Oshawa to Bowmanville Rail Service Extension: Environmental Project Report Addendum

# Appendix B4 Public Correspondence Records

# From: Durham Region <DurhamRegion@metrolinx.com> Sent: September-16-21 2:09 PM

#### To:

**Cc:** minister.mto@ontario.ca; Jennifer french <JFrench-QP@ndp.on.ca>; cindy.batista@ontario.ca <cindy.batista@ontario.ca>; Lindsay Prihoda <Lindsay.Prihoda@metrolinx.com>

Subject: RE: GO train to Bowmanville, new Option 2!

# Good afternoon

Thank you for your response.

Throughout 2019, Metrolinx went through an extensive engagement process to source feedback from the community on the four (4) proposed alignment options being considered in the <u>Initial Business Case</u>. The business case analyzed four cases to better understand policy alignment, project benefits, costs and impacts of the investment and constructability. Based on this analysis and input from the community, it was recommended that the alignment north of the 401 was preferred. In February 2020, the new alignment (Option 2 under the Initial Business Case) was approved by Metrolinx's Board of Directors. Based on the project refinements and revisions to the design approach since the completion of the 2011 EPR, Metrolinx has engaged a Consultant to complete an EPR Addendum. This EPR will assess the effects of the new alignment and overall design.

The TPAP process as identified under the Environmental Assessment Act, provides various opportunities to provide comments on the environmental technical reports and preliminary design through open houses and the 30 day EPR Addendum review period. Any additional comments or concerns that you may have can be submitted formally, which will be addressed prior to finalizing the EPR Addendum, and submitted for Minister's review.

We appreciate your interest in the project and look forward to hearing from the community as the project progresses.

Regards,

JS

# JOCELYN STENNER

Community Engagement Specialist Durham Region Metrolinx

If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter <u>here</u>.

From:

**Sent:** September 11, 2021 11:18 AM

To: Durham Region <<u>DurhamRegion@metrolinx.com</u>>

**Cc:** <u>minister.mto@ontario.ca</u>; Jennifer french <<u>JFrench-QP@ndp.on.ca</u>>; <u>cindy.batista@ontario.ca</u>

<<u>cindy.batista@ontario.ca</u>>; Lindsay Prihoda <<u>Lindsay.Prihoda@metrolinx.com</u>>

Subject: RE: GO train to Bowmanville, new Option 2!

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Joycelyn Stenner, Mretrolinx:

Based upon your below response I estimate that an amended Environmental Study Report might be filed by January, 2023. These delays are most concerning for our community.

Filing an amended ESR seems redundant give how Mretrolinx has already selected the new Option 2 and with no public consultations.

Your new environmental assement process is backwards in my opinion. The environmental assessment process is supposed to be used to select the preferred option.

Selecting the preferred option first and undertaking the EA and public consultations later is not serving the citizens of Ontario.

An EA is not just about assessing the flora and fauna.

Kindly,

From: Durham Region

Sent: September 10, 2021 9:48 PM

To:

**Cc:** <u>minister.mto@ontario.ca</u>; <u>Jennifer french</u>; <u>cindy.batista@ontario.ca</u>; <u>Lindsay Prihoda</u>

Subject: RE: GO train to Bowmanville, new Option 2!

Hello

Thank you for your inquiry on the Bowmanville Expansion Project.

Metrolinx is conducting preliminary planning activities for an Addendum to the 2011 Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Environmental Project Report, which will be completed in accordance with Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings.

Preliminary planning activities of the Addendum includes the following items:

- Gather Information (i.e. data collection to support technical reporting)
- Prepare technical studies to assess the potential impact of project changes Current stage of the project
- Consult with public, stakeholders, and Indigenous Nations, which includes hosting a public information center (PIC) at various locations within the project study area
- Prepare the draft Environmental Project Report (EPR) Addendum, which includes
  - Description and reasons for changes
  - Assessment and evaluation of impacts
  - Proposed measures to mitigate impacts

As noted above, Metrolinx is diligently working on completing fieldwork and drafting technical studies to assess the potential impact of project changes. This work is not anticipated to be completed until summer 2022. Once the draft technical studies are complete Metrolinx will hold a public open house to share the findings, in which the public will have an opportunity to provide feedback.

Once this process is complete and stakeholder feedback has been incorporated, the draft Environmental Project Report (EPR) Addendum will be complete. A Notice of EPR Addendum will be issued which provides the public and stakeholders a 30 day review period. We anticipate that the PIC will be held in the summer of 2022 and the public EPR review period be in fall of 2022. More information on the TPAP process can be found <u>here</u>.

For additional questions, please feel free to contact us at <u>DurhamRegion@metrolinx.com</u>. Sign up

for our Durham Region e-newsletter by clicking here.

Kind regards,

JS

# JOCELYN STENNER

Community Engagement Specialist Durham Region

Metrolinx

If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter <u>here</u>.

#### From:

**Sent:** September 9, 2021 12:23 PM

To: Lindsay Prihoda <<u>Lindsay.Prihoda@metrolinx.com</u>>

**Cc:** <u>minister.mto@ontario.ca</u>; Durham Region <<u>DurhamRegion@metrolinx.com</u>>; Jennifer french <<u>JFrench-QP@ndp.on.ca</u>>; <u>cindy.batista@ontario.ca</u> <<u>cindy.batista@ontario.ca</u>>

**Subject:** GO train to Bowmanville, new Option 2!

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Sept. 9, 2021

Lindsay Prihoda, Interim Manager of Environmental Programs and Assessment, Metrolinx:

Please provide me with an electronic copy of the amended EA Study Report for the above noted Project.

In early 2020, Metrolinx committed to complete and file an amended EA Study Report for the newly selected Option 2 to extend the GO train to Bowmanville.

As the proponent, Metrolinx has a Legal obligation to follow the Ontario Environmental Assessment Act for its proposed transportation projects in our Province.

Thank you in advance for submitting this amended EA Document to me.

Respectfully,

Cc: Honourable Caroline Mulroney, Ontario Minister of Transportation

Cc: Jennifer French, MPP, Oshawa, Official Opposition Critic for Transportation, Highways and Infrastructure

Cc: Cindy Batista, Environmental Approvals for transportation projects, MOECP

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#### From:

Sent: March 13, 2022 3:19 PM

To: Durham Region <<u>DurhamRegion@metrolinx.com</u>>

**Cc:** Jennifer French <a href="mailto:signal-complexity-line-c

Subject: Amended EA for central Oshawa/Bowmanville GO train-Option 2!

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March 13, 2022

Metrolinx, Durham Division:

It is my understanding that Metrolinx will commence an amended EA for the newly selected Option 2 in association with the above Project and by this Summer, 2022.

Please explain to me what you expect this amended EA to accomplish, beyond a preliminary design, given how Metrolinx has already selected the preferred Option 2 alignment with a Business Case

Analysis, back in 2020. I sure hope that this amended EA is not smoke and mirrors to justify a prior decision.

I look forward to receiving your detailed email response. Most Kindly,



Cc: Jennifer French, MPP, Oshawa, Official Opposition Critic for Transportation, Highways and Infrastructure

Cc: Jennifer O'Meara, Clarington This Week



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#### From:

Sent: October 17, 2022 12:03 PM

To: Durham Region <DurhamRegion@metrolinx.com>

Cc: Cindy Batista <cindy.batista@ontario.ca>; CEO Correspondence

<CEOCorrespondence@metrolinx.com>; MTO <minister.mto@ontario.ca>; Jennifer French

<jfrench@ndp.on.ca>

Subject: central Oshawa/Bowmanville GO train!

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#### Oct. 17, 2022

JUSTIN KLIMKAIT Community Engagement & Issues Specialist (Durham), Metrolinx:

Please explain to me how the Metrolinx Board could approve the new Option 2 alignment in Oshawa in 2020 without first completing the mandatory EA Addendum. What am I missing in your Class EA process?

In my opinion this conveys the optics that Metrolinx views the Ontario Environmental Assessment Act as a hindrance to project development.

I look forward to your prompt email response.

Cc: Cindy Batista, Transportation Projects, Environmental Approvals Branch, MOECP

Cc : Phil Verster, President/CEO, Metrolinx

Cc: Honourable Caroline Mulroney, Ontario Transportation Minister

Cc : Jennifer French, MPP, Oshawa, Official Opposition Critic for Transportation, Highways and Infrastructure

| From:        | Durham Region                            |
|--------------|--|
| То:          |  |
| Subject:     | RE: central Oshawa/Bowmanville GO train! |
| Date:        | Wednesday, November 16, 2022 1:48:00 PM  |
| Attachments: | image001.png                             |

Good Afternoon

Thank you for your email.

I have completed following up internally to inquire further into this and I am able to provide an update to what has been provided previously to you on the currently ongoing procurement process. The first step of the procurement process (shortlisting) has now been completed. Again, timelines will be able to be determined through this ongoing process. Please continue to look for further updates on the webpage or within the e-newsletter.

If you have any further questions, as always please feel free to reach out.

Thanks and best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement & Issues Specialist (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

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From:

**Sent:** November 15, 2022 10:12 AM

?

To: Durham Region < DurhamRegion@metrolinx.com>

Cc: MTO <minister.mto@ontario.ca>

Subject: central Oshawa/Bowmanville GO train!

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Nov. 15, 2022 JUSTIN KLIMKAIT, Community Engagement & Issues Specialist (Durham), Metrolinx:

My local media contact informs me that Metrolinx has signed a contract regarding the above noted Project.

What does this contract entail and what entity has been retained?

Furthermore why was this contract announcement not included in your latest Newsletter of Nov. 14, 2022. Many people in Durham Region have the impression that Metrolinx is purposely holding back information from us and for unknown reasons.

I look forward to receiving your prompt email response. Kindly,

Cc: Honourable Caroline Mulroney, Ontario Minister of Transportation

#### From:

**Sent:** January 6, 2023 11:56 AM

To: Durham Region <<u>DurhamRegion@metrolinx.com</u>>

**Cc:** CEO Correspondence <<u>CEOCorrespondence@metrolinx.com</u>>; Jennifer French <<u>ifrench-</u>

co@ndp.on.ca>; 'Surmaco, Kinga' <kinga.surmaco@pc.ola.org>; Tim Kelly

<<u>timkelly@durhamregion.com</u>>; <u>complaints@peo.on.ca</u>; Toronto Star Circulation

<<u>circmail@thestar.ca</u>>; <u>ron.howieson@stantec.com</u>

Subject: RE: central Oshawa/Bowmanville GO train-EA Addendum! CRM:0146002

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Justin Klimkait, Community Engagement & Issues Specialist(Durham), Metrolinx:

In my respectful opinion the EA Addendum must include a preliminary plan/profile drawing for the selected Option 2 as to date Metrolinx has not confirmed the engineering feasibility of this new alignment in Oshawa.

Stantec clearly understands the definition of a preliminary plan/profile drawing and the need to provide same in any environmental assessment report in Ontario.

Again, Metrolinx has not produced public documents confirming the engineering feasibility of your new Option 2 for the above noted Project. It is professional misconduct by Stantec if they fail to produce a preliminary plan/profile drawing at the upcoming PIC for the EA Addendum. Just my opinion!



Cc: Phil Verster, President/CEO, Metrolinx

Cc :Jennifer French, MPP, Oshawa, Official Opposition Critic for Transportation, Highways and Infrastructure

Cc: Honourable Kinga Surmaco, MPP, Ontario Minister of Infrastructure Cc: Professional Engineers, Ontario, Complaints Department Cc: Tim Kelly, Clarington This Week Cc: Stantec, Toronto

From: Durham Region <<u>DurhamRegion@metrolinx.com</u>>

Sent: January 6, 2023 11:17 AM

To:

**Subject:** RE: central Oshawa/Bowmanville GO train-EA Addendum! CRM:0146002

Good Morning

Thank you for the email.

As an update, I have taken this question back to the Project Team to confirm the level of design that will be included in the EPR Addendum and will let you know when I have further information to share.

Thanks and best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement & Issues Specialist (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

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From:

Sent: January 3, 2023 6:12 PM

To: Durham Region <<u>DurhamRegion@metrolinx.com</u>>

Subject: RE: central Oshawa/Bowmanville GO train-EA Addendum! CRM:0146002

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#### Justin:

I assume that the EA Addendum will include a preliminary design for the Option 2 alignment with a proper plan/profile drawing clearly showing how the GO train will pass over Hwy. 401 in Oshawa. Please confirm.



#### From:

**Sent:** January 3, 2023 6:00 PM

To: durhamregion@metrolinx.com

Subject: FW: central Oshawa/Bowmanville GO train-EA Addendum! CRM:0146002

#### Justin:

Thanks so much for your detailed response.

Best,

From: Durham Region <<u>DurhamRegion@metrolinx.com</u>>

Sent: January 3, 2023 4:26 PM

#### To:

Subject: RE: central Oshawa/Bowmanville GO train-EA Addendum! CRM:0146002

Good Afternoon

In response to your recent submitted inquiries, I have provided information below to help answer your questions. First, regarding the bump up request, the TPAP process does not have this option however, during the 30 day public review period, the public and all other interested persons (Stakeholders & Indigenous Nations and communities) have the opportunity to review, comment and/or object to the project. These can be sent to the Ministry of Environment, Conservation and Parks (MECP). Information on this process will be provided on the Notice of EPR Addendum once it has been issued.

Any comments and/ or objections must be submitted during the 30 day review period and illustrate that the project will have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or on a constitutionally protected Aboriginal or treaty right.

A breakdown of some matters that may be relevant in determining "provincial importance" as well as more information on the overall TPAP Process and objection process can be found <u>here</u>.

Secondly, regarding the PIC and the Virtual Open House date, we are currently ironing out the final details for the event and we will be sure to communicate this directly to you as soon as we can.

Thanks and regards

JUSTIN KLIMKAIT (he/him) Community Engagement & Issues Specialist (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

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------ Original Message ------

From:

**Received:** Thu Dec 29 2022 11:54:07 GMT-0500 (Eastern Standard Time) **To:** Durham <<u>durhamregion@metrolinx.com</u>>; **Cc:** CEO Staff <<u>ceocorrespondence@metrolinx.com</u>>; <u>timkelly@durhamregion.com</u>; <u>Todd.McCarthy@pc.ola.org</u>; <u>minister.mto@ontario.ca</u>; **Subject:** central Oshawa/Bowmanville GO train-EA Addendum!

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Dec. 29, 2022

JUSTIN KLIMKAIT, Community Engagement & Issues Specialist (Durham), Metrolinx: If the public is not satisfied with the EA Addendum is there an opportunity under the TPAP process for a bump-up request for a full, individual EA for the newly selected Option 2 alignment? I recall your Office stating that the PIC for the EA Addendum will take place in early 2023. Surely by now you have the date/time and yenue location for this PIC.

I look forward to receiving your prompt email response. It is time for Metrolinx to be more transparent

with the public on this Project.

Kindly,



Cc: Honourable Caroline Mulroney, Ontario Minister of Transportation

Cc: Todd McCarthy, MPP, Durham

Cc: Tim Kelly, Clarington This Week

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#### From:

Sent: January 25, 2023 4:18 PM

To: Durham Region <DurhamRegion@metrolinx.com>

**Cc:** MTO <minister.mto@ontario.ca>; CEO Correspondence <CEOCorrespondence@metrolinx.com>; Ontario Ombudsman <info@ombudsman.on.ca>; Auditor General, Ontario <reception@auditor.on.ca>; 'Lorraine Huinink' <Lorraine.Huinink@durham.ca>

Subject: Concerns with proposed central Oshawa/Bowmanville GO train and request for information!

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Jan. 25, 2023

Metrolinx, Durham Division:

Please mail a half size drawing of the preliminary design for your newly selected Option 2 alignment to my below address. I don't have CAD software to view such drawings. I know that such drawings exist as Metrolinx gets ready for the upcoming PIC.

I look forward to your anticipated cooperation. Please confirm when I will receive this information.

Kindly,

Cc: Honourable Caroline Mulroney, Ontario Minister of Transportation

Cc: Phil Verster, President, Metrolinx

Cc: Ontario Ombudsman Office(please convince Metrolinx to comply with my above request)

Cc: Auditor General, Ontario

CC: Lorraine Huinink, MCIP, Durham Region

 From:

 Sent: January 25, 2023 1:04 PM

 To: 'Lorraine Huinink' <<u>Lorraine.Huinink@durham.ca</u>>

 Cc: chair@durham.ca; mayor@clarington.net; mayor@oshawa.ca

 Subject: Concerns with proposed central Oshawa/Bowmanville GO train!

**Lorraine Huinink, MCIP,RPP,** Director, Rapid Transit & Transit Oriented Development Planning & Economic Development Department The Regional Municipality of Durham:

According to my research Metrolinx prepared a preliminary design for the Bowmanville GO train in association with their original Environmental Assessment. Please insist that Metrolinx produce a preliminary design for the EA Addendum for the newly selected Option 2 alignment in Oshawa.

The issue is that Metrolinx claims that they have completed the Business Case Analysis for the Preliminary design of their new selected Option 2 alignment in Oshawa, but they have failed to produce a preliminary plan/profile drawing to confirm the engineering feasibility of this Option. Despite numerous requests Metrolinx refuses to provide me with this information. Using topographic mapping available from Durham's website and with my knowledge of the area I undertook a preliminary analysis of the new rail track required between the existing Oshawa station and a new railway bridge over Hwy. 401. The proposed railway grade could range from 3.9 to 4.0 percent in my estimation. Without knowing the proposed horizonal alignment these grades may be dangerously high for a diesel locomotive approaching the existing Station from central Oshawa.

We don't want the central Oshawa/Bowmanville GO train to become Durham's version of Canada's Wonderland with amusement rides.

To date, Metrolinx has not responded to my concerns.

It is my understanding that Metrolinx plans to hold their PIC for the EA Addendum before March 30, 2023. Hope this helps!



Cc: John Henry, Durham Regional Chairman and CEO: Cc: Mayors Foster and Carter From: Lorraine Huinink <Lorraine.Huinink@durham.ca>
Sent: January 11, 2023 12:23 PM

To:

Subject: Major concerns with EA & Engineering design processes at Metrolinx and central Oshawa/Bowmanville GO train!

Dear

Chair Henry has requested that I respond to your email to him of December 29, concerning the above noted matter.

I understand that your concerns have been sent to Metrolinx, who have carriage of this project. It may make the most sense to determine if the Metrolinx response is satisfactory to you before meeting with Regional staff.

Please keep me posted after you have heard from Metrolinx and perhaps we might set up a meeting after that time if you feel necessary.

Trusting this approach is reasonable, and thanking you in advance,

Lorraine



Lorraine Huinink, MCIP,RPP (she/her) | Director, Rapid Transit & Transit Oriented Development Planning & Economic Development Department The Regional Municipality of Durham Lorraine.Huinink@durham.ca | durham.ca

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From:

Sent: February 20, 2023 12:20 PM

To: CEO Correspondence < CEOCorrespondence@metrolinx.com>

Cc: Durham Region < DurhamRegion@metrolinx.com>; Cindy Batista < cindy.batista@ontario.ca>;

'Lorraine Huinink' <Lorraine.Huinink@durham.ca>

Subject: FW: central Oshawa/Bowmanville GO train-Option 2 alignment!

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#### Phil Verster, President/CEO, Metrolinx:

FYI, read below.

Oshawa Councillors are contacting me and asking for my input on your selected solution in Oshawa. After completing the virtual PIC for the EA Addendum please immediately mail to me the preliminary plan/profile drawings of your selected Option 2 alignment. Half-size drawings are acceptable! Under the Ontario EA Act Metrolinx has a duty to meet with citizens like me to help resolve concerns with your selected Option 2 alignment.

I'm still waiting for the date/time and coordinates for the next virtual PIC hosted by Metrolinx. Thank you in advance for your anticipated cooperation.

Because of your lack of transparency on this Project, several citizens are considering a bump- up request for a new Individual EA.

Cc : Metrolinx, Durham Division

Cc: Cindy Batista, Environmental Approvals Branch, Public transit, MOECP

Cc: Lorraine Huinink, Public transit Planning, Durham Region

From:

Sent: February 20, 2023 10:36 AM

To: Jim Lee <<u>JALee@oshawa.ca</u>>

Cc: Derek Giberson <<u>DGiberson@oshawa.ca</u>>

Subject: central Oshawa/Bowmanville GO train-Option 2 alignment!

Jim Lee, Ward 2 Councillor, Oshawa:

For the Option 2 alignment I downloaded a topographic plan of the area from Durham's website and undertook preliminary calculations with respect to new anticipated railway grades in west Oshawa. An eastbound train leaving the existing station must pass under the existing trestle bridge over the CNR mainline and make a quick left turn, heading northward to gain access to the existing CPR/GM spur line, before crossing over Hwy. 401. I have calculated the preliminary grade of this new railway link to be 3.9 percent. According to my research this grade may be too high for a diesel locomotive at certain speeds, negotiating a tight horizontal alignment and steep grades.

I am very concerned with a westbound GO train approaching the existing Oshawa station while descending a grade of approximately 4 percent. This new railway link must be safe for GO riders and not represent risks for derailment.

I urge Oshawa Councillors to get more involved with this Metrolinx proposal, otherwise you might end up with a new GO train that is comparable to an amusement ride.

To date Metrolinx is refusing to share the preliminary plan/profile drawing for their Option 2 with the public and there is no guarantee that it will be shared at the upcoming PIC for the EA Addendum. Under the Ontario Environmental Assessment Act, proponents like Metrolinx must meet with individuals to help resolve their concerns/issues with the selected solution. To date this has not happened for Option 2 and there is no indication that Metrolinx is interested in meeting with citizens like me with similar concerns with their selected solution.

To be clear I am retired and no longer working as a professional engineer. The above is meant for

your information and does not represent engineering recommendations!



| From:    |   |
|----------|---|
| То:      | Durham Region   |
| Cc:      | CEO Correspondence  |
| Subject: | RE: central Oshawa/Bowmanville GO train-Option 2 alignment? CRM:0146005 |
| Date:    | Monday, February 20, 2023 4:37:31 PM                                    |

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Feb. 20, 2023

#### **JUSTIN KLIMKAIT,** Community Engagement & Issues Specialist (Durham) Metrolinx:

After researching Metrolinx documents, I cannot find the weighted evaluation process used to select the Option 2 alignment in Oshawa.

Please provide me with the weighted evaluation process used to arrive at Option 2 as the preferred solution. What is the weighted number associated with Option 2?

Thank you for your continued cooperation.

Kindly,



#### Kindly subscribe to our regional Durham Region e-newsletter here

#### From:

**Sent:** March 8, 2023 6:48 PM

To: CEO Correspondence <CEOCorrespondence@metrolinx.com>; Metrolinx Correspondence
<MXCorrespondence@metrolinx.com>; Durham Region <DurhamRegion@metrolinx.com>
Cc: Cindy Batista <cindy.batista@ontario.ca>; Kinga.Surma@pc.ola.org
Subject: Durham OP Amendment containing map of central Oshawa/Bowmanville GO Train extension

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe. EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

# March 8, 2023 Metrolinx:

Open below link, scroll down to the Thorton's Corners map and you can clearly see how eastbound GO trains will make a sharp left turn past the existing Oshawa station and head northbound before crossing over Hwy. 401. This will be a slow and challenging shunting operation over an approximate grade of 4 percent in my estimation.

It appears that Metrolinx is planning to purchase only one property immediately east of the existing CPR/GM spur line, fronting Bloor Street and this further creates a tight horizontal alignment for the new railway link between the Oshawa station and Hwy. 401.

Again, I am really concerned with westbound GO trains traversing this tight and steep railway link in west Oshawa. My prediction is a derailment of the GO train within 18 months or less for this Option 2 alignment.

So much for Metrolinx trying to keep your Option 2 alignment confidential. Durham Region released the Option 2 alignment with their below planning documents.

Public safety is my primary concern with your selected Option 2 alignment in west Oshawa.

Kindly,

Cc: Cindy Batista, MOECP Approvals Branch(transit)

Cc: Honourable Kinga Surma, MPP, Ontario Minister of Infrastructure

https://www.durham.ca/en/doingbusiness/resources/Documents/PlanningandDevelopment/Envision-Durham/Notice-of-Adoption----Amendment-186-to-the-Durham-Regional-Official-Plan.pdf

| From:    |  |
|----------|--|
| То:      | CEO Correspondence; Metrolinx Correspondence; Durham Region  |
| Cc:      | <u>mayor@clarington.net; Todd.McCarthy@pc.ola.org; BowmanvilleWest@Clarington.net; Kinga.Surma@pc.ola.org;</u><br><u>Tim Kelly</u> |
| Subject: | PIC# 5, Bowmanville West Secondary Plan Update-March 8, 2023, 7:00 PM!   |
| Date:    | Thursday, March 9, 2023 10:53:06 AM  |

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## March 9, 2023

Phil Verster, President/CEO, Metrolinx:

During last night's virtual PIC for the Bowmanville West Secondary Plan we were shown an architect's rendering of the proposed Mimico GO train Station to be constructed as a[public/private partnership and to bring new residential /commercial retail space.

With Metrolinx committing to construct the bare minimum of station platforms only, proper protection from the elements is needed for our disabled community while they wait for their GO trains.

What is Metrolinx's plan "B" if similar public/private partnerships are not achieved along the Bowmanville GO line for our new train station buildings?

Please share my potential concern with the Metrolinx Accessibility Advisory Committee. This is a huge concern for the disabled citizens of our community. Please acknowledge receipt of this message and request.

Kindly,

Cc: Adrian Foster, Mayor, Town of Clarington

Cc: Todd McCarthy, MPP, Durham

Cc: Honourable Kinga Surma, MPP, Ontario Minister of Infrastructure

Cc: Clarington Planning Team for Bowmanville West Secondary

Plan

Cc: Tim Kelly, Clarington This Week

#### From:

Sent: March 14, 2023 10:15 AM

**To:** Durham Region <<u>DurhamRegion@metrolinx.com</u>>; Metrolinx Correspondence <<u>MXCorrespondence@metrolinx.com</u>>

**Cc:** <u>chair@durham.ca</u>; <u>Todd.McCarthy@pc.ola.org</u>; Lorne Coe <<u>lorne.coe@pc.ola.org</u>>; Tim Kelly <<u>timkelly@durhamregion.com</u>>; Douglas Ellis <<u>douglas.ellis@pc.ola.org</u>>

Subject: RE: central Oshawa/Bowmanville GO train- Corrected message!

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#### CORRECTED MESSSAGE

#### March 14, 2023

#### JUSTIN KLIMKAIT, Community Engagement & Issues Specialist (Durham), Metrolinx:

For your new selected Option 2 alignment, the GO train and CPR trains will be sharing a portion of the single rail CPR/GM spur line between Hwy. 401 and the CNR mainline in west Oshawa. Scheduling conflicts are unknown and General Motors relies on timely deliveries from CPR to support their "Just-in-time delivery" manufacturing model. This same spur line is used to transport rail cars full of new automobiles to the CPR Mainline for delivery all over North America. If conflicts become a huge issue, General Motors may decide to leave Oshawa. To date GM has enjoyed uninhibited access to this spur line and after construction of your Option 2 alignment access will be restricted, to the frustration of General Motors, especially with ALL DAY- two-way GO train service to Bowmanville.

Has anyone thought about this potential issue? General Motors is a huge employer in Durham Region and we cannot afford their potential departure.

Please accept the above comment as input to your amended EA.

Please acknowledge receipt of this input.

## Kindly,



Cc: John Henry, Durham Regional Chairman and CEO Cc: Todd McCarthy, MPP, Durham Riding

Cc: Lorne Coe, Parliamentary Assistant to Premier, MPP, Whitby

Cc: Tim Kelly, Clarington this Week



#### From:

Sent: March 24, 2023 12:35 PM

To: Durham Region <<u>DurhamRegion@metrolinx.com</u>>

Cc: MTO <<u>minister.mto@ontario.ca</u>>; <u>Kinga.Surma@pc.ola.org</u>; Jennifer French <<u>ifrench-</u> <u>co@ndp.on.ca</u>>; CEO Correspondence <<u>CEOCorrespondence@metrolinx.com</u>>; Metrolinx Correspondence <<u>MXCorrespondence@metrolinx.com</u>>; Tim Kelly <<u>timkelly@durhamregion.com</u>> **Subject:** central Oshawa/Bowmanville GO train-Amended EA?

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### March 24, 2023

JUSTIN KLIMKAIT, Community Engagement & Issues Specialist (Durham), Metrolinx:

When we last met on Jan. 8 at the Clarington Library you indicated that the virtual and final PIC for the above noted Project will be held prior to March 31, 2023. This date is only seven days away from today.

Surely Metrolinx must know of the PIC date by now!

Where is your announcement for the mandatory PIC committed before March 31? Surely Metrolinx is not planning to make an announcement on March 30 for a PIC on March 31.

This communications failure is laughable, except I'm not laughing and I'm not going away on this subject!

Kindly,



Cc: Ministers Mulroney and Surma

Cc: Jennifer French, MPP, Oshawa, Official Opposition critic for Transportation, Highways and Infrastructure

Cc: Phil Verster, President/CEO, Metrolinx Cc : Tim Kelly, Clarington This week



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#### From:

Sent: May 25, 2023 1:33 PMTo: Durham Region <DurhamRegion@metrolinx.com>Subject: RE: central Oshawa/Bowmanville GO train, PIC planned for June 14!

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#### Metrolinx:

Please advise if preliminary plan/profile drawings for the new solution of Option 2 prepared by Stantec with be available online by June 8 and presented at the virtual PIC of June 14. I've been waiting for an answer to this question since January 18, 2023. This question is not rocket science and I'm deserving of an answer.

Immediately following the final PIC for the above noted Project please mail and email to me the preliminary plan/profile drawing for your selected Option 2 alignment in west Oshawa. The below link is an example profile drawing I'm looking for which clearly shows existing ground(in red) and the proposed grade(in blue). As well please send me the preliminary Plan for Option 2 showing the horizontal railway alignment, complete with radii of proposed curves.

The below example is a profile drawing produced for the municipal Class EA in association with the Bloor Street/CPR Grade Separation Project which Metrolinx contributed to. Your Consultant, Stantec will totally understand my above request.

You still have not answered my question from January 18, 2023, if this preliminary plan/profile drawing will be presented in the final PIC, now planned for June 14.

Thanks so much for your anticipated cooperation!



https://apps.durham.ca/Applications/Works/PublicWorksProjects/studies/prj3407/Bloor%20Street% 20MCEA%20Recommended%20Profiles\_A.pdf

| From:<br>To: | Durham Region   |
|--------------|---|
| Cc:          | Theresa Tran; Durham Region; communications@oamhp.ca; Todd.McCarthy@pc.ola.org; Douglas Ellis                       |
| Subject:     | RE: Bowmanville Extension EPR Addendum Public Information Centre and Virtual Open House-June 14 - Registration Open |
| Date:        | Wednesday, May 24, 2023 4:22:09 PM  |
| Attachments: | image001.png  |

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Metrolinx:

Thanks so much for sharing this PIC information with me.

Please advise if preliminary plan/profile drawings for the new solution of Option 2 prepared by Stantec with be available online by June 8 and presented at the virtual PIC of June 14. I've been waiting for an answer to this question since January 18, 2023. This question is not rocket science and I'm deserving of an answer.

Kindly,

Cc: Todd McCarthy , MPP, Durham

From: Durham Region <DurhamRegion@metrolinx.com>

**Sent:** Wednesday, May 24, 2023 1:29 PM

To:

**Cc:** Theresa Tran <Theresa.Tran@metrolinx.com>

**Subject:** Bowmanville Extension EPR Addendum Public Information Centre and Virtual Open House - Registration Open

Good Afternoon

Hope all is well with you.

Further to previous conversations, find the below information and attached information postcard regarding the upcoming PIC and VOH for the Bowmanville Extension EPR Addendum.

The registration for the VOH has now been opened and can be completed via the below link. This will also be shared via the e-newsletter later on today.

Since completion of the Environmental Project Report (EPR) in 2011, Metrolinx has advanced the design of the Bowmanville Rail Service Extension project – including changes to the proposed layover facility and potential GO station locations, track alignment, the addition of new bridges, bridge replacements and bridge expansions to accommodate the proposed new tracks. Due to the significant changes since the initial EPR, an Addendum to the EPR is required and is almost ready for review and comment.

There will be a Virtual Public Information Centre (PIC) open from June 8 to June

**21, 2023**, to present and seek feedback on the results of the technical studies, including potential impacts and proposed mitigation measures. The materials will be made available for review on June 8, 2023 on the following <u>webpage</u>. During the Virtual PIC period, the public may submit any questions or feedback via the Slido form at the bottom of the <u>webpage</u> or by email to our community inbox at <u>DurhamRegion@metrolinx.com</u>.

There will also be a live **Virtual Open House (VOH)** on **Wednesday, June 14, 2023** from **6:30-8:00pm** during which the project team will be on hand to answer questions about the project, submitted in advance or during the event via Slido (available <u>here</u>). The team reads and considers all comments received, which are then documented in the EPR Addendum.

To register for the Virtual Open House, please click <u>here</u> ahead of June 14 and set a reminder in your calendar!

Thank you for your patience and collaboration in getting to this point.

Best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

?

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| From:        | Durham Region             |
|--------------|---------------------------|
| То:          |                           |
| Subject:     | RE: GO expansion east     |
| Date:        | June 21, 2023 10:25:00 AM |
| Attachments: | image002.png              |
|              | image003.png              |

Good Morning

Hope all is well with you and thank you for your inquiry.

Please note that this question was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 1:16:10 in the recording of the Virtual Open House which is available <u>here</u>.

If you have any further questions however, please let our team know.

Best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

# 

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From: York Region <YorkRegion@metrolinx.com>
Sent: June 9, 2023 9:16 AM

To:

**Cc:** Durham Region <DurhamRegion@metrolinx.com> **Subject:** RE: GO expansion east

Hi

Thank you for reaching out to us!

I have looped in the Durham Region team, who would be best suited to answer your question.

Have a great day,

**Jessica Cho** Community Engagement Advisor (York/Simcoe) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2S3

# ->>> METROLINX

From:

Sent: June 8, 2023 6:44 PM

To: York Region <<u>YorkRegion@metrolinx.com</u>>

Subject: GO expansion east

| ſ | EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.   |
|---|---|
| I | EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur |
|   | fiable, ou que vous ayez l'assurance que le contenu provient d'une source sure.   |

It is wonderful news that GO trains will run to Bowmanville starting in 2024.

Will GO Transit consider having a bus connection between Bowmanville and Port Hope and /or Cobourg?

Thank you for considering this question.



Get Outlook for Android
| From:<br>To: | Durham Region  |
|--------------|--|
| Subject:     | RE: central Oshawa/Bowmanville GO train-EA Addendum, review of Metrolinx materials posted online-June 8, 2023! |
| Date:        | June 9, 2023 4:27:00 PM  |
| Attachments: | image001.png   |
|              |  |

Good Afternoon

As requested, please find this email as confirmation of receipt for the submitted comments for the Public Information Centre as well the email sent earlier today with regard to the suggestion for the upcoming PIC.

Your comments and questions have been shared as part of the record of consultation and if it is not answered verbally as part of the upcoming Virtual Open House which will be recorded and posted on the website, then we will be responding within 10 business days via email.

Thanks and best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

### 

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### From:

Sent: June 8, 2023 4:28 PM

**To:** Durham Region < DurhamRegion@metrolinx.com>; Metrolinx Correspondence

<MXCorrespondence@metrolinx.com>; CEO Correspondence

<CEOCorrespondence@metrolinx.com>

**Subject:** FW: central Oshawa/Bowmanville GO train-EA Addendum, review of Metrolinx materials posted online-June 8, 2023!

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Metrolinx:

Further to my below please kindly acknowledge receipt via a return email.

Pressing "REPLY" is not rocket science.

Kindly,



From:

#### **Sent:** Thursday, June 8, 2023 1:58 PM

To: <u>durhamregion@metrolinx.com</u>

**Cc:** Metrolinx Correspondence <<u>MXCorrespondence@metrolinx.com</u>>; Phil Verster <<u>CEO@metrolinx.com</u>>

**Subject:** central Oshawa/Bowmanville GO train-EA Addendum, review of Metrolinx materials posted online-June 8, 2023!

June 8, 2023, 1:36 PM

Metrolinx, Durham Division:

I have reviewed your online material for the above noted EA Addendum and as requested please see my attached questions and comments dated June 8, 2023. Hopefully my questions will be answered before the virtual PIC of June 14, 2023.

Thank you for giving the public an opportunity to review this material.

As you know our community is anxious to see this Project delivered in Durham Region.

I reserve the right to submit additional questions and comments following the virtual PIC of June 14. Please ensure that my attached submission is included in the Appendices of the EA Addendum Report for filing with the MOECP.

Please acknowledge receipt by return email.

Most Kindly,

| Subject:<br>Date:         | RE: Bowmanville Extension EPR Addendum Public Information Centre - Documents Available for Review and<br>Comment or Feedback<br>June 21, 2023 10:28:00 AM |
|---------------------------|---|
| From:<br>To:<br>Cubic etc | Durham Region   |

Good Morning

Hope all is well with you and thank you for your inquiry.

Please note that your question regarding GO Bus services was addressed as part of the Virtual Open House. For your reference, please refer to timestamp 1:16:10 in the recording of the Virtual Open House which is available <u>here</u>. For the inquiry about timelines, we also discuss this at timestamp 34:13.

If you have any further questions however, please let our team know.

Best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

### 

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### From:

Sent: June 11, 2023 5:52 PM

To: Justin Klimkait < Justin.Klimkait@metrolinx.com>

Subject: Re: Bowmanville Extension EPR Addendum Public Information Centre - Documents

Available for Review and Comment or Feedback

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Hello Justin,

Thanks for the update. I could not make it to open house but thought of leaving feedback to you.

I'm little disappointed that this project is taking so long to complete. Me and my husband commute to Toronto and I was really hoping we will get train expansion probably by 2024 but it does not look

like we will be getting it.

Is there anyway Go bus can have more schedule during the week? Because I remember I missed my bus by 3 min and I had to wait for another two hours to another go bus to reach bowmanville or take local transit.

Just wondering if you can pass along the feedback that would be helpful.

Thanks,

On Thu, Jun 8, 2023 at 5:10 PM Justin Klimkait <<u>Justin.Klimkait@metrolinx.com</u>> wrote:

Good Afternoon,

Thank you for registering for the Virtual Open House for the Bowmanville Extension Environmental Project Report (EPR) Addendum on June 14, 2023!

In lead up to the completion of the Environmental Project Report (EPR) Addendum, the Virtual Public Information Centre (PIC) is now open until June 21, 2023. <u>Materials</u> on the results of the technical studies, including potential impacts and proposed mitigation measures, are available for review and feedback. During this Virtual PIC period, the public may submit questions and/or feedback via the Slido form at the bottom of the <u>webpage</u> or by email to our community inbox at <u>DurhamRegion@metrolinx.com</u>.

Please note that during the Virtual Open House, the project team will be answering questions about the project, submitted in advance of or during the event via the Slido form. The team reads and considers all comments received, which are then documented in the EPR Addendum.

Thank you again and best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx <u>10 Bay Street</u>, 17<sup>th</sup> Floor | Toronto | Ontario | M5J 2W3 Justin.klimkait@metrolinx.com



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| From:        |  |
|--------------|--|
| To:          | Durham Region                                  |
| Subject:     | Re: Oshawa - Bowmanville Rail Extension Points |
| Date:        | July 4, 2023 1:28:36 PM                        |
| Attachments: | image001.png                                   |
|              |  |

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Hi there Justin,

Wanted to write back to you to say thanks for the response and the specific times. I was able to listen to about 70% of the session but found it very convenient to jump to those three points you've provided. I'm sure there were lots of email questions and the fact that you took time to isolate those sections of the session for me shows great commitment.

Thanks and best of luck with the project.

On Wednesday, June 21, 2023 at 10:31:58 a.m. EDT, Durham Region <durhamregion@metrolinx.com> wrote:

Good Morning



Hope all is well with you and thank you for the three questions you submitted below for consideration.

Please note that all three were addressed verbally as part of the Virtual Open House.

For your reference, please refer to timestamp 57:20 for the first point, 1:01:24 for the second, and 38:48 for the third, in the recording of the Virtual Open House which is available on the webpage here.

If you have any further questions however, please let our team know.

Best regards,

JUSTIN KLIMKAIT (he/him)

Community Engagement Advisor (Durham)

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2W3

DurhamRegion@metrolinx.com

### 

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From:

Sent: June 12, 2023 1:54 PM To: Durham Region <DurhamRegion@metrolinx.com> Subject: Oshawa - Bowmanville Rail Extension Points

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Good afternoon,

After reviewing the content associated with the project, I have three points for consideration:

I understand the purpose of grade separated crossings and the safety impacts. Why are we grade separating the GO track from the GM plant spur as opposed to installing a crossover? Perhaps rolling stock into the GM plant could not be planned around the GO schedules or shoved in off-times?
Have we considered the safety risks associated with the additional tracks and level crossings in the City of Oshawa? What are the findings of the studies?

- The Milton GO line is operating on CP-owned tracks and so is not considered to be electrified as part of Metrolinx's electrification plan. This extension to Bowmanville is also on CP-owned track. Does this mean that the full length of the Lakeshore East line will not be considered for future electrification? Will the locomotives or multiple units used for propulsion seamlessly be able to transition from one means of power to the other?

I appreciate you taking consideration of my points. There is no need to respond back to my message unless you'd like to further connect with me.

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| From:    |                          |
|----------|--------------------------|
| To:      | Durham Region            |
| Cc:      |                          |
| Subject: | Re: Trees                |
| Date:    | June 21, 2023 7:50:28 PM |

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Hi Justin,

Thx for the response on video n time stamp/location. I'll check metrolinx /vegetation

Kindly

Sent from my iPhone

On Jun 21, 2023, at 10:30 AM, Durham Region </br><DurhamRegion@metrolinx.com> wrote:

Good Morning

Hope all is well with you and thank you for your inquiry you submitted below. Please note that this question was addressed verbally as part of the Virtual Open House. For your reference, please refer to timestamp 1:02:40 in the recording of the Virtual Open House which is available <u>here</u>.

If you have any further questions however, please let our team know.

Best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

<image001.png>

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From:

Sent: June 12, 2023 11:58 AM

To: Durham Region < DurhamRegion@metrolinx.com>

Cc:

Subject: Trees



Hi there

Interesting reading. Thank you for the slide decks/info available prior to the PIC.

Will the 3800 trees removed for the construction of the Bowmanville GO Train extension be replaced/replanted?

Sincerely,



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| From:<br>To: | Durham Region   |
|--------------|---|
| Subject:     | RE: central Oshawa/Bowmanville GO train-EA Addendum, virtual PIC of June 14, 6:30 PM! |
| Date:        | June 14, 2023 3:08:00 PM  |
| Attachments: | image001.png  |

Hi

Thank you for the email and looking forward to the Virtual Open House this evening as well. Yes – the open house will be recorded, saved, and posted onto the website for the public record.

Thanks and best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com



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#### From:

Sent: June 14, 2023 1:26 PM

To: Durham Region < DurhamRegion@metrolinx.com>; Justin Klimkait

<Justin.Klimkait@metrolinx.com>

Subject: FW: central Oshawa/Bowmanville GO train-EA Addendum, virtual PIC of June 14, 6:30 PM!

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June 14, 2023 JUSTIN KLIMKAIT, Community Engagement Advisor (Durham), Metrolinx: Will the PIC scheduled for 6:30 PM today be recorded(taped) for the public record? Looking forward to this community engagement!



| Durham Region   |
|---|
|   |
| RE: Slides from last night"s open house Teams meeting |
| June 15, 2023 3:24:00 PM                              |
| image001.png<br>image002.png                          |
|   |

Good Afternoon

Hope all is well with you.

Please find the link here for where you can find the presentation materials from the Virtual Open House as well as review additional supplementary panels which go into further detail. On this page you can also submit any feedback, comments, or questions you may have until June 21, 2023 when the Virtual Public Information Centre closes.

**Webpage**: <u>https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/get-involved/bowmanville-extension-pic-june-8-to-21</u>

If you have any further questions or any issue in accessing this, please let me know.

Best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

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From:

Sent: June 15, 2023 2:07 PM To: Durham Region <DurhamRegion@metrolinx.com> Subject: Slides from last night's open house Teams meeting

EX EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Towards the end of the call, there was a comment about access to the presentation materials. I was late joining and would appreciate an opportunity to review the presentations and answers to the questions.



| From:        | Durham Region                       |
|--------------|-------------------------------------|
| To:          |                                     |
| Subject:     | RE: Bowmanville Go Station Progress |
| Date:        | June 28, 2023 10:07:00 AM           |
| Attachments: | image001.png                        |

Good Morning

Thank you for the follow up email and question.

To reiterate, no timeline for construction was provided during the recent announcement. Timelines will be determined with our construction manager as part of the development phase of the project and will be shared when they are available. As referenced in the Preliminary Design Business Case, the ridership forecast baseline year is 2041, thereby, the 2041 ridership projection is - nearly 17,000 daily trips and 4.9 million annual boardings. As such, the 2041 year is not in relation to construction timelines. The below here is pulled from the Preliminary Design Business Case (PDBC):

## Projected 2041 Average Boardings during the weekday AM Peak Period (PDBC, Oshawa to Bowmanville):

- 11,950 average daily weekday boardings (AM peak, 6am 9am), or 17,000 weekday trips (total)
- 4,871,000 annual boardings.

For more information ridership related assumptions please reference the Bowmanville Preliminary Design Business Case available to <u>download/view here</u>.

Hopefully this provides some clarity.

Best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

### METROLINX

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#### From:

Sent: June 21, 2023 4:29 PM To: Durham Region <DurhamRegion@metrolinx.com> Subject: Re: Bowmanville Go Station Progress EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe. EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thanks for the response Justin.

In comparison, how many daily trips is there out of the Oshawa Station now.

I am just trying to wrap my head around what 17,000 daily trips means. Will there be less trips leading up to 2041? Is 17,000 trips indicative of full operation? Just trying to get a better idea if this means that design/construction will take 18 years.

Any additional information that you are able to share would be much appreciated.

On Jun 21, 2023, at 2:02 PM, Durham Region <<u>DurhamRegion@metrolinx.com</u>> wrote:

Good Afternoon

Thank you for your email and my apologies on the delay.

To clarify, no timeline for construction was provided during the recent announcement.

Timelines will be determined with our construction manager as part of the development phase of the project and will be shared when they are available. In terms of the 2041, timeline, we are expecting the service levels and benefits by 2041 with nearly 17,000 daily trips and 4.9 million annual boardings. This is also explained more in the recent blog story <u>here</u>.

If you have any further questions, please let us know.

Thanks and best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

<image001.png>

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From

Sent: June 16, 2023 11:17 AM

To: Durham Region <<u>DurhamRegion@metrolinx.com</u>>

Subject: Bowmanville Go Station Progress

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Good morning,

I was hoping to get some clarification on this announcement: <u>https://news.ontario.ca/en/release/1003161/ontario-taking-next-steps-to-extend-go-service-to-bowmanville</u>

Within this article it mentions "With nearly 17,000 daily trips and 4.9 million annual boardings expected by 2041, the Bowmanville Extension will connect more people to jobs and places while reducing travel times across the region."

Does this mean that the goal is to have the station operating by 2041? Or are those the number of trips expected between now and 2041.

Is there an overall project schedule that you could share with me?

Thank you,

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

| From:        |   |
|--------------|---|
| To:          | Metrolinx Correspondence; CEO Correspondence; Durham Region |
| Cc:          | Todd.McCarthy@pc.ola.org; Douglas Ellis                     |
| Subject:     | central Oshawa/Bowmanville GO train and EA Addendum         |
| Date:        | Saturday, June 17, 2023 9:10:12 PM                          |
| Attachments: | Complaints Department.docx                                  |

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June 17, 2023

Phil Verster, President/CEO, Metrolinx:

Again, I am requesting an urgent in-person meeting with Metrolinx/Stantec regarding the above noted Project and at Durham Regional Headquarters. If I do not hear back from your Organization by 1:00 PM, Monday, June 19 my attached letter is being mailed to Professional Engineers Ontario. Have a nice Monday!

Kindly,

Bowmanville

#### June 17, 2023

#### DRAFT

Professional Engineers Ontario, 40 Sheppard Avenue, West, Suite 101, Toronto, Ont., M2N6K9 ATTENTION: COMPLAINTS DEPARTMENT

RE: Stantec and central Oshawa/Bowmanville GO train EA Addendum:

It was totally wrong of Stantec to not share the preliminary plan/profile drawing of Option 2(new recommended solution) with the public on the virtual PIC of June 14, 2023 in my experienced opinion. In 2011 I personally attended the PICs for this Project's original EA and such information was available for public viewing. This EA Addendum engineering information must be shared with the public before Stantec finalizes their EA Addendum report and files same with the Ontario MOECP.

For unknown reasons Stantec is not following industry standard for this EA Addendum and by wilfully holding back key engineering information on the new recommended solution of Option 2.

To confuse matters Premier Ford announces a design/build contract for this Project and in less than 12 hours from the final EA Addendum virtual PIC. Obviously, this contract was signed well in advance of June 8, 2023, the opening day of the online PIC.

Under the Ontario EA Act a preliminary drawing is required to identify property requirements for the recommended solution. I should know as I've managed hundreds environmental assessments in Ontario throughout my 32-year professional engineering career.

I should not have to wait until August/September to view this preliminary engineering material in support of the new solution. I want to see this engineering information before the Stantec Report is finalized.

Please initiate an investigation of Stantec, Toronto regarding this EA Addendum. Information about this Project and EA Addendum can be found on the Metrolinx website.

One possible quick and simple solution is for Metrolinx/Stantec to hold another virtual and online PIC in July to share preliminary engineering information in support of the newly selected Option 2 alignment. I specifically want to see the preliminary plan/profile drawing for the newly selected Option 2 alignment in west Oshawa and this should be afforded to the public as industry standard for an EA in Ontario. Hope this helps to bring a quick resolution to my complaint against Stantec!

I don't understand how the Ontario EA Act is being respected with the awarding of a design/build contract prior to completing the mandatory EA Addendum for the above noted Project.

I also question if Stantec is properly advising Metrolinx on the Ontario EA Act. If any questions my telephone number is noted below. Please acknowledge receipt of this letter with an email.

Respectfully submitted,

Cc: Phil Verster, President/CEO, Metrolinx(vía email only)

Cc: Honourable David Piccini, Minister of MOECP(email only) Cc: Phil Verster, President/CEO, Metrolinx(email only)

CC: Honourable David Piccini, Minister of MOECP(email only)

Cc: Ontario Ministers Mulroney and Surma(email only) Cc: Cindy Batista, Environmental Approvals Branch (Transit), MOECP(email only) Cc: Todd McCarthy, MPP, Durham(email only)

| From:        |  |
|--------------|--|
| To:          | joel@joelharden.ca   |
| Cc:          | CEO Correspondence; Metrolinx Correspondence; Jennifer French; Durham Region         |
| Subject:     | FW: Calculated preliminary Grade for Option 2, Oshawa/Bowmanville GO train Extension |
| Date:        | Sunday, June 18, 2023 12:24:30 PM  |
| Attachments: | image001.png   |

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June 18, 2023

Joel Harden, MPP, Ottawa Centre, Official Opposition Critic for Transit:

I asked my brother to perform an independent calculation and below is his results.

Metrolinx's new solution of Option 2 for the central Oshawa/Bowmanville GO train does not work from an engineering perspective in my opinion but yet Metrolinx is moving ahead with this ill-conceived option with design/build contract. "HELLO HOUSTON, WE HAVE A PROBLEM"

And part of the problem is that there are no engineers on staff at Metrolinx to appreciate the issues.

Your intervention is requested on this transit project in Durham Region. Metrolinx and their engineering consultant, Stantec are ignoring my very valid concerns!

Your colleague Jennifer French is also aware of these concerns in our community. We all want this train extension, but it must be safe!

Best,

Cc: Metrolinx

From:

Sent: Sunday, June 18, 2023 10:46 AM

To: 'Justin.Klimkait@metrolinx.com' <<u>Justin.Klimkait@metrolinx.com</u>>

**Cc:** Lorraine Huinink <<u>Lorraine.Huinink@durham.ca</u>>; Alison Burgess <<u>Alison.Burgess@durham.ca</u>> **Subject:** FW: Calculated preliminary Grade for Option 2!

June 18, 2023

Justin Klimkait, Metrolinx:

I consider my brother to be a computer wizard and I asked him to use other topo information to calculate the preliminary railway grade for the new link immediately west of the existing CPR/GM spur line and he is calculating a grade of 4.45% as per the yellow line below. He used Google Maps Pro to arrive at this information.

Any railway grade above 2 percent is excessive in my opinion, especially in an area where the horizontal alignment will be very tight.

Please immediately share this information with Stantec and again I request an in-person meeting. Most Kindly,





| From:    |   |
|----------|---|
| То:      | Minister of Environment and Climate Change  |
| Cc:      | omar.alghabra@parl.gc.ca; CEO Correspondence; Metrolinx Correspondence; Durham Region |
| Subject: | proposed central Oshawa/Bowmanville GO train!   |
| Date:    | Monday, June 19, 2023 11:21:51 AM   |
|          |   |

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#### June 19, 2023

Honourable Steven Guilbeault, federal Minister of Environment and Climate Change: Ontario's Metrolinx is in the final stages of completing an EA Addendum for the above noted Project. Others and I in Durham Region have expressed great concerns with railway safety associated with their newly selected Option 2 alignment in west Oshawa and Metrolinx is not respecting our potential concerns. To make matters worse, Metrolinx's consultant, Stantec is purposing hiding preliminary engineering plans from the public during their recent and final public engagement sessions for this undertaking(June 8-21, 2023).

I've discussed these concerns with the Province and Ontario's response by their MOECP is, "we are not interested in railway safety as this is federal jurisdiction".

Your safety engineers at Transport Canada will agree that a 4 percent railway grade is far too steep for a diesel locomotive pulling passenger coaches through a tight horizontal alignment.

I respectfully request your Ministry to undertake a federal Environment Assessment for the above noted Project and with specific attention to railway safety.

Time is of the essence as on June 15, 2023 Metrolinx announced the award of a design/build contract for this Project.

Respectfully Submitted,

CC. : Honourable Omar Alghabra, federal Transport Minister Cc: Metrolinx

| From:        | Durham Region                           |
|--------------|---|
| To:          |   |
| Subject:     | RE: Questions on Noise during Operation |
| Date:        | June 28, 2023 4:18:00 PM                |
| Attachments: | image001.png                            |

Good Afternoon

Hope all is well with you and thank you for your enthusiasm on the project as well as your question posed regarding noise.

To start with, please note that safety is our number one priority, and bells play an important role in helping to keep people out of harms way. We follow safety rules set by Transport Canada for sounding these warning signals – they're only used when necessary and when required by Transport Canada's Canadian Rail Operating Rules (CROR). If you live near a rail line and near stations in particular, you can expect to hear some train bells.

Bells will be used at all station stops in accordance with the rules outlined Transport Canada's CROR.

Bells will also be rung, and the train whistle sounded, at every public at-grade crossing, starting when the train is ¼ mile away. The whistle, in these cases, is made up of 2 long, followed by a short sounding and then finished with one long sounding as the train moves through the road crossing.

Aside from this info, if there are any additional questions, please let me know and our team will be happy to look into it further.

Thanks and best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

### 

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From:

Sent: June 20, 2023 3:25 PM To: Durham Region <DurhamRegion@metrolinx.com> Subject: Questions on Noise during Operation

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I am excited to learn about the GO East Expansion project, and look forward to the completion and commencement of expanded rail service.

I have a question concerning noise - during operation, would train horns be in use as the trains approach the stations?

Thanks,

From:Justin KlimkaitTo:Durham RegionSubject:FW: Question: Bowmanville Extension EPR AddendumDate:July 10, 2023 3:09:22 PMAttachments:image001.png

#### From

Sent: July 7, 2023 2:04 PM

To: Theresa Tran <<u>Theresa.Tran@metrolinx.com</u>>

Subject: RE: Question: Bowmanville Extension EPR Addendum

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Thank you for this response – much appreciated.

Regards,

From: Theresa Tran < Theresa.Tran@metrolinx.com>
Sent: Friday, July 7, 2023 2:01 PM

To:

Subject: RE: Question: Bowmanville Extension EPR Addendum

Hi

Thank you for your follow-up inquiry.

Timelines for early works and major construction will be determined with our construction manager – Bowmanville Construction Partners (BCP) - as part of the development phase for the project. Metrolinx will work closely with BCP to look for opportunities to expedite the construction schedule, including the advancement of some early works. More details on timelines will become available as the development phase advances.

As for when the EPR Addendum is expected, following this Virtual Public Information Centre, the Notice of EPR Addendum is expected to be issued in Fall 2023, where the EPR Addendum and supporting information will be made available online for a 30-day public review period. The process will conclude after Metrolinx receives a Notice to Proceed from the Ministry of Environment Conservation and Parks and issues a Statement of Completion for the EPR Addendum, which is needed before construction can begin.

Hopefully this provides some further information. Once further timelines have been developed and are finalized, they will be shared as well.

Thanks and best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

### 

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#### From:

Sent: June 28, 2023 2:38 PM

To: Durham Region <<u>DurhamRegion@metrolinx.com</u>>

Subject: RE: Question: Bowmanville Extension EPR Addendum



Thanks Justin,

I was aware of all the information you have provided as detailed in my initial question below.

I was hoping to better understand when the EPR addendum is expected to be completed and when the Construction manager is expected to provide feedback on schedule.

Regards,

From: Durham Region <<u>DurhamRegion@metrolinx.com</u>> Sent: Wednesday, June 28, 2023 2:35 PM

То

Subject: RE: Question: Bowmanville Extension EPR Addendum

Good Afternoon

Thank you for your email and for your patience as we gathered information.

To answer your question, the timeline for the introduction of rail service to and from Bowmanville will be established following the completion of the Environmental Project Report (EPR) Addendum and in conjunction with input from the construction manager as part of the development phase. As the scope of work for the Bowmanville Extension is very complex, a more progressive contract model – Construction Manager at Risk – was selected. With this model, the construction manager will be engaged during the development phase to act as an advisor to provide better schedule certainty for the proposed work, improve efficiency of construction staging, assist with early problem solving, and address risks in a collaborative manner with Metrolinx. Near the end of the development phase, the construction manager will provide an estimated construction schedule and a target price for the proposed work – at which time, Metrolinx and the construction manager would

finalize terms of the construction contract.

Aside from this, if you have any further questions, please feel free to reach back out.

Thanks and best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

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#### From:

Sent: June 21, 2023 3:36 PM

To: Durham Region <<u>DurhamRegion@metrolinx.com</u>> Subject: Question: Bowmanville Extension EPR Addendum

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Good afternoon,

I just reviewed the June 14, 2023 Open House recording on this topic.

I understand that construction schedules for the project will be established by BCP once the EPR addendum is finalized, reviewed, and accepted by stakeholders. My question is, what is the expected timeframe for that process? When does Metrolinx (in conjunction with BCP) expect to have better clarity of project delivery timelines?

In short: What is the timeline for establishing a timeline?

Thanks in advance,

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| From:        |   |
|--------------|---|
| То:          | Durham Region; Justin Klimkait  |
| Cc:          | Douglas Ellis   |
| Subject:     | RE: Responses to Inquiries Submitted During Virtual PIC Period-central Oshawa/Bowmanville GO train-EA Addendum! |
| Date:        | June 21, 2023 5:18:36 PM  |
| Attachments: | image001.png  |

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### June 21, 2023

Justin Klimkait Community Engagement Advisor, Metrolinx(Durham):

Thanks so much for responding and I look forward to written answers to my questions submitted during the recent PIC of June 8-21, 2023.

As well I request half-size preliminary plan/profile drawings of your newly selected Option 2 solution. These drawings are not considered to be proprietary information of Stantec as this information is required to demonstrate engineering feasibility of your new recommended solution under the Ontario EA Act. Please mail these drawings to my below address.

Thanks for your continued cooperation!

Kindly,

From: Durham Region <DurhamRegion@metrolinx.com> Sent: Wednesday, June 21, 2023 3:50 PM

То

details.

Subject: Responses to Inquiries Submitted During Virtual PIC Period

Good Afternoon

Thank you for your patience in responding back to the inquiries which were submitted during the Virtual Public Information Centre period for the EPR Addendum.

We are currently working to address all of the questions and concerns raised over the last several weeks. These efforts cross over multiple teams and so requires additional coordination. As such, we will be in touch shortly once we have this pulled together and gathered any outstanding

Thanks again and best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com



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| From:        |  |
|--------------|--|
| To:          | Justin Klimkait, Durham Region, Metrolinx Correspondence                     |
| Cc:          | CEO Correspondence; TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca |
| Subject:     | CN-Industry-Track-Standards.pdf and central Oshawa/Bowmanville GO train!     |
| Date:        | June 23, 2023 11:42:56 AM  |
| Attachments: | CN-Industry-Track-Standards.pdf  |

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#### June 23, 2023

Justin Klimkait, Community Engagement Advisor, Metrolinx(Durham): Your new Option 2 alignment east of the existing Oshawa Station can be considered as a railway siding in my opinion. Please read the attached CN Industry railway siding Design Criteria. According to this Criteria the design grade of your new railway link between the Oshawa Station and south abutment of the bridge over Hwy. 401 must have a maximum grade of 0.5 to 2.0 percent, depending upon horizontal curvature. The current estimated preliminary grade of 4.0 percent far exceeds this CN Criteria for a siding. Please share this message with Stantec and the Consortium assigned the DESIGN/BUILD Contract. As usual include this message in the EA Addendum Report Appendices.

To be clear this submission does not represent engineering recommendations but rather it is information for better minds to consider.

#### Most Kindly,

Cc: Transportation Safety Board, Transport Canada



### ENGINEERING SPECIFICATIONS FOR INDUSTRIAL TRACKS

OFFICE OF CHIEF ENGINEER STRUCTURES, DESIGN, AND CONSTRUCTION Revised January 31, 2019 Summary of Revisions to this Edition

This document supersedes all previous versions of CN's Engineering Specifications for Industrial Track Standards. Please discontinue using any previous versions of CN's Engineering Specifications for Industrial Tracks.

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### 1. Applicability

This document is for design purposes and is not to be taken as authority to construct industry trackage without an industry track agreement and review and written acceptance from CN's Regional Design and Construction Office for the proposed track design.

This document is prepared for all CN functions, industries, design firms, contractors, and local authorities ("CN INDUSTRY" or "CUSTOMER") who intend to construct a rail line to an existing facility or a new site including rail access to industrial lands and rail-truck transload facilities.

These specifications represent the <u>minimum</u> standards for design and construction of new industrial tracks. CN's Regional Design and Construction Office may require additional standards be met based upon individual project requirements.

Tracks meeting one or more of the conditions listed below have additional design and construction criteria over and above those presented in this document. Contact CN for the additional standards that must be met for:

- Tracks that will exceed 1/2 mile in length, or
- Tracks planned for speeds in excess of 10 mph, or
- Tracks that will handle cars greater than 70 feet in length, or
- Tracks that will handle hazardous materials or unit trains.

Any variance from the standards provided in these specifications must be submitted in writing to CN's Senior Manager, Design and Construction. The submittal must state the variance from standard being requested and reference the page of the submitted plans where the variance can be found. All variances are subject to review and written acceptance from the office of CN's Regional Chief Engineer. Depending upon the variance being requested, CN may have additional requirements and restrictions that must be met.

# Please note the information contained in this document is the property of CN, and may not be used outside of its intended purpose. CN reserves the right to modify this document at any time.

### 2. Industry Track Project Overview

The development of a project requiring rail service provided by CN is divided into five steps:

- 1. Initial Customer/Industry/CN function contact with CN Business Development and Real estate
- 2. Development of Detailed Design
- 3. Submission of Detailed Design Plans and Specifications to CN
- 4. Permitting and Construction
- 5. Project Inspection and As-Built Drawings

### **Step 1 - Initial Contact with CN Business Development/Real Estate**

The first step is to contact CN's Business Development/Real Estate group to discuss your needs for rail service. This group provides assistance with site selection, preliminary track schematics, rail serviceability options, and shipping rates. The Business Development/Real Estate Group will also consult with CN's Design & Construction, Engineering and Transportation departments to optimize the track plan and to help develop a customer service plan.

It is recommended to employ a consulting firm or contractor to prepare a conceptual design and operating plan based upon the information contained herein and provided by CN. The Industry's conceptual plan and operating plan must be submitted to, and accepted by CN before proceeding with the detailed design stage.

### **Step 2 - Development of Detailed Design**

Once the conceptual design has been reviewed and accepted by CN Design & Construction, the Industry/function can proceed with development of a detailed design for the project.

If required during the detailed design step, any work on CN property, including but not limited to, surveys, soils investigations, site walks, etc. will require authorization, via a signed Right of Entry Agreement from CN's Design and Construction Group.

Additionally, all work performed on CN property or within 30 feet of any CN track in operation (unless deemed not required by CN) must:

- Have a cable and utility locate completed, and
- Be protected by a CN flagman.

All costs associated with Right of Entry fees, cable/utility locates, and CN flagmen are the Industry's responsibility (see Section 7.0, Safety and Right of Entry).

### **Step 3 - Submission of Detailed Design Plans and Specifications to CN**

The detailed design submission will be reviewed by CN for acceptance. The design must include a drainage plan, track plan/profile, and typical sections (grading and track). The Industry will be responsible for the costs to review the plans and specifications.
#### **CN Engineering Specifications for Industrial Tracks**

The proposed grading and track design plans will be evaluated against CN's standards, as outlined in this document. The design will undergo a final review with CN Transportation to verify serviceability. Reviews at this stage ensure the design and operating plan meets requirements specific to CN. The plans and specification must be approved, signed and stamped by a Professional Engineer licensed in the State or Province prior to submission to CN. CN will advise the Industry in writing of acceptance of the design or of any revisions that may be required.

Drawing submissions to CN may be in hard copy format or electronic in AutoCAD and PDF format. All drawings to be supplied in CN's format as provided in Appendix A. The CN drawing template can be supplied to the Industry's upon request.

# If the submission contains any variances to CN standards, they must be summarized in a cover letter with the plans identifying each variance requested and supporting information as to why the CN standard cannot be met.

Drawings to be in imperial units of measure and to scale (minimum scale of 1"=200' OR 1:2000). Drawings must be a minimum of 11" x 17" in size. The submitted drawing shall comply with the standard format listed below and presented in Appendix A (A26 through A30) of this document:

- Title Page for Construction Drawings
- Typical Plan View for Construction Drawings
- Typical Profile View for Construction Drawings
- Typical Cross Sections for Construction Drawings

The information contained in the drawings must include the following:

- Mile and subdivision of the mainline connection
- Legal Land description of the proposed development
- Width of the CN Right of Way
- Plan, profile and typical cross-sections
- Proposed top of rail grades
- Rail Size
- Turnout type and locations
- Stationing will be in 100 foot increments
- Actual mainline stationing of point of switch (PS) locations
- If not connected to the mainline, identify spur name and nearest mainline Subdivision and Mileage
- Stationing for PS, clearance point, right-of-way line, and derail shall be shown, with PS = 1 + 00
- Derail type
- Curve data including stationing for PC/PT points, spirals (if any), and degree of curve. The horizontal curve data is to be summarized in a tabular format on the drawing as well
- Vertical curve data, including length of vertical curve
- Track center dimensions

- Ditch line elevations, direction of flow, culvert dimensions and type
- Wetlands delineation
- Easements
- Location of utilities
- Location and details of fencing and gates
- Proposed car spots, maximum car lengths and proposed maximum gross weight
- Track lengths and car capacity summarized in a tabular format
- Clearance envelopes superimposed on cross-section

A proposed schedule for completing the work shall also be included with any submission for a proposed development.

The Industry must certify that track related materials and equipment meet CN specifications.

A detailed list of all track material, including ballast specifications, must be submitted for CN Design & Construction review and acceptance.

#### **Step 4 – Permitting and Construction**

Once the detailed design has been accepted by CN Design & Construction, the Industry has executed an industrial track agreement with CN's Business Development/Real Estate group, utility locates are completed, and all applicable permits are in place (permitting is the responsibility of the Industry), construction activities can commence.

CN forces may perform all work on CN property connecting to the mainline or along a CN owned siding track/spur track adjacent to the CN main. CN will prepare an estimate of cost for the work that will be chargeable to the Industry. This work usually includes installation of mainline track construction. surfacing, derail installation. turnouts. rail welding. signals modifications/upgrades, etc. The Industry will be responsible for performing all other work including earthwork, drainage, fencing, modification of utilities, etc. It is the Industry's (and the contractor hired by the Industry) responsibility, to ensure construction is in accordance with the project design specifications. All works performed by the Industry within the CN Right-of-Way (earthwork, drainage, culvert installation, etc) will require authorization via a signed Right of Entry Agreement (see Section 7, Safety and Right of Entry).

#### **Step 5 - Completion**

Once construction is complete and the rail facility is ready to be placed into service, CN will conduct a final inspection prior to placing the track in service. This inspection by CN will occur once the design consultant has certified the track has been constructed in accordance with the accepted design plans and specifications, and is safe for rail traffic. The CN final inspection is typically done by the local Track Supervisor and will be arranged through CN's Design and Construction Office. CN will also requires an electronic copy (in AutoCad with appropriate coordinates indicated) of the As-Constructed/Agreement and drawing(s) for industry track agreement purposes and will retain a copy of the industry track agreement(s) for CN's records.

## 3. Grading Design and Construction Standards

The Industry shall retain the services of a Professional Engineer to prepare construction plans and specifications. The grading plans and specifications shall provide adequate details to facilitate project completion and must include the following information:

- Drainage plan
- Storm water pollution prevention plan (including erosion control measures)
- Construction limits
- Grading requirements
- Soil conditions (soil boring information)
- Import material/fill requirements
- Sub-ballast material specifications
- Quality control and material testing requirements

#### 3.1 Drainage Design Plan

- The subgrade shall be designed and constructed to ensure there is adequate drainage away from the track structure.
- The subgrade/sub-ballast/ballast structure must be designed to ensure structural capacity based upon the anticipated rail car loading (e.g. 286,000 lb cars).
- The drainage system shall be capable of handling the maximum expected flow of water and may not compromise the existing drainage system of the Railway. Post-development flow rates of surface water on to CN property must not be increased.
- Compaction specifications shall require compacting the full width of the subgrade and subballast to density not less than 95% maximum dry density in accordance with Standard Proctor Density Compaction Test (ASTM D698).
- Roadbed shall conform to Appendix A, A1, Typical Cross Section Detail including:
  - a. The top of the subgrade shall be shaped with a minimum 1:40 slope for drainage, typically each way from the centerline of the track.
  - b. Embankments must have a side slope of not less than 2H: 1V.
  - c. Minimum depth of sub-ballast structure must be 12" and must extend at least 4 feet beyond the edge of ballast, unless otherwise approved by CN Design and Construction. Maintained top width shall be a minimum of 24 feet.
  - d. Minimum depth of ballast structure must be 9" under industrial track and must provide a minimum 6" shoulder for jointed rail or 12" shoulder for continuous welded rail. Minimum ballast depth of mainline track class 2 or higher is 12". Particular attention must be paid to turnout locations to ensure all minimum requirements are met.
  - e. With the exception of the mainline turnout, the width of sub-ballast on the diverging

#### **CN Engineering Specifications for Industrial Tracks**

side of turnouts shall be increased to create a walkway for train service employees. The sub-ballast width shall taper from the minimum of 12'-0" up to 20' from the centerline of the tangent side of the turnout at the end of the stock rail ahead of the point of switch, until it reaches a point that is 12'-0" from the centerline of the diverging track. The 12'-0" minimum width is to be maintained away from the point of switch until either 4' past the location of a derail or 50' past the clearance point if no derail is installed, and then is to be tapered (if needed) to minimum width of 12'-0" from centerline of the track. The Industry and their consultant must review local requirements for walkways to determine if more stringent local requirements must be met. Walkways are only to be constructed within the limits of industrial tracks and are not to be built along main track switches.

- f. Adequate site drainage is to be maintained throughout construction.
- g. Drainage must be given particular attention at the following locations: Switches, frogs, diamond crossings, grade crossings, and other places with limited vertical and side clearance. No culvert to be situated within 45 feet from any switch or diamond.
- h. Culverts shall be Corrugated Steel Pipes, Structural Plate Corrugated Steel Pipes or Seamless Steel Pipes to the latest CN R7A-80.2 (see Appendix A, A13), and ASTM Specifications and must be sufficient to support applicable Railway Loading.

### 3.2 Grading Construction

- The Industry and its Contractor will be responsible for construction of an adequate subgrade that conforms to the submitted drawings. Prior to commencement of construction activities all required permits must be in place including but not limited to stormwater construction permits, wetland permits, and other applicable, regulatory permits. Any and all permits required for grading on CN right-of-way will be acquired and funded by the industry. CN Design and Construction will be provided copies of all permit applications and final permits.
- The Industry and its Contractor are responsible for the identification and protection of overhead and underground utilities at the site, including the portion of CN right-of-way affected by the construction.
- The Industry's contractor is responsible for the proper installation of required erosion control measures prior to starting grading activities.
- The Industry's contractor shall clear all vegetation and brush (except for trees and shrubs which are to be preserved, as indicated on the drawings), rocks, expansive soils, and other similar objectionable materials from the project site, including the portion of CN right-of-way affected by the construction. The contractor is responsible for the safe and appropriate disposal of materials removed.

#### 3.2.1 Embankment Construction

Embankments shall be constructed and compacted to the lines and grades set forth in the submitted drawings. If the quantity of materials required for construction of embankments is in excess of the quantity of material removed from excavations, additional material may be obtained by widening cuts in the grading area with the review and acceptance of CN Design and Construction. Cuts shall be widened in such a manner as to:

- Provide slope stability
- Provide adequate drainage for the cut slope and roadbed
- Provide adequate protection against erosion
- Comply with permit requirements and construction limits

#### 3.2.2 Moisture and Density Control

Unless otherwise shown on the Drawings, embankments and those portions of cut sections designated, shall be constructed with moisture and density control. The moisture content of the soil at the time of compaction shall be at the optimum moisture content plus or minus four (4) percentage points of the optimum moisture content as determined by ASTM specification D 698.

#### **3.2.3** Post Construction Erosion Control

A seed and fertilizer mixture, in compliance with local, state, provincial, and federal specifications, shall be applied so as to provide adequate erosion control and slope protection. Creeping grasses shall not be used. Additional erosion control methods, such as the use of Jute fabric, geo-textiles, silt fence, or as per applicable permit shall be applied to ensure the long-term integrity of slopes and embankments, as required.

#### 3. Sub-Ballast Placement

- Sub-ballast material may be placed once the finished subgrade is inspected and accepted by the contractor's quality assurance inspector.
- Sub-ballast shall be placed, using methods that do not lead to segregation or degradation of material.
- Place material to full width of section in uniform layers not exceeding 12" thickness and compact to specified density.
- Compact full width to density not less than 95% maximum dry density in accordance with Standard Proctor Density Compaction Test (ASTM D698).
- Representative samples of the subballast material must be taken for laboratory tests to approve its quality and nature prior to and during its use.
- Finished sub-ballast surface must be within <sup>1</sup>/<sub>2</sub>" of design elevations but not uniformly high or low.

## 4. Track Design and Construction Standards

When designing track to serve an industrial facility or lead track, the following elements must be considered and identified:

- Direction of inbound and outbound traffic;
- Car lengths and car floor heights (if applicable);
- Loading method and capacity;
- Frequency of service; and
- Commodity transported.

Track design and construction must comply with CN's engineering standards and other applicable regulatory requirements.

## 4.1 Track Design General

- Industrial spurs or lead tracks longer than a ½ mile in length must provide for a run-around track. If a spur track or lead track is less than a ½ mile but does not have all switches facing the same direction, a run-around track may also be required. Storage tracks may be required to be provided by the industry within their facility.
- The maximum gradient on industrial spur tracks must not be greater than 2% and is to be limited to 1% on lead tracks. For loop tracks, the maximum grade will be 0.5%. Grades on tracks at locations used for spotting rail cars is to be 0%, but in no case exceed 0.2%. Curve compensation is calculated by adding 0.04% per degree of curvature to the proposed grade.
- All tracks shall be designed for standard gauge of 56-1/2".
- Industrial track shall be constructed with the following maximum tie spacing (see Appendix A, Design Criteria and Material Table for further details):
  - Wood Ties 20" tie spacing on leads and 22" in body tracks
  - Concrete Ties 24"
  - Steel Ties 24"
- Minimum track centers shall be as follows:
  - Unless physically restricted, 25' track centers are to be used to provide safe working space for employees between main and industrial spurs or lead tracks. Any exception to this requires a safety mitigation plan to be approved by CN.
  - Between industrial or yard tracks: 14 ft.
  - Greater track centers may be required to accommodate loading of specific commodities. For example, a minimum of 25' track centers is required at log/pole loading facilities.
  - Track centers for loading and unloading flammable products and tank storage must comply with Federal, State/Provincial, and local agency requirements including but not limited to Flammable Liquids Storage GO 0-32 and AAR Circular No. OT-55 (Appendix A, A6).

- The horizontal clearance envelope as well as the minimum distance between track centers shall be increased to account for curvature as follows:
  - o 1" per degree of curvature of track for horizontal clearance
  - o 2" per degree of curvature of track for distance between parallel tracks
- Clearance envelopes will comply with the CN Clearance Requirements (See Appendix A, A3 through A5) and shall be shown on the plans submitted to CN.
- Restricted Clearance Proposals
  - The appropriate governing regulatory agency shall be informed of any permanent restricted clearances. Any proposal for permanent restricted clearances shall be reviewed by CN Design and Construction in order to:
    - a. Ensure that there is business justification for the proposed restriction and that it cannot be economically or conveniently eliminated.
    - b. Ensure that the proposal is reviewed in the engineering context of structure adequacy and safety.
    - c. Ensure that CN Transportation is satisfied that locomotives, railcars, and employees can safely operate past the proposed restriction.
  - Requests for review and acceptance of restricted clearances shall be submitted to CN Design and Construction along with an application fee and shall include the following information:
    - a. Location of the facility and restricted clearance, including mile post and subdivision;
    - b. Location of standard restricted clearance signs;
    - c. Reason(s) for restricted clearance;
    - d. Method of operations over the track concerned (locomotive, car progressioner or gravity);
    - e. Need for locomotives to pass the point of restricted clearance;
    - f. Operations to be conducted over the track concerned;
    - g. Confirmation that the restricted clearance is unavoidable;
    - h. Nature of the restricted clearance (permanent or temporary);
    - i. An electronic PDF copy of the drawing showing the relative position of the track and the obstruction, with cross sections at each point of restricted clearance. That drawing will indicate the following:
      - Vertical clearance from the top of rail;
      - Horizontal clearance from the centerline of track;

- Location of the "Restricted Clearance" sign.
- For new construction the minimum railway clearance (see Appendix A, A3, A4, A5) requirements are as follows:
  - Vertical:
    - 23'-0" to nearest obstruction (clear headway above the top of the highest rail) except:
    - 27'-0" to overhead wire lines (clear headway above the top of the highest rail) or greater depending upon the voltage (see Appendix A, A31, Wire Crossing and Encroachment Specifications).
  - Horizontal:
    - 8' 6" from the centerline of track to the nearest obstruction, unless otherwise provided in these specifications. In curves, the minimum distance between track centers shall be increased to account for curvature as follows:
      - i. 1" per degree of curvature of track for horizontal clearance
      - ii. 2" per degree of curvature of track for distance between parallel tracks

# Government regulations may require more stringent requirements be met in addition to CN's requirements. The Industry is responsible for determining what additional requirements must be met.

### 4.2 Curve Design

- Maximum curvature on industrial tracks to be 9°, (or equivalent curve compensation per AREMA 3.7) unless a variance is submitted and accepted by the CN Senior Manager Design and Construction. Reference the Design and Material Table of Appendix A, A7, for specific details.
- The chord definition of curvature is to be used. Degree of curve is defined as the angle at the center of a circular arc subtended by a 100' chord. Degree of curve is related to radius as follows:

Sin (Dc/2) = 50/R

Where Dc = Degree of Curve and R = Radius

- Tracks to be designed to avoid coupling cars in curves. If cars are to be coupled in a curve, the maximum curvature shall meet requirements of the Design and Material Table and shall not exceed 9° (applies to coupling in curves for cars under 70 feet in length, additional guidelines apply to other scenarios). This will help prevent bypassing couplers.
- The minimum tangent distance between reverse curves shall meet requirements of the Appendix A, A8, Design and Material Table, and be no less than 70 feet.
- The rate of change for vertical curves is not to be more than 1.2% per station in sags and 1.5% per station in summits for industrial tracks. The rate of change for vertical curves is

not to be more than 0.60% per station in sags and 1.0% per station in summits for lead tracks. Between vertical curves, 100 feet of tangent is to be maintained. See Appendix A, A8, "Vertical Curves for Industrial Tracks".

- No portion of a turnout is to be located in horizontal or vertical curves, spirals or within track with superelevation.
- The point of switch is not to be located within 100 feet of a horizontal curve.
- The point of switch of any turnout or switch point derail is not to be located within twentyfive (25) feet of a vertical curve. See Appendix A, A7, Design and Material Table, for minimum distances to bridges, curves, and road crossings.

### 4.3 Turnout Design

- Mainline turnouts will be supplied as per the current CN Engineering Track Standard plans at the Industry's cost, and will be a minimum of a No. 12. Snow clearing devices are required where snow and ice present operational challenges. If a power turnout requires a snow clearing device, the power derail will also. A cost estimate will be provided for mainline turnouts and will include the price of snow clearing devices and any related power or signal costs. Note: A minimum lead time of four (4) months will be required for delivery of turnouts and snow clearing devices, so the project is to be planned accordingly.
- All turnouts within industrial facilities shall be per the Design and Material Table, Appendix A, A7. Turnout rail weight must be 115RE or greater, unless approved by CN Design and Construction. Second hand turnouts must be of acceptable quality with rail that is free of physical defects and has less than 20% of allowable head wear.
- No portion of the mainline turnout shall be installed closer than 100 feet to any bridge or public road crossing without an approved variance.
- Industrial turnouts must be in accordance with current CN Engineering Track Standard Plans. CN Senior Manager Design and Construction may accept alternate turnout designs upon review.
- All turnouts must have new borate treated No.1 hardwood switch ties.
- All turnouts must be equipped with adjustable rail braces.
- Second hand turnout material is not to be painted.
- Switch stands will be of ergonomic design (36 E or 36 EH) and can be new or second hand, and must be complete with connecting rods, targets, a lock (or keeper), and reflective tips as required.
- Frogs in other than main track turnouts will be either self-guarded solid manganese (SGSM) or rail bound manganese (RBM).

#### 4.4 Derails Design

- Derails must be installed on industrial track connections at main and controlled sidings.
- Hinge and sliding type derails may be used where the speed of the equipment to be derailed will not exceed 15 mph.
- A derail with a wheel crowder shall be installed where any of the following conditions apply:
  - A car mover is in use;
  - Derailing speed could exceed 9 mph; or
  - The derail is installed on the inside of a curve.
- Double Switch point derails as per Appendix A, A14, Double Switch Point Derail Drawing, must be used when;
  - Speed of the equipment to be derailed could exceed 15 mph.
  - Where a locomotive, car mover, or cable progressioner is used by a customer to move and spot cars within the facility.
- Where switch point derails are used, adequate rail anchorage must be provided to prevent rail creep.
- CN's Regional Chief Engineer or designate will approve the derail selection for each installation.
- The following table shall be used in conjunction with available track length and grade information to determine derail requirements:

| Gradient (%) | 8 mph | 9 mph | 12 mph | 15 mph |
|--------------|-------|-------|--------|--------|
| 0.30         | 1000  | 1280  | 2350   | 3800   |
| 0.50         | 485   | 615   | 1125   | 1805   |
| 0.75         | 310   | 395   | 700    | 1090   |
| 1.00         | 225   | 285   | 555    | 785    |
| 1.50         | 155   | 190   | 330    | 510    |
| 2.00         | 115   | 140   | 245    | 380    |

Distance (Feet) in which a Free-Rolling Car will achieve the Following Speed

- Derails must be installed so equipment will derail away from the track being protected and shall be at least 20' beyond the 13' 6" clearance (fouling) point. Derails must be far enough behind any insulated joints to ensure that equipment derails before fouling the track circuit.
- Hinge and sliding derails will be painted yellow, and any track equipped with a derail shall have the switch stand lever painted yellow. Proper signage shall also be erected at derail locations.

• Exact locations of derail installation will be coordinated with CN Design and Construction.

#### 4.5 Cable Progressioners/Car Movers

- Must comply with clearance specifications.
- Must have adequate lighting to ensure permanently mounted snatch blocks are visible at all times and that cables will not impede normal working activity.
- Must be painted a conspicuous color.
- Lockout controls must be installed on car progressioner panel to ensure no operation during switching or track maintenance.
- Alarm system (i.e. bell, buzzer, etc.) to be integrated with start control so that a five second warning is given to personnel in the vicinity that car progressioner will be operating.
- Standard warning sign to read "Caution: Car Puller Cables on Ground".

#### 4.6 Under Track Pits

- Unloading Pits shall be designed and constructed in accordance with the provisions of the CN Unloading Pit Standard JL3-5 (See Appendix A, A15); AREMA Manual, Specifications, Chapter 15, Part 8, Section 8.4;
- Drawings must be stamped and approved by a Professional Engineer. Separate unloading pit plans must be submitted for review and acceptance by a CN Design and Construction.
- Unsupported running rail
  - No joints in running rail shall be permitted over the pit.
  - $\circ$  The top of the concrete pit walls shall be true and level to provide full bearing for the running rails.
- Structural supporting beams
  - Running rails to be attached to the supporting beams at 2' centers.
  - Welding of rails to beams is not permitted.
  - Beams to be provided with masonry plates.
  - Two anchor bolts for each masonry plate (bearing plate) to be provided.
- The cover for the unloading pit is to be installed flush with the top of the ties or constructed to provide minimum slopes of 4:1 from top of the ties to top of the opening and must not protrude above the rail. Both the cover and slope sections to be of metal and removable for ready inspection of rail and supports.
- Capacity of the foundation to support the unloading pit shall be a component of the overall design. The report shall be and the report shall be provided with the application and drawings.

### 4.7 Track Construction

Track must be constructed to meet current CN Engineering Track Standards and applicable regulatory/industry standards and guidelines. These standards include but are not limited to FRA, Transport Canada, AREMA, CN critical tasks (CT's).

#### 4.7.1 Timber Track Tie Installation

- Line the end of the track ties true on one side of the entire length of the track. All ties are to be installed at right angles to the rail.
- Treated ties must not be handled with any tool having sharp points that will penetrate beyond the depth of the treatment, or cause damage to the ties.
- When ties are re-spiked, the spike holes must be plugged with expanding foam plugging compound.

#### 4.7.2 Rail Installation

- Rail must be handled carefully at all times. It must be unloaded by use of a crane, skids or threader and must not be dropped. Rail must not be struck with a steel hammer or similar tool.
- Lay second hand rail in the same position it occupied before removal from the previous track so that the gauge side remains the gauge side.
- Rail having cuts or holes made with an oxy-acetylene torch or an electric arc must not be used unless the cuts and/or holes have been removed with a saw cut. The saw cut must be made no less than four inches from the torch cut.
- Rail ends will be cut vertical and perpendicular to the length of the rail. All saw cuts will be made with an abrasive blade. Rail saws will be supported with guide arms to ensure straight cuts.
- Use rail drills only for drilling rail. Rail index bars will be utilized for accurately locating bolt holes.
- Where new rail adjoins second hand rail the maximum mismatch shall not exceed 1/8". Where required, mismatch shall be reduced through welding, grinding or replacement of the rail.
- All installations shall be designed using the same rail section throughout. Use compromise rails, compromise welds or compromise joints to join rails of different sections.
- Where the length of rail being laid is in excess of 78', rails 39' or less in length shall be laid on each side of non-bonded insulated joints, turnouts and railway crossings at grade.
- Avoid placing rail joints at road crossing.
- Joints shall be staggered by at least 12 feet on opposite rails to avoid square joints.
- Expansion gaps between rail ends, when lying bolted rail or track panels, must be provided. Fiber, hardwood or metal shims may be used to obtain the proper expansion space by bringing rail ends squarely together against the expansion shims. Expansion shims must not be removed

#### **CN Engineering Specifications for Industrial Tracks**

until the rail is properly spiked, the bolts tightened, and rail anchors applied. Expansion gaps must conform to the following:

| Expansion Gap<br>Inches | 33 ft. Rail Temp.<br>Degree F. | 39 ft. Rail Temp.<br>Degree F. |
|-------------------------|--------------------------------|--------------------------------|
| 5/16                    | Below 10                       | Below 6                        |
| 1⁄4                     | 10 to 14                       | 6 to 25                        |
| 3/16                    | 15 to 34                       | 26 to 45                       |
| 1/8                     | 35 to 59                       | 46 to 65                       |
| 1/16                    | 60 to 85                       | 65 to 85                       |
| 0                       | Above 85                       | Above 85                       |

- Place joint bars and tighten bolts before spiking the rail.
- Tighten bolts in the rail joints in the following sequence:
  - The two bolts at the center of the bar,
  - $\circ$  The second bolt from the end of each rail,
  - $\circ$  The third bolt from the end of each rail.
- Tighten bolts to the following torque:

| Size of Bolt | Torque (ft-lb) |
|--------------|----------------|
| 1"           | 490            |
| 7/8"         | 375            |

• If Continuous Welded Rail (CWR) is used, ensure that it is destressed before placing the track into service and that Preferred Rail Laying Temperature as provided in the table below is achieved:

| Location*                                  | PRLT   |
|--|--------|
| Eastern Region and Western Region (Canada) | 90°F   |
| Former DWP and DMIR Territory              | 100°F. |
| US Region (except former DWP and DMIR)     | 105°F. |

\*Check with local Design and Construction Office for the appropriate PRLT based on project location.

- Anchor rails per Appendix A, A11, Anchor Pattern for Continuous Welded & Jointed Track. For CWR, anchoring must be completed once rail has been properly destressed.
- Gauge of track after laying rail must be uniform and within 1/8" of design.

#### 4.7.3 Turnout Installation

- Minimum 14" tie plates are to be used in all turnout construction.
- Spiking in turnouts must fill all spike holes in the plate, up to a maximum of 6 spikes per plate.
- The turnout stock rail must be bent horizontally, as shown on the standard plan. Only standard carbon and 3HB rail, in 115 lb section or smaller, may be field bent with an approved bender. For safety reasons, under no circumstances are head hardened rails or rails greater than 115 lb to be bent in the field.
- Fully anchor the length of the turnout as per CN standards.
- Ensure the switch point fits snugly against the stock rail for the entire length of the planed portion.
- Bolt switches, frogs and guard rails fully. Provide proper washers and cotter pins for bolts as required. Lock tight nuts are recommended.
- Switch stands must be securely bolted or lagged to the head block ties.
- Switch stands must be equipped with a lock or keeper.
- All switches must be equipped with the appropriate reflectorized target. Target assemblies will be properly adjusted to display green when the switch is lined for the normal route and yellow (siding/industrial) or red (main line) when lined for the diverging route.
- Switch targets will bear 3" black numbers on the yellow target representing the track number.
- Install switch rod bolts and connecting rod bolts, except the bolt under the switch stand, with the nut on the upper side to permit ready inspection of the cotter pin.
- Install the connecting rod bolt under the switch stand with the head on the upper side. Install cotter pins on all connecting and switch rod bolts.
- Position the handle to be on the frog side of switch stand when the switch is lined in the normal position.
- Ergonomically designed switch stands are to be used on all turnouts.
- Lubricate switch stands, switch plates, connecting rod bolts and spring frogs properly after assembly.
- Ensure the distance between the gauge side of a frog and the bearing side of the guard rail at 4'  $6-\frac{5}{8}$ ".
- Tamp turnout ties firmly throughout the entire length.
- Upon completion of final track surfacing and regulating, the cribs of ties under the switch point will be cleared of ballast to mid-tie and all rods free to move as intended.
- Once installed, line new turnouts for through movement and clamp or spike the switch point.

#### **CN Engineering Specifications for Industrial Tracks**

Switch points shall remain clamped or spiked until inspected by a CN Track Supervisor or a designee.

#### 4.7.4 Track Surfacing and Lining

#### Distribute Ballast

- Damage caused to CN tracks or equipment during ballast unloading, surfacing, and lining must be reported immediately to the CN project manager.
- The Contractor is cautioned that damage caused by their equipment to CN property during the distribution of ballast and surfacing will be repaired by the Contractor at his expense.
- Care must be taken to protect signal appliances during ballasting and track surfacing operations.

#### Lifting

- Single track raises will be limited to a maximum of 4 inches.
- Raise all tracks and turnouts with the ballast to provide a minimum depth of 9" from the bottom of the tie to top of sub-ballast or to a depth indicated on approved design.
- Tamping machines or other mechanical tamping equipment will be used to tamp ballast.
- Tamp both sides of ties from a point 16" inside each rail to the end of the ties.
- Tamp inside and outside of the rail simultaneously.
- Do not tamp at the center of the ties between the inside limits stated above.
- On turnouts, tamp ties for 16 inches either side of all rails.
- Manually tamp the areas under the frog, guard rails, and heel castings, using bars or mechanical hand tampers.

#### Lining

- Line all track and turnouts to conform to the approved drawings.
- Verify that final curve alignment fits designed curvature.

#### Dressing

• Dress the ballast to conform to the ballast sections as shown on attached standard drawing Appendix A, A1, Typical Cross Section Detail.

#### Surfacing

• Bring track to a uniform gradient with corresponding cross-level to suit the alignment.

#### Tolerances

• Alignment: The maximum out-of-alignment measured from mid-ordinate of a 62' chord may not be more than 1/8".

- Surface: The deviation from uniform profile on either rail at the mid-ordinate of a 62' chord may not be more than 3/16".
- Cross-level: The deviation in cross-level from design may not exceed 3/16".

#### 4.7.5 Road Crossings

- All new crossings shall conform to all applicable regulations.
- Crossing sightlines are to comply with all regulatory requirements.
- All crossings shall be located clear of turnouts, switches and other track appliances.
- Where the width of crossing necessitates, replace jointed rail with welded rail.
- Rail joints shall be kept clear of crossings and where practicable must not be located closer than 25' from the edge of the crossing.
- Insulated rail joints at crossings, if required, shall be installed per current CN Engineering Track Standards.
- Crossing surface to be as follows:
  - Only fully planked timber, asphalt, concrete or solid rubber planking will be accepted. Gravel crossing surfaces are not permitted.
  - Planks to be full depth of the crossing to match the height of rail. Planks shall not protrude above the top of the rail.
  - Crossing surface planks may be shimmed to the correct height with shims covering the full contact area between the tie and the plank.
  - $\circ~$  Provide a flangeway space of not more than 3" or less than 2" deep, and not less that 2  $\frac{1}{2}$ " or more than 3" wide.
  - $\circ$  Fasten timber planks with  $\frac{1}{2}$ " x 12" crossing spikes or lag screws, with one fastening in every other tie and at each end. Countersink planks for recessing of the washer and the lag bolt head.
  - Trim the ends of the planks parallel to the road centerline. Bevel edges to prevent dragging equipment from catching on planks
- Drainage of the track at all crossings must be properly maintained at all times. Each quadrant of the crossing will have swales to direct runoff away from the track and crossing.

#### 5. Materials Standards

This section details CN's material requirements for industry track projects.

## 5.1 Rail

- Continuous Welded Rail (CWR) may be specified and will be laid and anchored under separate specifications per current CN Engineering Track Standards.
- For tracks handling dangerous commodities, rail must be control cooled and approved by CN.
- New rail shall be a minimum of 115 lb RE or greater.
- Secondhand (PW) rail must be a minimum of 100 lb ARA-A or heavier for installations in Canada and 112 lb RE or heavier for installations in the United States.
- Rail quality may include minor imperfections in line and/or surface, or minor physical defects that will not interfere with the safe use of the rail in yard tracks, industrial tracks and light density spurs.
- Secondhand rail may be used in customer industrial locations, provided it meets the following standards:

Rail lengths of 27 feet or greater are acceptable, but rail less than 39 feet may not make up more than 25% of the total rails. Rails 78 foot or longer must be used through road crossing with joints no closer than 25' from each end of the crossing surface.

- Rail to be free of internal defects confirmed by UTT Testing prior to installation.
- PW rail to be installed must be within the following limits of wear:

| Section                           | 136RE      | 132RE         | 115RE       | 112RE<br>U.S. Only | 100 ARA-A<br>Canada Only |
|-----------------------------------|------------|---------------|-------------|--------------------|--------------------------|
| Max Loss of<br>Vertical<br>Height | 5/8"(16mm) | 9/16"(14mm)   | 1/2" (13mm) | 3/8"(10mm)         | 5/16"(8mm)               |
| Max Gauge<br>Face Wear            | 3/8"(10mm) | 3/8" (10mm)   | 3/8" (10mm) | 3/8"(10mm)         | 3/8"(10mm)               |
| End Batter                        | 5/32"(4mm) | 5/32"(4mm)    | 5/32"(4mm)  | 5/32"(4mm)         | 5/32"(4mm)               |
| Maximum<br>Combined<br>Wear       | 3/4"(28mm) | 15/16/'(24mm) | 7/8"(21mm)  | 3/4"(17mm)         | 11/16"(14mm)             |

## 5.2 Welding

- Welding kits must be compatible with the type of rail being welded. For any weld involving a chrome alloy rail, only a chrome welding procedure shall be used.
- Thermite or field flash butt welds shall be located as close as possible to the center of tie cribs. The weld must not be closer than 4" to the edge of the tie and in no case may a field weld be situated over a tie plate.

- Thermite Welds will not be made:
  - Within 6 feet of another thermite weld
  - Within 3 feet of a plant weld
- Welding gaps for thermite welds shall be minimum 1", maximum 1 1/8" inches except where approved wide gap welds are used.
- All rail ends must be saw cut. The cut must be square and perpendicular to the rail axis, with a variation not exceeding 1/8" and all burrs must be removed.

|           |   | W                   | EIGHT OF R       | AIL                    |
|-----------|---|---------------------|------------------|------------------------|
|           |   | 100 lb. and smaller | 112 / 115 lb.    | 132 / 136 /<br>141 lb. |
| LD        | Standard<br>Thermite                      | 0.125"<br>(3 mm)    | 0.30"<br>(8 mm)* | 0.30"<br>(8 mm)*       |
| YPE OF WE | Step Down<br>Thermite<br>Kit<br>136NEW to |                     |                  | 0.375"<br>(10 mm)      |
| T         | Flash Butt<br>Welder                      |                     | 0.20"            | (5 mm)                 |

#### MAXIMUM ALLOWABLE RAIL HEIGHT DIFFERENCE

\* If Vertical Rail Base Offset exceeds 1/8" (3 mm) a sloped base plate must be used

#### 5.3 Joint Bars

- All rail joint bars must be of proper design and dimension for the rail on which it is to be applied.
- "Skirted" or "Toed" bars are not permitted.
- Second hand joint bars in good condition may be used except insulated or compromise joints which must be new in all cases.
- All joints shall be fully bolted with rail drilling that conforms to proper dimension and design for the rail section.

#### 5.4 Sub-ballast

• Sub-ballast gradation shall be sufficient to prevent penetration of the sub-ballast into the subgrade and shall conform to CN requirements.

#### 5.5 Ballast (Crushed Gravel)

• Ballast shall conform to the following gradation and the specifications of Appendix A, A16, CN Granular Specification, or be subject to the review and acceptance of CN Senior Manager Design and Construction (type and size may be modified slightly to meet local

#### **CN Engineering Specifications for Industrial Tracks**

conditions) Heavy use leads or trackage may require crushed rock ballast as determined by CN Design and Construction.

| Nominal<br>Size        | 1-3/4"<br>(45.3 mm) | 1-1/4" (32<br>mm) | 1" (25.4<br>mm) | <sup>3</sup> ⁄4" (19<br>mm) | <sup>1</sup> ⁄2" (12.7 mm) | No. 4<br>(4.76 mm) | No. 200<br>(74<br>micron) |
|------------------------|---------------------|-------------------|-----------------|-----------------------------|----------------------------|--------------------|---------------------------|
| % Passing<br>by Weight | 100                 | -70-95            | -50-80          | 10-40                       | 0-15                       | 0 - 1              | 0-1                       |

- Industry must provide a sieve analysis of the ballast.
  - Provide a sample for testing by a recognized materials testing consultant.
  - Pay for material testing.
- Ballast to have a minimum count of particles with one or more fractured faces of 70% on each sieve size.
- Material in sample finer than No.4 (4.76 micron) sieve will not be considered in determining the percentage of fractured faces.
- Grading of crushed gravel ballast shall be determined by ASTM C316, latest edition.
- Amount of material finer than No. 200 (74 micron) shall be determined by ASTM C117, latest edition.
- The percent of wear due to abrasion shall be less than 30% for the ballast per ASTM C 131 "A" grading.

### 5.6 Rail Anchors

- Rail anchors are to be new or manufacturer certified refurbished rail anchors of appropriate size.
- Rail anchor application shall match the pattern as shown in Appendix A, A11, Anchor Pattern for Continuous Weld and Jointed Track.

### 5.7 Tie Plates

- Recommended tie plate usage found in Appendix A, A21, Turnout Return Curves and Spiking Pattern for Industrial Track drawing.
- Tie plates to be a minimum of 11" for 5 <sup>1</sup>/<sub>2</sub>" base rail on tangents, and a minimum of 14" for 6" base rail and in curves. For locations with curves 9 degrees or greater, 16" cast plates to be installed on every other tie. All 16" cast plates to be a CN approved premium plate.
- Tie plates to be double shouldered with 1 in 40 cant.
- Tie plates may be second hand provided the plates are not broken, damaged or have worn

spike holes.

• All ties are to be fully plated.

### 5.8 Ties

- All ties are to be treated in accordance with the latest edition of AREMA Manual Chapter 30.
- Timber Track Ties
  - Track ties are to be new and a minimum of No.2 hardwood ties. No. 1 hardwood ties are required on curves over 6 degrees, and on all lead and loop tracks.
  - Track ties are to be a minimum 8'-6" in length and have minimum cross section dimensions of 6" x 8". The corners may be beveled to provide a minimum 7-1/2" flat surface on the top and bottom.
- The use of concrete or steel ties may be permitted subject to review and acceptance by CN Senior Manager Design and Construction.
- Switch ties shall be new No. 1 hardwood ties, minimum 7"x9" in size, with length as required per the appropriate CN Engineering Track Standard plan. Refer to Appendix A, A7, Design Material Table for spacing and type.
- Borate treated switch ties and track ties are recommended for high decay zones (warmer climates or wet swampy conditions).

#### 5.9 Hardware

- All hardware (bolts, nuts, spring washers, etc.) shall be new.
- Track bolts shall be of appropriate size, complete with nuts and conform to latest edition of AREMA Manual, Chapter 4.
- Spring washers shall be of appropriate size and conform to the latest edition of the AREMA Manual, Chapter 4.

#### 5.10 Track and Screw Spikes

- Spiking on industrial spurs and lead tracks is to be done per Appendix A, A11, Turnout Return Curves & Spiking Patterns for Industrial Tracks.
- Screw spikes shall be 6" x 7/8" diameter with rectangular head.

### 5.11 Bumping Posts/Earthen Bumpers

- Stub end tracks require the installation of a bumping post or earthen bumper.
- Design of bumping posts/earthen bumpers shall take into account protection of any infrastructure beyond the end of track.

- Install bumping posts or earthen bumpers 10 feet from the end of track, with 10 ties in front of and all ties behind it fully anchored.
- No car is to be spotted within 30 feet of the bumping post or earthen bumper.
- Bumping posts shall be Hayes Type WG or HD (or equivalent) for the designated rail section.
- Due to the potential damage to rail car undercarriages, wheel stops are not acceptable for new track construction.
- A typical earthen bumper and bumping post is provided in Appendix A, A2, Earthen Bumper/Bump Post Detail.

## 5.12 Derails

- Design tracks to leave a minimum of 50 feet from the derail to the last car that could be spotted in the track.
- Install derails in accordance with the appropriate standard plans, as follows:
  - Hayes EB (Hinged Type Derail)
  - Hayes HB (Sliding Type Derail
  - Switch Point Derail per drawing "Double Switch Point Derail" attached (see Appendix A, A14).
- The correct size of derail to be used on various rail sections is as follows:
  - Size 6: 100 ARA-A to 115 lb (worn)
  - Size 7: 115 lb (new) and larger
- A plywood or steel shim of the correct thickness with holes punched or drilled for all fasteners may be necessary under the derail to ensure the block lies flat on the top of the rail.

### 5.13 Bonding and Track Grounding

• At any location where flammable commodities may be loaded or off-loaded, bonding wires and track grounding are to be provided per CN SCP 1301 and 1302 (see Appendix A, A17 and A18) and/or Railway Prevention of Electric Sparks regulations (CTC 1982-8 for Canada).

## 5.14 Lighting

Lighting for switching facilities requires adequate lighting per industry recommendations and specifications. Adequate lighting must be provided for train crews working at night. Work areas near switches, gates, and buildings must be illuminated to prevent walking and tripping hazards. Lighting levels must be sufficient to allow operating crews riding rail cars the ability to see without relying on use of a flashlight.

#### 6.0 **Regulatory Requirements**

Regulatory requirements pertaining to the design and construction of railway tracks are established at the National, State/Provincial and local level. They pertain to a variety of issues such as the handling of hazardous materials, pipe and wire crossings, regulatory clearances, minimum construction and maintenance requirements, and road crossings. Prior to commencing development of a project, the CN Business Development/Real Estate department must be contacted to obtain current and local information pertaining to regulatory requirements and submissions.

### 6.1 Utility Crossings

Utility crossings including pipe, wire, and culverts must be submitted for review and acceptance to CN. Detailed instructions and requirements for utility crossings are available through the CN Design and Construction contact. Information is also available on the CN website:

http://www.cn.ca/en/delivering-responsibly/safety/erailsafe/utility-installations

Submissions to CN for permission to cross the Railway with any type of pipe or wire must conform to the relevant standard. The application must be submitted to the appropriate CN contact for review and acceptance. The steps for obtaining review and acceptance for an application are as follows:

- a. Application submit for review an electronic PDF copy of an acceptable plan to CN with the application fee.
- b. Agreement once the plans are approved an agreement will be sent outlining the agreement, costs, special conditions, and Industry's responsibilities.
- c. Installation installation of pipes or wires may begin once the permission is received by CN and two (2) weeks notice is given to arrange flagging protection and signals locating as required.
- d. Additional information regarding the requirements for an application for a pipe or wire crossing may be obtained from CN Design and Construction.

#### 6.2 Flammable Liquids Bulk Storage Regulations

For bulk storage on CN property, the industry is required to compile all relevant information needed for submission to regulatory agencies by CN. Any other regulatory review and approval for bulk storage off of CN property will be the responsibility of the respective industry.

#### 7.0 Safety and Right of Entry

• Authorized personnel working within the CN right of way must adhere to "Safety Guidelines for Contractors and Non-CN Personnel" and must be in the possession of a "Right of Entry

Permit" issued by an Officer of the Railway that is only valid for the time period outlined in the document. To obtain a copy of the permit, contact CN Design and Construction. Insurance required by the "right of entry permit" must be approved prior to working on CN property.

- Flagging will be required for all work performed by contractors within 30 feet of any CN tracks in operation or where CN representative deems it necessary.
- Flagging costs will be the responsibility of the industry.

#### 7.1 Certification and Training

Contractors working on or near CN property must present proof that all personnel have completed the required training. All contractor personnel must also complete safety and security training per CN Police and Risk Management requirements.

On-Track Worker Safety

E-Railsafe (www.erailsafe.com) - USA

Contractor Orientation (<u>www.contractororientation.com</u>) or E-Railsafe (erailsafe.com) - Canada CN Welder Training (for Welders only)

Non-CN contractors working on CN property must complete the training requirements located at <u>www.contractororientation.com</u>.

### 8.0 Post Construction Requirements and Submissions

- Once construction is complete, the local CN Track Supervisor must inspect the track before the facility is placed into service. The inspection can be arranged directly with the Track Supervisor or by contacting CN Design and Construction.
- CN also requires that an agreement/as-constructed drawing be submitted to complete their records and to form the basis for an agreement for service. The preparation of this drawing is the responsibility of Industries' Engineering Consultant or Rail Contractor. The drawing may be submitted in the same manner as the design drawing, but must include the following additional information:
  - Track that is owned by the Industry is to be colored green.
  - Track that is owned by CN is to be colored red.
  - Complete formal name of Industry to be registered on the agreement.
- The electronic file (AutoCAD and PDF format) of the agreement/as-constructed drawing are to be submitted to the Business Development/Real Estate Manager as soon as possible after construction, prior to track being placed into service.

## **Appendix A – Tables and Figures**

- 1. Typical Cross Section Detail
- 2. Earthen Bumper Detail
- 3. Typical Horizontal and Vertical Clearances US
- 4. Typical Horizontal and Vertical Clearances Canada
- 5. Typical Platform and Signal Clearances
- 6. AAR Circular No. OT-55-M
- 7. Design Criteria and Material Table
- 8. Vertical Curves for Industrial Track
- 9. Design Clearances for Highway and Pedestrian Overpass
- 10. KIU-10\_2 and KIU-10\_3 Design Clearances for Highway and Pedestrain Overpass Canada
- 11. Anchor Pattern for CWR and Jointed Rail
- 12. Turnout Geometry
- 13. R7A-80.2\_1 and R7A-80.2\_2 CSP and SPCSP Culverts Canada and US
- 14. Double Switch Point Derail
- 15. CN Unloading Pit Standard JL3-5
- 16. CN Granular Spec 12-20
- 17. SCP 1301 Prevention of Electric Sparks at Flammable Liquid and Gas Transfer Facilities
- SCP 1302 Isolation and Grounding of Railway Tracks Servicing Electrical Supply Stations
- 19. Road Crossing Details
- 20. G4A Sightline Crossing Requirements
- 21. Turnout Return Curves and Spiking Pattern for Industrial Track
- 22. Typical Grading at Mainline Turnout Locations
- 23. Switch Stand 36E and 36EH
- 24. Walkways for Industrial Tracks
- 25. CN Walkway Detail Term & Yards Canada
- 26. Title Page for Construction Drawings
- 27. Typical Plan View for Review/Construction Drawings
- 28. Typical Plan View for Exhibit Drawings
- 29. Typical Cross Sections for Construction Drawings
- 30. Typical Profile Drawing
- 31. Wire Crossing and Encroachment Specifications

## **Appendix B – Terms and Definitions**

**Unit Train** – Generally, a train specially made up at point of origin for transporting a single commodity to one destination in a single type of car and at special rates. The cars making up these trains are not used on any other trains, and are generally xx cars or more in length.

**Loop Track** – Any track that makes a complete loop.

**Hazardous Material** - A substance or material that is dangerous to health, safety, and/or the environment. Hazardous materials are subject to Department of Transportation safety requirements. Examples are explosives, poisons, flammable liquids, corrosive substances, and oxidizing or radioactive materials. Cars are placarded.

Industrial Grade Tie – Timber tie meeting vendor specification for Industrial Grade.

**Lead Track** – An industrial track serving one or more industries from which additional tracks branch from.

| From:    |   |
|----------|---|
| То:      | Justin Klimkait, Durham Region  |
| Cc:      | customer service@cpr.ca; CEO Correspondence; Metrolinx Correspondence                     |
| Subject: | CPR Design Criteria for Railway Siding and central Oshawa/Bowmanville GO train Extension! |
| Date:    | June 28, 2023 11:48:45 AM   |
|          |   |

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe. EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

June 28, 2023

Justin Klimkait, Community Engagement Advisor, Metrolinx(Durham): Please see the below Design Criteria link for a new CPR Siding dated 2017.

As stated previously the new railway link between the existing Oshawa Station and CPR/GM spur line can be considered as a railway siding given the tight horizontal alignment anticipated in this area of west Oshawa. Just my opinion!

According to this CPR document the maximum grade of a railway siding shall be 1.5 percent which is far less than the 4.85% preliminary grade I'm calculating for this new link.

Please forward this message to Stantec and your new Construction Manager for the central Oshawa/Bowmanville GO train Extension.

As well please include this message in the EA Addendum Report Appendices prepared by Stantec. By copy to the CPR Chief Engineer your Office needs to immediately get involved with this Project before a huge safety hazard is created near your ROW in Oshawa, Ontario. Kindly,

Cc: CPR Chief Engineer, Calgary, Alberta cc: Phil Verster, President/CEO, Metrolinx

https://www.cpr.ca/en/choose-rail-site/Documents/CP-Engineering-Guidelines-for-Private-Siding-Construction.pdf

| From:        |   |
|--------------|---|
| То:          | Justin Klimkait; Durham Region  |
| Cc:          | CEO Correspondence; Metrolinx Correspondence  |
| Subject:     | FW: Bowmanville Extension draft Environmental Project Report Addendum Virtual Public Information Centre |
|              | Inquiries   |
| Date:        | July 1, 2023 12:37:37 PM  |
| Attachments: | image001.png  |
|              |   |

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July 1, 2023

Justin Klimklait, Community Engagement Advisor, Metrolinx(Durham):

The attached response indicates that the new railway link in west Oshawa will have a design speed of 25 MPH which tells me that the proposed alignment will be very tight resulting in an operating speed of 15 to 20 MPH for the GO train in this area. Just my experienced speculation! Hopefully, our GO train commuters don't mind this slow speed in west Oshawa!

With all due respect the attached response does not adequately explain why Option 1 was abandoned in favour of the tighter Option 2 alignment.

Option 2 was originally driven by the belief that a free railway bridge is available over Hwy. 401 and of course we know that this is not the case today.

On the virtual PIC of June 14 Metrolinx stated that the Option 1 bridge location was abandoned because it conflicted with a watercourse crossing Hwy. 401.

Redirecting watercourses to accommodate new infrastructure happens all the time!

I honestly believe that Metrolinx got themselves so locked into Option 2 that there was no way to retreat.

As usual place this email/letter in the EA addendum Appendices prepared by Stantec.

Most Kindly,

Cc : Phil Verster, President/CEO, Metrolinx

From: Durham Region <<u>DurhamRegion@metrolinx.com</u>>
Sent: Friday, June 30, 2023 4:53 PM

To:

**Subject:** Re: Bowmanville Extension draft Environmental Project Report Addendum Virtual Public Information Centre Inquiries

Good afternoon



We greatly appreciate your interest in the Bowmanville Extension and want to thank you again for your patience. Please find attached our response to your inquiries submitted over the last several weeks during our Virtual Public Information Centre period for the draft Environmental Project Report (EPR) Addendum.

Best regards, Theresa

#### THERESA TRAN (she/her)

Senior Manager, Community Engagement | Durham 10 Bay St. I Toronto I Ontario

## METROLINX

#### WE SERVE WITH PASSION, THINK FORWARD AND PLAY AS A TEAM

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

June 30, 2023

Dear

Hope all is well with you. Thank you again for attending the June 14, 2023, Virtual Open House (VOH) for the draft Environmental Project Report (EPR) Addendum where our team answered some of the questions you have submitted over the last several weeks. A recording of the VOH can be found <u>here</u> for reference.

We greatly appreciate your interest in this project and your concern for ensuring the Bowmanville Extension is a safe and successful project. We would like to take this opportunity to provide answers and clarification to the questions you have submitted.

#### Purpose of EPR Addendum

Thank you for the emails sent on June 8, 11, 14, 15, and 21, 2023, and your questions regarding why the EPR Addendum was required, as well as about the option selected - Option 2 under the Initial Business Case (IBC). More specifically, the validity of the selected option, the technical analyses completed, and compliance with the *Environmental Assessment Act*, 1990 and in particular the Transit Project Assessment Process (TPAP) under Ontario Regulation 231/08. As noted on slide 14 of the VOH presentation, after the completion of the EPR in 2011, Metrolinx advanced the design of the Bowmanville Extension, including the IBC in 2020.

During the IBC process, Metrolinx went through an extensive engagement process to source feedback from the community on the four (4) proposed alignment options being considered. The business case analyzed four cases to better understand policy alignment, project benefits, costs and impacts of the investment and constructability. Based on this evaluation and input from the community, the alignment extending a new connection from Metrolinx's GO Subdivision at Durham College (DC) Oshawa GO station through CPKC (formerly CP Rail) corridor to Bowmanville was recommended. In February 2020, the new alignment (Option 2 under the IBC) was approved by Metrolinx's Board of Directors.

Based on the advancement of the design approach, it was determined that an EPR Addendum was required to assess the environmental impacts that were not assessed in the initial TPAP EPR in 2011. More specifically, this EPR Addendum assesses the changes to the track alignment including impacts to bridges and culverts, new proposed GO station locations, and the relocation of the proposed layover facility. That being said, and in accordance with the TPAP, the EPR Addendum does not evaluate new or additional options and is not intended to be a thorough consultation on technical design specifications, but rather identifies environmental impacts and potential mitigation measures of the preferred option from the IBC.

We understand you are familiar with the Class Environmental Assessment (EA) process which, unlike the TPAP, typically captures assessment of alternatives. It is important to note that the TPAP is different from a Class EA process under the *Environmental Assessment Act*, 1990 as a TPAP is exclusive to transit

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projects and follows a streamlined process with regulated timelines. Projects assessed under the TPAP are assessed based on a preferred design rather than assessing design alternatives like in a Class EA. A significant portion of the environmental studies and consultation occurs during the pre-planning phase of a TPAP prior to the Notice of Commencement (or in this case, prior to a Notice of EPR Addendum) and in support of meeting regulated timelines.

Additionally, as mentioned during the VOH, Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings (Transit Projects Regulation), does not stipulate the phase of design that is required to be assessed through an EPR or EPR Addendum. Potential environmental impacts of the preferred design for the project are evaluated through environmental technical reports, including fieldwork and modelling. Many of these findings can be found throughout the presentation from June 14, 2023. Proposed mitigation measures to eliminate or reduce the effect of the potential environmental impacts will also be documented in the final EPR Addendum which is anticipated to be completed and available for public review in Fall 2023.

The EPR Addendum is focused on the preferred option, rather than alternative alignment options. Alternatives assessment leading to the final option selected for the alignment (Option 2 under the IBC) was not presented in the Public Information Centre (PIC) as those details are not part of the current assessment.

Metrolinx has acted, and will continue to act, in compliance with the Environmental Assessment Act and its applicable regulations.

#### EPR Addendum Public Engagement and 30-Day Review Period

In your emails dated June 8, 9, and 11, 2023 there were questions raised regarding public involvement and consultation in relation to this EPR Addendum. Currently, Metrolinx is in the pre-planning phase of the EPR Addendum and there have been several updates provided to the public to-date for this project, published through the Metrolinx Blog as seen <u>here</u> and <u>here</u>. In addition to the PIC and VOH, our team has continually provided the public with frequent project updates via e-newsletters to subscribers, social media posts, several in-person information tables and direct responses via email and phone. Additionally, the Ministry of the Environment, Conservation and Parks (MECP) is aware of this EPR Addendum and has been engaged throughout the pre-planning phase of the TPAP per Ontario Regulation 231/08.

In Fall 2023, a Notice of EPR Addendum is expected to be issued where the EPR Addendum and supporting information will be made available online for a 30-day public review period for an additional opportunity to review and provide feedback. During this 30-day comment period, any person can submit a letter of objection to the MECP including clearly stating any potential negative impacts to matters of provincial importance (that relate to the natural environment or cultural heritage value or interest) or constitutionally protected Aboriginal or treaty rights. The Minister will only act on potential negative impacts on those matters.

The final EPR Addendum will then be submitted to the Minister of the Environment, Conservation and Parks for a 35-day review period. Within the 35-day period the Minister may issue a notice:

- allowing Metrolinx to proceed with the transit project in accordance with the EPR Addendum;
- requiring Metrolinx to conduct further work and submit a Revised EPR Addendum; or
- allowing Metrolinx to proceed with the transit project in accordance with the EPR Addendum subject to conditions.

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There have been, and will continue to be, opportunities for public involvement and consultation in the EPR Addendum process, which is focused on impacts to matters of provincial importance as outlined above. Information on the EPR Addendum and Minister review was discussed during the VOH and can be found at timestamps 41:00 and 1:09:30 should you wish to review. For further information regarding the TPAP including a process flowchart and details regarding the EPR Addendum process as well as public and Minister's review please see the <u>Guide to Environmental Assessment Requirements for Transit Projects</u>.

#### Safety and Design Review

In your emails dated June 8, 11, 14, 15, 19, 20 and 21, 2023, there were questions raised about the safety of the proposed alignment and specifically about track design, curvature, and grade for the segment of track through the DC Oshawa GO station and across Highway 401. Some of these concerns were initially addressed with the letter sent by Metrolinx dated February 27, 2023. However, we are happy to share additional detail to some of the more specific questions posed.

As has been previously mentioned, the preliminary design for the selected rail alignment has been developed and approved by Professional Engineers and must meet operational safety standards. The Bowmanville Extension adheres to the appropriate GO Standards, CPKC Standards, AREMA recommendations, among other applicable design standards and guidelines, and meets rigorous safety requirements.

The current proposed Bowmanville Extension alignment is planned to consist of a single proposed GO track extending through the DC Oshawa GO station, ascending and turning north to cross Highway 401 using the existing CPKC General Motors (GM) Spur bridge, crossing above the realigned CPKC GM Spur using a new proposed rail bridge, and descending and turning east into CPKC's Belleville Subdivision. The curve between DC Oshawa GO station and existing Highway 401 rail bridge is planned to have a curvature of 12 degrees on a grade of approximately 2.5%, resulting in an approximate compensated grade of 3.0%. The design speed on the curve is expected to be 25 mph, which is a reduction based on this geometry. The topic of the Highway 401 rail bridge crossing and the concern surrounding the proximity of this to hydro power lines as well as the design of the bridge, was also discussed during the VOH and can be found at timestamps 47:43 and 1:19:05. The curve between the proposed rail bridge over CPKC GM Spur and CPKC's Belleville Subdivision is planned to have a curvature of 10 degrees on a grade of approximately 2.2%, resulting in an approximate compensated grade of 2.6%. The design speed on this curve is also expected to be reduced to 25 mph. As the design is still in the development stage, these values are approximate and subject to change through detailed design. As noted above, the track geometry has been designed by Professional Engineers, and peer reviewed by internal and external subject matter experts.

The proposed Thornton's Corners East GO station is to be delivered through Metrolinx's Transit Oriented Community (TOC) Program. The exact location and design of the station has yet to be determined and will be delivered separately from the Bowmanville Extension. The proposed Thornton's Corners East station may be located east of the curve. The distance from the DC Oshawa GO platform is approximately 2000m; with this distance between stations, the track speed that can be achieved is limited. Train performance has also been modeled with a train performance modeling software, which has confirmed the planned train configuration (12 cars with 2 locomotives) will be able to successfully negotiate the grade constraints and meet performance requirements.

Additionally, before construction begins, all designs must be approved, signed, and sealed by Professional Engineers in the appropriate areas of practice who are licensed to practice professional engineering in the province of Ontario. At each design milestone, the design will undergo a thorough

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technical review by internal and external stakeholders including the project construction manager, prior to proceeding to the subsequent milestone. These internal and external stakeholders will review the design from various lenses including technical, constructability, maintenance, and safety. Moreover, Metrolinx also has a thorough commissioning process before a track is put into service. The topic of the safety standards and review were also discussed during the VOH and can be found at timestamp 45:00.

#### **Construction Manager Award**

In your emails dated June 16, 17, 19, 20, and 21, 2023 there were questions raised with the Construction Manager At Risk (CMAR) contract being awarded before the PIC period was complete. Awarding this contract at this point does not mean that public input from the consultation period will not be considered. Rather, a CMAR contract allows the project company, Bowmanville Construction Partners (BCP), to come on-board during the development stage to help inform the detailed design, provide construction management advice and direction, provide solutions to design challenges, and to provide an estimated construction schedule and target price for the proposed works. This is needed before the construction phase of the project can begin. Input which was received during the PIC will be reviewed and incorporated into this development stage. Additional details can be found within the news story here which includes some preliminary renderings.

To provide some background on the procurement process, P3 procurement models, also known as public-private partnerships, are often used for large transit infrastructure projects. These procurement models transfer risk onto contractors and include a fixed price as part of the bidding process. However, across North America, project companies are increasingly interested in more collaborative forms of contracting where the company works with the contracting authority to finalize project details and minimize risk of cost/timeline overruns.

To respond to these changes, we have introduced the use of <u>progressive contracting models</u>, including the CMAR model. These models are unique from our traditional models in three primary ways:

- the way we select proponents to deliver our infrastructure projects;
- the use of a development phase; and
- introducing the concept of target pricing and sharing risks between parties.

These are innovative new ways for Metrolinx to work with the market, seek out new partners, drive economic benefits and value for money, and ultimately reduce the risk to deliver projects on time and on budget.

#### **Detailed Design Drawings and Next Steps**

Due to commercial sensitivity of the procurement process, we are not able to accommodate your request to review detailed design drawings for the proposed alignment. Please also note that renderings or images which were part of past reports, are part of future reports, and within news articles are solely for illustrative purposes and are not to scale, unless indicated otherwise.

As Metrolinx is the contracting authority for our Technical Advisor, Stantec, and holds responsibility for overseeing their work, we would be happy to meet with you to discuss the information provided in this letter. Please note that no further information outside of this letter can be shared, and that further repeated/similar requests for information will draw reference back to this letter or receive no response until there is further information which can be shared. For any new inquiries, please continue to work

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with the Durham Region Community Engagement Team who can be reached at <u>DurhamRegion@metrolinx.com</u>.

Thank you again for your interest and questions received.

Best regards,

Lan

Laura Adams Director, Community Engagement

P

Leslie Wang Director, Lines Extension

M. Campion.

Mike Campion Lakeshore Program Sponsor

James Francis on behalf of Pam Foster Director, Environmental Programs & Assessment

cc. Phil Verster, President and CEO, Metrolinx Honourable Caroline Mulroney, Minister of Transportation Honourable David Piccini, Minister of Environment, Conservation and Parks Honourable Omar Alghabra, Minister of Transport Honourable Steven Guilbeault, Minister of Environment and Climate Change Todd McCarthy, MPP, Durham Jennifer French, MPP, Oshawa Joel Harden, MPP, Ottawa Centre Durham Region Durham Region Community Engagement Team Cindy Batista, Special Project Officer MECP Environmental Assessment Services

| From:        |   |
|--------------|---|
| To:          | Durham Region   |
| Cc:          | Justin Klimkait   |
| Subject:     | RE: Bowmanville Extension draft Environmental Project Report Addendum Virtual Public Information Centre Inquiries |
| Date:        | June 30, 2023 6:39:48 PM  |
| Attachments: | image001.png  |

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Teresa:

Thanks so much for the detailed response.

Best,



From: Durham Region <DurhamRegion@metrolinx.com> Sent: Friday, June 30, 2023 4:53 PM

To:

**Subject:** Re: Bowmanville Extension draft Environmental Project Report Addendum Virtual Public Information Centre Inquiries

Good afternoon

We greatly appreciate your interest in the Bowmanville Extension and want to thank you again for your patience. Please find attached our response to your inquiries submitted over the last several weeks during our Virtual Public Information Centre period for the draft Environmental Project Report (EPR) Addendum.

Best regards, Theresa

#### THERESA TRAN (she/her)

Senior Manager, Community Engagement | Durham 10 Bay St. I Toronto I Ontario

## 

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June 30, 2023



Dear

Hope all is well with you. Thank you again for attending the June 14, 2023, Virtual Open House (VOH) for the draft Environmental Project Report (EPR) Addendum where our team answered some of the guestions you have submitted over the last several weeks. A recording of the VOH can be found here for reference.

We greatly appreciate your interest in this project and your concern for ensuring the Bowmanville Extension is a safe and successful project. We would like to take this opportunity to provide answers and clarification to the questions you have submitted.

#### Purpose of EPR Addendum

Thank you for the emails sent on June 8, 11, 14, 15, and 21, 2023, and your questions regarding why the EPR Addendum was required, as well as about the option selected - Option 2 under the Initial Business Case (IBC). More specifically, the validity of the selected option, the technical analyses completed, and compliance with the Environmental Assessment Act, 1990 and in particular the Transit Project Assessment Process (TPAP) under Ontario Regulation 231/08. As noted on slide 14 of the VOH presentation, after the completion of the EPR in 2011, Metrolinx advanced the design of the Bowmanville Extension, including the IBC in 2020.

During the IBC process, Metrolinx went through an extensive engagement process to source feedback from the community on the four (4) proposed alignment options being considered. The business case analyzed four cases to better understand policy alignment, project benefits, costs and impacts of the investment and constructability. Based on this evaluation and input from the community, the alignment extending a new connection from Metrolinx's GO Subdivision at Durham College (DC) Oshawa GO station through CPKC (formerly CP Rail) corridor to Bowmanville was recommended. In February 2020, the new alignment (Option 2 under the IBC) was approved by Metrolinx's Board of Directors.

Based on the advancement of the design approach, it was determined that an EPR Addendum was required to assess the environmental impacts that were not assessed in the initial TPAP EPR in 2011. More specifically, this EPR Addendum assesses the changes to the track alignment including impacts to bridges and culverts, new proposed GO station locations, and the relocation of the proposed layover facility. That being said, and in accordance with the TPAP, the EPR Addendum does not evaluate new or additional options and is not intended to be a thorough consultation on technical design specifications, but rather identifies environmental impacts and potential mitigation measures of the preferred option from the IBC.

We understand you are familiar with the Class Environmental Assessment (EA) process which, unlike the TPAP, typically captures assessment of alternatives. It is important to note that the TPAP is different from a Class EA process under the Environmental Assessment Act, 1990 as a TPAP is exclusive to transit

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Additionally, as mentioned during the VOH, Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings (Transit Projects Regulation), does not stipulate the phase of design that is required to be assessed through an EPR or EPR Addendum. Potential environmental impacts of the preferred design for the project are evaluated through environmental technical reports, including fieldwork and modelling. Many of these findings can be found throughout the presentation from June 14, 2023. Proposed mitigation measures to eliminate or reduce the effect of the potential environmental impacts will also be documented in the final EPR Addendum which is anticipated to be completed and available for public review in Fall 2023.

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#### **Detailed Design Drawings and Next Steps**

Due to commercial sensitivity of the procurement process, we are not able to accommodate your request to review detailed design drawings for the proposed alignment. Please also note that renderings or images which were part of past reports, are part of future reports, and within news articles are solely for illustrative purposes and are not to scale, unless indicated otherwise.

As Metrolinx is the contracting authority for our Technical Advisor, Stantec, and holds responsibility for overseeing their work, we would be happy to meet with you to discuss the information provided in this letter. Please note that no further information outside of this letter can be shared, and that further repeated/similar requests for information will draw reference back to this letter or receive no response until there is further information which can be shared. For any new inquiries, please continue to work

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with the Durham Region Community Engagement Team who can be reached at <u>DurhamRegion@metrolinx.com</u>.

Thank you again for your interest and questions received.

Best regards,

2000

Laura Adams Director, Community Engagement

à

Leslie Wang Director, Lines Extension

M. Campion.

Mike Campion Lakeshore Program Sponsor

James Francis on behalf of Pam Foster Director, Environmental Programs & Assessment

cc. Phil Verster, President and CEO, Metrolinx Honourable Caroline Mulroney, Minister of Transportation Honourable David Piccini, Minister of Environment, Conservation and Parks Honourable Omar Alghabra, Minister of Transport Honourable Steven Guilbeault, Minister of Environment and Climate Change Todd McCarthy, MPP, Durham Jennifer French, MPP, Oshawa Joel Harden, MPP, Ottawa Centre Durham Region Durham Region Community Engagement Team Cindy Batista, Special Project Officer MECP Environmental Assessment Services

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| From:       |  |
|-------------|--|
| То:         | CEO Correspondence   |
| Cc:         | MTO ; Kinga.Surma@pc.ola.org; Minister of Environment and Climate Change; TC.MinisterofTransport-<br>MinistredesTransports.TC@tc.gc.ca; Justin Klimkait; Durham Region; Metrolinx Correspondence |
| Subject:    | New Option 2 solution, central Oshawa/Bowmanville GO train and proposal for Metrolinx!   |
| Date:       | July 3, 2023 11:17:31 AM   |
|             |  |
| EXTERNAL SE | NDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.   |

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#### July 3, 2023

Phil Verster, President/CEO, Metrolinx:

Please see my below proposal to Metrolinx related to the above noted Project:

"Provide me with Stantec's preliminary Plan/Profile drawings for your new Option 2 solution within ten business days and if I like what I see I will consider withdrawing my request for a federal Environmental Assessment." These drawings should have been conveyed to the public during the recent and final Public Information Centre(June 8-21, 2023) and in keeping with industry standard for an Ontario EA. Similar preliminary engineering drawings were conveyed to the public for your technically preferred Option 1 solution during the final PIC of the original EA of 2011.

Your response of June 30, 2023 only provides a vague description of the new Option 2 solution and proper preliminary P/P drawings are needed to convey the full picture.

Half-size drawings are acceptable and please send via email or mail.

Hopefully you find my above proposal to be acceptable.

In the interim and by copy to Ministers Guilbeault and Alghabra my request for a federal EA for Option 2 remains!

Most Kindly,

cc: Ontario Ministers Mulroney and Surma

- cc: Honourable Steven Guilbeault, federal Minister of Environment and Climate Change
- cc: Honourable Omar Alghabra, federal Transport Minister
- cc: Metrolinx(Durham)

# **Durham Region**

| From:       |   |
|-------------|---|
| Sent:       | August 4, 2023 10:42 PM                         |
| To:         | suzanne.crysdale@stantec.com                    |
| Cc:         | complaints@peo.on.ca; Durham Region             |
| Subject:    | FW: Bowmanville GO train Extension! CRM:0146023 |
| Categories: | Tracked To Dynamics 365                         |

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#### August 4, 2023

Stantec Project Manager for Bowmanville GO train Extension:

FYI

If your EA Addendum Report for the above noted Project does not include scalable drawings I will be filing a complaint of professional misconduct against Stantec with PEO.

Relying upon conceptual drawings to select a new railway alignment (Option 2) does not meet the engineering standards of Ontario in my experienced opinion.

Kindly,

cc: PEO Complaints Department

cc: Metrolinx

From:

Sent: Friday, August 4, 2023 2:26 PM

To: <u>durhamregion@metrolinx.com</u>; Justin Klimkait <<u>Justin.Klimkait@metrolinx.com</u>> Cc: Cindy Batista <<u>cindy.batista@ontario.ca</u>>; 'complaints@peo.on.ca' <<u>complaints@peo.on.ca</u>> Subject: FW: Bowmanville GO train Extension! CRM:0146023

August 4, 2023

JUSTIN KLIMKAIT,

Community Engagement Advisor (Durham):

Thanks so much for your email response of August 4, 2023.

I'm expecting the Stantec preliminary Plan/Profile drawings in their EA Addendum Report to be scalable as per industry standard for an Ontario EA. The original EA of 2011 prepared by AECOM included scalable drawings for their Option 1 solution and the same is required by Stantec for the new Option 2 solution.

Please share my expectation with the Stantec Project Manager.

By copy to MOECP please ensure that the Stantec EA Addendum Report includes scalable drawings.

Professional Engineers Ontario(PEO) has engineering Practice Guidelines for an Ontario EA.

Hopefully Metrolinx and Stantec can read between the lines regarding my future actions if I don't see scalable drawings in the EA Addendum Report.

Most Kindly,

cc: Cindy Batista, Environmental Approvals Branch(Transit) cc: PEO Complaints Department

From: Durham Region <<u>DurhamRegion@metrolinx.com</u>> Sent: Friday, August 4, 2023 11:41 AM

To:

Subject: RE: Rendering of Option 2 alignment, Bowmanville GO train Extension! CRM:0146023

Good Morning

Thank you for your email and inquiry here.

To provide some further insight, conceptual drawings with plans and elevation views will be included in the Environmental Project Report (EPR) Addendum, which will be made available for a 30-day public review period in Fall 2023 (exact dates still to be determined). Currently only illustrative renderings of the proposed track alignment east of Durham College (DC) Oshawa GO Station are available online <u>here</u> as you have referred to below. Please note that these are solely for illustrative purposes however, and are not to scale.

Thank you and best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com



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----- Original Message ------

From:

Received: Tue Aug 01 2023 10:05:25 GMT-0400 (Eastern Daylight Time)

**To:** Durham <<u>durhamregion@metrolinx.com</u>>; Justin Klimkait <<u>justin.klimkait@metrolinx.com</u>>; Justin Klimkait <<u>justin.klimkait@metrolinx.com</u>>;

Subject: Rendering of Option 2 alignment, Bowmanville GO train Extension!

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

### August 1, 2023 JUSTIN KLIMKAIT,

Community Engagement Advisor (Durham)

Metrolinx:

While the below rendering link gives a general overview of the Option 2 alignment in west Oshawa it should not be considered as a substitute for a preliminary PLAN/PROFILE drawing of the new recommended solution. Please confirm that the Stantec EA Addendum Report will include the preliminary P/P drawing as per industry standard for an Ontario EA.

As well is there a time frame to file this Report with the MOECP? Most Kindly, From: Durham Region <<u>DurhamRegion@metrolinx.com</u>> Sent: Thursday, July 13, 2023 1:48 PM

Subject: RE: Request for clarification, Option 2 alignment, Bowmanville GO train Extension!

Good Afternoon ,

To:

Thank you for the comments and continued interest on the project.

To provide clarification for the question submitted, the current proposed rail alignment is planned to consist of a single proposed GO track extending East through the DC Oshawa GO station, ascending and turning North to cross Highway 401 using the existing CPKC General Motors (GM) Spur bridge.

This new proposed GO track to cross Highway 401 will be located immediately West of the realigned existing CPKC track. North of Highway 401, the proposed GO track will continue northward and cross over the realigned existing CPKC track using a new proposed rail-over-rail bridge. Please see the renderings of the proposed alignment and bridges <u>here</u>.

If you have any further questions, please let our team know.

Thanks and best regards,

c 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com



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From:

Sent: July 10, 2023 3:40 PM

To: Justin Klimkait <<u>Justin.Klimkait@metrolinx.com</u>>; Durham Region <<u>DurhamRegion@metrolinx.com</u>> Cc: Lorraine Huinink <<u>Lorraine.Huinink@durham.ca</u>>; Alison Burgess <<u>Alison.Burgess@durham.ca</u>>; Heather Finlay <<u>Heather.Finlay@durham.ca</u>>

Subject: Request for clarification, Option 2 alignment, Bowmanville GO train Extension!

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July 10, 2023

Justin Klimkait, Community Engagement Advisor, Metrolinx(Durham):

I have reviewed all the recent materials you've sent with respect to the above noted Project. Given the scale of certain drawings it's difficult to interpret the new railway bridge arrangement over Hwy. 401.

For your new Option 2 alignment please confirm that the new Metrolinx railway bridge will be located immediately east of the existing structure.

Thank you in advance for providing this clarification!

As well, thanks so much for your follow up submissions since the final PIC of June, 2023. Looking forward to the Fall when I can hopefully help and provide further feedback to this Project! Most Kindly,

cc: Lorraine Huinink, MCIP, RPP, Durham Region Planning and Economic Development Department, Transit Oriented Development

cc: Alison Burgess,, MCIP, RPP, Durham Region Planning and Economic Development Department, Transit Oriented Development

cc: Heather Finlay,, MCIP, RPP, MPPAL, Durham Region Planning and Economic Development Department, Transit Oriented Development

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## **Durham Region**

| From:    | Durham Region  |
|----------|--|
| Sent:    | August 4, 2023 11:35 AM                                |
| To:      |  |
| Subject: | RE: Bowmanville Extension Preliminary Profile Drawings |

Good Afternoon

Thank you for your email and inquiry about the Bowmanville Extension Project. Thank you also for attending the June 14, 2023, Virtual Open House (VOH) for the draft Environmental Project Report (EPR) Addendum where our team answered some of the questions you submitted previously.

Conceptual drawings with plans and elevation views will be included in the Environmental Project Report (EPR) Addendum, which will be made available for a 30-day public review period in Fall 2023 (exact dates to be determined). Currently illustrative renderings of the proposed track alignment east of Durham College (DC) Oshawa GO Station are available online <u>here</u>.

The proposed GO track extending east through the DC Oshawa GO Station will ascend and turn north to cross Highway 401 using the existing CPKC General Motors (GM) Spur bridge. The curve between DC Oshawa GO Station and existing Highway 401 rail bridge is planned to have a curvature of 12 degrees on a grade of approximately 2.5%, resulting in an approximate compensated grade of 3.0%. These values are approximate and subject to change since the design development phase is still in progress.

The topic of the Highway 401 rail bridge crossing was also discussed during the VOH and can be found in the recording found <u>here</u>. For any further inquiries, please feel free to reach out to <u>DurhamRegion@metrolinx.com</u>.

Thanks and best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

# METROLINX

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From:

Sent: July 28, 2023 1:31 AM To: Justin Klimkait <Justin.Klimkait@metrolinx.com> Subject: Bowmanville Extension Preliminary Profile Drawings

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I kindly request to view the preliminary profile drawings for the Environmental Report of the Bowmanville GO Extension. I am curious about the curve radii of all curves along the alignment (specifically the curve immediately east of the existing Oshawa GO Station), as well as the proposed grades.



# **Durham Region**

| From:       | Justin Klimkait   |
|-------------|---|
| Sent:       | August 15, 2023 11:28 AM  |
| То:         | Durham Region   |
| Subject:    | FW: Bowmanville GO Train Extension and Transit Oriented Development |
| Categories: | Tracked To Dynamics 365   |

From: Lorraine Huinink

Sent: August 11, 2023 12:55 PM

Subject: RE: Bowmanville GO Train Extension and Transit Oriented Development

#### Good Afternoon

Thank you for your inquiry regarding the Bowmanville Extension. I reached out to Metrolinx to obtain a response and I am advised of the following:

With regard to your question regarding track design and protecting for increased levels of frequency, a second GO track proposed between approximately Albert Street in the City of Oshawa to Courtice Road in the Municipality of Clarington will allow trains travelling in the opposite direction to pass each other ensuring flexibility to modify service levels. Additionally, by constructing and operating on an alignment fully independent of CPKC operations, Metrolinx will have the opportunity to modify GO Train service levels to meet customer needs and ensure more reliable service is not impacted by freight-related delays.

The current service level plan, as referenced in the <u>Bowmanville Preliminary Design Business</u> case provides all-day twoway service. Once required infrastructure is complete, customers will benefit from weekday peak half-hourly express service between Union Station and Pickering GO Station, making all stops between Pickering and Bowmanville. In the weekday off-peak, GO trains will travel hourly in both directions making all stops between Bowmanville and Union Station. Weekend service will be every two hours in both directions making all stops between Bowmanville and Union Station. Our service and ridership levels will be monitored and evaluated when the service is in operation.

If you have further questions, please reach out to the Metrolinx team at <u>DurhamRegion@metrolinx.com</u> as Metrolinx is in the best position to discuss their project with you.

Many thanks,

Lorraine



Lorraine Huinink, MCIP,RPP (she/her) | Director, Rapid Transit & Transit Oriented Development Planning & Economic Development Department The Regional Municipality of Durham Lorraine.Huinink@durham.ca | durham.ca



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From: Sent: August 4, 2023 1:07 AM To: Lorraine Huinink <<u>Lorraine.Huinink@durham.ca</u>> Subject: Bowmanville GO Train Extension and Transit Oriented Development

Hello Lorraine,

I'm a resident of Durham region and GTA transit/housing advocate and I've been following the Bowmanville GO train project closely. I've recently been in contact with **Sector 1** who gave me your contact information. When the Environmental Project Report was released in June I noticed that only a single track is planned to be built from the existing Oshawa GO station to the future Ritson Road (Oshawa Central) GO station. During the vurtual public consultation one person asked what the maximum frequency of trains that can run on the new extension was and Metrolinx was unable to answer.

I decided to do some calculations myself and it seems the maximum possible frequency is around 3 trains per hour. It seems Metrolinx doesn't intend on running more than 2 trains per hour in each direction in the future. This is unacceptable especially for supporting the massive transit oriented development plans at Ritson GO station as well as Courtice GO station.

The bottleneck which is severely limiting the capacity of the extension is between the existing Oshawa GO station and the future Thronton's corner GO station. The area is only planned for one track and looking at the EPR report it looks like Metrolinx isn't futureproofing for a future second track through that area.

I'd like to arrange a phone call sometime next week to further discuss this issue. Please let me know if that works for you. Thanks.

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# **Durham Region**

From:Durham RegionSent:August 22, 2023 12:16 PMTo:Image: Comparison of the second se

Good Afternoon

Allemoon

Thank you for your email and for the follow-up question you submitted.

In terms of service levels for the Bowmanville Extension Project, I would point you again towards the Bowmanville GO Rail Service Extension Preliminary Design Business Case which outlines the potential service levels at the start of service. Within the PDBC, as you would be aware, it is proposed for peak half-hourly services to/from Bowmanville will be operating express between Union Station and Pickering GO station, making all stops between Pickering and Durham College Oshawa GO station. Weekday off-peak hourly services will be making stops between Bowmanville and Union Station. Weekend service will be every two hours making all stops between Bowmanville and Union Station.

Metrolinx regularly monitors customer demand and service levels and adjusts service to meet the needs of our customers, with further confirmations on service levels coming as the project progresses.

If you have any further questions please let our team know.

Best regards,

JUSTIN KLIMKAIT (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com



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From:

**Received:** Mon Aug 14 2023 19:30:51 GMT-0400 (Eastern Daylight Time) **To:** Durham <durhamregion@metrolinx.com>; **Subject:** Maximum Frequency of Bowmanville GO Train Extension

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Hello Metrolinx,

What is the maximum theoretical frequency of trains on the Bowmanville GO Train Extension with the infrastructure proposed in the recent Environmental Project Report?

| From:        |   |
|--------------|---|
| То:          | Durham Region   |
| Cc:          | CEO Correspondence; MTO ; CEO Correspondence; mayor@clarington.net; Tim Kelly; Todd.McCarthy@pc.ola.org |
| Subject:     | RE: RE: Bowmanville GO Extension and safety concerns! CRM:0189136                                       |
| Date:        | Wednesday, September 6, 2023 11:44:19 AM  |
| Attachments: | image001.png  |

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#### Sept. 6, 2023

#### JUSTIN KLIMKAIT MPL,

Community Engagement Advisor (Durham)

Metrolinx:

Your consultant, Stantec would have commenced writing of the EA Addendum Report in 2022 and I don't understand the delay for them completing it and filing same with the MOECP.

Metrolinx needs to hold Stantec accountable to their contract and schedule.

Remember, I use to manage Ontario Environmental Assessments when working as a Professional Engineer and consultant and am very familiar with the process. Your final PIC was held in July, 2023 and it should not be taking Stantec this long to final their Report for the above noted Project. Stantec would not have commenced writing of the EA Addendum Report in July after the final PIC; writing of this Report would have commenced much earlier. Again, please provide me with an estimated date as to when Stantec will complete the subject Report and file same with the MOECP in 2023. My request is not rocket science. Not only is Stantec working for Metrolinx but they are also working for the citizens of Ontario and must be held accountable.

By copy to Associate Transportation Minister, Todd McCarthy, K.C., MPP please talk to Metrolinx President/CEO, Phil Verster about completing this essential EA Addendum Report.

The evidence to date suggests that Stantec has dropped the ball on this Report. Just my experienced observation! I look forward to receiving the requested information and thank you for your continued cooperation. Most Kindly,

c: Todd McCarthy, K.C., MPP, Durham, Associate Minister of Transportation, Ontario

- cc: Adrian Foster, Mayor, Town of Clarington
- cc: Phil Verster, President/CEO, Metrolinx

cc: Tim Kelly, Clarington This Week

From: Durham Region <DurhamRegion@metrolinx.com> Sent: Wednesday, September 6, 2023 10:31 AM

To:

**Cc:** CEO Correspondence <CEOCorrespondence@metrolinx.com>

Subject: RE: RE: Bowmanville GO Extension and safety concerns! CRM:0189136

Good Morning

Thank you for your email.

As we have shared with you previously in the letter dated June 30, 2023, all publicly available

information, will be shared on our website.

Once the EPR Addendum Report is available to be shared for the 30-day public review period, notice of and how to access the report will also be shared within our e-newsletter, mailed out to households and businesses adjacent to the Bowmanville Extension alignment, as well as published in local news publications.

Thanks and best regards,

JUSTIN KLIMKAIT MPL (he/him) Community Engagement Advisor (Durham) Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2W3 DurhamRegion@metrolinx.com

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#### From:

Sent: Monday, September 4, 2023 1:51 PM To: Phil Verster <<u>CEO@metrolinx.com</u>> Cc: MTO <<u>minister.mto@ontario.ca</u>>; 'Kinga.Surma@pc.ola.org' <<u>Kinga.Surma@pc.ola.org</u>>; <u>Todd.McCarthy@pc.ola.org</u>; Tim Kelly <<u>timkelly@durhamregion.com</u>> Subject: Bowmanville GO Extension and safety concerns!

Sept. 4, 2023

Phil Verster, President/CEO, Metrolinx:

In your response of June 30, 2023(attached) it is indicated that the proposed railway gradient between the existing Oshawa Station and new railway bridge over Hwy. 401 is 2.5 percent. This is my area of primary concern. In this area I am calculating a preliminary grade of over 4 percent using Durham Region topographic mapping and Google Maps Pro. A grade of 4 percent may be too steep for a diesel locomotive pulling GO passenger coaches. We do not want a westbound GO train approaching the Oshawa Station to derail and possibly end up on the CNR mainline tracks in front of an approaching freight train. I remain to have a huge safety concern with your Option 2 solution adjacent to the existing Oshawa VIA Rail/GO Station.

In summary I have no confidence in the safety of your newly selected Option 2 solution in west Oshawa. This is what happens when Metrolinx decides to hide critical preliminary engineering information from the public during an EA Addendum process.

A chain is only as strong as its weakest link and you have a very weak link between the Oshawa Station and Hwy. 401 in my respectful opinion.

Metrolinx is making a huge mistake by relying on the statement that all drawings will be sealed by Ontario Professional Engineers. This statement is not valid if it is physically impossible to construct acceptable railway grades between the existing Oshawa Station and Hwy. 401 as is my contention.

To date Metrolinx has failed to demonstrate that acceptable railway grades can be

constructed in my area of concern.

Please share this message with Stantec and your new construction Manager and include in the Appendices of the EA Addendum.

When will the EA Addendum Report be filed with the MOECP and be available for public viewing? I don't understand the delay as your final PIC was held in July, 2023! Let's get this train moving!



cc: Tim Kelly, Clarington This Week

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From:

Sent: Thursday, September 21, 2023 11:24 AM

To: Justin Klimkait <<u>Justin.Klimkait@metrolinx.com</u>>

**Cc:** Metrolinx Correspondence <<u>MXCorrespondence@metrolinx.com</u>>; CEO Correspondence <<u>CEOCorrespondence@metrolinx.com</u>>; <u>MStiles-QP@ndp.on.ca</u> <<u>MStiles-QP@ndp.on.ca</u>> **Subject:** FW: central Oshawa/Bowmanville GO train Extension!

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Sept. 21, 2023 JUSTIN KLIMKAIT MPL, Community Engagement Advisor (Durham) Metrolinx:

The below is wonderful news and what I've been asking for over the past several weeks.

It should not have taken action by our Regional Chairman to secure this information.

Metrolinx needs to have greater respect for the public before your Organization becomes a Greenbelt scandal up for investigation.

Be assured that I plan to thoroughly review Stantec's EA Addendum Report and file comments with the MOECP. This old engineer's mind still works!

Kindly,

From: chair <<u>chair@durham.ca</u>> Sent: Thursday, September 21, 2023 9:01 AM To: Cc: chair <<u>chair@durham.ca</u>> Subject: RE: central Oshawa/Bowmanville GO train Extension!



We have been advise the schedule for the remaining activities on the Bowmanville EA Addendum are as follows:

- 100% Environmental Project Report (EPR) including all technical studies submitted to Metrolinx on September 26, 2023
- Metrolinx final review of the EPR <u>September 27 October 04, 2023</u>
- Notice of Environmental Project Report Addendum (newspaper release) October 5, 2023
- 30-day Public Review Period – October 5 to November 6, 2023
- 35-Day Minister Review <u>November 7 to December 12, 2023</u>
- Statement of Completion (forecasted Minister approval)- December 13, 2023

Kind Regards,





From: Patricia Nokes <<u>Patricia.Nokes@durham.ca</u>>

Sent: September 19, 2023 1:44 PM

To:

Subject: RE: central Oshawa/Bowmanville GO train Extension!

Good Afternoon

Chair Henry has sent a letter to Metrolinx. We'll let you know the outcome.

# Thank you.



durham.ca



From:

Sent: September 15, 2023 12:17 PM

To: chair <<u>chair@durham.ca</u>>

**Cc:** Granville Anderson <<u>ganderson@clarington.net</u>>; Willie Woo <<u>wwoo@clarington.net</u>> **Subject:** central Oshawa/Bowmanville GO train Extension!

Sept. 15, 2023 John Henry, Durham Regional Chairman and CEO:

Please send an email/letter to Metrolinx Correspondence and request the estimated date their consultant, Stantec is expected to complete the EA Addendum Report for the above noted Project and file same with the Ontario MOECP. Their email address is: <u>MXCorrespondence@metrolinx.com</u>

Despite numerous attempts since July Metrolinx is refusing to provide me with this estimated date. Metrolinx continues to inform me that once the Report is finalized, Notices with be published in our local Papers and on their website and Newsletters.

Stantec should have commenced preparation of this EA Addendum Report in 2022 and the final PIC was held in June, 2023. It should not be taking this long for Stantec to finalize this Report unless they've dropped the ball, in my opinion. The author of an EA report commences writing of the document in the early stages of the process and does not wait until after the final PIC to commence writing. I should know after managing hundreds of Ontario environmental assessments throughout my 40-year professional engineering career.

The optics are that something has gone seriously wrong with this EA Addendum and that Metrolinx is doing everything possible to keep the truth from Durham's citizens. Just my opinion! Please investigate this matter and hopefully Stantec has not dropped the ball on this Project. Final and detailed design cannot proceed until this Report is filed with the MOECP and the 30-day review period plays out.

My suspicion is that a cover-up is underway at Metrolinx regarding the EA Addendum! Thanks for investigating and please share this date with me.

It's interesting to see where Metrolinx recently sold key property on Champlain Avenue meaning that the Option 1 alignment will never happen. Best.



cc: Durham Regional Councillors Anderson and Woo

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