

Ministry  
of the  
Environment

Office of the Minister

135 St. Clair Ave. West  
12th Floor  
Toronto ON M4V 1P5  
Tel (416) 314-6790  
Fax (416) 314-6748

Ministère  
de  
l'Environnement

Bureau du ministre

135, avenue St. Clair ouest  
12<sup>e</sup> étage  
Toronto ON M4V 1P5  
Tél (416) 314-6790  
Téléc (416) 314-6748



ENV1283MC-2009-4493

Dr. David McKeown  
City of Toronto  
Medical Officer of Health  
277 Victoria Street, 5<sup>th</sup> Floor  
Toronto ON M5B 1W2

Dear Dr. McKeown:

Thank you for your interest in Metrolinx's proposed Georgetown South Service Expansion and Union-Pearson Rail Link transit project (Project). I welcome your comments on this project.

During the 30-day comment period, you submitted an objection to the Georgetown South Service Expansion and Union-Pearson Rail Link transit project which is following the transit project assessment process under *Ontario Regulation 231/08 – Transit Projects and Greater Toronto Transportation Authority Undertakings* (Transit Regulation).

I am taking this opportunity to inform you that after giving careful consideration to the project documentation and to the issues raised in the objections, I am of the opinion that the transit project is a matter of provincial importance. As a result, I have issued a notice to proceed in accordance with the Environmental Project Report, subject to the conditions relating to the natural environment set out in the attached notice.

Several objections and concerns were raised about the impacts of diesel emissions on air quality and human health. To address these concerns I am requiring that all GO Transit and Union-Pearson Rail Link trains running in the Georgetown South Corridor use the highest emission standards available when the expanded service begins, anticipated for 2015. These standards, which follow the United States' Environmental Protection Act standards for tier 4 locomotives, are predicted to substantially reduce pollutants in the train emissions, particularly nitrogen oxides (NO<sub>x</sub>) (approximately 80 per cent reduction), and particulate matter (PM<sub>2.5</sub>) (approximately 90 per cent reduction). I am



Dr. David McKeown

Page 2.

also requiring Metrolinx to conduct further studies and analyses related to the predicted human health risks from the train traffic, which must be approved by the Ministry of the Environment. If human health risks remain following the implementation of the trains containing the new emission technology, Metrolinx will be required to develop a new mitigation plan to address these outstanding health risks, prior to the commencement of train operations on the Georgetown South Corridor expansion and the Union-Pearson Rail Link.

Lastly, to address objections related to air quality impacts, I am requiring that Metrolinx implement a strict air monitoring and reporting program to ensure that air quality standards are met. Metrolinx will be required to monitor key pollutants and also determine the addition of emissions from trains in the Georgetown South Corridor.

Many requests were made to require Metrolinx to electrify the Georgetown South Corridor. Metrolinx has committed to conducting a study to look at the best technology for the entire GO Transit rail network of the future, which is required before electrification of the corridor can be considered. I have reminded Metrolinx of its commitment to further study the possibility of electrification for the entire GO Transit rail line, which includes the Georgetown South Corridor. If the study results in information or recommendations that could have positive impacts on the environment, I expect Metrolinx to implement the recommendations as expeditiously as possible.

I have also reminded Metrolinx of its requirement to meet the commitments set out in its Environmental Project Report, including maintaining a train stop in Weston, implementing the tunneled portion of the rail way between Church Street and King Street and maintaining existing accessibility to Church Street and King Street in Weston.

I am confident that the conditions requiring the trains to run with the highest emission technology, further human health studies and analysis, a mitigation plan if required, and a stringent air monitoring and reporting program, will mitigate impacts to the environment and to human health.

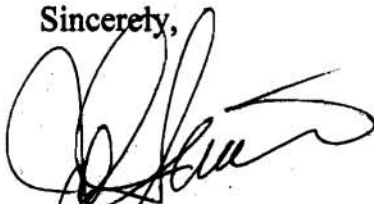
Metrolinx can now proceed to issue a Statement of Completion to complete the transit project assessment process, including the conditions I have imposed. Metrolinx must implement the project in the manner it was developed and designed, as set out in the Environmental Project Report, and in accordance with the conditions set out in the notice. They must also obtain any other permits and approvals required to proceed with the construction and operation of the project.

Dr. David McKeown

Page 3.

Again, I would like to thank you for participating in the transit project assessment process under the Transit Regulation and for bringing your concerns to my attention.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Gerretsen', written over a horizontal line.

John Gerretsen

Minister of the Environment

Attachment

c: Jim O'Mara, Metrolinx, Executive Lead, Environment  
EA File No. 07-03-01

**MINISTER'S NOTICE TO  
PROCEED WITH TRANSIT PROJECT SUBJECT TO CONDITIONS**

**Ontario Regulation 231/08**

**SUBSECTION 12(1)(c)**

**RE: Proponent: Metrolinx**

**Project Description: Georgetown South Service Expansion and Union-Pearson Rail Link Project between Bathurst Street in the City of Toronto and Highway 427 in Peel Region.**

In accordance with subsection 12(1)(c) of Ontario Regulation 231/08, I hereby give notice allowing Metrolinx to proceed with the Georgetown South Service Expansion and Union-Pearson Rail Link transit project in accordance with the applicable Environmental Project Report (EPR), subject to the following conditions:

1. Metrolinx shall implement the undertaking in accordance with the EPR and shall take all necessary steps to ensure that any other party involved in implementing the undertaking implements the undertaking in accordance with the EPR, subject to the conditions set out below.

*Emission Technology*

2. All trains utilized for GO Transit that travel to, from or through Georgetown along the Georgetown South Corridor shall be Tier 4 compliant when service begins or when Tier 4 compliant technology becomes commercially available.
3. All trains utilized for the Union-Pearson Rail Link in the Georgetown South Corridor shall be Tier 4 compliant when service begins or when Tier 4 compliant technology becomes commercially available.
4. Metrolinx shall continue to consider the use of any new technologies that become commercially available for use and that could reduce air emissions from the trains. The details of any considerations shall be made available to the public through a posting on the Metrolinx website and provided to the Ministry's Director, Environmental Assessment and Approvals Branch.

### *Human Health and Mitigation Plan*

5. Within twelve months of this notice having been issued, or within such other time frame that is agreed upon in writing by the Ministry's Director, Environmental Assessment and Approvals Branch, Metrolinx shall, in consultation with the Ministry of the Environment (Ministry), conduct further studies and analyses in order to supplement the information contained in the EPR related to the predicted human health risks from the train traffic. The studies and analyses shall include an enhanced distribution analysis of the predicted air concentrations and background air concentrations at the location of the receptors identified in the EPR. The studies and analyses shall also include the scenario prior to utilization of Tier 4 compliant trains and the 'residual' scenario based on the use of Tier 4 compliant trains.
6. Upon completion of the further studies and analyses required in condition 5 above, Metrolinx shall submit the studies and analyses to the Ministry's Director of Environmental Assessment and Approvals Branch for review and acceptance.
7. Following acceptance by the Ministry of the studies and analyses required in condition 5, Metrolinx shall, in consultation with the Ministry, develop a revised mitigation plan that outlines the mitigation measures that Metrolinx will implement to address outstanding risks to human health remaining after the change to Tier 4 compliant trains. Metrolinx shall make this draft mitigation plan available to the public for comment by posting the plan on Metrolinx's website for a minimum of 30 days. Metrolinx shall consider all comments received from the public regarding this mitigation plan.
8. Metrolinx shall consult with the public from the study area and hold public open houses on the draft plan prior to submitting the mitigation plan to the Ministry.
9. Following completion of conditions 7 and 8, Metrolinx shall submit the final mitigation plan to the Ministry's Director of Environmental Assessment and Approvals Branch for review and approval. In addition, Metrolinx shall submit a record of the public comments received and Metrolinx's response to the issues raised by the public. Following approval, Metrolinx shall implement the mitigation plan.
10. Metrolinx shall complete the requirements set out in conditions 5 to 9 above prior to the commencement of train operations on the Georgetown South Expansion and the Union-Pearson Rail Link.

### *Ambient Air Monitoring and Reporting*

11. Within three months of this notice having been issued, or within such other time frame that is agreed upon in writing by the Ministry's Regional Director, Central Region, Metrolinx shall submit to the Ministry an ambient air monitoring and reporting plan that shall be approved by the Regional Director prior to the plan being implemented.

In developing the ambient air monitoring and reporting plan, Metrolinx shall establish a working group which shall, at a minimum, include Environment Canada, the City of Toronto's Medical Officer of Health, representatives from the adjacent community, and any other relevant government agencies.


The representatives from the adjacent community on the working group shall include one or more individuals from organizations in the study area, such as the Clean Train Coalition.



12. The ambient air monitoring and reporting plan to be developed by Metrolinx shall include at a minimum:
  - a. ambient air monitoring activities at a minimum of three sampling locations at any point in time. The monitoring locations must be situated within the boundaries of the Georgetown South Corridor (and Union-Pearson Rail Link spur line) or within the adjacent community throughout the required monitoring period. Siting of the monitoring locations shall be done in accordance with the Ministry's *Operations Manual for Air Quality Monitoring in Ontario*, March 2008 and be approved by the Ministry's Regional Director, Central Region;
  - b. continuous monitoring of fine particulate matter (PM<sub>2.5</sub>), nitrogen oxides (NO<sub>x</sub>), carbon monoxide, and sulphur dioxide (SO<sub>2</sub>);
  - c. twenty-four hour samples for total suspended particulates (TSP), metals, and polycyclic aromatic hydrocarbons (PAH) using high volume (hi-vol) samplers on the 6-day National Air Pollution Surveillance (NAPS) cycle; and
  - d. twenty-four hour samples for volatile organic compounds (VOCs) using Method TO-15 canister method on the 6-day NAPS cycle.
13. The ambient air monitoring and reporting plan shall also include a timeline for Metrolinx to undertake air modeling to determine source apportionment of area emissions. This modeling shall be undertaken, at minimum, within 18 months of the completion of construction.
14. The ambient air monitoring and reporting plan shall set out requirements for the reporting of the monitoring results to the Ministry and public. Metrolinx shall make the reports available to the public by posting the reports on Metrolinx's website immediately following submission of the reports to the Ministry.
15. Metrolinx shall make the draft ambient air monitoring and reporting plan available to the public for comment by posting this plan on Metrolinx's website for a minimum of 30 days. Metrolinx shall consider all comments received from the public regarding this plan.
16. Following completion of the public comment period required in condition 15, Metrolinx shall submit the final ambient air monitoring and reporting plan to the Ministry's Regional Director, Central Region for review and approval. In addition, Metrolinx shall submit a record of the public comments received and Metrolinx's response to the issues raised by the public. Following approval, Metrolinx shall implement the ambient air monitoring and reporting plan.
17. Within three months of the Ministry's Regional Director, Central Region approving the ambient air monitoring and reporting plan, the ambient air monitoring program set out in the approved plan shall commence and continue until such date as the Regional Director determines that the ambient air monitoring program is no longer required. The Ministry will notify Metrolinx in writing as to when Metrolinx may discontinue the air monitoring program.
18. Audits will be conducted by the Ministry, as outlined in the Ministry's *Audit Manual for Air Quality Monitoring in Ontario*, March 2008, to confirm that siting and performance criteria are met. Metrolinx shall implement any recommendations on siting and performance criteria set out in the audit report. Such recommendations are to be implemented within three months of the audit report being provided by the Ministry to Metrolinx.

Metrolinx is now permitted to issue a statement of completion of the transit project assessment process. A statement of completion is the final part of the transit project assessment process. The process must be completed prior to the start of the construction phase of the project.

Dated the 5<sup>th</sup> day of October, 2007 at TORONTO.

  
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Minister of the Environment  
135 St. Clair Avenue West, 12th Floor  
Toronto, Ontario  
M4V 1P5