

Subject: FW: METROLINX -OPTION 2 Route ALIGNMENT -goes to BOARD, - Possible Conflict of Interest

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

From: erwin waldinsperger [REDACTED]
Sent: February-18-20 8:56 AM
To: chair@metrolinx.ca; CEO (Metrolinx)
Cc: David.Piccini@pc.ola.org; Park, Lindsey; bowmanvilleexpansion; mayor@oshawa.ca; mayor@clarington.net; French - QP, Jennifer; chair@durham.ca; minister.mto@ontario.ca; Deb.Hutton@ontario.ca
Subject: : METROLINX -OPTION 2 Route ALIGNMENT -goes to BOARD, - Possible Conflict of Interest

Donald Wright -CHAIRMAN --Metrolinx
Phil Verster -President & CEO -Metrolinx

"WITHOUT PREJUDICE - PRIVATE & CONFIDENTIAL "

DRAFT
(Creative Writing Skills have been Utilised)

GENTLEMEN,

HEREWITH IS A SUBMISSION FOR the timely SUBMISSION to the METROLINX BOARD SUBMISSION and CONSIDERATION @ the 20th Feb. 2020 BOARD MEETING and in the FUTURE by Metrolinx and their engineering Consultants ,amongst others , with a OBJECTIVE to TERMINATE ANY FURTHER THOUGHTS in ADVANCING the COMBINED OPTION 2 and 1 as the PREFERRED GO RAIL ROUTE THROUGH OSHAWA to EAST DURHAM REGION. I OBJECT TO THIS METROLINX PREFERENCE of THE RECOMMENDED ROUTE ALIGNMENT through OSHAWA and CLARINGTON / EAST DURHAM REGION for the REASONS OUTLINED BELOW and as PREVIOUSLY -since MAY 2019 CONVEYED TO METROLINX and OTHERS.

I have prepared this memo for submission , after being advised late Friday , that a Metrolink Sr. staff MathieuGoetzke@metrolinx.com REPORT recommendation to advance OPTION 2 /1

AS many staff @ Metrolinx well know by now , I have continued to show a detailed interest in the GO RAIL EXPANSION to the east, of the VIA- GO -DRT Station at Thornton Rd. S. in Oshawa, to Bowmanville and Beyond . MY involvement has spanned over 33 years .

Due to a drastic cost increase ,because of errors and omissions by the previously GO TRANSIT Consultants , Metrolinx Sr. Officers announced in late April or early May 2019 that it felt it necessary to look at 4 OPTIONS including Option 1 previously approved by GO TRANSIT back in 2011 and 2016 by the Provincial Government.

- yes page brakes would be nice

WELL finally , prior to Valentines Day 2020 , METROLINX announced OPTION 2 had been selected for their BOARD APPROVAL at month end , I have yet to review the entire Metrolinx announcement as my site terminal does not allow me to print WEB pages.And despite ongoing requests to METROLINX @

Bowmanville Expansion to keep me informed by E-mail and /or Canada Post which has yet to happen, I was lucky to receive a quick overview through a telephone message.

I, m still awaiting for REPORTS and PLANS requested repeatedly from Metrolinx since May 2019 - learned not to give up easily. .Sorry , Metrolinx Executive it, s a real travesty , when your staff fails in co operating with a Interested Local citizen that has participated in this GO PROJECT since approx. 2017 -see my comments to GO TRANSIT PROJECT MANAGER GREG Ashby , P.Eng. , also I was involved in a earlier alignment that has a proposed Station in my sisters rear Yard opposite the OC -Oshawa Centre and a Station @ Bloor and Grandview ST, s.

Option 2 is , primarily a established CP Rail Industrial Spur , which Metrolinx proposes to connect to/ with south of the Bloor St. overpass from the VIA / GO Station , and utilise the existing track-age and bridge structures north -east along the spur and east WYE track connection to the CP Passing Track on the south side of the corridor / R/W , between / near Stevenson Rd. and Park Road in Oshawa.- had I received the Plans I could have been more precise.

Then the new GO Transit Tracks -GO /METROLINX will soon have to use GO SUBDIVISION MILEAGES , will continue along the south side of the main line through Oshawa , Courtice to West Bowmanville and possibly BEYOND to HWY. 115 in Newcastle - we hope - with STATIONS on route at pre -selected and acquired properties under METROLINX control - some of which remain to be RE-Zoned through the OP Process. .

.IN view of my recent and ongoing -since May 18th 2019 formal e mail submissions to METROLINX , at Bowmanville Expansion , Carmen , Manual , occasionally Phil, -and Envision Durham -2041 , I have several concerns with the selection of this combined OPTION 2 and OPTION 1 route through OSHAWA to the Oshawa / Clarington Boundary -directly opposite Hwy. 401 - Hwy. of Heros - then NE to Bowmanville & possibly beyond soon.ON completion of this phase of the GO Subdivision Extension to Bowmanville , the GO Subdivision has stretched east a DISTANCE of approximately 38 KM. from Pickering Junction to Bowmanville East -(hopefully) WOULD these Phases Extensions have caused any " Commutative Impacts " to the surrounding neighbourhoods :? - other than ongoing traffic congestion's ?

MY to date identified issues and concerns will be repeated somewhat in the following comments :

1. from the CN / VIA ML , s - KINGSTON S/D Mile approx 300 -2 - east of Thornton Rd. S.
' can at least maximum or acceptable track grades be achieved prior to the Spur connection south of Bloor St. W Rail way Bridge ?
2. how many tracks will be required / constructed from the VIA / GO Station to the CP BELLVILLE S/D -mile ____ -ML parallel connection and then onward easterly through OSHAWA ???
3. will CP RAIL freight services occupy the INDUSTRIAL SPUR trackage to continue to provide customer services to the current GM properties , likely including the Auto Transfer and Storage yard /s. ???
' on that note will CP still provide Interchange Traffic Services to the joint CP / CN Interchange Trackage south of Wentworth St. ???
' are there other options for CP / CN Interchange traffic Customer rights within -a. 20 km. -b. 40 km. -or as otherwise advised in any current inter switching rules or Reg, s, , ??
(-at one time Las co Steel now GERDAU were ongoing interchange customers for Gondola loads of scrap metals.)
4. are there established customer compensation options available for the loose of CP RAIL access to - a. the local or closest Interchange provisions - interchange provisions would apply b. to the AUTO COMPOUND, s

- now or in the reasonable future - POTENTIAL JOBS - we recognise CN will retain access to these private sidings south of and on Wentworth St.

c. the General Motors Auto complex facilities - now or in the reasonable future.

5. Abandonment / Disconnection approvals and physical costs for the removal of the CP RAIL INDUSTRIAL SPUR and associated Yard Facilities and track capacities north of Bloor St. -south over the CN ML and yard tracks , then south east to STEVENSON RD. S - two level protected road / rail crossings. this would include buildings , track signals , railway communication , road restoration etc ??? Where will the responsibilities rest ???

' Metrolinx /GO Transit will likely not use the Spur Track rails and ties.

6. Abandonment approvals and costs of CP INDUSTRIAL SPUR - west leg of WYE Track and associated ML Yard Track age , signals , road crossing restoration , etc ??

' Will this be a Metrolinx or shared responsibility in view of the recent in-activities of CP Freight operations ???

7. Purchase / Sale of the CP RAIL Industrial Spur and associated Yard Properties

- will Metrolinx be required to purchase the entire CP property,s north of the CN / VIA corridor east of the joint STATION to the Bellville S/ D ????. This may prove to be the recommended best option to meet construction schedules etc.

. future Thornton Corners Station - is any of the required property part of the CP Industrial Spur property holdings ??

.a new road -STELLAR Dr. is proposed for access to Thornton Corner Station between Thornton Rd. S. and Fox St - near Laval Dr.- which will require a at grade protected level track crossing. at <http://crossing.at> the Municipalities expense We,ll need to see the track profile - to confirm if a level crossing will meet road grade standards..

8. SPEED RESTRICTION on connecting Spur - due to vertical and horizontal alignment and track profile and the THORNTON CORNER STATION - a 30 mph train operating restriction will likely be implemented between the CN and the CP R/W ,s

-page breaks would be nice

FOLKS please understand that this OPTION 2 track connection between the CN /VIA Kingston S/D corridor to the CP Bellville S/D Corridor / R/W has many HOOPS / HURDLES to follow and resolve in a constructive way and must /should be in compliance with the applicable Federal Transportation Regulations and the Transportation Act., and /or as administered by the Canadian Transportation Agency - Railway Transportation - Division II - Construction and Operation , etc.

Also a assessment- Canadian and /or Ontario . Provincial -EPR - Environmental Project Report -for transit projects - would apply to at least ensure that the social and physical impacts and benefits along with economic consequences ,if any, will be documented for the necessary reviews to achieve the required approvals , with minimum if any duplication if any..

ALL identified IMPACTS must be documented and mitigation measures outlined in due course.

A separate railway Noise and Vibration - air and ground borne - has recently become a standard requirement for Railway Projects Some of which may be available with the 2011 submissions updated for the entire route to Bowmanville , in part due to the increase in Rail Service.- every 10 to 15 minutes..

COMMENCEMENT of a pre construction design assignment for the OPTION 2 -(TWO) CROSSOVER CONNECTION without a "critical path -plan " or alternative BMP - establishing the minimum time to prepare the necessary plans and Assessment reports and regulatory reports/ submissions , etc.during typical 6 month time frames -

- for conditional approvals must be considered promptly , for communication with the public , affected property / utility owners , road authorities , etc..

ADVANCE Notification to utility owners are strongly recommended as they could influence construction scheduling , as the utility companies need time to get the funding for their related costs in upgrading their U/G and O/H crossings to support Railway traffic and provide the necessary clearances.- load support. UTILITY crossing agreements with to scale plans should be available through the RAILWAYS - CP & CN. - filed by Mileages.

Each Bridge and Culvert crossing will have local issues to consider

YES we are being helpful at no cost to METROLINX and the Taxpayers - hope we are / will be saving them big money...

... Let me know if you need some cost -effective help / assistance in the future @ per-dime or weekly rates.

page breaks would be helpful

WE are very interested in being advised by METROLINX Sr. Management as to what was the prime issue that caused the one -half BILLION in increased costs for OPTION 1 - (one) -

Was it an error or over site by the past GO Transit and their Engineering Consultants project team ?? - if so some cost recovery of their chargeable hours should be pursued as we the local commuters , amongst others , are suffering the consequences , etc

SOMEONE NEEDS TO BE HELD ACCOUNTABLE NOW and in future GO RAIL EXPANSION PROJECT DELAYS and COSTS. .

Remember tax dollars paid for the Consultants staff wages and their EMPLOYERS profits ...

WE MUST NOT OVERLOOK " CUMULATIVE IMPACTS ". Lets ensure METROLINX does not come back to DURHAM REGION , the MUNICIPALITIES and the interested Public and state that some or several of the above raised issues and relating questions have resulted in significant construction time delays and a associated increase in costs that will change the BUSINESS CASE STUDY RESULTS .and the schedules, amongst other considerations.

WHILE we are at it , lets delve into the pre -meditated / or whatever reason for the acquisition by METROLINX of the future Station properties in OSHAWA, Courtice and Bowmanville in advance of the required Construction approvals for this GO Rail Service Extension Ideally PRIORITY should have been placed on the physical track construction infrastructure in advance of the ..

Construction of the PARKING LOTS - which will raise many questions as to their availability while there is no active track construction or possibly approvals to proceed.

Were the necessary Official Plan Designation / Amendments requested and in place prior to any site grading - turning lane improvements etc ??

WE STRONGLY feel that these recent past property acquisitions by Metrolinx has SIGNIFICANTLY SLANTED / INFLUENCED the decision in proceeding with the approval of the OPTION 2 Route through OSHAWA. A " CONFLICT OF INTEREST " seems apparent

Also the ownership of the Courtice farm property -" a GREENFIELD SITE " would have impacted the support for OPTION 2 and OPTION 4 , I recall former Ontario Transport Minister -James Snow -was held accountable for the purchase of property in Milton in advance of the required outstanding approvals for the Construction of his name sake Parkway in Milton.

HAVING a STRONG INTEREST IN ABUTTING PROPERTIES IS NOT A FAIR AND HONEST WAY TO REACH A DECISION ON THE PREFERRED ROUTE ALIGNMENT .

APPARENTLY, SIMILAR PROPERTY acquisitions by developers near the West Bowmanville Station.(Just ask the local MAYOR and active major developers - who contributed to some of the STUDIES commissioned by the Municipalities in SUPPORT of OPTION 1 -(ONE)

WE / I RESPECTFULLY REQUEST THAT SR. METROLINX OFFICERS , and BOARD MEMBERS REFRAIN FROM any INVOLVEMENT - STARTING with the SCHEDULED VOTING ON SUPPORTING THE COMBINED OPTION 2 and OPTION 1 RECOMMENDATION due to a SIGNIFICANT " CONFLICT OF INTEREST " ? THE METROLINX BOARD MUST REJECT THIS OPTION 2 RECOMMENDATION on the 20 th February @ Metrolinx , s Office.

Did the REGIONAL CHAIR , include ,ing in his May /June Local News Column - under OPINION SECTION - THU.. 11 JULY 2019 " This Week " titled Province Must Get " GO _ING " on Durham EXTENSION , and thereafter the ongoing Durham Region articles , including WEB Pages that , - attempt to sway/ recommend the PUBLIC into supporting OPTION 1 have further influence on the decision to recommend OPTION 2 .

SEE: www.durham.ca/en/doing-business/right-track.aspx -"Revitalize , Transform, Innovate ." OH !

SOMEWHAT SLEAZY or WHAT ? a Quote from bottom of page 4 of 5

- ' problems faced @ the current Oshawa , Go/VIA station. It is difficult to access by both car and local transit and is " HAZARDOUS " to access by bike or walking. "

- as I have a mobility problem due to a stroke - please in the future add SCOOTER . THIS statement was a shock to me on first reading.

- definition of - " hazardous " -risky , dangerous

AS it would definitely have been a possible SAFETY issue in the eyes of the author, I quickly e-mailed the CAO at Durham Region to take follow -up site actions and arrange to amend or eliminate this WEB site.

In follow -ups I even went as far as suggesting the authors were perhaps (WITHOUT PREJUDICE) "morons " -defined as " a knowledgeable person affected with a mild intellectual disability " in the 2018 edition of the US TRUMP dictionary for Public Servants and USA College " -

- anxious to complete this WEB .

MY final comment to DR reps via e-mail was -" RIGHT BACK AT YOU "

-in regards to majority of the assertions made by Durham Region in the proceeding WEB pages ,at this time I don,t feel it necessarily to comment on these deliberate. and condescending comments , as you will quick realise Durham Region staff like the Chair -ONLY support OPTION 1 and do whatever it takes to eliminate any consideration of OPTION 3, the CN /VIA ROUTE..UNFORTUNATELY, there currently are no approved defined limits for DOWNTOWN Oshawa , which some WEB sites state ends at ADELAIDE (former Alice St.) at the north - home of Parkwood Estates at the north west corner of Simcoe and Adelaide. .

FYI . The Regional Chairman ,s -Opinion News Article - focuses on OSHAWA with little if any mention of Clarington , who were only to get rush hour services at that stage.

In response to this OPINION Article by the Chair , I submitted a memo which was published in OSHAWA EXPRESS -letter to the Editor -July 17,2019 " Reader says GO rail expansion just needs to happen " (I have retained copies)

These above stated likely "Conflict of Interest" - would unfortunately also apply to OPTION 4 - one of my past suggested routes.

(Lets just say that the Reg. Chairman lost focus on his responsibilities for services to the local Residences , Businesses and Industries in dealing with this METROLINX delay - time to examine 4 alternative Route OPTIONS)- " a situation in which the concerns and aims of two different parties are totally incompatible "

We all need to know the reasons for the additional one -half BILLION dollars for OPTION ! - as a community leader it,s also his job to be fraudulent with our tax dollars and setting the related example.

" CONFLICT OF INTEREST " should be treated as a serious misdemeanour or possible crime if committed by POLITICIANS and PUBLIC AGENCY OFFICERS - resulting in suspensions /termination of the related employment.

WE are now left to "FAST TRACK " OPTION 3 -(UNLESS IT IS PROVEN through an Independent Tribunal that there was no REAL or PERCEIVED -"Conflict of INTEREST " by METROLINX and local MUNICIPAL OFFICIALS , including Sr. Staff "

WE know that the most cost effective direct alignment to Bowmanville and east to BENNETT RD.- a PROPOSED TERMINUS STATION SITE for service in 2024/5 or within 10 years - near HWY. 401 /115 Interchange.

(OPTION 4 would be pending the TRIBUNAL DECISION on the CONFLICT OF INTEREST with respect to the Courtice Greenfield Station and the resulting Development opportunities provided to Developers , around the West Bowmanville Station near Martin Rd. /Bowmanville Ave. and HWY. 2 / King Street. THERE are already traffic congestion problems there)

IN REGARDS to OPTION 3 there is ample property in the BENNETT RD./ CN Clarke Siding area for a Layover /Mtce Facility and to expand the PARKING LOT. , as it reaches capacity -a common problem at TERMINUS STATIONS.

POTENTIAL MIXED USE DEVELOPMENTS within 300 meters of the future STATION SITES at Thornton Corners, Central Oshawa (Knob Hill) , Courtice Farm , West Bowmanville , to date does Metrolinx and the Municipalities -Planning and Construction Functions know the ambient noise levels and the extend of NOISE and VIBRATION along with Safety MITIGATION requirements for Residential and Commercial Units within this 300 to 800 meter, which would include along the established Railway R/W corridors , recommended STATION DEVELOPMENT area for each of the new GO STATIONS on whatever route ?.

I RECALL a minimum Setback of 30 meters with INTERVENING SAFETY BERM or equivalent crash barrier - 2.5 to 3 meters high plus a heavy Noise barrier structure of 2 -2.5 meters or combined 5 m high - see 1983 CN / CP GUIDELINES for Developments Adjacent to HEAVY RAIL RAILWAYS as was prepared by Mat Lawson -former Chief Planner -City of Toronto in consultation with Dr. George Willson - of Willson -Erick Associates -Oakland , California and RV Doty / RJ Spence of CN and Bill Munford -CP -these guidelines may have been modified due to the interest shown by the Association of Ontario Municipalities and the Railway Association of Canada , amongst other Regulators. (What a memory - yes I learned a lot in working with these professionals -Erwin) .

How much property can be developed or re developed to meet the mitigation standards - noise , vibration and Safety -for residential (if any) or commercial use around the Thornton Corner Station ??? /

There are some re- Development opportunities near the CENTRAL OSHAWA STATION ,S /

The greenfield Station at Courtice Road - there are many options for Development to the north of the Railway and some likely mixed uses as is evident to the south . ????.Hopefully any surplus excavated materials from the station parking lot development was utilised for berm construction east / or west of the future STATION .

Sorry I,ve not seen the site plans yet -waiting for access through METROLINX - BowmanvilleExpansion.
Carmen / Manuel

Selective properties may still available for development around the west Bowmanville Station - - check with the Mayors Office and /or possibly - WITHOUT PREJUDICE - possibly Valiant or subsidiaries , Tribute , Jeffrey -all good local developers.VERY SORRY if in correctly stated and if others were missed.

We need these local contractors to develop the GREENFIELD HOLDINGS in advance of the Construction of Homes , Plazas , Malls . other Commercial Facilities etc.They have well proven themselves , some of whom I have met and /or become by name acquaintances through our social circles - unfortunately some have deceased in recent years..l.. .

Will the NEED arise within 10 years or prior to 2041 , ref. Envision Durham - Transportation Systems update - for a east Bowmanville Station -near Means St -in addition to the HWY 115 area future Station site ???

Dis-bite the Business Case Study Reports summary ,there is not enough justification for the rejection of OPTION 3 -the full CN / VIA Track alignment. There is plenty of Residential and Commercial Property to Revitalise and Transform , north and south of Bloor St and east and west of Ritson Rd. in Oshawa within 800 m of the proposed Oshawa Central Station . Once the City gets " off their deferral mode " and in working together as a team -which I feel is evident since Dan Carters apportionment as Mayor . The GIBB -OLIVE connection will also support "URBAN RENEWAL " within 300 to 800 meters - then there is the JOHN ST. EXTENSION through the former Fittings Property that will also influence URBAN RENEWAL and DOWNTOWN DEVELOPMENTS - which stagnated due to the enclosure of the OC @ KING and STEVENSON.- thank goodness for the College and University investments in Downtown Oshawa. Unfortunately , Restaurants , Cafe,s , Bars and Lounges , Small Local SHOPPES - clothing , art supplies , shoe sales and repairs , SPORTS Apparel , Music and record shoppes , etc seem to come and go -often to quickly - (failed business attempts hurt everyone.

LETS JUST GET THIS GO SERVICE OPERATING THROUGH OSHAWA , ONTARIO with a positive attitude we can still be MOTIVATED. INTO taking advantage of our recreational, entertainment , cultural events , dinning downtown and other activities without riding the GO to Toronto .

ALL 4 OPTION routes , except the short crossover of OPTION 4 - over HWY 401 to connect to the CP R/W -Corridor at the OSHAWA CLARINGTON BOUNDARY had / have some potential impediments .

The impediments raised for OPTION 3 in Bowmanville, hydro lines , St. Mary,s quarry, are minor if anything vs the potential impacts and costs associated with OPTION 2 in the Thornton's Corner Area in Oshawa.

METROLINX Sr. staff -.Mathieu Goetzke Planning Head ?, that prepared the BOARD SUBMISSION Report did not have to IDENTIFY any of the potential ISSUES or CONCERNS with OPTION 3 and 4 if the major ISSUE with OPTION 1 was not included for PUBLIC awareness.

SHOULD we perhaps revisit these potential issues ??? if absolutely necessary ..

I COULD continue EASTERLY along the OPTION 2/1 alignment to fill the gaps with issues by-passed , from the OPTION 2 Crossover easterly , with my comments and concerns , which will / may be of some benefit in the future after METROLINX have provided me with the requested OPTION 1 Plans and Reports AND when Metrolinx have perused and answered Item 1 to 7 amongst other issues raised above ..My memo,s of Dec. 24 th. 2019 and Jan. 4th 2020 to Metrolinx & Env. Durham , essentially a field overview - mental down to earth reconnaissance of the CP and CN /Corridor will help fill in the often repeat corridor Issues and concerns and provide some construction considerations to address physical and social impacts. YES I WALKED both Rail lines from central Oshawa east to Darling ton Park on numerous occasions in the

past . Little did I know as a teenager that I would be walking , riding in gas cars , high rail vehicles and trains numerous times on the south rail corridor through Durham Region and beyond - need not say more. . AT that time SOUTH OSHAWA was considered to be SOUTH of the TRACKS.

These memos will go a long way for a route vs route comparison of potential issues /concerns - clearly there are more residential neighbourhoods along the CP corridor to east Bowmanville and through Bowmanville in extending to Service to HWY. 115 While I could come up with a Summary and Conclusion page I feel it would be a great exercise for the Bomanville Expansion Team , who are familiar and have perused all of my MEMO,s.

.When you complete your comparison of the TWO primary established routes -CN and CP you,I quickly come to the conclusion that the CP route THROUGH OSHAWA to the Oshawa /Clarington boundary is not worth pursuing. , COSTING more then what it would deliver to OSHAWA and result in more IMPACTS on the Adjacent neighbourhoods .LETS NOT alarm these homeowners , ensuring METOLINX and /or their Consultants , HONESTLY advise them of the SAFETY and NOISE and VIBRATION - ground and air - IMPACTS and the knowledge that GO TRAINS will be passing every 10 to 15 minutes. I recall when living in a " Wartime _Home " adjacent to the CP ML and two siding tracks , that Freight Trains would rattle the windows , shake the table dishes and vibrate the hanging pictures, ceiling lambs etc.. Nighttime switching activities along the adjacent sidings -which had bolted short rails would severally impact your sleep - glad my parents moved to the county side . There were no local or dances to control railway activities./ operations at that time. The FEDS have goon a long way in controlling impacts from switching , layover idling , whistle noise , -just to name a few.

THE NOISE and Vibration along with SAFETY issues will drastically impact residential " land values " for homes abutting and /or within 30 to 50 meters of the OPERATED RAILWAY Metrolinx need to establish a contingency fund for the home owners impacted on commencement of the GO TRAIN operation adjacent to their homes.

Other homes beyond the zone of influence -say 15 minute walk - should see a increase in land value if not all homes within a the greater community areas.

Like through Pickering , Ajax, and Whitby the alignment should be maintained along and through a corridor that is set -back from Residential Neighbourhoods and in close proximity to other liner corridors - Highway , Hydro etc. Through may involvement with Envision Durham -Transportation Systems I realise the PROVINCE would like to INTENSIFY Areas around COMMUTER HUB,S etc.- (there is frequent reference in the Envision Durham -Discussion Paper -Oct.201 regarding , MTA-major transit areas , TOD-Transit Oriented development -(clustering of development in proximity of transit infrastructure . OUR LOCAL Municipal Officials , Planners etc. in OSHAWA guided developments adjacent to the CNR R/W and the CPR R/W -1.2 km. apart at Simcoe St. in accordance with the TOD principals likely unbeknown to them in the early 30,s etc.-good job ancestors.

There was never any talk of decreased land values in Pickering , Ajax and Whitby due to the buffers between the Railway and residential Subdivisions.

In the USA under the FRA ,there are strict guidelines that apply to Railway Construction / Operations , Mergers and route consolidations when there is a IMPACT on adjacent Hospitals , Schools , Sr. Homes , etc

NOW ,at this time - in getting back to the combined OPTION 2 and OPTION 1 alignment , it is again important to raise the matter of extending the route along the CP Corridor from Martin Rd./ Bowmanville Ave. east to Hwy 115 to obtain the necessary advance approvals allowing for the construction and operation of this future extension within a ten year time frame -

THE same would apply along the OPTION 3 CN route from south Waverly Rd. / Bowmanville Ave. to BENNETT Rd. - Clarke Sidings in Newcastle, Durham Region , Ontario. I,m certain that Envision Durham -

2041 would like METROLINX confirm the BEYOND Bowmanville future STATION LOCATIONS for every ones Benefit at this time or at least prior to year end - which would result in the DURHAM REGION - Transportation Systems section of the Official Plan being updated officially for 20 years. .

I MUST REPEAT , we want to have this GO RAIL SERVICE EXTENSION in SERVICE by 2014/5 - there,s been to MANY unnecessary DELAYS. Lets quickly consider the matters raised to avoid preventable problems or delay,s in going forward., after the BOARD MEETINGS and follow up Board approvals -shortly in consideration of matters raised herein.

I have reason to suggest had it not been for the known ownership of the STATION SITE PROPERTIES in OSHAWA we would be looking at a recommendation by Metrolinx to proceed with OPTION 3 or look further into OPTION 4 -potential conflicts if necessary at this time , OPTION 3 and possibly OPTION 4 if it includes a extension BEYOND west Bowmanville have been my preferred routes since the early 2000,s for several good and justified Physical , Social and good ECONOMICAL reasons - as a RESIDENT and TAXPAYER. -with no intention of being in Politics.

I,ll leave that decision to METROLINX in view of the fact that I have recommended these two OPTION Routes since prior to 2011.if not sooner . I remain.

TIME for various reasons including the stated advance -12 or 24 hours prior to a Metrolinx Board Meeting, did not permit me to prepare and complete a SUMMARY and CONCLUSIONS page. IF requested by the METROLINX BOARD Officials I would be pleased to complete a SUMMARY and CONCLUSION REPORT shortly after their 20th Feb. Meeting and on receipt of the OPTION 1 completed Reports and Plans --long overdue and not appropriate in keeping with our common goal of good professional conduct . transparency , integrity , honesty - all great Corporate OBJECTIVES .

Perhaps Metrolinx - Bownville Expansion Team Members - Carmen and Manual P. could complete the Summary and Conclusions Sections as they are in receipt of all of my past submissions including those mentioned above , relating to this delayed GO RAIL PROJECT. A PIER review , I,m available -of their completed DRAFT submission of the SUMMARY and CONCLUSIONS

WE all know that many seniors and retirees , amongst others do not have COMPUTER ACCESS or even if any knowledge - (Like Two RETIRED Teachers @ MY WYNFIELD Residence) - - I CERTAINLY would appreciate a new or slightly used one with a printer amongst other current updated bells and whistles as a ' GOOD -down to Earth SAMARITAN ' as a suggested gift to keep up my Local Interest Activities .

-- it is REQUESTED through the Metrolinx Board that METROLINX ensure copies of their DRAFT and subsequent completed Reports, Notices and Plans be available at REGIONAL and MUNICIPAL OFFICES - for in excess of 10 years , in consideration of the time laps between the 2011 - GO RAIL - BOWMANVILLE EXTENSION PROJECT -PLEASE. Once OPTION ! route was approved the Plans , Reports , etc. should not have been protected under " FREEDOM of INFORMATION LEGISLATION " if it was applicable at all to this or any other Metrolinx GO Heavy Rail Projects.

WE/ I request that this/ today's MEMO be included in the METROLINX BOARD MEETING AGENDA with the Metrolinx staff recommendation for the BOWMANVILLE and BEYOND EXTENSION Report

PLEASE confirm receipt of this submission to REJECT the OPTION 2- with a connection to OPTION 1 near Stevenson Rd. S on the south CP Corridor - Recommendation and follow up as necessary on this memo submission .

We would appreciate being advised of the outcome of this issue at the 20 Feb. 2020 Metrolinx Board Meeting.

SUBMITTED this 18 th day of FEBRUARY 2020 with integrity , honesty , respectfulness for the METROLINX Chairman and CEO & PRESIDENT ,s furtherance and to ensure I am kept informed of the ongoing status of this GO TRANSIT RAIL PROJECT in DURHAM REGION.

METROLINX future co-operation is anticipated .

RESPECTFULLY YOURS and to OTHERS, that were copied with this SUBMISSION -which I request not be copied , except for the METROLINX BOARD MEMBERS ,without my formal approval /concurrence. It is not to be realised to the NEWs media . Any discussions I have on this GO RAIL PROJECT will be with METROLINX and /or ENVISION DURHAM - Principal Planners whom I have recently met -through a meet and greet meeting.

HOPE to meet you all on the first GO Train from east Bowmanville to UNION STATION , where I plan to celebrate the cumming of GO Rail Service to east Durham Region at one of the local pubs for a few hours prior to a return train ride to Oshawa on a scheduled VIA Train.

SINCERELY,

Erwin Waldinsperger

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED] [REDACTED]

" helping make people,s lives BETTER and SAFER "

.

Erwin Waldinsperger

[REDACTED]
[REDACTED]
[REDACTED]

" helping make peoples lives BETTER & SAFER ".