

Union Pearson Express Electrification Environmental Assessment

Transit Project Assessment Study and Class Environmental Assessment Study

NOTICE OF COMMENCEMENT

MetroLinx is proposing to electrify the Union Pearson (UP) Express route beginning at the future UP Express Union Station in the City of Toronto and terminating at the future UP Express Pearson Station (Terminal 1, Toronto Pearson International Airport) in the City of Mississauga. The project involves the electrification of approximately 25 kilometres of track along the Union Station GO Rail Corridor and Kitchener GO Rail Corridor to Highway 427, where the route then follows the new UP Express spur line (under construction) into Toronto Pearson (see map below). The purpose of the project is to convert the UP Express route from diesel to electric power.

Electrification of the UP Express is part of *The Big Move*, MetroLinx's regional transportation plan which will dramatically improve how people move in the Greater Toronto and Hamilton areas. Funding for the electrification is dependent on the MetroLinx Investment Strategy.

ENVIRONMENTAL ASSESSMENT (EA) PROCESS

MetroLinx and Hydro One are carrying out a parallel EA process to satisfy both MetroLinx's requirements under the *Transit Project Assessment Process (TPAP)* and Hydro One's requirements under the *Class EA for Minor Transmission Facilities (Class EA)*. The parallel EA process involves both EAs being completed simultaneously. The Environmental Project/Study Report will be made available for public review and comment.

THE PROJECT

Electrification of the UP Express route will be achieved through a Traction Electrification System which will provide electricity to the trains by means of a **Traction Power Distribution System (MetroLinx)** and **Traction Power Supply System (Hydro One)**.

TRACTION POWER DISTRIBUTION SYSTEM

The proposed Traction Power Distribution System is an Overhead Contact System (OCS) comprised of a wiring system providing power to the trains. The wiring system will be suspended from a number of OCS structures (i.e. portals, cantilevers) placed along and over the track. The Traction Power Distribution System also includes two Paralleling Stations (PS) to boost the voltage along the UP Express route, as well as gantries which provide power to the OCS, and are located in the vicinity of each PS. A new electrified maintenance facility will need to be built to carry out maintenance on the new electric trains.

The environmental impact of the Traction Power Distribution System components and electrified maintenance facility is being assessed under the **Transit Project Assessment Process, in accordance with Ontario Regulation 231/08 – Transit Projects and MetroLinx Undertakings**.

TRACTION POWER SUPPLY SYSTEM

Electrification of the UP Express requires a connection to Ontario's electrical system. It is proposed that the power be supplied from the existing 230 kilovolt (kV) transmission line that runs between Hydro One's Claireville Transformer Station (located near Highway 407 and Highway 27 in the City of Vaughan) and Richview Transformer Station (located near Highway 401 and Highway 27 in the City of Toronto). Cables will deliver power to a new 230 kV Traction Power Substation (TPS). The TPS will convert the voltage from 230 kV, to 25 kV so that it can be used to power the electric trains.

The Traction Power Supply system is subject to provincial *Environmental Assessment Act* approval in accordance with the **Class EA for Minor Transmission Facilities**.

CONSULTATION

Members of the public, agencies and other interested parties are encouraged to participate in the EA process by attending consultation opportunities or contacting the project team directly with information, comments or questions. Consultation opportunities are planned and will be advertised on the project websites, in local newspapers and via direct mail. A second round of joint Public Open Houses are planned for winter 2014 to present and seek feedback on both the *TPAP* (MetroLinx) and *Class EA* (Hydro One) project components.

Consultation with the public, review agencies and First Nations and Métis communities is a key component to the UP Express Electrification EA. If you would like to submit a comment or question, or receive additional information related to the UP Express Electrification Project, please send an email to the project team at: electrification@metrolinx.com or contact:

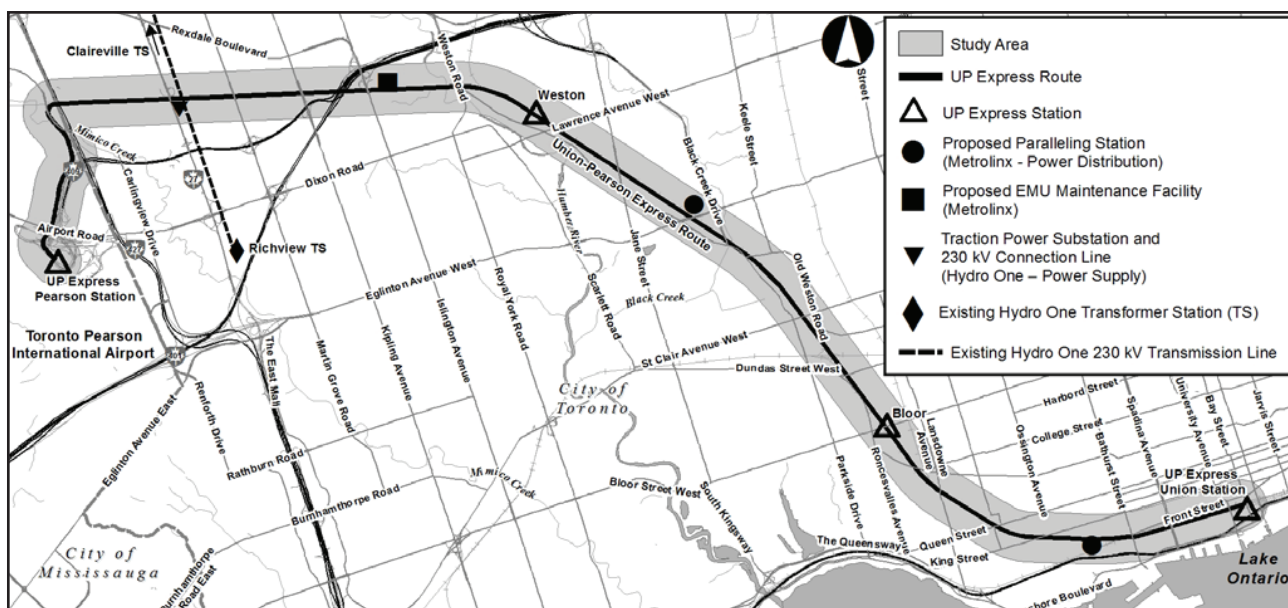
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Pour plus de renseignements, veuillez visiter le site gotransit.com ou composer un des numéros ci-dessus.



METROLINX

PN-5657-GO

City Centre Mirror, Etobicoke Guardian, Metro News Toronto, Mississauga News, North York Mirror, Parkdale Liberty Villager, York Guardian
8C (8.283) x 161ag (maximum depth)