (Lakeshore East and Stouffville)
- ✓ maintaining service reliability



39



ADDING A FOURTH TRACK

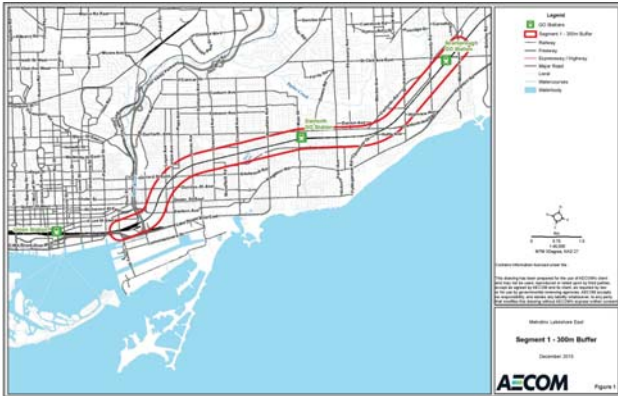
Proposed works between the Don River and Scarborough GO Station include:

- Addition of a 4th track
- Widening of 4 bridges
 - Woodbine Ave., Warden Ave., Danforth Ave., Birchmount Rd.
- 3 culvert extensions
- Retaining walls
- Layout changes at Danforth GO Station

40



STUDY AREA



41

MAJOR WATERCOURSE

Don River



Don Valley Parkway and Don River Bridges (looking south)
Source: Google Maps

42

ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Winter 2016 (documentation ongoing)

Findings will be included in the Environmental Project Report.

43

SCHEDULE

Fall 2016

- Public Meetings – Round 1 (Pre-TPAP)

Winter 2017

- Notice of Commencement

Winter / Spring
2017

- Public Meetings – Round 2 (TPAP)

Spring 2017

- Notice of Completion + EPR Review

44

DON RIVER TO SCARBOROUGH GO STATION

QUESTIONS? COMMENTS?

45



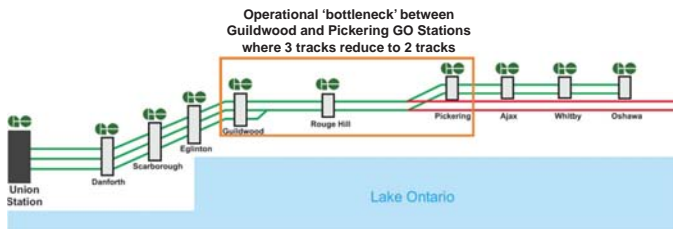
LAKESHORE EAST RAIL CORRIDOR EXPANSION

GUILDWOOD TO PICKERING

46



ADDING A THIRD TRACK



- Addition of a third track
- 3 Grade Separations
 - Scarborough Golf Club Road, Galloway Road and Morningside Avenue
- Modifications to 2 Rail Bridges
 - Rouge River and Highland Creek
- Electrification enabling works
 - Design includes OCS poles)

47



STUDY AREA

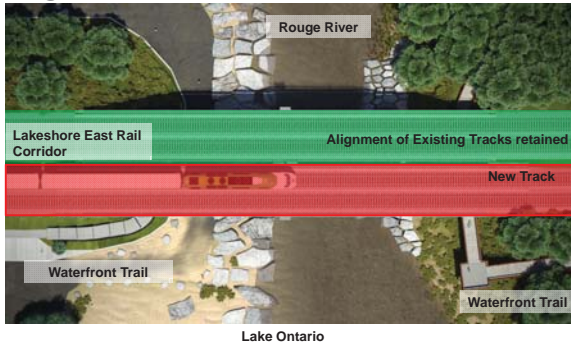


48



MAJOR WATERCOURSE

- Rouge River

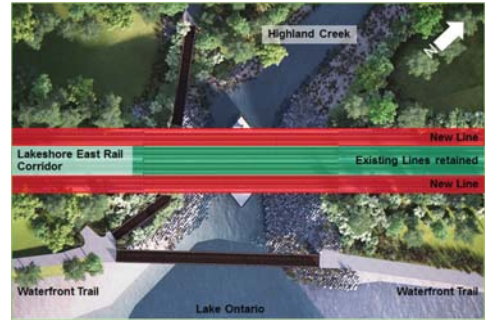


49



MAJOR WATERCOURSE

- Highland Creek



50



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assessed study area footprint impacts
- Recommend further archaeological assessment in areas of archaeological potential
- Records of Iroquois settlements located near the mouths of the Humber and Rouge Rivers, two important river routes of the Toronto Carrying Place which linked Lake Ontario to the upper Great Lakes through Lake Simcoe

Schedule: Completed

Findings will be included in the Environmental Project Report.

51



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Spring/Summer 2016

Findings will be included in the Environmental Project Report.

52



SCHEDULE

March 2015

- Public Meetings – Round 1 (Pre-TPAP)

May 2016

- Public Meetings – Round 2 (Pre-TPAP)

Spring /
Summer 2016

- Notice of Commencement
- Public Meetings – Round 3 (TPAP)

Fall 2016

- Notice of Completion + EPR Review

53



GUILDWOOD TO PICKERING

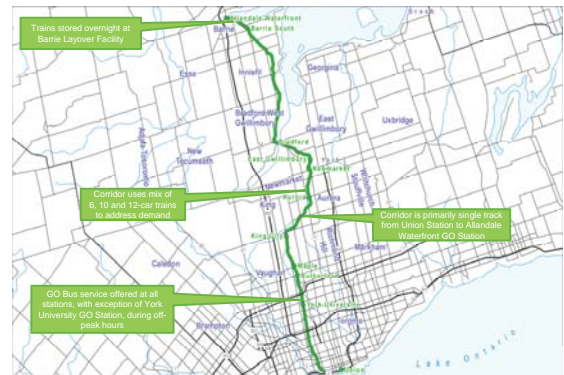
QUESTIONS? COMMENTS?

54



BARRIE RAIL CORRIDOR EXPANSION

BARRIE CORRIDOR OVERVIEW



Study Area: Mile 3.00 Lansdowne Avenue (City of Toronto) to Mile 63.00 Allandale Waterfront GO Station (City of Barrie)

55



56



INFRASTRUCTURE NEEDS – BARRIE LINE

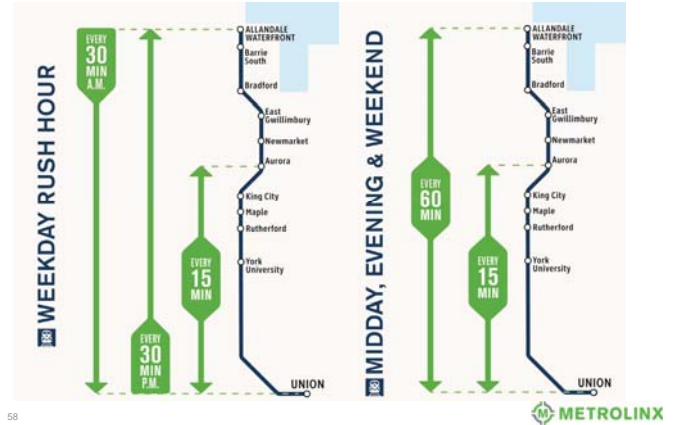
To Increase GO Service We Need To:

- Add a second track from Lansdowne Avenue (Toronto) to the Allandale Waterfront GO Station (Barrie)
- Improve infrastructure to support service expansion, including:
 - Upgrades at existing GO Stations to accommodate additional tracks
 - Future Layover Facility in Bradford for overnight storage of trains
 - Upgrades to existing structures (e.g. culverts, bridges)
- Complement planned service improvements and future electrification on the Barrie Rail Corridor

57



SERVICE CONCEPT – BARRIE LINE



58

MAJOR WATERCOURSES

- West Don River
- Westminister Creek
- East Humber River
- Tannery Creek
- East Holland River
- West Holland River
- Scanlon Creek
- White Birch Creek
- Wilson Creek
- Carson Creek
- Belle Aire Creek
- Hewitt's Creek
- Lovers Creek
- Whiskey Creek

59



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Fall 2015 (documentation ongoing)

Findings will be included in the Environmental Project Report.

60



SCHEDULE

November 2015 • Public Meetings – Round 1 (Pre-TPAP)

Summer 2016 • Public Meetings – Round 2 (Pre-TPAP)

Fall 2016 • Notice of Commencement
• Public Meetings – Round 3 (TPAP)

Winter 2017 • Notice of Completion + EPR Review

61



BARRIE RAIL CORRIDOR EXPANSION

QUESTIONS? COMMENTS?

62



UNION STATION RAIL CORRIDOR EAST EXPANSION

UPCOMING

63



PROPOSED WORKS

Track enhancement works east of Union including:

- Work at 4 bridges
– Jarvis, Sherborne, Parliament, Cherry
- Removal of the Cherry Street Interlocking Tower
- Don Yard expansion → Wilson Yard

Note: No major watercourses in study area.



64



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: TBD 2016

Findings will be included in the Environmental Project Report.

65



SCHEDULE

The TPAP schedule is TBD.

A consultant should be retained in the near future.

66



UNION STATION RAIL CORRIDOR EAST EXPANSION

QUESTIONS? COMMENTS?

67



WILLIAMS TREATIES FIRST NATIONS (MISSISSAUGA COMMUNITIES) MEETING REGARDING METROLINX PROJECTS

<u>MEETING DATE:</u>	May 26, 2016																								
<u>TIME:</u>	1:00pm to 4:00pm																								
<u>LOCATION:</u>	Mississaugas of Scugog Island First Nation Administration Building, 22521 Island Road, Port Perry, ON																								
<u>PRESENT:</u>	<table border="0"> <tr> <td>Dave Mowat</td> <td>Mississaugas of Scugog Island First Nation</td> <td>dmowat@scugogfirstnation.com</td> </tr> <tr> <td>Skye Anderson</td> <td>Alderville First Nation</td> <td>sanderson@alderville.ca</td> </tr> <tr> <td>Tom Cowie</td> <td>Hiawatha First Nation</td> <td>tcowie@hiawatha.ca</td> </tr> <tr> <td>Melissa Dokis</td> <td>Curve Lake First Nation</td> <td>MelissaD@curvelake.ca</td> </tr> <tr> <td>Kaitlin Hill</td> <td>Curve Lake First Nation</td> <td>KaitlinH@curvelake.ca</td> </tr> <tr> <td>Katie Bright</td> <td>Metrolinx</td> <td>Katie.Bright@metrolinx.com</td> </tr> <tr> <td>James Hartley</td> <td>Metrolinx</td> <td>James.Hartley@metrolinx.com</td> </tr> <tr> <td>Manuel Pedrosa</td> <td>Metrolinx</td> <td>Manuel.Pedrosa@metrolinx.com</td> </tr> </table>	Dave Mowat	Mississaugas of Scugog Island First Nation	dmowat@scugogfirstnation.com	Skye Anderson	Alderville First Nation	sanderson@alderville.ca	Tom Cowie	Hiawatha First Nation	tcowie@hiawatha.ca	Melissa Dokis	Curve Lake First Nation	MelissaD@curvelake.ca	Kaitlin Hill	Curve Lake First Nation	KaitlinH@curvelake.ca	Katie Bright	Metrolinx	Katie.Bright@metrolinx.com	James Hartley	Metrolinx	James.Hartley@metrolinx.com	Manuel Pedrosa	Metrolinx	Manuel.Pedrosa@metrolinx.com
Dave Mowat	Mississaugas of Scugog Island First Nation	dmowat@scugogfirstnation.com																							
Skye Anderson	Alderville First Nation	sanderson@alderville.ca																							
Tom Cowie	Hiawatha First Nation	tcowie@hiawatha.ca																							
Melissa Dokis	Curve Lake First Nation	MelissaD@curvelake.ca																							
Kaitlin Hill	Curve Lake First Nation	KaitlinH@curvelake.ca																							
Katie Bright	Metrolinx	Katie.Bright@metrolinx.com																							
James Hartley	Metrolinx	James.Hartley@metrolinx.com																							
Manuel Pedrosa	Metrolinx	Manuel.Pedrosa@metrolinx.com																							
<u>DISTRIBUTION:</u>	All present Williams Treaties First Nations (WTFN) Chippewa communities c/o Karry Sandy McKenzie																								

NOTES:

Item No.	Description
1.0	Introduction <ul style="list-style-type: none"> • Roundtable introductions were completed. • Metrolinx thanked the community representatives for their participation and the Mississaugas of Scugog Island First Nation for hosting the meeting. • Hardcopies of the meeting presentation were provided to attendees. <i>[Post-Meeting Note: A PDF copy of the presentation was emailed to attendees on May 31, 2016. A PDF copy of the presentation was emailed to Karry Sandy McKenzie on July 15, 2016 for distribution to WTFN Chippewa communities.]</i>
2.0	Introduction to Metrolinx <i>(please see the meeting presentation for additional details)</i> <ul style="list-style-type: none"> • Metrolinx provide an overview of what Metrolinx is as an organization and associated ongoing initiatives.
3.0	Transit Project Assessment Process <i>(please see the meeting presentation for additional details)</i> <ul style="list-style-type: none"> • Metrolinx provided an overview of the Transit Project Assessment Process (TPAP) including pre-TPAP planning and consultation, TPAP consultation milestones, documentation and associated review. • It was confirmed that notifications and correspondence should be addressed to the WTFN community's Chief and copied to the community's consultation liaison/staff and the WTFN Process Coordinator (Karry Sandy McKenzie). • It was noted that the level of detail provided in project notices does not always provide much context for understanding the local environment. This could be addressed by clearly identifying major waterbodies, providing coordinates and/or a link to online mapping to

Item No.	Description
	<p>support community review and understanding of project areas.</p> <ul style="list-style-type: none"> It was noted that communities receive a lot of letters and do their best to review and respond. Metrolinx also makes effort to follow up to confirm receipt and request feedback. While notification letters will continue to be sent, it is helpful and efficient to have meetings (similar to the meeting today) as an opportunity to review and discuss multiple Metrolinx projects.
4.0	<p>Project Overviews <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> Metrolinx provided an overview of the following projects: <ul style="list-style-type: none"> Electrification Lakeshore East Rail Corridor Expansion – Don River to Scarborough GO Station Lakeshore East Rail Corridor Expansion – Guildwood to Pickering Barrie Rail Corridor Expansion Union Station Rail Corridor East Expansion (Upcoming Project) It was questioned why the Electrification study area map include on Slide 19 is dated February 2015. Metrolinx confirmed that the map is current but will find out about the date. <i>[Post-Meeting Note: February 2015 is simply representative of the date the map was prepared.]</i> It was noted that the WTFN communities are interested in all stages of archaeological assessments. For example, at Stage 1 the communities may be able to share some background and/or existing conditions information that could help to inform assessment. WTFN communities have staff available for archaeological monitoring and typically one community would act as the representative providing a Monitor on behalf of the WTFN. WTFN Monitor rates are currently \$25/hour plus \$0.50 to \$0.53 per kilometre for travel. The importance of respecting handling of any human remains was noted including the need to consider and incorporate ceremonial practices.
5.0	<p>Other Discussion Items</p> <ul style="list-style-type: none"> <u>Works in the vicinity of the historic Allandale Station (City of Barrie property):</u> <p>Interest and concern was expressed by the communities regarding works in the vicinity of the historic Allandale Station as human remains were previously found at the property. Metrolinx noted that the historic Allandale Station property is owned by the City of Barrie and Metrolinx is <u>not</u> involved with that property.</p> <p>Metrolinx has conducted a review of Metrolinx projects in the vicinity of the historic Allandale Station – this is informing due diligence archaeological assessment of properties owned by Metrolinx.</p> <p>It was noted that the lands fall within Williams Treaties boundaries and that all WTFN communities should be engaged and Karry Sandy McKenzie included on related correspondence/information. <i>[Post-Meeting Note: Since the May 26, 2016 meeting, discussions are ongoing with both WTFN (c/o Karry Sandy McKenzie) and Huron-Wendat Nation regarding Metrolinx undertakings/properties in the vicinity of the historic Allandale Station including archaeological assessment and opportunity for archaeological monitoring.]</i></p> <u>Educational Opportunities:</u> <p>It was requested that Metrolinx consider opportunities through projects and transit operations to raise general awareness and knowledge regarding First Nation communities. The WTFN</p>

Item No.	Description
	<p>communities would welcome the opportunity to share information. Ideas include:</p> <ul style="list-style-type: none"> ○ Identifying community lands – both treaty and traditional. For example, FAQs to customers perhaps using an advertisement space on a GO Train. ○ Plaques at the stations or other types of communications with locally relevant information. <p>Metrolinx will take this under consideration. <i>[Post-Meeting Note: An opportunity identified is for public meeting information (e.g. display board) to acknowledge communities being consulted regarding a project.]</i></p> <ul style="list-style-type: none"> • <u>Employment Opportunities:</u> <p>The communities are interested in employment opportunities including apprenticeships and training for community members. Metrolinx is currently working on a framework and community benefits program for future projects which may include special training and apprenticeship programs.</p> <ul style="list-style-type: none"> • <u>Fare Discount:</u> <p>Metrolinx has been requested to provide Anishinabek communities a GO Transit fare discount similar to the discount offered by VIA (33% discount). It was noted that this would encourage WTFN community staff to take the GO Train instead of having to drive to meetings in Toronto. Metrolinx will take this under consideration. <i>[Post-Meeting Note: Fare structures and specialty concessions are not under current review.]</i></p>

These meeting notes represent the writer's understanding of the major items of discussion and the decisions reached and/or actions required. Any errors, omissions, or concerns regarding the notes captured should be brought to the attention of the undersigned individual within 5 business days of receiving these notes.

Prepared By: Katie Bright, Metrolinx
 Email: Katie.Bright@metrolinx.com

Overview of Metrolinx Projects Summer 2016

Williams Treaties Communities

July 18, 2016



WHO IS METROLINX

Metrolinx was created in 2006 by the Province of Ontario as the **first Regional Transportation Agency** for the Greater Toronto and Hamilton Area (GTHA).

PLAN



BUILD



OPERATE



2



A REGION UNDER PRESSURE



- Average total daily commute time = 82 minutes/person.
- Projected to increase to 109 minutes in the next 25 years.



- Results in \$11 billion in travel costs and lost productivity every year.
- By 2031, this number could increase to \$15 billion.



- Over 500,000 tonnes of annual greenhouse gas emissions is due to traffic congestion.



REGIONAL TRANSPORTATION PLAN

- Guides transformation of the GTHA transportation network
- Provides the vision, goals and objectives for our transportation system
- Explains how the transportation system contributes to a high quality of life, thriving environment and prosperous economy for the GTHA



4

Metrolinx.com/theplan



PROGRESS ON THE PLAN

1. Building the Rapid Transit Network
2. Planning for Future Transit Projects
3. Implementing an Integrated Transit Fare System
4. GO Transit Expansion
 - Electrification
 - New Stations



5

GO TRANSIT EXPANSION

- Electric trains running every **15 minutes** or better, all day and in both directions, within the most heavily travelled sections of our network
- **Four times** the number of trips outside of weekday rush-hour periods, including evenings and weekends
- **Twice** the number of trips during weekday rush-hour periods



6

INFRASTRUCTURE NEEDS

Metrolinx is undertaking one of the largest infrastructure projects in North America to support better, more reliable service.



New Track

150 kilometres of new dedicated GO track will allow for more uninterrupted service.



New Trains

New electric trains will travel faster for longer and reduce travel times.



New Bridges and Tunnels

Bridges and tunnels that eliminate intersections with rail and road traffic will provide more reliable GO train service.



New Renovations

New and improved stations will make your journey more comfortable, from start to finish.

TRANSIT PROJECT ASSESSMENT PROCESS (TPAP)

7

8

IMPACT ASSESSMENT FOR TRANSIT PROJECTS

The **Transit Project Assessment Process (TPAP)** is a form of environmental assessment outlined in a regulation (O.Reg. 231/08).

- ✓ Assesses potential positive and negative impacts
- ✓ Identifies measures to mitigate negative impacts

Includes:

- ✓ Consultation (begins prior to TPAP)
- ✓ Environmental Project Report (EPR) for public review

9



Transit Project Assessment Process (TPAP)

- Starts with a selected transit project
- Provides a framework for focused consultation and objection processes
- Supports environmental assessment decision-making within six months

10



STUDIES TO SUPPORT IMPACT ASSESSMENT

Factor	Assessing:
Natural Environment	<ul style="list-style-type: none"> • Terrestrial habitat and species • Aquatic habitat and species • Species of conservation concern • Sensitive areas and features • Groundwater • Contamination
Socio-Economic Environment	<ul style="list-style-type: none"> • Land use • Property • Air quality • Noise • Vibration • Traffic and transportation • Utilities
Cultural Environment	<ul style="list-style-type: none"> • Archaeological resources • Built heritage resources • Cultural heritage landscapes

11



PRE-TPAP PLANNING AND CONSULTATION

The Regional Transportation Plan supports the identification of transit projects.

Metrolinx completes planning and consultation prior to:

- selecting a transit project
- issuing the TPAP Notice of Commencement

12



PROJECT CONSULTATION

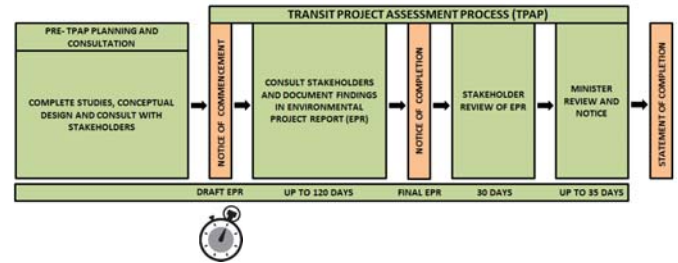
Consultation is framed by three milestones:

- Pre-TPAP
- TPAP Notice of Commencement
- TPAP Notice of Completion

13



TPAP FLOWCHART



14



OUR CONSULTATION APPROACH

- ✓ Communicate using various platforms (e.g. mail, website, Facebook, Twitter)
- ✓ Leverage existing community communication channels (e.g. local newsletters)
- ✓ Provide information and engagement opportunities to support meaningful involvement
- ✓ Consider, acknowledge and respect feedback
- ✓ Clearly indicate how feedback is being addressed

15



OUR CONSULTATION APPROACH

Involve those who are affected by the project, including:

- Impacted & Adjacent Property Owners
- First Nation and Métis Communities
- Regulatory Agencies
- Community Groups
- Municipal Staff
- Elected Officials
- Utility Owners/Operators
- General Public

16



ACTIVE PARTICIPATION

Interested persons and organizations should:

- ✓ Indicate interest to participate (e.g. in response to notice)
- ✓ Confirm the appropriate contact details for correspondence
- ✓ Identify interests and potential concerns
- ✓ Participate in consultation opportunities
- ✓ Provide thoughtful suggestions for change
- ✓ Work with Metrolinx to address concerns

17



ADDRESSING CONSTITUTIONALLY PROTECTED ABORIGINAL OR TREATY RIGHTS

When identifying impacts specific to constitutionally protected Aboriginal or Treaty rights communities are encouraged to:

- **Outline** the source, scope and nature of the rights that may be impacted and the nature of the potential impact
- **Suggest** mitigation measures
- **Respond** to attempts to address concerns and suggestions, and try to reach some mutually satisfactory solution

Note: The term “Aboriginal” is used here in keeping with terminology from the Regulation (O.Reg. 231/08).

18



ENVIRONMENTAL PROJECT REPORT (EPR)

The EPR includes: Project statement of **purpose**

- ✓ **Description** of the project
- ✓ **Map** showing the **project site**
- ✓ Description of the **local environmental conditions**
- ✓ Summary of all **studies completed**
- ✓ Assessment and evaluation of the **impacts of the project**
- ✓ **Mitigation measures** proposed to address negative impacts
- ✓ Proposed **approach to monitoring** mitigation or verifying effectiveness
- ✓ Description of **approvals or permits that may be required**
- ✓ **Consultation record**

EPR available for a 30 day public review period following Notice of Completion

19



MINISTER’S REVIEW FOLLOWING EPR REVIEW PERIOD

As outlined in O.Reg. 231/08, the Minister of the Environment and Climate Change has 35 days to consider whether the project may have a negative impact on:

- A matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or
- A constitutionally protected Aboriginal or treaty right.

The Minister is required to consider any objections received during the 30 day EPR review period.

20



MINISTER'S NOTICE

Within the 35 day period the Minister may issue one of three notices:

1. A notice to **proceed** with the transit project as planned in the EPR;
2. A notice that requires the proponent (Metrolinx) to **take further steps**, which may include further study or consultation; or,
3. A notice allowing the proponent to **proceed** with the transit project **subject to conditions**.

21



TRANSIT PROJECT ASSESSMENT PROCESS

Any process questions?

22



PROJECTS

- Barrie Rail Corridor
 - Works in the vicinity of the Historic Allandale Station
 - Rail Corridor Expansion
- Electrification
- Lakeshore East Rail Corridor Expansion
 - Don River to Scarborough GO Station
 - Guildwood to Pickering
- UPCOMING: Union Station Rail Corridor East Enhancements



23



WORKS IN THE VICINITY OF THE HISTORIC ALLANDALE STATION AREA

24



Properties / Undertakings

Property / Undertaking	Responsible Authority
Historic Allandale Station	City of Barrie
Allandale Waterfront GO Station	Metrolinx
Barrie Layover Facility <ul style="list-style-type: none"> West Berm Area – Stockpile, Subsurface 213 Minets Point Road East Area 	Metrolinx



25



Historic Allandale Station – City of Barrie

Human remains were previously found on this City of Barrie property. This has been the focus of some media coverage.

Metrolinx is not involved with this property.



26



Allandale Waterfront GO Station - Metrolinx

Previously Completed Work – Station Construction:

- Previously approved 2005 Class EA including a Stage 1 Archaeological Assessment that indicated the GO Station area was “cleared”
- While GO Station construction was ongoing human remains were found at the nearby Historic Allandale Station. In response, the archaeologist involved with assessing the Historical Allandale Station (City of Barrie) also visited the Allandale Waterfront GO Station (Metrolinx) and issued a letter confirming that there were no concerns with the Metrolinx station area.



27



Allandale Waterfront GO Station - Metrolinx

Proposed Work – Additional Platform:

- Addition of a second platform on the south side of the corridor at the GO Station as part of the proposed Barrie Rail Corridor Expansion.
- Completion of a Stage 1 Archaeological Assessment as part of the Barrie Rail Corridor Expansion (see later slides).



28



Barrie Layover Facility - Metrolinx

Previously Completed Work – Layover Facility Construction:

- Previously approved 2005 Class EA including a Stage 1 Archaeological Assessment that indicated the area Barrie Layover Facility area was "cleared"



29



Barrie Layover Facility - Metrolinx

Proposed Work – Expansion of the Barrie Layover Facility:

- Works are deemed approved (Group A) under the GO Transit Class EA
- **West Berm Area:** construction staging/laydown area
- **213 Minets Point Road:** alternative construction staging/laydown area
- **East Area:** existing Barrie Layover Facility



30



Barrie Layover Facility – West Berm

- The Barrie Layover Facility Expansion will include **removal and disposal of the west berm stockpiled materials** originating from the Metrolinx Allandale Waterfront GO Station pedestrian tunnel construction.
- Since the stockpiling occurred a traffic signal bungalow was installed within the west berm. As the stockpile is to be removed, the **traffic signal bungalow and associated infrastructure is to be moved.**



31



Barrie Layover Facility – West Berm

- During May and June 2016 due diligence archaeological assessment was completed including:
 - hand excavation of test pits in three layers: top 1.3-1.5 metres of the stockpile, 1.5 metres below berm surface, and 3 m below berm surface
 - hand excavation around the periphery of the stockpile
 - excavated two trenches to sterile subsoil (3.5 metres)
 - test pits excavated in the proposed new location for the traffic signal bungalow



32



Barrie Layover Facility – West Berm

- **No cultural remains of any significance were recovered during extensive testing of the west berm.**
- On June 24, 2016 a memo was provided to Williams Treaties communities, c/o Karry Sandy McKenzie, for review and comment. The memo was also provide to Huron-Wendat Nation and the Ministry of Tourism, Culture and Sport (MTCS).
- Since there were no archaeological resources found and no significant comments noted, Metrolinx will be proceeding with the subsequent field work including removal of the stockpile.



33



Barrie Layover Facility – West Berm

- Archaeological monitoring will be completed during removal of the stockpile and traffic signal bungalow.
- Once the removals have been completed, a Stage 2 Archaeological Assessment (test pits) will be completed for the soils beneath the stockpile.



34



Barrie Layover Facility – 213 Minets Point Road

- Stage 2 Archaeological Assessment (test pits) was completed on Wednesday June 22.
- **No archaeological resources were found.**
- Next step: Stage 2 report for community review.



35



Barrie Layover Facility – east area

- Stage 2 Archaeological Assessment (test pits) was completed on Thursday June 23.
- **No archaeological resources were found.**
- Next step: Stage 2 report for community review.



36



What standards are being followed?

The Archaeological Assessments are completed by a licenced archaeologist following the current Standards and Guidelines for Consultant Archaeologists administered by the MTCS.



The guidelines are available online:
http://www.mtc.gov.on.ca/en/publications/SG_2010.pdf

37



What if archaeological resources are found?

If archaeological resources of confirmed or potential cultural heritage value or interest are encountered further testing (e.g. Stage 3) and/or mitigation (Stage 4) programs will be developed in consultation with MTCS and relevant communities.

38



What if human remains are found?

If human remains are encountered work will stop immediately.



The MTCS, Registrar of Cemeteries and police/coroner will be notified along with relevant communities and the next steps will be determined.

39



Archaeological Monitoring During Construction

Regardless of the Stage 2 Archaeological Assessment findings, monitoring by a licenced archaeologist will be implemented for all construction activities (ground disturbance) associated with the Barrie Layover Facility works.

40



Next Steps

- Consultation with Williams Treaties First Nations (WTFN) will continue to include all seven communities (Mississauga and Chippewa).
- Consultation sessions will be coordinated through the WTFN Process Coordinator and First Nations.
- Metrolinx will provide information (e.g. field work updates, reports) to the WTFN Process Coordinator for distribution to the First Nations for review and comment.
- Discussions are ongoing to arrange for a WTFN Archaeological Monitor for the remaining Stage 2 Archaeological Assessment.

41

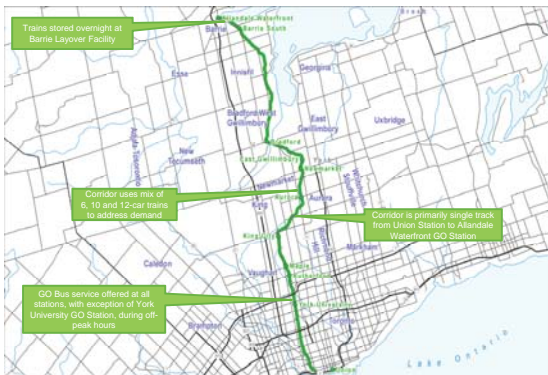


BARRIE RAIL CORRIDOR EXPANSION

42



BARRIE CORRIDOR OVERVIEW



Study Area: Lansdowne Avenue (City of Toronto) to Allandale Waterfront GO Station (City of Barrie)

43



INFRASTRUCTURE NEEDS – BARRIE LINE

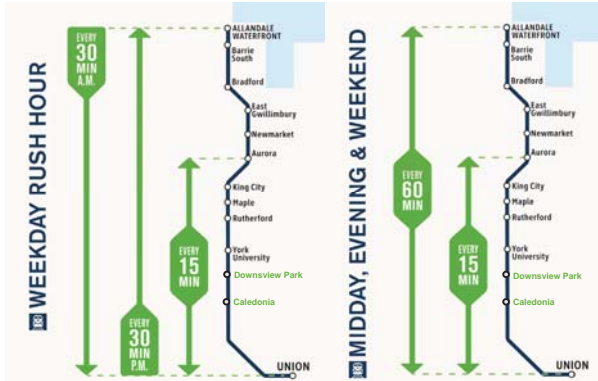
To Increase GO Service We Need To:

- **Add a second track** from Lansdowne Avenue (Toronto) to the Allandale Waterfront GO Station (Barrie)
- **Improve infrastructure** to support service expansion, including:
 - Upgrades at existing GO Stations to accommodate additional tracks
 - Future Layover Facility in Bradford for overnight storage of trains
 - Upgrades to existing structures (e.g. culverts, bridges)
- **Complement** planned service improvements and future electrification on the Barrie Rail Corridor

44



SERVICE CONCEPT – BARRIE LINE



45

ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Documentation ongoing; anticipated completion date is September 2016

Findings will be included in the Environmental Project Report.

46

ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Fall 2016/Spring 2017 (dependant on ground conditions)

Findings will be included in the Environmental Project Report.

47

SCHEDULE

November 2015

- Public Meetings – Round 1 (Pre-TPAP)

Fall 2016

- Public Meetings – Round 2 (Pre-TPAP)

Winter 2017

- Notice of Commencement
- Public Meetings – Round 3 (TPAP)

Spring 2017

- Notice of Completion + EPR Review

48

BARRIE RAIL CORRIDOR EXPANSION

QUESTIONS? COMMENTS?

49



ELECTRIFICATION

50



PROJECT SCOPE

Electrification of:

- **Union Station Rail Corridor**
- **Lakeshore West Corridor**
 - Strachan Avenue to Burlington
- **Kitchener Corridor**
 - UP Express Spur¹ (at Highway 427) to Bramalea
- **Barrie Corridor**
 - Parkdale Junction (off Kitchener Corridor) to Allandale GO Station
- **Stouffville Corridor**
 - Scarborough Junction (off Lakeshore East Corridor) to Lincolnville GO Station
- **Lakeshore East Corridor**
 - Don River to Oshawa GO Station

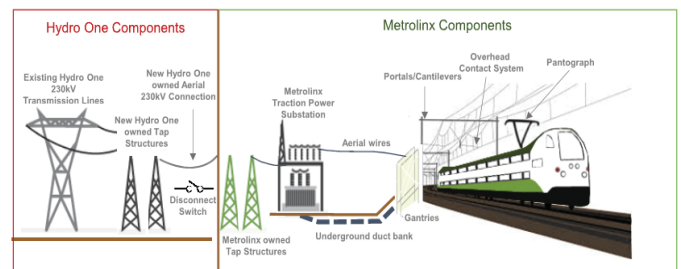


¹ The portion of the Kitchener Corridor from Strachan Ave. to the airport spur (at Highway 427) was previously assessed/approved as part of the Metrolinx UP Express Electrification EA (June 2014)

51



HOW THE SYSTEM WILL WORK



52



ARCHAEOLOGY

Baseline Conditions Report

Scope: research only – *no field work*

- **Background Review:** Review previously completed archaeological assessment reports and studies
- **Gap Analysis:** Identify areas where archaeological assessment work has not previously been completed

Schedule: Ongoing

Findings will inform the need for Stage 1 Archaeological Assessment.

53



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Summer 2016

Findings will be included in the Environmental Project Report.

54



SCHEDULE

Winter 2016

- Public Meetings – Round 1 (Pre-TPAP)

Fall 2016

- Notice of Commencement

Fall 2016

- Public Meetings – Round 2 (TPAP)

Winter 2017

- Notice of Completion + EPR Review

55



ELECTRIFICATION

QUESTIONS? COMMENTS?

56



LAKESHORE EAST RAIL CORRIDOR EXPANSION DON RIVER TO SCARBOROUGH GO STATION

ADDITIONAL TRACK CAPACITY REQUIRED

To support:

- ✓ increasing service for GO Transit Service Expansion (Lakeshore East and Stouffville)
- ✓ maintaining service reliability



57



58



ADDING A FOURTH TRACK

Proposed works between the Don River and Scarborough GO Station include:

- Addition of a 4th track
- Widening of 4 bridges
 - Woodbine Ave., Warden Ave., Danforth Ave., Birchmount Rd.
- 3 culvert extensions
- Retaining walls
- Layout changes at Danforth GO Station

STUDY AREA



59



60



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Completed, entered into the Ontario Public Register of Archaeological Reports

Findings will be included in the Environmental Project Report.

61



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Summer/Fall 2016

Findings will be included in the Environmental Project Report.

62



SCHEDULE

Fall 2016	• Public Meetings – Round 1 (Pre-TPAP)
Winter 2017	• Notice of Commencement
Winter / Spring 2017	• Public Meetings – Round 2 (TPAP)
Spring / Summer 2017	• Notice of Completion + EPR Review

63



DON RIVER TO SCARBOROUGH GO STATION

QUESTIONS? COMMENTS?

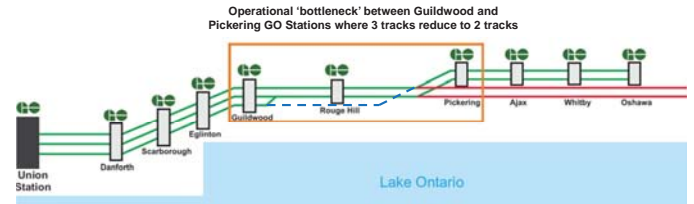
64



LAKESHORE EAST RAIL CORRIDOR EXPANSION

GUILDWOOD TO PICKERING

ADDING A THIRD TRACK



- Addition of a third track from Guildwood to Pickering
- 3 Road/Rail Grade Separations
 - Scarborough Golf Club Road, Galloway Road and Morningside Avenue
- Replacement of the Rouge River Bridge. The new bridge will be wider and sympathetically designed.
- Existing Highland Creek Bridge to be widened. The existing bridge will be retained with some upgrades and structure added to both sides to accommodate the additional track.
- Electrification enabling works
 - Design includes OCS poles

65



66



STUDY AREA



67



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assessed study area footprint impacts
- Recommend further archaeological assessment in areas of archaeological potential
- Records of Iroquois settlements located near the mouths of the Humber and Rouge Rivers, two important river routes of the Toronto Carrying Place which linked Lake Ontario to the upper Great Lakes through Lake Simcoe

Schedule: Completed, entered into the Ontario Public Register of Archaeological Reports

Findings will be included in the Environmental Project Report.

68



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Starting Summer 2016

Findings will be included in the Environmental Project Report.

69



SCHEDULE

March 2015

- Public Meetings – Round 1 (Pre-TPAP)

May 2016

- Public Meetings – Round 2 (Pre-TPAP)

July 2016

- Notice of Commencement

Fall 2016

- Public Meetings – Round 3 (TPAP)
- Notice of Completion + EPR Review

70



GUILDWOOD TO PICKERING

QUESTIONS? COMMENTS?

71



UNION STATION RAIL CORRIDOR EAST EXPANSION

UPCOMING

72



PROPOSED WORKS

Track enhancement works east of Union including:

- Work at 4 bridges
 - Jarvis, Sherborne, Parliament, Cherry
- Removal of the Cherry Street Interlocking Tower
- Don Yard expansion → Wilson Yard



Note: No major watercourses in study area.

73

ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: TBD 2016

Findings will be included in the Environmental Project Report.

74

SCHEDULE

The TPAP schedule is TBD.

A consultant should be retained in the near future.

75

UNION STATION RAIL CORRIDOR EAST EXPANSION

QUESTIONS? COMMENTS?

76



WILLIAMS TREATIES FIRST NATIONS MEETING REGARDING METROLINX PROJECTS

<u>MEETING DATE:</u>	July 18, 2016		
<u>TIME:</u>	10:00 a.m. to 1:00 p.m.		
<u>LOCATION:</u>	Rama First Nation Rama Community Hall, Rama Road, Orillia, ON		
<u>PRESENT:</u>	K. Sandy McKenzie	WTFN Process Coordinator	inquiries@williamstreatiesfirstnations.ca
	David Sylvester	Beausoleil First Nation	D.Sylvester@chimnissing.ca
	Dana Monague	Beausoleil First Nation	danamonague@chimnissing.ca
	Susan Copegog	Beausoleil First Nation	lcl@chimnissing.ca
	Natasha Charles	Georgina Island First Nation	natasha.charles@georginaisland.com
	Cathy Edney	Rama First Nation	cathye@ramafirstnation.ca
	Dave Mowat	Scugog Island First Nation	dmowat@scugogfirstnation.com
	Skye Anderson	Alderville First Nation	sanderson@alderville.ca
	Lori Loucks	Hiawatha First Nation	lloucks@hiawathafn.ca
	Tom Cowie	Hiawatha First Nation	tcowie@hiawathafn.ca
	Kaitlin Hill	Curve Lake First Nation	KaitlinH@curvelake.ca
	Katie Bright	Metrolinx	Katie.Bright@metrolinx.com
	Leanna Burgess	Metrolinx	Leanna.Burgess@metrolinx.com
	Manuel Pedrosa	Metrolinx	Manuel.Pedrosa@metrolinx.com
<u>DISTRIBUTION:</u>	All present Melissa Dokis, Curve Lake First Nation (MelissaD@curvelake.ca)		

NOTES:

Item No.	Description
1.0	Introduction <ul style="list-style-type: none"> • Roundtable introductions were completed. • Metrolinx thanked the community representatives for their participation and the Chippewas of Rama First Nation for hosting the meeting. • Hardcopies of the meeting presentation were provided to attendees. <i>[Post-Meeting Note: A PDF copy of the presentation was emailed to Karry Sandy McKenzie on July 15, 2016 for distribution to Williams Treaties First Nations (WTFN) communities.]</i>
2.0	Introduction to Metrolinx <i>(please see the meeting presentation for additional details)</i> <ul style="list-style-type: none"> • Metrolinx provided an overview of its organization and planned transit expansion projects.
3.0	Transit Project Assessment Process <i>(please see the meeting presentation for additional details)</i> <ul style="list-style-type: none"> • Metrolinx provided an overview of the Transit Project Assessment Process (TPAP) including pre-TPAP planning and consultation, TPAP consultation milestones, documentation and associated review.

Item No.	Description
4.0	<p>Project Overviews (<i>please see the meeting presentation for additional details</i>)</p> <ul style="list-style-type: none"> • Metrolinx provided an overview of the following projects: <ul style="list-style-type: none"> ○ Barrie Rail Corridor – Works in the vicinity of the Historic Allandale Station ○ Barrie Rail Corridor – Rail Corridor Expansion ○ Network-wide Electrification ○ Lakeshore East Rail Corridor Expansion – Don River to Scarborough GO Station ○ Lakeshore East Rail Corridor Expansion – Guildwood to Pickering ○ Union Station Rail Corridor East Expansion (Upcoming Project) • Clarified that “text pits” is a typo that should read “test pits” on slide 32 of the presentation.
5.0	<p>Discussion Items – Works in the Vicinity of the Historic Allandale Station:</p> <ul style="list-style-type: none"> • <u>Historic Allandale Station (City of Barrie property):</u> <p>An inquiry was made on whether Metrolinx commissioned an earlier report prepared by Archaeological Services Inc. (ASI) related to the Historic Allandale Station (City of Barrie property). Metrolinx confirmed that they did not commission this report, but would make an inquiry. <i>[Post-Meeting Note: It was confirmed by ASI that a private developer commissioned the report.]</i></p> • <u>Barrie Layover Facility Works (Metrolinx property):</u> <p>An inquiry was made on where the West Berm stockpiled material originated from. Metrolinx confirmed that the material originated from the pedestrian tunnel constructed in 2010/11 at the Metrolinx Allandale Waterfront GO Station.</p> <p>Question asked as to why Metrolinx is proposing archaeological monitoring at the West Berm area. Metrolinx explained that archaeological assessment was initiated for due diligence and the offer for archaeological monitoring was proposed given the sensitivity of the area (i.e. previous finds at the nearby Historic Allandale Station [City of Barrie property]). The due diligence archaeological assessment is being completed by ASI.</p> <p>Question was asked as to why ASI was not invited to this meeting. Metrolinx explained that this meeting is intended to be a discussion between Metrolinx and the WTFN; however, ASI is available by phone during the meeting should there be a technical archaeological assessment question for ASI.</p> <p>It was noted by WTFN that the historical information consultants include in Archaeological Assessment (AA) reports is subjective. It was further noted that from a WTFN perspective the historical background section of the draft Stage 2 AA Report for the Barrie Layover Facility and 213 Minets Point Road prepared by ASI contains errors (e.g. reference to Williams Nations rather than Williams Treaties First Nations), is missing key historical information, and portrays an inaccurate representation of the history of the WTFN. It was recommended by WTFN that the historical background section should be relevant and science/fact based, and where applicable registered sites should be referenced. There is concern from WTFN that an inaccurate historical background could lead to consultation with the wrong community, or missing a community altogether, or political positioning. WTFN noted that it is reasonable for Metrolinx to be relying on the expertise of their consultant (ASI); however, the historical knowledge of consultants can be problematic. As it presently stands, the historical background section is taken as an insult to the WTFN. Formal comments will be provided to Metrolinx. It was noted by WTFN that ASI may be</p>

Item No.	Description
	<p>hesitant to make the requested changes, but the WTFN objection to the content of the historical background section and commitment to provide formal comments is noted in these minutes as part of official consultation. Metrolinx committed to asking ASI to revisit the historical background section, and will provide the comments to ASI. WTFN indicated that if the requested edits are not made to the report that documentation of WTFN comments through the consultation record would be appropriate. <i>[Post-Meeting Note: WTFN comments were provided to Metrolinx on August 18, 2016. On August 22, 2016 Metrolinx provided WTFN, c/o Karry Sandy McKenzie, a comment response table from ASI as well as the revised report with edits shown as track changes. In addition, the WTFN comments will be included as part of the consultation record for the project file. Metrolinx then coordinated with ASI to finalize the report for submission to MTCS on August 22, 2016. Once MTCS has concurred with the report a final copy of the report will be provided to Karry Sandy McKenzie.]</i></p> <p>ASI's insurance requirements for upcoming archaeological monitoring were discussed. \$2M million insurance requirement is obtainable, but the requested \$5M is not possible. It was noted that the monitor cannot be a temporary employee of ASI because ASI believes this could be viewed as a conflict of interest; the contract is meant to be between ASI and the community. Other options were discussed such as a release of liability form or extending an existing insurance certificate from Alderville First Nation associated with monitoring completed earlier this year with ASI. Commitment was made to continue to work on this and find a solution for the insurance requirement. <i>[Post-Meeting Note: ASI accepted the reduction to \$2M and Curve Lake First Nation's Monitor has provided an insurance certificate.]</i></p> <ul style="list-style-type: none"> • <u>Barrie Rail Corridor Expansion (Metrolinx property):</u> <p>An inquiry was made and Metrolinx confirmed that the Barrie Rail Corridor Expansion Project Stage 1 AA Report will be circulated to the WTFN. As noted in the presentation, the draft report should be available in September.</p> <p>Question was asked as to whether test pitting would be conducted throughout the entire Barrie Rail Corridor Expansion project area. Metrolinx confirmed that the Stage 1 AA will note where Stage 2 AA test pitting will be required.</p>
6.0	<p>Other Discussion Items</p> <ul style="list-style-type: none"> • It was noted that from a WTFN perspective this meeting marks the initiation of formal consultation between the WTFN and Metrolinx. It was agreed that going forward these meetings will be held quarterly (or more frequently as required) to efficiently receive updates and exchange information and concerns regarding current and upcoming Metrolinx projects. It is important to have all seven WTFN communities together for formal consultation. • Next meeting is planned for September 28, 2016 at the Rama Community Hall. This timing will align with the anticipated Fall public meetings planned for a number of Metrolinx projects. • A CD was provided that included the following final reports for community information: <ul style="list-style-type: none"> ○ Lakeshore East Rail Corridor (Don River to Scarborough GO) - FINAL Stage 1 AA.pdf ○ Lakeshore East Rail Corridor (Guildwood to Pickering) - FINAL Stage 1 AA.pdf <p>...and review (hardcopy also provided) – review feedback requested by July 27, 2016:</p> <ul style="list-style-type: none"> ○ 213 Minets Road Barrie Layover Facility - FINAL DRAFT Stage 2 AA (for review).pdf

Item No.	Description
	<ul style="list-style-type: none"> It was noted that in the future other draft AA reports will be provided to WTFN for review. As schedules allow, Metrolinx intends to provide these reports prior to submission to MTCS. Timelines for returning comments will be requested by Metrolinx. WTFN noted that meeting requested timelines may not be possible and this will be reviewed on a project-by-project basis.

These meeting notes represent the writer's understanding of the major items of discussion and the decisions reached and/or actions required. Any errors, omissions, or concerns regarding the notes captured should be brought to the attention of the undersigned individual within 5 business days of receiving these notes.

Prepared By: Leanna Burgess and Katie Bright, Metrolinx

Email: Leanna.Burgess@metrolinx.com, Katie.Bright@metrolinx.com

Overview of Metrolinx Projects Fall 2016

Williams Treaties Communities

September 29, 2016



WHO IS METROLINX

Metrolinx was created in 2006 by the Province of Ontario as the **first Regional Transportation Agency** for the Greater Toronto and Hamilton Area (GTHA).

PLAN



BUILD



OPERATE



2



A REGION UNDER PRESSURE



- Average total daily commute time = 82 minutes/person.
- Projected to increase to 109 minutes in the next 25 years.



- Results in \$11 billion in travel costs and lost productivity every year.
- By 2031, this number could increase to \$15 billion.



- Over 500,000 tonnes of annual greenhouse gas emissions is due to traffic congestion.



REGIONAL TRANSPORTATION PLAN

- Guides transformation of the GTHA transportation network
- Provides the vision, goals and objectives for our transportation system
- Explains how the transportation system contributes to a high quality of life, thriving environment and prosperous economy for the GTHA



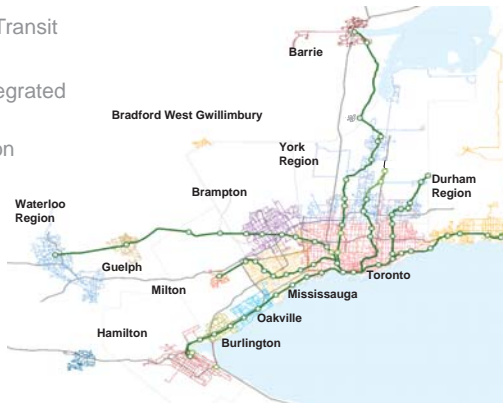
Metrolinx.com/theplan



4

PROGRESS ON THE PLAN

1. Building the Rapid Transit Network
2. Planning for Future Transit Projects
3. Implementing an Integrated Transit Fare System
4. GO Transit Expansion
 - Electrification
 - New Stations



5

INFRASTRUCTURE NEEDS

Metrolinx is undertaking one of the largest infrastructure projects in North America to support better, more reliable service.



New Track

150 kilometres of new dedicated GO track will allow for more uninterrupted service.



New Trains

New electric trains will travel faster for longer and reduce travel times.



New Bridges and Tunnels

Bridges and tunnels that eliminate intersections with rail and road traffic will provide more reliable GO train service.



New Renovations

New and improved stations will make your journey more comfortable, from start to finish.

6



TRANSIT PROJECT ASSESSMENT PROCESS (TPAP)

IMPACT ASSESSMENT FOR TRANSIT PROJECTS

The **Transit Project Assessment Process (TPAP)** is a form of environmental assessment outlined in a regulation (O.Reg. 231/08).

- ✓ Assesses potential positive and negative impacts
- ✓ Identifies measures to mitigate negative impacts

Includes:

- ✓ Consultation (begins prior to TPAP)
- ✓ Environmental Project Report (EPR) for public review

7



8



Transit Project Assessment Process (TPAP)

- Starts with a selected transit project
- Provides a framework for focused consultation and objection processes
- Supports environmental assessment decision-making within six months



9

STUDIES TO SUPPORT IMPACT ASSESSMENT

Factor	Assessing:
Natural Environment	<ul style="list-style-type: none">• Terrestrial habitat and species• Aquatic habitat and species• Species of conservation concern• Sensitive areas and features• Groundwater• Contamination
Socio-Economic Environment	<ul style="list-style-type: none">• Land use• Property• Air quality• Noise• Vibration• Traffic and transportation• Utilities
Cultural Environment	<ul style="list-style-type: none">• Archaeological resources• Built heritage resources• Cultural heritage landscapes



10

PRE-TPAP PLANNING AND CONSULTATION

The Regional Transportation Plan supports the identification of transit projects.

Metrolinx completes planning and consultation prior to:

- Selecting a transit project
- Issuing the TPAP Notice of Commencement



11

PROJECT CONSULTATION

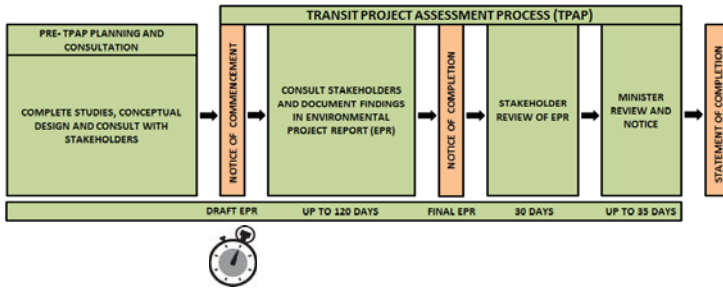
Consultation is framed by three milestones:

- Pre-TPAP
- TPAP Notice of Commencement
- TPAP Notice of Completion



12

TPAP FLOWCHART



13



OUR CONSULTATION APPROACH

- ✓ Communicate using various platforms (e.g. mail, website, Facebook, Twitter)
- ✓ Leverage existing community communication channels (e.g. local newsletters)
- ✓ Provide information and engagement opportunities to support meaningful involvement
- ✓ Consider, acknowledge and respect feedback
- ✓ Clearly indicate how feedback is being addressed

14



OUR CONSULTATION APPROACH

Involve those who are affected by the project, including:

- Impacted & Adjacent Property Owners
- First Nation and Métis Communities
- Regulatory Agencies
- Community Groups
- Municipal Staff
- Elected Officials
- Utility Owners/Operators
- General Public

15



ACTIVE PARTICIPATION

Interested persons and organizations should:

- ✓ Indicate interest to participate (e.g. in response to notice)
- ✓ Confirm the appropriate contact details for correspondence
- ✓ Identify interests and potential concerns
- ✓ Participate in consultation opportunities
- ✓ Provide thoughtful suggestions for change
- ✓ Work with Metrolinx to address concerns

16



ADDRESSING CONSTITUTIONALLY PROTECTED ABORIGINAL OR TREATY RIGHTS

When identifying impacts specific to constitutionally protected Aboriginal or Treaty rights communities are encouraged to:

- **Outline** the source, scope and nature of the rights that may be impacted and the nature of the potential impact
- **Suggest** mitigation measures
- **Respond** to attempts to address concerns and suggestions, and try to reach some mutually satisfactory solution

Note: The term “Aboriginal” is used here in keeping with terminology from the Regulation (O.Reg. 231/08).

17



ENVIRONMENTAL PROJECT REPORT (EPR)

The EPR includes: Project statement of **purpose**

- ✓ **Description** of the project
- ✓ **Map** showing the **project site**
- ✓ Description of the **local environmental conditions**
- ✓ Summary of all **studies completed**
- ✓ Assessment and evaluation of the **impacts of the project**
- ✓ **Mitigation measures** proposed to address negative impacts
- ✓ Proposed **approach to monitoring** mitigation or verifying effectiveness
- ✓ Description of **approvals or permits that may be required**
- ✓ **Consultation record**

EPR available for a 30 day public review period following Notice of Completion

18



MINISTER'S REVIEW FOLLOWING EPR REVIEW PERIOD

As outlined in O.Reg. 231/08, the Minister of the Environment and Climate Change has 35 days to consider whether the project may have a negative impact on:

- A matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or
- A constitutionally protected Aboriginal or treaty right.

The Minister is required to consider any objections received during the 30 day EPR review period.

19



MINISTER'S NOTICE

Within the 35 day period the Minister may issue one of three notices:

1. A notice to **proceed** with the transit project as planned in the EPR;
2. A notice that requires the proponent (Metrolinx) to **take further steps**, which may include further study or consultation; or,
3. A notice allowing the proponent to **proceed** with the transit project **subject to conditions**.

20



Historic Allandale Station – City of Barrie

Human remains were previously found on this City of Barrie property. This has been the focus of some media coverage.

Metrolinx is not involved with this property.



25

Allandale Waterfront GO Station - Metrolinx

Previously Completed Work – Station Construction:

- Previously approved 2005 Class EA including a Stage 1 Archaeological Assessment that indicated the GO Station area was “cleared”
- While GO Station construction was ongoing human remains were found at the nearby Historic Allandale Station. In response, the archaeologist involved with assessing the Historical Allandale Station (City of Barrie) also visited the Allandale Waterfront GO Station (Metrolinx) and issued a letter confirming that there were no concerns with the Metrolinx station area.

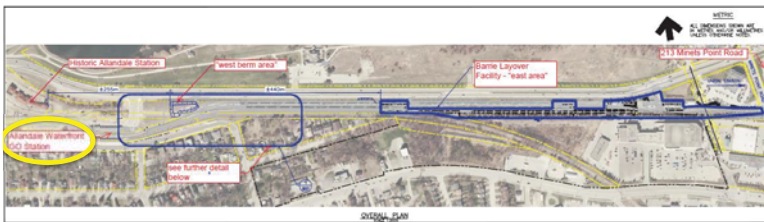


26

Allandale Waterfront GO Station - Metrolinx

Proposed Work – Additional Platform:

- Addition of a second platform on the south side of the corridor at the GO Station as part of the proposed Barrie Rail Corridor Expansion.
- Completion of a Stage 1 Archaeological Assessment as part of the Barrie Rail Corridor Expansion (see later slides).



27

Barrie Layover Facility - Metrolinx

Previously Completed Work – Layover Facility Construction:

- Previously approved 2005 Class EA including a Stage 1 Archaeological Assessment that indicated the area Barrie Layover Facility area was “cleared”

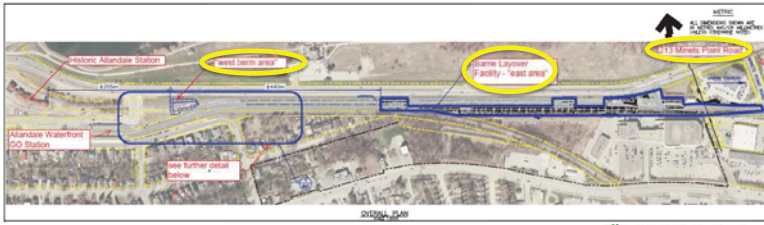


28

Barrie Layover Facility - Metrolinx

Proposed Work – Expansion of the Barrie Layover Facility:

- Works are deemed approved (Group A) under the GO Transit Class EA
- **West Berm Area:** construction staging/laydown area
- **213 Minets Point Road:** alternative construction staging/laydown area
- **East Area:** existing Barrie Layover Facility



29



Barrie Layover Facility – West Berm

- The Barrie Layover Facility Expansion includes **removal and disposal of the west berm stockpiled materials** originating from the Metrolinx Allandale Waterfront GO Station pedestrian tunnel construction.
- Since the stockpiling occurred a traffic signal bungalow was installed within the west berm. **Removal of the traffic signal bungalow and associated infrastructure is also included as part of this project.**



30



Barrie Layover Facility – West Berm

- During May and June 2016 due diligence archaeological assessment was completed including:
 - hand excavation of test pits in three layers: top 1.3-1.5 metres of the stockpile, 1.5 metres below berm surface, and 3 m below berm surface
 - hand excavation around the periphery of the stockpile
 - excavated two trenches to sterile subsoil (3.5 metres)
 - test pits excavated in the proposed new location for the traffic signal bungalow



31



Barrie Layover Facility – West Berm

- **No cultural remains of any significance were recovered during extensive testing of the west berm.**
- On June 24, 2016 a memo was provided to Williams Treaties communities, c/o Karry Sandy McKenzie, for review and comment. The memo was also provided to Huron-Wendat Nation and the Ministry of Tourism, Culture and Sport (MTCS).
- Since there were no archaeological resources found and no significant comments noted, Metrolinx is proceeding with the subsequent field work including removal of the stockpile.



32



Barrie Layover Facility – West Berm

- The traffic signal bungalow and associated infrastructure was removed September 8-10, 2016. This work was observed by a licensed archaeologist (ASI) and a Monitor on behalf of WTFN.
- Three small fragments (approximately 9mm long by 3mm wide) were observed; ASI determined they “belong to the class *Mammalia* but the size of the material precludes any identification to genus or species.” Since nothing else was observed at the West Berm during the monitoring or during the extensive Stage 2 testing, ASI determined that “it is unlikely that these elements are anything other than food refuse or animal remains that were deposited on the surface naturally” and there is nothing of further concern.



33

Barrie Layover Facility – West Berm

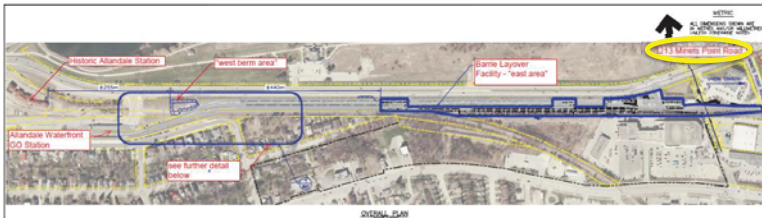
- Removal of the West Berm stockpile is scheduled for Sept 26 - 29, 2016. Archaeological monitoring will be provided by ASI and representatives from WTFN and Huron-Wendat.
- Once removal of the stockpile is complete, a Stage 2 Archaeological Assessment (test pits) will be completed for the soils beneath the stockpile. Test pitting is scheduled to occur on Sept 30, 2016.
- Next steps: Stage 2 report of all West Berm activities for community review, then finalize for submission to MTCS.



34

Barrie Layover Facility – 213 Minets Point Road

- Stage 2 Archaeological Assessment (test pits) was completed on Wednesday June 22.
- **No archaeological resources were found.**



35

Barrie Layover Facility – East Area

- Stage 2 Archaeological Assessment (test pits) was completed on Thursday June 23.
- **No archaeological resources were found.**



36

Barrie Layover Facility – 213 Minets & East Area

- On July 18, 2016 a Stage 2 report for both 213 Minets Point Road and the east area was provided to WTFN communities (c/o Karry Sandy McKenzie) and Huron-Wendat Nation, for community review and comment.
- The Stage 2 report was then finalized and submitted to MTCS. A letter was received from MTCS on August 31, 2016 – MTCS reviewed and concurred with the report findings and recommendations (no further assessment or monitoring required).

What standards are being followed?

The Archaeological Assessments are completed by a licenced archaeologist following the current Standards and Guidelines for Consultant Archaeologists administered by the MTCS.



The guidelines are available online:
http://www.mtc.gov.on.ca/en/publications/SG_2010.pdf

What if archaeological resources are found?

If archaeological resources of confirmed or potential cultural heritage value or interest are encountered further testing (e.g. Stage 3) and/or mitigation (Stage 4) programs will be developed in consultation with MTCS and relevant communities.

What if human remains are found?

If human remains are encountered work will stop immediately.



The MTCS, Registrar of Cemeteries and police/coroner will be notified along with relevant communities and the next steps will be determined.

Next Steps

- Consultation with Williams Treaties First Nations (WTFN) will continue to include all seven communities (Mississauga and Chippewa).
- Consultation sessions will be coordinated through the WTFN Process Coordinator and First Nations.
- Metrolinx will provide information (e.g. field work updates, reports) to the WTFN Process Coordinator for distribution to the First Nations for review and comment.

41



ELECTRIFICATION

42



PROJECT SCOPE

Electrification scope includes:

- **Union Station Rail Corridor**
- **Lakeshore West Corridor**
 - Strachan Avenue to Burlington
- **Kitchener Corridor**
 - UP Express Spur¹ (at Highway 427) to Bramalea
- **Barrie Corridor**
 - Parkdale Junction (off Kitchener Corridor) to Allandale GO Station
- **Stouffville Corridor**
 - Scarborough Junction (off Lakeshore East Corridor) to Lincolnville GO Station
- **Lakeshore East Corridor**
 - Don River to Oshawa GO Station

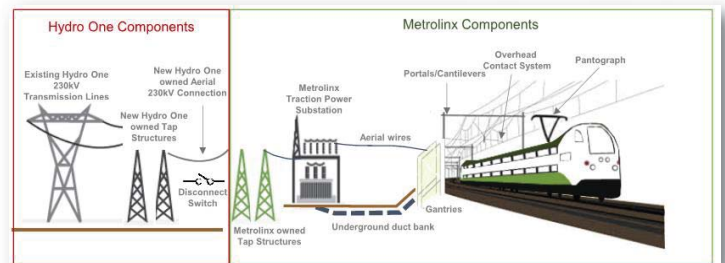


¹ The portion of the Kitchener Corridor from Strachan Ave. to the Pearson airport spur (at Highway 427) was previously assessed and approved as part of the Metrolinx UP Express Electrification EA (June 2014)

43



HOW THE SYSTEM WILL WORK



44



MAJOR WATERCOURSES



ARCHAEOLOGY

Baseline Conditions Report

Scope: research only – *no field work*

- **Background Review:** Review previously completed archaeological assessment reports and studies
- **Gap Analysis:** Identify areas where archaeological assessment work has not previously been completed

Schedule: Complete

ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment (Stage 2)

Schedule: In progress, completion Fall 2016

Findings will be included in the Environmental Project Report.

SCHEDULE

Winter 2016

- Public Meetings – Round 1 (Pre-TPAP)

Fall 2016

- Public Meetings – Round 2 (Pre-TPAP)

Early 2017

- Draft EPR Review
- Notice of Commencement

ELECTRIFICATION EA CONTACTS

Metrolinx is seeking comment on the Electrification program.

Please send your comments to:

James Hartley

Manager, Environmental Programs and Assessments
James.Hartley@metrolinx.com

Dan Beare

Project Coordinator, Environmental Programs and Assessments
Dan.Beare@metrolinx.com

Project Websites:

gotransit.com/electrification
metrolinxengage.com



ELECTRIFICATION

QUESTIONS? COMMENTS?



LAKESHORE EAST RAIL CORRIDOR EXPANSION

DON RIVER TO SCARBOROUGH GO STATION

ADDITIONAL TRACK CAPACITY REQUIRED

To support:

- ✓ increasing service for GO Transit Service Expansion (Lakeshore East and Stouffville)
- ✓ maintaining service reliability



ADDING A FOURTH TRACK

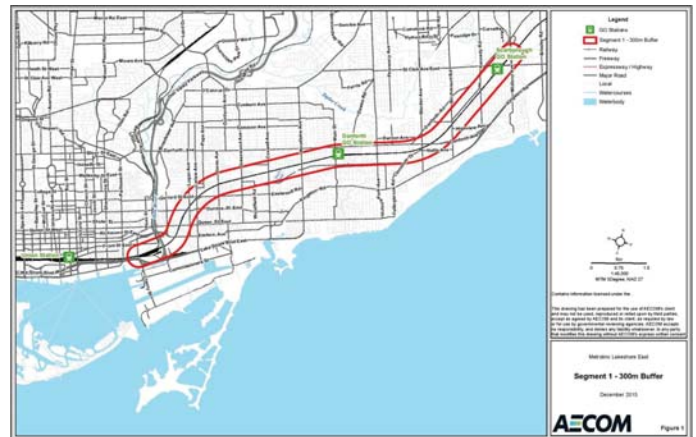
Proposed works between the Don River and Scarborough GO Station include:

- Addition of a 4th track
- Widening of 4 bridges
 - Woodbine Ave., Warden Ave., Danforth Ave., Birchmount Rd.
- 3 culvert extensions
- Retaining walls
- Layout changes at Danforth GO Station

53



STUDY AREA



54



MAJOR WATERCOURSE

Don River



Don Valley Parkway and Don River Bridges (looking south)
Source: Google Maps

55



ARCHAEOLOGY

Stage 1 Archaeological Assessment

- Scope: research and observation only – *no digging*
- Assess study area footprint impacts
 - Recommend any further archaeological assessment

Schedule: Completed, entered into the Ontario Public Register of Archaeological Reports

Findings will be included in the Environmental Project Report.

56



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Fall 2016 / Spring 2017

If available, findings will be included in the Environmental Project Report.

57



SCHEDULE

Fall 2016

- Public Meetings – Round 1 (Pre-TPAP)

Winter 2017

- Notice of Commencement

Winter / Spring
2017

- Public Meetings – Round 2 (TPAP)

Spring /
Summer 2017

- Notice of Completion + EPR Review

58



DON RIVER TO SCARBOROUGH GO STATION

QUESTIONS? COMMENTS?

59



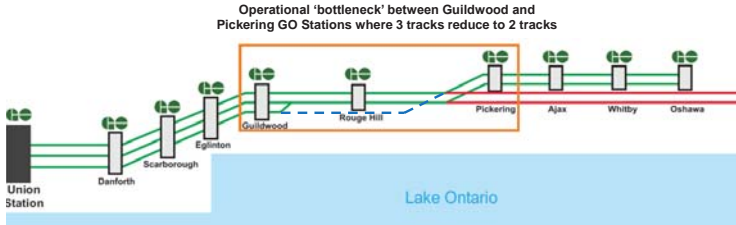
LAKESHORE EAST RAIL CORRIDOR EXPANSION

GUILDWOOD TO PICKERING

60



ADDING A THIRD TRACK



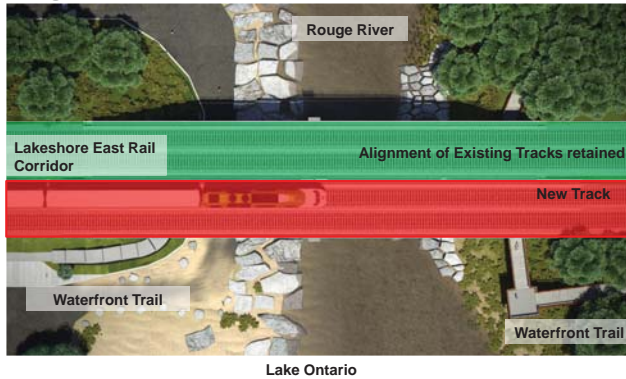
- Addition of a third track from Guildwood to Pickering
- 3 Road/Rail Grade Separations
 - Scarborough Golf Club Road, Galloway Road and Morningside Avenue
- Replacement of the Rouge River Bridge. The new bridge will be wider and sympathetically designed.
- Existing Highland Creek Bridge to be widened. The existing bridge will be retained with some upgrades and structure added to both sides to accommodate the additional track.
- Electrification enabling works
 - Design includes OCS poles

STUDY AREA



MAJOR WATERCOURSE

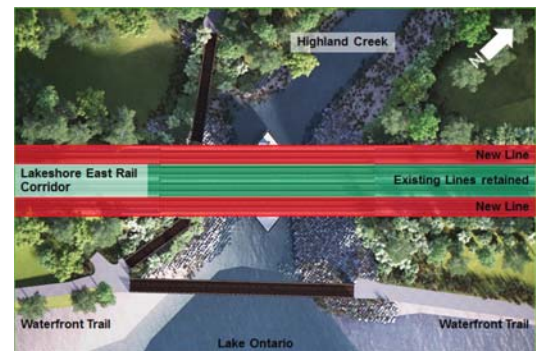
- Rouge River



Lake Ontario

MAJOR WATERCOURSE

- Highland Creek



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assessed study area footprint impacts
- Recommend further archaeological assessment in areas of archaeological potential
- Records of Iroquois settlements located near the mouths of the Humber and Rouge Rivers, two important river routes of the Toronto Carrying Place which linked Lake Ontario to the upper Great Lakes through Lake Simcoe

Schedule: Completed, entered into the Ontario Public Register of Archaeological Reports

Findings will be included in the Environmental Project Report.

65



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from Stage 1 and project footprint impacts.

Schedule: Starting Summer 2016

Findings will be included in the Environmental Project Report.

66



SCHEDULE

March 2015

- Public Meetings – Round 1 (Pre-TPAP)

May 2016

- Public Meetings – Round 2 (Pre-TPAP)

July 2016

- Notice of Commencement

Fall 2016

- Public Meetings – Round 3 (TPAP)
- Notice of Completion + EPR Review

67



GUILDWOOD TO PICKERING

QUESTIONS? COMMENTS?

68



UNION STATION RAIL CORRIDOR EAST EXPANSION

69



PROPOSED WORKS

Track enhancement works east of Union including:

- Work at 4 bridges
– Jarvis, Sherborne, Parliament, Cherry
- Removal of the Cherry Street Interlocking Tower
- Don Yard expansion → Wilson Yard

Note: No major watercourses in study area.



70



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: TBD 2016

Findings will be included in the Environmental Project Report.

71



SCHEDULE

The TPAP schedule is TBD.

A consultant has been retained and the project team is in the early stages of pre-planning TPAP activities.

72



UNION STATION RAIL CORRIDOR EAST EXPANSION

QUESTIONS? COMMENTS?

73



HURONTARIO LRT

74



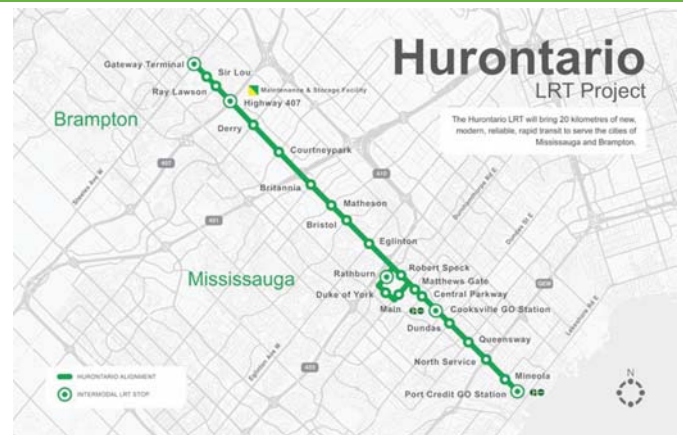
PROJECT SCOPE

- Current design scope (2016) has been reduced from the (2014) TPAP; Brampton prefers to have 3.5 km less transit than originally planned for the north end of the LRV.
- Current project has 22 stops of 20 km of rapid transit in Mississauga from Port Credit GO and ends at the Brampton Gateway Terminal (instead of the Brampton GO Station).
- LRVs to operate in a segregated guideway along Hurontario, up to 5 minute service frequency during peak periods.
- Will serve 4 Mobility Hubs; connections to GO Transit's Milton and Lakeshore West rail lines, Mississauga MiWay, Brampton Züm, and the Mississauga Transitway BRT.
- A Maintenance and Storage Facility (MSF) will be located at Hwy 407.

75



PROJECT MAP



(2016 Project Scope)

76



MAJOR WATERCOURSES

- The study area of the original 2014 TPAP had a 4 watercourses, 1 on-line pond and 6 drainage swales. The area is highly urbanized, residential and commercial, with a high percentage of hard surfaces.
- The watercourses along Hurontario in the 2016 project scope are:



(Port Credit) Mary Fix Creek is a permanent watercourse flowing south, parallel to Hurontario for approximately 300 m before turning west and flowing through the Port Credit GO Station parking lot parallel to the CN Rail Oakville Subdivision line, eventually joining with the Credit River. No fish were observed.



(Rathburn Road) Cooksville Creek is a permanent watercourse flowing south under Highway 403, turning east and paralleling Rathburn Road, and then crossing under Hurontario. No fish were observed, no direct fish use, but downstream there is a highly sensitive fish community.

77



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: if any Stage 1 footprint gaps are identified because of the 2016 scope, Stage 1 will occur in these areas, it is research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Fall 2016

Findings will be included in an Addendum to the Environmental Project Report.

78



ARCHAEOLOGY

Stage 2 Archaeological Assessment

Scope: Further assessment and testing based on recommendations from all Stage 1 and project footprint impacts that pertain to the 2016 project design.

Schedule: Fall 2016

Findings will be included in an Addendum to the Environmental Project Report.

79



SCHEDULE

TPAP Approved
2014

- Initial EA (TPAP) was approved by MOECC in August 2014

EPR Addendum
2017

- Metrolinx is working with Brampton and Mississauga for project specifications likely for AFP procurement in 2017

Design &
Construction
2018

- Detailed design and construction is scheduled to start in 2018

Completion
2022

- Testing and completion anticipated for 2022

80



QUESTIONS? COMMENTS?

PROJECT SCOPE

Addendum to the 2009 Richmond Hill Layover Facility Environmental Study Report (ESR) – GO Transit Class EA:

- ESR identified the need for a new rail station
 - Proposed location: south side of Bloomington Road, in Richmond Hill, immediately west of Highway 404.
- Improvements to original design for Bloomington GO station include:
 - Two access points to the site
 - Reconfiguration of the site layout to minimize previously identified disturbances to adjacent wetlands
 - A parking garage and surface parking for a combined total of approximately 1250 spaces including protecting for 200 spaces associated with a Ministry of Transportation car pool lot

STUDY AREA



MAJOR WATERCOURSES

- Located within the “Bruce Creek” Fisheries Management Zone of the Rouge River Watershed
- Tributaries of the Bruce Creek flow southeasterly from the wetlands on the west part of the site (part of the Bloomington Wetlands)

85



ARCHAEOLOGY

Stage 1-2 Archaeological Assessment

Scope:

Stage 1 - research and observation

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Stage 2 - Further assessment and testing based on Stage 1

Schedule: Completed, entered into the Ontario Public Register of Archaeological Reports

Summary of Findings:

- No archaeological resources with cultural heritage value were recovered
- The study area does not require further archaeological assessment

86



SCHEDULE

Fall 2016

- Notice of ESR Addendum
- 30-day review period

87



BLOOMINGTON GO STATION

QUESTIONS? COMMENTS?

88



BURLOAK GRADE SEPARATION

89



Project Scope

Grade separation of the Lakeshore West rail corridor at Burloak Drive to enhance safety, on time performance and operational flexibility/reliability in support of expanded rail service

Project Scope includes:

- Feasibility Study
- Preliminary Design
- EA (TPAP as prescribed in O.Reg. 231/08)

90



STUDY AREA



91



ARCHAEOLOGY

Stage 1 Archaeological Assessment

Scope: research and observation only – *no digging*

- Assess study area footprint impacts
- Recommend any further archaeological assessment

Schedule: Spring 2017

Findings will be included in the Environmental Project Report.

92



SCHEDULE

Fall 2016

- Feasibility Study Completion

Early Winter
2017

- EA Public Meetings – Round 1 (Pre-TPAP)

Summer 2017

- EA Notice of Commencement

Summer 2017

- EA Public Meetings – Round 2 (TPAP)

Fall 2017

- EA Notice of Completion + EPR Review

93



BURLOAK GRADE SEPARATION

QUESTIONS? COMMENTS?

94



UPCOMING PROJECTS

95



UPCOMING PROJECTS

Stouffville Rail Corridor Grade Separations

- Potential road/rail grade separations under review
- Subject to municipal discussions

96



UPCOMING PROJECTS

QUESTIONS? COMMENTS?



WILLIAMS TREATIES FIRST NATIONS MEETING REGARDING METROLINX PROJECTS

MEETING DATE:	September 29, 2016		
TIME:	10:00am – 1:00pm		
LOCATION:	Rama First Nation Seniors Center (Getsidjig Endaawaad) – York Place, Orillia, ON		
PRESENT:	Karry Sandy McKenzie	Williams Treaties First Nations	k.a.sandy.mckenzie@rogers.com
	Tom Cowie	Hiawatha First Nations	tcowie@hiawathafn.ca
	Skye Anderson	Alderville First Nations	sanderson@alderville.ca
	Shawna McKenzie	Rama First Nation	shawnam@ramafirstnation.ca
	Dana Monague	Beausoleil First Nations	danamonague@chimnissing.ca
	Susan Copegog	Beausoleil First Nations	lcl@chimnissing.ca
	Julie Kapyrka	Archaeological Monitor on behalf of Williams Treaties First Nations	river1@nexicom.net
	Katie Bright	Metrolinx	katie.bright@metrolinx.com
	Luis Orantes	Metrolinx	luis.orantes@metrolinx.com
	Mia Donaldson	Metrolinx	mia.donaldson@metrolinx.com
DISTRIBUTION:	All present		

NOTES:

Item No.	Description
1.0	<p>Introduction</p> <ul style="list-style-type: none"> • Roundtable introductions were completed. • Metrolinx thanked Rama First Nation for hosting the meeting. • Overview of presentation. • Purpose of the meeting. • Hardcopies of the meeting presentation and agenda were provided to attendees. <i>[Post-Meeting Note: A PDF copy of the presentation was emailed to Karry Sandy McKenzie on September 30, 2016 for distribution to community representatives]</i> • Sign-in sheet was distributed.
2.0	<p>Introduction to Metrolinx <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • Metrolinx provided an overview of its organization and planned transit expansion projects. <ul style="list-style-type: none"> ○ Familiarity with Metrolinx was established. ○ Overview of GO, Union Pearson (UP) Express, and Presto divisions. ○ Overview of current challenges and potential solutions. ○ Overview of regional transportation plan.
3.0	<p>Transit Project Assessment Process <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • Metrolinx provided an overview of the Transit Project Assessment Process (TPAP) including

Item No.	Description
	<p>pre-TPAP planning and consultation, TPAP consultation milestones, documentation and associated review. Metrolinx gave examples of the studies involved.</p> <ul style="list-style-type: none"> • TPAP flowchart (identified consultation periods and opportunities to comment) and overview of documents involved and Minister’s decision. • Consultation approach – specified how feedback is used. • Overview of how constitutionally protected Aboriginal and treaty rights are addressed.
<p>4.0</p>	<p>Current Metrolinx Projects/EAs <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • Metrolinx provided an overview of the following projects: <ul style="list-style-type: none"> ○ Barrie Rail Corridor <ul style="list-style-type: none"> ○ Works in the vicinity of the Historic Allandale Station <ul style="list-style-type: none"> ▪ Historic Allandale Station (City of Barrie) ▪ Allandale Waterfront GO Station ▪ Barrie Layover Facility <ul style="list-style-type: none"> • West Berm Stockpile • West Berm Subsurface • 213 Minets Point Road • East Area ○ Rail Corridor Expansion ○ Electrification ○ Lakeshore East Rail Corridor Expansion <ul style="list-style-type: none"> ○ Don River to Scarborough GO Station ○ Guildwood to Pickering ○ Union Station Rail Corridor East Enhancements ○ Hurontario LRT ○ Bloomington GO Station ○ Burloak Grade Separation
<p>5.0</p>	<p>Future Metrolinx Projects/Planned EAs</p> <ul style="list-style-type: none"> • Metrolinx provided an overview of the following projects: <ul style="list-style-type: none"> ○ Stouffville Corridor Grade Separations
<p>6.0</p>	<p>Discussion Items:</p> <p>Current Metrolinx Projects/EAs</p> <ul style="list-style-type: none"> • Barrie Rail Corridor <ul style="list-style-type: none"> ○ Works in the vicinity of the Historic Allandale Station <ul style="list-style-type: none"> ▪ Historic Allandale Station (City of Barrie) ▪ Allandale Waterfront GO Station ▪ Barrie Layover Facility <ul style="list-style-type: none"> • West Berm Stockpile • West Berm Subsurface • 213 Minets Point Road

Item No.	Description
	<ul style="list-style-type: none"> <li data-bbox="586 275 756 300">• East Area <p data-bbox="250 323 1479 443">The current status of due diligence archaeological assessment in the vicinity of the Historic Allandale Station was discussed. That work is pending some additional locates and the start date is to be determined. Metrolinx will continue to keep WTFN (c/o Karry and Julie) up-to-date and will provide advance notice of field work recommencing to support arranging for a Monitor (Julie) on behalf of WTFN.</p> <p data-bbox="250 474 1458 594">It was clarified that human remains have not been found on Metrolinx owned properties and that such finds have been limited to the City of Barrie owned historical Allandale station. <i>[Post-Meeting Note: For additional background information please refer to the detailed summary letter Metrolinx sent to WTFN Chiefs on June 10, 2016].</i></p> <p data-bbox="250 625 1487 779">An inquiry was made regarding where the Allandale Waterfront GO Station is located, and whether or not it has been constructed. Metrolinx indicated the station on a map (circled in yellow on slides 26-27 of the presentation), and noted that the station is already existing; however, that Metrolinx is proposing additional work (subject to environmental assessment following the TPAP) in the area and that will be subject to archaeological assessment.</p> <p data-bbox="250 810 1458 1020">Metrolinx provided an overview of the due diligence Stage 2 Archaeological Assessment previously completed by ASI for the West Berm, confirmed that no remains were found, and that a memo was provided to WTFN, Huron-Wendat Nation and the Ministry of Tourism, Culture, and Sport (MTCS). Metrolinx noted that after the due diligence Stage 2 Archaeological Assessment occurred, further field work was planned including the relocation of the stockpile and bungalow infrastructure. When the relocation occurred, ASI and the WTFN archaeological monitor were present along with a monitor from Huron-Wendat Nation.</p> <p data-bbox="250 1052 1487 1419">Recently at the West Berm site three small fragments were observed and were analyzed by ASI. ASI determined that they “belong to the class Mammalia but the size of the material precludes any identification to genus or species.” Since nothing else was observed at the West Berm during the monitoring or during the extensive Stage 2 archaeological testing (which included screening of soil), ASI has determined that “it is unlikely that these elements are anything other than food refuse or animal remains that were deposited on the surface naturally” and there is nothing of further concern. WTFN suggested that the phrase, “nothing of concern determined at this stage” be utilized in reporting rather than ASI’s summary that suggests the bones found were food refuse of deposited remains. Metrolinx acknowledged this, and noted that they would follow up with ASI. Metrolinx thanked the WTFN and Julie, the WTFN archaeological monitor, for their ongoing participation and indicated that Katie Bright is available to address any associated comments or questions. In addition, consideration will be given to lessons learned to help inform future monitoring arrangements.</p> <p data-bbox="250 1451 1487 1604">WTFN provided comments regarding the historical and background information contained in the upfront information of the 213 Minets Point Rd/East Barrie Layover and revisions were made in response to that feedback. Metrolinx confirmed that the above-mentioned archaeological assessment report will contain the same upfront information as the 213 Minets Point Rd/East Barrie Layover. As a result this will help to reduce review effort when the West Berm Stage 2 Archaeological Assessment Report is ready for review.</p> <ul style="list-style-type: none"> <li data-bbox="302 1635 513 1661">• Electrification <p data-bbox="250 1692 1438 1759">An inquiry was made regarding which firm will be conducting the archaeological work for this project. Metrolinx confirmed that ASI will be conducting the work.</p> <p data-bbox="250 1791 1487 1911">A question was asked regarding whether or not the WTFN would be able to obtain and review the Stage 1 Archaeological Assessment report, even if it does not progress to Stage 2. Metrolinx confirmed that the Stage 1 Archaeological Assessment report would be provided to WTFN, and that it would also be included in the Environmental Project Report (EPR) for review. <i>Action: Metrolinx to provide the Stage 1</i></p>

Item No.	Description
	<p><i>Archaeological Assessment report for review upon completion.</i></p> <ul style="list-style-type: none"> • Lakeshore East Rail Corridor Expansion <ul style="list-style-type: none"> ○ Guildwood to Pickering <p>A question was asked regarding whether or not there will be First Nations archaeological monitors present for the Stage 2 Archaeological Assessment. Metrolinx confirmed that, in keeping with MTCS standards and guidelines, it is not currently anticipated that First Nations archaeological monitors will be present.</p> <p>The WTFN expressed concerns regarding the existence of settlement records and significant travelling routes in the Rouge River area. Metrolinx acknowledged the potential for archaeological resources associated with past use and explained that the Stage 2 Archaeological Assessment Report being prepared by the Toronto and Region Conservation Authority (TRCA) that covers assessment in the Rouge River area would be provided to WTFN. <i>Action: Metrolinx to provide the Stage 2 Archaeological Assessment Reports for review upon completion.</i></p> <p>An inquiry was made, regarding the status of the Rouge River Bridge land transfer from the TRCA to Parks Canada. Metrolinx explained that the transfer has not been complete, and that the land is still currently managed by the TRCA. However, Metrolinx indicated that Parks Canada has been consulted about this project and will continue to be engaged.</p> <p>An inquiry was made regarding whether Metrolinx considers public meetings as opportunities for consultation/engagement with Indigenous communities. Metrolinx explained that notification of public meetings (e.g. upcoming Fall public meetings) will be shared with Indigenous communities and community members are welcomed to participate; however, more focused meetings and discussions/correspondence, such as the meeting today, are the focus of consulting with Indigenous communities. Consultation is responsive to communities and the approach can vary based on feedback received and a community's desired approach to being engaged.</p> <ul style="list-style-type: none"> • Union Station Rail Corridor East Enhancements <p>An inquiry was made regarding the potential for archaeological resources in this area. Metrolinx stated that the area is within an urban area with longstanding rail use and that an archaeological assessment will be conducted to determine potential.</p> <ul style="list-style-type: none"> • Hurontario LRT <p>An inquiry was made regarding the distance of the work from Mary Fix Creek. Metrolinx stated that the Mary Fix Creek flows through the Port Credit GO Station parking lot. Metrolinx noted that impacts to watercourses will be minimal; however, they are working closely with the Credit Valley Conservation Authority and the Toronto and Region Conservation Authority to capture runoff and treat it before it is released into the natural environment.</p> <p>With regards to the addendum process, a statement was made regarding the change in quality of environmental assessments in the past, as compared to today. Metrolinx clarified that the original environmental assessment for this project is quite current as it was completed in 2014.</p> <ul style="list-style-type: none"> • Bloomington GO Station <p>The reconfiguration of the site layout will minimize previously identified disturbances to adjacent wetlands. An inquiry was made regarding the identification of any significant wetlands in the area. <i>Action:</i></p>

Item No.	Description
	<p><i>Metrolinx to confirm if any significant wetlands were flagged in design. [Post-Meeting Note: The Bloomington GO Station site includes portions of the White Rose - Preston Lake Wetland Complex. The wetland is designated as Provincially Significant and is also considered to be an Environmentally Significant Area by the Toronto and Region Conservation Authority.]</i></p> <p>Future Metrolinx Projects/Planned EAs</p> <ul style="list-style-type: none"> ○ Stouffville Corridor Grade Separations <p>A question was asked regarding what a grade separation entails. Metrolinx explained that a road/rail grade separation is a bridge that allows road traffic to pass over or under train traffic, eliminating the level crossing. Metrolinx provided several examples.</p> <p>An inquiry was made regarding how far the Stouffville GO rail line extends. Metrolinx confirmed that the line extends to Lincolnville, but that the potential grade separations are confined to the Stouffville and Toronto areas.</p>
8.0	<p>Other Discussion Items</p> <p>An inquiry was made regarding whether or not discounts would be introduced for First Nations members traveling on GO Transit, noting that other transportation services (e.g. VIA) provide a discount. Metrolinx indicated that such fare structures and specialty concessions are not under current review. WTFN (Karry) may send Metrolinx an official request for a discount.</p> <p>WTFN also expressed interest in how Metrolinx procurement supports opportunities for Indigenous communities. WTFN (Karry) may send Metrolinx an official request for information regarding procurement.</p> <p>An inquiry was made regarding which projects are currently under construction. Metrolinx provided examples such as the Eglinton Crosstown LRT, Mississauga Transitway (Bus Rapid Transit), and station improvements.</p> <p>A question was asked regarding where to find more information on the tendering process. <i>[Post-Meeting Note: information regarding the Metrolinx tendering process can be found at: http://www.metrolinx.merx.com/ and http://www.metrolinx.com/tenders/en/tenders.aspx]</i></p> <p>Next Steps</p> <p>The next meeting is scheduled for 10am-1pm Thursday December 15, 2016. The meeting is anticipated to be held at the Rama First Nation Seniors Center (Getsidjig Endaawaad).</p>

These meeting notes represent the writer's understanding of the major items of discussion and the decisions reached and/or actions required. Any errors, omissions, or concerns regarding the notes captured should be brought to the attention of the undersigned individual within 5 business days of receiving these notes.

Prepared By: Mia Donaldson

Email: Mia.Donaldson@metrolinx.com