

BOARD OF DIRECTORS

<u>DATE OF MEETING:</u>	Wednesday, January 26, 2011
<u>PLACE OF MEETING:</u>	Metro Central YMCA 20 Grosvenor Street Toronto, Ontario M4Y 2V5 The Auditorium 9:00 a.m.
<u>CHAIR:</u>	J. Robert S. Prichard
<u>PRESIDENT & CEO:</u>	Bruce McCuaig
<u>VICE-CHAIR:</u>	Peter Smith
<u>MEETING SECRETARY:</u>	Mary Martin, General Counsel and Corporate Secretary
<u>MEMBERS PRESENT:</u>	Jennifer Babe Paul Bedford Rahul Bhardwaj Joseph Halstead Richard Koroscil Nicholas Mutton Lee Parsons Rose Patten Douglas Turnbull
<u>REGRETS:</u>	Elyse Allan Tony Gagliano Stephen Smith
<u>OTHERS PRESENT:</u>	Gary McNeil, President, GO Transit John Brodhead, Strategy and Communications Jack Collins, Vice President, Project Implementation John Howe, Vice-President, Investment Strategy and Project Evaluation Judy Knight, Vice-President, Corporate Infrastructure Greg Percy, Vice President, Operations Mary Proc, Vice President, Customer Services and Human Resources Robert Siddall, Chief Financial Officer Alba Sandre Taylor, Associate Corporate Secretary Leslie Woo, Vice-President, Policy and Planning

CLOSED SESSION

Contract and Transaction Approvals

The Board had a confidential discussion on contract and transaction approvals.

PUBLIC SESSION

Call to Order and Remarks by the Chair

Chair Robert Prichard called the public meeting to order at 9:08 a.m.

Regrets were received from Elyse Allan, Tony Gagliano and Stephen Smith.

Chair Prichard confirmed quorum and the sending of the required notice of the meeting as stipulated under By-Law No. 1 of the Corporation.

No declarations of interest were declared.

Chair Prichard welcomed everyone to the YMCA facilities and confirmed that the meeting was a special meeting confined to the approval and release of the GO Transit Electrification Study. This honours the Board's 2009 commitment to make the results of this study public as soon as possible. Chair Prichard acknowledged the significance of the Board decision, and its potential impacts on the future of transportation in the Greater Toronto and Hamilton area.

Electrification Study

Bruce McCuaig, President and CEO, introduced the Electrification Study. The Electrification Study represents the most comprehensive study of its kind ever completed, considering environmental, social and economic factors impacting on an electrification project of this magnitude.

CEO McCuaig acknowledged the role of the Community Advisory Committee in establishing the Study terms of reference. He acknowledged the staff Study team, led by Karen Pitre, Project Director, Electrification Study.

The Study's results indicate key benefits from electrification, including shorter travel times and reduced operating costs. The staff recommendation to phase electrification with the Air Rail Link, Georgetown, and Lakeshore Rail Corridors first (in order of priority) is consistent with the recommendations of The Big Move. These corridors experience highest ridership, and the potential for greatest travel time savings. Starting the environmental assessments and preliminary design and engineering for these corridors is the necessary first step in this process.

Gary McNeil, President, GO Transit commented on the significance of the Study to GO Transit's operations. If implemented, electrification would represent a major transformation of GO Transit's service offerings. Electrification is also necessary to realize the objectives of The Big Move.

Much work must be completed in advance, and the proposed staff timelines reflect the amount of work (3-4 years) associated with stakeholder consultations, third party negotiations, completion of the environmental assessment(s) and preliminary design and engineering.

The staff recommendation to proceed with implementation is strongly premised on the assumption of continued Provincial funding for GO Transit improvements already included in the GO 2020 plan. These improvements are integral to any future potential implementation of electrification, and the Study assumes the completion of these elements in order to arrive at the incremental cost of electrification.

Key risks to completion include: funding shortfalls, technical challenge of dealing with new technology, third party negotiations (railway operators, corridor owners, and hydroelectric providers) and community concerns. The public may be concerned with the visual impact of the electrification infrastructure.

Leslie Woo, Vice President, Policy and Planning and Karen Pitre, Project Director, Electrification Study presented the Electrification Study Update to the Board. Ms. Pitre confirmed that the assumed completion of planned corridor and service improvements was critical to the analysis. Without these improvements the benefits of electrification would be severely diminished. Network and technology options were examined closely, resulting in the corridor priorities identified in the Study (Georgetown with ARL preceding electrification of Lakeshore, Barrie and the remainder of the network.)

Key findings included journey times savings and operating costs reductions. On the other hand the study demonstrates that reduction in greenhouse gases, health effects, noise, vibration, and economic benefits is surprisingly small.

Staff reported a \$4 billion incremental cost of electrification. Staff concluded that electrification of the GO Transit system should commence now in order to realize the benefits of The Big Move and capitalize on the investments of the GO 2020 Plan.

The Board discussed the technology choice (electric multiple units versus convertible diesel multiple units), community and visual impact of supportive infrastructure (electrical substations and corridor catenaries), long-term funding options, and the complete costs of electrification, including the improvement costs set out in the GO 2020 Plan. Staff confirmed the Province had been made aware that the incremental cost estimate of electrification does not include, and in fact assumes, the costs of the system improvements planned in GO 2020.

Questions were also asked about the moderate environmental and health benefits observed by the Study, and whether these may be improved if a local (versus regional) perspective were taken. The sensitivity analysis and reference case assumptions were also discussed. Staff acknowledged while the range of benefits modelled appears moderate, actual benefits may increase if all reference case improvements are implemented.

After Board discussion, the following revised resolution was passed unanimously, to the applause of the public gallery:

RESOLVED:

THAT the Board adopt the recommendations of this staff report dated January 26th 2011, entitled “GO Electrification Study”, and submitted jointly by the Metrolinx Vice President, Policy and Planning, the President of GO Transit and the Electrification Study Project Director on January 26th 2011, to proceed with Option 3, the electrification of the combined Georgetown and Lakeshore rail corridors, based on transportation benefits;

THAT the implementation of Option 3 Phase One include;

- (i) the preliminary design and engineering and environmental assessments for the electrification of the combined Georgetown and Lakeshore rail corridors; and
- (ii) the implementation of the electrification of the Air Rail Link between Union Station and Pearson International Airport for the Georgetown corridor;

THAT the decision to proceed with electrification of the combined Georgetown and Lakeshore corridors be premised on continued funding of currently planned GO state of good repair, service optimization, foundation and expansion improvements, consistent with the Reference Case outlined in the GO Electrification Study;

THAT the Metrolinx President and CEO, on behalf of the Board, forward to the Ontario Minister of Transportation these recommendations;

THAT Metrolinx staff report back to the Board on completion of the environmental assessments for further direction.

Carried

Other Business

There was no other business.

ADJOURNMENT

There being no further business before the Board of Directors, the meeting was adjourned at 10:30 a.m.

Carried

J. Robert S. Prichard, Chair

Mary E. Martin, Secretary

c/s