

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 28, 2016

Item 28, Report No. 27, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 28, 2016, as follows:

By approving the following in accordance with Communication C10, from the Deputy City Manager, Planning & Growth Management, dated June 27, 2016:

- 1. THAT Council formally requests that Metrolinx and the Region of York support efforts to improve the strategic, economic, financial and operations case for the Highway 7 – Concord station through the Concord GO Centre Mobility Hub and Transportation studies, in support of the later inclusion of the Highway 7 – Concord station in the GO RER 10 Year program or in a subsequent implementation phase;***
- 2. THAT Council formally requests that Metrolinx and the Region of York support efforts to advance the implementation of Kirby station;***
- 3. THAT Metrolinx be requested to implement a comprehensive communication plan for RER Implementation in consultation with City staff which may include public meetings;***
- 4. THAT Council formally request that Metrolinx and the Region of York work with City Staff to identify immediate short term Station Parking and Access solutions at the Rutherford and Maple GO stations to address current parking and station access pressure; and***
- 5. THAT Metrolinx and the Region be requested to include consideration for additional grade separation crossings on Vaughan roads, specifically, McNaughton, Rivermede and Kirby Road, as part of RER implementation.***

Regional Councillor Di Biase declared an interest with respect to this matter as Communication C10 contains information related to Block 27, and his children own land in Block 27 given to them by their maternal Grandfather, and did not take part in the discussion or vote on the matter.

**28 METROLINX REGIONAL EXPRESS RAIL - BARRIE RAIL CORRIDOR EXPANSION UPDATE
CITY-WIDE**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning & Growth Management and Director of Development Engineering and Infrastructure Planning, dated June 21, 2016, be approved; and**
- 2) That Communication C1, Confidential Memorandum from the City Solicitor and the Senior Manager of Real Estate, dated June 8, 2016, be received.**

Recommendation

The Deputy City Manager, Planning & Growth Management and Director of Development Engineering and Infrastructure Planning, in consultation with the Director of Transportation Services and Parks Forestry and Operations, Director of Policy Planning and Environmental Sustainability, Director of By-law and compliance, licensing and permit services, and the Director of Corporate Communications, recommend:

- 1. THAT Staff be directed to continue to prepare input and advice to Metrolinx which includes requesting additional consideration of all existing and proposed grade separations, potentially two new GO stations, negotiating real property dispositions, and mitigation as part of the effort to advance the Regional Express Rail (RER) initiative in Vaughan.**

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Contribution to Sustainability

Metrolinx's RER is part of a larger comprehensive regional network of rapid transit corridors. As part of the RER service expansion, the Barrie GO corridor, which goes through the City (see Attachment 1), will result in reduced travel times and give people more options to get to where they want to go. This contributes to sustainability by providing commuters with more travel options so as to reduce auto dependency. Consistent with the City's Community Sustainability and Environmental Master Plan – Green Directions, which identified the goal of ensuring the City is easy to get around and has a low environmental impact.

Economic Impact

Additional Staff resources to help facilitate this initiative are being pursued via discussion with transit agencies and will be identified in 2017 budget deliberations.

Communications Plan

There are several ways Metrolinx reaches out to engage communities and stakeholders:

1. Environmental assessment consultations through public meetings
2. Social media channels such as Twitter, Facebook, Instagram, YouTube and Flickr
3. Online engagement process at Metrolinxengage.com which allows the public to view the presentations and provide their feedback. The site went live on February 16th, 2016
4. Through participation in a stakeholder committees. Metrolinx has formed a number of stakeholder committees across the region to stay connected to communities. Seven corridor committees aligning with GO Transit's seven rail lines discuss the program and its benefits to communities on that specific transit line. Members of corridor committees, which include elected and non-elected representatives, discuss projects along the respective lines, and provide strategic input and advice to Metrolinx from a corridor community perspective.

Metrolinx has combined public consultation meetings in order to make it easier for residents and stakeholders to learn more about a number of projects that will enable transit expansion. These sessions allow residents and stakeholder's access to information on the benefits and impacts to their communities and the region.

In addition, City staff are participating through the formal study process on the Technical Agencies Committee (TAC) and through a series of coordination meetings on specific studies that impact on the City.

Purpose

This report is intended to provide Council with an update on the status of the Metrolinx RER Service Plan and associated initiatives. In particular, Staff activities in response to the Barrie Rail Corridor Expansion Project and actions taken by both the City and the Region to facilitate the project recognizing timelines for Metrolinx to finalize certain studies required to advance the initiative.

Background

The Province of Ontario is committed to improve transit infrastructure in the Greater Toronto and Hamilton Area (GTHA)

In April 2015, the provincial government announced an approximately \$16 billion commitment over the next 10 years for transit projects in the GTHA through its Trillium Trust and Moving

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Ontario Forward Funds. The Trillium Trust and Moving Ontario Forward funds will allow the province to accelerate service enhancement to the GO rail network, including implementation of Regional Express Rail (RER).

Regional Express Rail is a 10-year program that will change the way people commute through the entire region

The vision for GO RER is to provide more frequent train services (two-way, all-day), higher speed electrified trains that are faster and reliable, reduce congestion on the roads, and promote growth and prosperity by improving access to destinations. Metrolinx has worked with the Province to develop the GO RER program, which is comprised of five key elements:

1. Service Concept - the foundation to determine infrastructure needs and develop a phasing plan
2. Infrastructure Needs – determination of the infrastructure and equipment needed to deliver on the Service Concept
3. Electrification Plan - the extent of electrification across the system
4. Phasing Plan - the optimal sequencing of infrastructure and service, considering factors like ridership growth, congestion benefits, and effective infrastructure delivery
5. Engagement Plan - the work necessary to engage stakeholders that include the public, municipalities, and elected officials

Initial Business Case (IBC) for RER in March 2016 provides a basis for deciding the general scope and phasing of the RER investment including service plan and infrastructure requirements for each GO rail corridor within the RER program

The IBC considered multiple aspects of the GO rail system including strategic, financial, economic and delivery mechanisms. It also outlines Metrolinx's recommended service plan and infrastructure requirements for each of the GO rail corridors in York Region. The service plan and infrastructure recommendations were based on evaluation of various expansion and electrification scenarios.

The outcome of the IBC recommended for the RER program, relevant to Barrie Corridor in the City can be summarized as follow:

- Scenario 5 (10-Year Plan Optimized) offers a benefit-cost ratio of 3-1, meaning the benefits are three times the cost incurred. Scenario 5 will provide all-day, 15-minute electrified service to Aurora (Barrie Corridor) and Unionville (Stouffville Corridor), 30-minute service to Barrie and 20-minute service to Lincolnville during the peak period and hourly electrified service to Barrie and Mount Joy during off-peak.
- No new stations were considered in the IBC. However, separate work is being undertaken in parallel by Metrolinx on the potential addition of new stations on all GO rail corridors including the Barrie GO Line.
- Stations modifications at Maple and Rutherford Stations have been identified.
- Of the 180 level crossings across the GTHA operated by GO, 13 are identified for consideration for road/rail grade separation. Two of these are located in the City at Rivermede Road and Rutherford Road. However, Metrolinx indicated the exact number of grade separations for planning purposes is to be determined.
- Fare integration and parking charges were not considered in the IBC, though a fare integration study is underway and parking charges will be further explored by Metrolinx
- RER will help reduce subway crowding and could defer the need for the proposed Downtown relief line to a later date. However, the Yonge Relief Network Study has not been included in the numbers presented in the IBC.

York Region requested Metrolinx to address the gap between their IBC and Regional needs for grade separations, additional GO stations and parking charges

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At the time of writing this report, City staff is aware of Regional Staff reporting to Regional Committee of the Whole on June 9, 2016 on the RER update and recommending:

“The chairman prepare a letter to Metrolinx requesting Metrolinx to mitigate the impacts of Regional Express Rail service by addressing the gap between their Initial Business Case for Regional Express Rail and York Region’s needs for grade separations, additional GO stations and parking charges”

In the Region’s June 9th report, it outlined the inadequate number of road/rail grade separations proposed on GO rail corridors in Metrolinx’s IBC to support the population and employment growth forecasts to 2041 in the Region. Metrolinx proposed four rail/road grade separations in the Region, while the Region’s own analysis shows that 29 level crossings in the Region require grade separation.

The report also strongly encourages Metrolinx to further explore the introduction of parking charges to encourage alternative mode-access at GO stations.

Transit Optimization Program (TOP) is established by the Region to ensure the Region’s transportation system aligns with and support Metrolinx’s implementation of the RER program over the next 10 years

TOP is a York Region initiative that identifies projects which include road network improvements and transit upgrades to integrate with RER service. The TOPs program will deliver a suite of projects to enhance transit by integrating York Region Transit (YRT) and Viva transit services with RER, as well as mitigate potential adverse impacts on the road network capacity and operation, and will improve station access and capacity. A portfolio of up to 32 road network improvement projects, including 19 grade separation projects and 13 road widening projects incorporating station access improvements, has been developed.

TOPs will assist the Region and local municipalities with project prioritization to align with Metrolinx RER delivery. The Region is also working with Metrolinx directly and applying for Federal funding to help fund the projects.

Cost benefit analysis has been prepared by the Region of the TOPs program. The cost benefit analysis provides basis for strong TOPs projects that warrant pursuing federal funding through application to the New Building Canada Fund.

Analysis and Options

A number of transportation infrastructure and service enhancements are needed to support the implementation of RER

For Metrolinx to successfully deliver RER a number of transportation infrastructure and service enhancements are required and some are underway. Of particular significance to the City include the following projects:

- Land acquisition from Metrolinx along GO rail corridor to accommodate the additional track
- Tunnel installation under tracks at both Rutherford and Maple GO stations to provide access to a future second platform when all-day both-way service is in effect
- Station and parking expansion of Rutherford GO and Maple GO stations to support additional tracks and electrification infrastructure and the accommodation of anticipated additional GO users
- Grade separation of Rutherford Road and GO rail line at Rutherford GO station

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- Proposed new Paralleling Station in Maple to support electrification of the Barrie Corridor
- Potential new additional GO stations at Kirby (Block 27) and Concord (near Highway 7)

Additional track and related infrastructure are needed to support two-way all-day RER service

In order to support uninterrupted services and expand services for two-way all-day, there is the need to expand the mostly single-track railway corridor between Union and Aurora to a continuous double-track corridor, as well as additional passing sidings between Aurora and Barrie.

In early 2015, work began to add a second track on a six-kilometer section of track from north of York University GO Station to Rutherford GO Station. Work to add a second track to the remainder of this corridor is in the planning and design phase.

Metrolinx request to purchase various portions of the City's land abutting Rutherford and Maple GO stations required for two-way all-day RER service

In January 2016, Metrolinx submitted a request to purchase various portions of the City's land abutting Rutherford and Maple GO stations which are required to accommodate the additional track needed for two-way all-day RER service. Development Planning Staff responded to Metrolinx with a request for additional information such as vegetation inventory, preservation and removals plan and report, noise report, infrastructure impact study, rail track and platform design and redevelopment, and pedestrian circulation/ connection study in order to conduct reviews and inform appraisals; thus making informed recommendations to Committee and Council.

These requests and staff recommendations will be the subject of Committee of the Whole Closed Session Reports specific to the details of each transaction.

Attachment 2 shows the lands requested by Metrolinx to be purchased from the City.

Tunneling work will begin in July 2016 at Maple and Rutherford GO stations for access to future second platform required to accommodate additional track along Barrie Corridor

Additional track will allow trains to operate two-way all-day along the Barrie corridor. In support of this service, a second platform will be built for commuters to access the train on the second track. For safe access to the second platform, underground tunnels under the rail tracks are required. At Rutherford and Maple GO stations, the constructions of these access tunnels under the rail tracks will begin in July 2016 and surveying work in preparation for tunnel construction has already begun.

Commuter parking at Maple and Rutherford GO stations will be impacted by the tunnel construction from June to December of 2016

It is estimated by Metrolinx that approximately 50 parking spaces will be displaced at each of the Maple and Rutherford GO station during the construction of the tunnels under the rail tracks. Effort has been made by Metrolinx to secure temporary parking for the duration of the parking displacement. At the time of writing this report, Metrolinx staff were not able to secure any temporary parking arrangement with businesses or property owners in the vicinity of Rutherford Station; however, temporary parking arrangement is secured near Maple GO Station (see Attachment 3) which will have approximately 150 parking spaces available to accommodate parking displaced at both GO stations.

Metrolinx's Maple GO station Parking Garage and site Re-development Feasibility Study results show need for several roadway improvements and a multi-level parking structure

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On January 13th, 2016, staff from Metrolinx and their consultants presented their feasibility Study results for the Maple GO station Parking Garage and site Re-development. The preliminary results of the study include recommendations such as:

- Extending Eagle Rock Way to accommodate bus bays
- Support for City identified future bicycle lanes on Eagle Rock Way
- New signalized intersection at McNaughton and Eagle Rock Way
- Additional northbound left turning lane at Major Mackenzie Drive and McNaughton Road
- Additional eastbound left turning lane at Hill Street and Major Mackenzie Drive
- Additional southbound left turning lane and westbound right turn lane at Keels Street and McNaughton Drive
- Multi-level parking structure to accommodate additional parking needs

City staff from different departments reviewed the proposal, coordinated feedback with the Region and YRT and provided our comments to Metrolinx. Some of the comments provided are:

- Ensure connection of multi-use pathways and providing appropriate wayfinding signage
- Traffic impact on local streets and safety be considered in more detail
- Consideration be given to EMS vehicle access and to consolidating accesses to minimize conflict points
- Proposed new signals and road improvements be reviewed by the Region
- Preserve and minimize impact to adjacent significant built heritage resource
- Final built form and exterior aesthetics be reviewed by Cultural Heritage and urban design staff
- Proposed Eagle Rock bus bays to be moved within the GO station

A communication strategy is being put together collaboratively by Metrolinx, City and York Region to notify commuters, GO users and neighboring residents of Rutherford and Maple GO Stations work

A team of communication Staff from the City's corporation communications, York Region's corporate communications, York Region's Transportation Services Commission's Office, Metrolinx's community relations, and Metrolinx's customer communications are working collaboratively on a communication strategy to notify commuters, GO users and neighboring residents of upcoming station work.

The communication strategy will consist of notices to corridor-wide users of the Barrie GO line starting in mid to late May, door-to-door notices to residents living in the immediate neighborhoods of Maple and Rutherford GO stations in June, notices at Maple and Rutherford GO stations to notify commuters of temporary parking available near the Maple GO station, and displaying Regional signs along Major Mackenzie Drive and Rutherford Road to alert commuters of station constructions and notices to residents along the two Regional Corridors will be sent out by the Region.

Station re-development and multi-level parking structure is also planned for Rutherford GO Station

Similar to Maple GO station, Rutherford GO station will also undergo site re-development with an addition of multi-level parking structure. Traffic Feasibility Study for a Proposed Parking Expansion at Rutherford GO Station was conducted by GHD in January 2013. The study recommended dual left turn lanes for northbound left turning traffic on Westburne Drive and dual westbound left turning lanes on Rutherford Road. City Staff reviewed the study, coordinated feedback with Regional Staff and provided feedback to Metrolinx. Both Region and City staff agreed that recommendations from the study are not ideal and that more comprehensive, detailed and updated traffic analysis is needed. City Staff has asked Metrolinx to keep the City updated on Rutherford GO station re-development, parking expansion and traffic feasibility study.

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It is our understanding that Metrolinx is discussing retaining a consultant onboard to conduct a more comprehensive and updated traffic study.

Grade Separation will be built at Rutherford Road and GO Rail to reduce mixed rail and heavy road traffic conflicts to provide safer and more reliable GO train service

The introduction of RER service along Barrie Corridor will increase the number of trains and it is anticipated that more frequent train service will have significant impacts on road capacity and operation. Existing road-rail at grade crossings on the Barrie GO line within the City include:

- Rivermede Road,
- Rutherford Road
- McNaughton Road,
- Kirby Road,
- Teston Road, and
- King-Vaughan Road

At least two new crossings are being considered by City staff as part of the implementation of the Concord Secondary Plan and the Block 27 New Communities Secondary Plan.

In July 2015, Metrolinx requested from the City traffic data, road user data, accident/ collision data, queuing information, road improvement information, land use and development information, utility information, and property information to assist their review on the need for grade separation at these crossing locations. City staff across different departments responded with available information to Metrolinx to assist in their review. Metrolinx identified Rivermede Road and Rutherford Road for road/rail separation in the City. However, City Staff are of the view that additional existing and proposed grade separations require additional analysis and discussion to ensure that key transportation corridors such as McNaughton Road and Kirby Road where the City is protecting for grade separation are constructed as part of the delivery of the project. City Staff will continue to discuss this issue with Region and Metrolinx staff.

Construction of the grade separation at Rutherford Road and GO Rail crossing will be coordinated and constructed in partnership by York Region and Metrolinx

Based on the Rutherford/Carrville Road Environmental Assessment (EA) study, existing automobile and train volumes, existing delays for transit and motorists, and pedestrians and cyclists safety and operational concerns at the level crossing, there is a clear need for a grade separation at Rutherford Road and Barrie GO rail line. At the existing at-grade crossing of the Barrie GO rail line, an underpass is proposed to take Rutherford Road beneath the existing railway. During construction of the underpass, a four lane detour road will be in operation. The detour road will be located parallel to and to the south of existing Rutherford Road. Opportunities to minimize potential impacts from the underpass design, temporary detour road and other potential construction impacts, are currently being considered under current detailed design stage by York Region in consultation with Metrolinx.

With consideration for the planned grade separation work at Rutherford Road and the track expansion work needed at Rutherford GO station, the Region and Metrolinx in consultation with City Staff have worked to align construction timing of the two projects to incorporate additional track needed for two-way all-day RER service. Metrolinx and the Region have entered into cost-sharing discussion for the construction of the rail bridge over Rutherford Road. Construction effort, timing, and communication strategy are also being put together collaboratively by Metrolinx and the Region in consultation with City staff.

As part of Metrolinx Electrification Transit Network, Metrolinx has proposed to locate one of its paralleling stations in the City

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Barrie Corridor is part of Metrolinx's multi-corridor electrification plan which will allow electric trains to accelerate faster therefore cutting journey times up to 20%. Electrification will also improve reliability of service; lower operating and maintenance costs; reduce greenhouse gas emissions; and improve local air quality. A network wide Transit Project Assessment Process (TPAP) is being completed in parallel with other projects to plan/design/build all the infrastructure needed to increase service and electrify the corridors. Attachment 4 shows the process and timeline for the TPAP. The TPAP is the approved EA process that Metrolinx is following to ensure compliance with the EA Act.

Electrical power required by the electrical train will be supplied by Hydro One's power grid through tap connections from existing 230kV transmission lines and transformer stations. Traction power substations transform the voltage of 230kV to the appropriate voltage (25 kV) then distribute of power along rail corridors via an Overhead Contact System (OCS), feeders and gantries. Switching stations and paralleling stations are needed to ensure reliable power supply. A visual representation of how the electrification technology works is shown in Attachment 5.

Based on initial assessment of the Barrie Corridor, electrification of the corridor will be approximately 100km in length and the infrastructure needs include (shown in Attachment 1):

- One Traction Power Substation at Allandale TPS in Barrie
- One Switching Station in Newmarket SWS
- Two Paralleling Stations
 - Maple PS (City of Vaughan)
 - Gifford PS (Town of Innisfil)
- Bridge inventory work shows:
 - Total of 11 overhead bridges
 - 2 bridges with vertical clearance constraints
 - All overhead bridges will require bridge barriers for safety

A meeting was held between Metrolinx and the City of Vaughan on December 16, 2015, where Metrolinx introduced the scope of the GO Rail Network Electrification project, as well as presented preliminary locations for the proposed Maple Paralleling Station. City Staff provided information in regard to the proposed paralleling station including information on where the station would fall within the current Block 27 New Community Secondary Plan area and asked Metrolinx to consider alternative locations. Since the meeting, City staff has also requested more information in regard to the requirements and constraints of a paralleling station to better understand how the City can assist Metrolinx in finding an alternative location.

New Station selection process underway and final chosen stations will influence the planning of Secondary Plans for Block 27 and Concord GO Centre

New stations are not part of the current RER program funding; however, realizing new stations along RER corridors have the potential to enhance RER goals, respond to municipal interests, and provide an analytical framework for future station decision, Metrolinx has embarked on a system-wide analysis of new stations advantages and impacts. The objectives of these new stations would be to:

- Add ridership
- Reduce trip time
- Improve speed/ efficiency
- Support local and regional planning
- Customize the station to suit an urban or suburban context

New Station selection Process and Methodology can be outlined as follows:

- Stage 1 – Identified an initial list of 120+ sites using key site and network considerations
- Stage 2 – Focusing analysis: Analyzed site factors, service considerations and historical requests to scope list to 50+ sites

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- Stage 3 – Evaluating: Analyzed strategic, economic, technical/ operational and cost/ revenue considerations of 50+ sites.
- Stage 4 – Municipal and Public Engagement: Consultation, feedback and review of 50+ sites
- Stage 5 – Refining the list: following public engagement, scope sites for further analysis.
- Stage 6 – Further Analysis: A more detailed business case analysis will begin on shortlisted sites.
- Stage 7 – Recommend New Stations

Currently, both Concord-Highway 7 and Kirby are on the 50 potential new stations shortlist. Recommendations for the new stations are scheduled to be released at the Metrolinx Board Meeting on June 28th, 2016.

City staff with the support of landowners have been advocating for these two new stations in Vaughan at every opportunity and both stations are included in the City's and Region's Official Plans and supporting documents.

A GO station in Block 27 and Concord Secondary Plan Areas will open up the potential to create transit hubs in these communities, promoting higher density mixed use development as well as attractive sustainable transit alternative for adjacent employment lands. The recommendation for Kirby GO Transit Hub Sub-study was adopted by Council on April 19th, 2016 and the work is underway, which will reinforce the City's commitment to a GO rail station at Kirby. The Concord GO Secondary Plan was approved by the Region in 2015 with no OMB appeals and a City project manager to coordinate Mobility Hub planning studies has been recruited. Staff will continue to monitor the station selection process and to work with stakeholders on the planning of stations at these locations.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

This report is consistent with the Term of Council Service Excellence Strategy objectives to:

- Develop transit, cycling and pedestrian options to get around the City
- Invest, renew and manage infrastructure and assets
- Continue to ensure the safety and well-being of citizens, and
- Continue to cultivate an environmentally sustainable City

Regional Implications

The introduction of RER will transform transit in the GTHA and in the Region. The increase in north south capacity along the Barrie, Stouffville and Richmond Hill rail corridors will complement existing YRT/ Viva services and improve utilization and performance of the Viva bus rapid system. It will also reduce crowding and increase operational efficiency of other transit systems, encouraging more efficient urban development and make it feasible to travel the Region and GTHA without a car.

Conclusion

It is recommended that Council adopt the recommendation of this report so that City staff can continue to participate in the RER related initiatives with the objective of advancing this important initiative. We are informed that Metrolinx Staff will present a status update to a Committee of Council in September 2016 and be available to answer any questions.

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Attachments

1. Barrie Corridor Map
2. Land Acquisition Request from Metrolinx
3. Metrolinx Temporary Parking Location
4. Transit Project Assessment Process
5. Electrification Technology

Report prepared by:

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)