



memorandum

DATE: November 10, 2017

TO: Honourable Mayor Bevilacqua and Members of Council

FROM: Stephen Collins, Deputy City Manager, Public Works

RE: **COMMUNICATION**
COMMITTEE OF THE WHOLE (WORKING SESSION) NOVEMBER 13, 2017
METROLINX DRAFT 2041 REGIONAL TRANSPORTATION PLAN
CITY WIDE

C 1
COMMUNICATION
FAA - November 13/2017
ITEM - Addendum 2

This communication provides additional detail on Recommendation 1a) in the Committee of The Whole (Working Session) report regarding Metrolinx's Draft 2041 Regional Transportation Plan (RTP), and to inform Council on other actions underway regarding a conceptual new freight corridor proposed within Peel Region.

Background

In 2015, the Cities of Mississauga, Cambridge and Toronto and the Town of Milton completed the "Feasibility Study and Business Case of Constructing the Missing Link" (Study). The Study proposed major realignment of the GTHA rail network to permit significant improved GO rail service on the Kitchener line and the Milton line. To achieve this, rerouting of Canadian Pacific (CP) Rail freight traffic from Toronto to southern York Region would be required.

Council adopted a resolution on April 19, 2016, in response to the Study, which opposed rerouting of freight rail traffic through Vaughan and requesting Metrolinx consult with the City directly before completing further studies on the proposal. Furthermore, the resolution requested that staff report on any further information related to this matter. This resolution can be found as Attachment 1.

As part of Metrolinx's Draft 2041 Regional Transportation Plan (RTP), a "New Freight Corridor (Conceptual)" was identified within Peel Region. The proposal is for a new rail corridor and other improvements to link the Canadian National Railway line in Bramalea with the CP Railway line near the Milton-Mississauga Border. This proposal would separate freight rail and passenger rail traffic on the Kitchener GO rail corridor, enabling improved passenger rail services. It should be noted this proposal will not, on its own, allow for rerouting freight rail traffic from Toronto and Mississauga to southern York Region, including Vaughan. There are many additional projects required to allow for freight rail traffic to be routed.

York Region opposes rerouting of freight rail traffic through southern York Region

York Region Council adopted resolutions opposing the increase of freight rail traffic through the Region on January 21, 2016 and April 21, 2016. In addition, York Region Council also directed staff to prepare a communication brief outlining the concerns of the Region, Vaughan, Markham and Richmond Hill. These resolutions can be found as Attachment 2.

A draft of the brief was prepared and adopted with amendments at Regional Council on October 19, 2017. The draft brief was also sent to staff at the Federal Ministry of Transport, the Provincial



memorandum

Ministry of Transportation, and Metrolinx. The October 19th report to Regional Council and amendment is provided as Attachment 3. York Region will circulate the final version of the communication brief to Vaughan upon its completion.

Next Steps

Staff will continue to monitor the issue and provide information as it becomes available. Any actions undertaken by external agencies such as Metrolinx will be reported to Council.

Respectfully submitted,

Stephen Collins, P.Eng.
Deputy City Manager
Public Works

Attachments:

1. April 19, 2016 City of Vaughan Resolution
2. January 21, 2016 and April 21, 2016 York Region Resolutions
3. October 19, 2017 Report to York Region Council

Copy to:

Daniel Kostopoulos, City Manager
Barbara McEwan, City Clerk
Mark Christie, Director of Policy Planning and Environmental Sustainability
Selma Hubjer, Manager of Transportation Planning

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 19, 2016

Item 21, Report No. 18, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 19, 2016.

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INCREASED FREIGHT RAIL TRAFFIC THROUGH VAUGHAN

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Shefman, dated April 5, 2016:

Member's Resolution

Submitted by Councillor Alan Shefman.

Whereas, a recent IBI Group Feasibility Study suggested that to facilitate the expansion of commuter rail as planned by Metrolinx, that freight rail traffic from the impacted lines be redirected through York Region and specifically the City of Vaughan; and

Whereas, this increased freight traffic would be diverted through heavily populated urban areas in our City; and

Whereas, the increased freight rail traffic will result in more noise and safety concerns by the residents of the City of Vaughan:

It is therefore recommended:

1. ***That***, Metrolinx be advised that rerouting of freight rail traffic through the City of Vaughan is not supported by Vaughan Council; and
2. ***That***, Metrolinx be requested to consult directly with the City of Vaughan on the IBI Group Feasibility Study before any further detailed studies are carried out; and
3. ***That***, staff report back to Committee of the Whole as further information becomes available on this issue; and
4. ***That***, the City of Vaughan strongly objects to the addition of rerouting additional freight rail traffic through our community; and
5. ***That***, the Prime Minister, The Premier, Federal and Provincial Transportation Ministers, local M.P.'s and M.P.P.'s, Region of York, the Cities of Cambridge, Mississauga, Toronto and Markham, the Towns of Milton and Richmond Hill, Metrolinx, CN Rail and CP Rail, be so advised, and further;
6. ***That*** staff be authorized and directed to do all things necessary to give effect to this resolution.

Attachments

1. Resolution dated March 1, 2016, City of Markham Council
2. Memo dated March 1, 2016, from Deputy Director, Engineering, to Development Services Committee, City of Markham.

(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.)



MEMBER'S RESOLUTION

Meeting/Date: COMMITTEE OF THE WHOLE - APRIL 5, 2016

Title: INCREASED FREIGHT RAIL TRAFFIC THROUGH VAUGHAN

Submitted by: COUNCILLOR ALAN SHEFMAN

Whereas, a recent IBI Group Feasibility Study suggested that to facilitate the expansion of commuter rail as planned by Metrolinx, that freight rail traffic from the impacted lines be redirected through York Region and specifically the City of Vaughan; and

Whereas, this increased freight traffic would be diverted through heavily populated urban areas in our City; and

Whereas, the increased freight rail traffic will result in more noise and safety concerns by the residents of the City of Vaughan:

It is therefore recommended:

1. **That,** Metrolinx be advised that rerouting of freight rail traffic through the City of Vaughan is not supported by Vaughan Council; and
2. **That,** Metrolinx be requested to consult directly with the City of Vaughan on the IBI Group Feasibility Study before any further detailed studies are carried out; and
3. **That,** staff report back to Committee of the Whole as further information becomes available on this issue; and
4. **That,** the City of Vaughan strongly objects to the addition of rerouting additional freight rail traffic through our community; and
5. **That,** the Prime Minister, The Premier, Federal and Provincial Transportation Ministers, local M.P.'s and M.P.P.'s, Region of York, the Cities of Cambridge, Mississauga, Toronto and Markham, the Towns of Milton and Richmond Hill, Metrolinx, CN Rail and CP Rail, be so advised, and further;
6. **That** staff be authorized and directed to do all things necessary to give effect to this resolution.

Respectfully submitted,

Councillor Alan Shefman

Attachments

1. Resolution dated March 1, 2016, City of Markham Council
2. Memo dated March 1, 2016, from Deputy Director, Engineering, to Development Services Committee, City of Markham.

CV19-16



March 4, 2016

RECEIVED
MAR 09 2016
CLERK'S DEPT.

The Honourable Prime Minister Justin Trudeau
House of Commons
Ottawa, Ontario K1A 0A6

**RE: IBI GROUP FEASIBILITY STUDY
ON REROUTING OF FREIGHT RAIL TRAFFIC
IN THE GREATER TORONTO RAIL NETWORK (5.13)**

Dear Mr. Trudeau:

This will confirm that at a meeting held on March 1, 2016, Council of the City of Markham adopted the following resolution:

- 1) That Metrolinx be advised that rerouting of freight rail traffic through the City of Markham is not supported by Markham Council; and,
- 2) That Metrolinx be requested to consult directly with the City of Markham on the IBI Group Feasibility Study before any further detailed studies are carried out; and,
- 3) That staff report back to the Development Services Committee as any further information becomes available; and,
- 4) That the City of Markham strongly objects to the addition of rerouting additional freight rail traffic through our community, and further, that the Prime Minister, The Premier, Federal and Provincial Transportation Ministers, local MPs and MPPs, Region of York, the Cities of Cambridge, Mississauga, Toronto and Vaughan, the Towns of Milton and Richmond Hill, Metrolinx, CN Rail and CP Rail, be so advised; and further,
- 5) That staff be authorized and directed to do all things necessary to give effect to this resolution.

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If you have any questions, please contact, Brian Lee, Deputy Director, Engineering, at 905-477-7000 ext. 4838.

Yours sincerely,



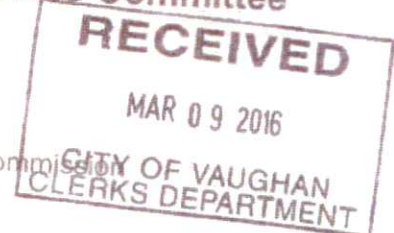
Kimberley Kitteringham
City Clerk

Encl.

- Copy to:
- The Honourable Marc Garneau, Minister of Transport – Federal
 - The Honourable Steven Del Duca, Minister of Transportation – Provincial
 - Local MP's and MPP's
 - Denis Kelly, Regional Clerk
 - Clerk, City of Cambridge
 - Clerk, City of Mississauga
 - Clerk, City of Toronto
 - Clerk, City of Vaughan
 - Clerk, Town of Milton
 - Clerk, Town of Richmond Hill
 - Bruce McCuaig, Metrolinx
 - CP Rail
 - CN Rail



Memo to
Development Services Committee



To: Development Services Committee

Copy to: Andy Taylor, CAO
Jim Baird, Commissioner, Development Services Commission
Alan Brown, Director of Engineering

Subject: **IBI Group Feasibility Study on Rerouting of Freight Rail Traffic in the Greater Toronto Rail Network**

Date: March 1, 2016

From: Brian Lee, Deputy Director, Engineering x4838

Recommendations

Staff recommend:

1. That Metrolinx be advised that rerouting of freight rail traffic through the City of Markham is not supported by Markham Council;
2. And that Metrolinx be requested to consult directly with the City of Markham on the IBI Group Feasibility Study before any further detailed studies are carried out;
3. And that staff report back to the Development Services Committee as any further information becomes available; and
4. And that Region of York, the Cities of Cambridge, Mississauga, Toronto and Vaughan, the Towns of Milton and Richmond Hill, Metrolinx, CN Rail and CP Rail, be so advised.
5. And that staff be authorized and directed to do all things necessary to give effect to this resolution.

Background

In August 2015, a report entitled "Feasibility Study and Business Case of Constructing the Missing link" (the "Feasibility Study") was completed by the IBI Group. The Feasibility Study was jointly commissioned by the Cities of Cambridge, Mississauga, Toronto and the Town of Milton. The purpose of the Feasibility Study is to investigate what is required to separate freight rail traffic from passenger rail services on the Milton GO Line and Kitchener GO Line.

The Feasibility Study by the IBI Group concluded that this separation of freight and passenger movement is possible if the freight traffic is re-routed to alternative freight rail

corridors, and a new rail connection in the City of Mississauga is built (the "Missing Link").

On January 21, 2016, York Region Council received a report and presentation from Regional staff on this subject and adopted the following recommendations:

1. Council formally request Metrolinx to undertake consultation with York Region, the Cities of Markham and Vaughan, and the Town of Richmond Hill before proceeding with additional detailed studies relating to the rerouting of a freight rail proposal.
2. The Regional Clerk circulates a copy of this report to the Clerks of the Cities of Cambridge, Markham, Mississauga, Toronto, Vaughan, the Towns of Richmond Hill and Milton, and Metrolinx.

Discussion

A. Reasons for the Feasibility Study

Currently, part of the Milton GO Line and the Kitchener GO Line use the CP Rail corridor and CN Rail corridor respectively. The mix of freight and passenger movement within the same rail corridor may pose a technical challenge and may be costly for Metrolinx to implement the Regional Express Rail. The IBI Group Feasibility Study was not commissioned by Metrolinx, and it is our understanding that Metrolinx has not taken any position on it.

B. Conclusion of the Feasibility Study

The Feasibility Study, by IBI Group, concluded that there is a business case to reroute the freight rail traffic from the CP Rail corridor through mid Toronto and Mississauga (see Map 1) to the CN Rail corridor in the southern part of York Region and northern part of Mississauga (see Map 2). The Feasibility Study also recommended the construction of the Missing Link which is a new rail corridor to connect the CN Rail Line at Bramalea with the CP Rail Line through route near the Milton-Mississauga border. This would then separate most of the freight traffic in the western part of the Greater Toronto Area from the Milton GO Line and the Kitchener GO Line. The Executive Summary of the IBI Group Feasibility Study is in Attachment 1. At this time, staff have not received any formal comments from Metrolinx regarding this study.

C. Rerouting Freight Traffic to the CN Rail corridor would impact Markham

The impact of rerouting freight traffic would add additional freight rail traffic on the CN York Subdivision which generally runs east-west between 14th Avenue and the Hydro One corridor between Highway 404 and Markham Road, and near

John Street west of Highway 404, see Map 3. Within the City of Markham, there is one at-grade road/rail crossing located at 14th Avenue just west of Warden Avenue. The increase in rail traffic would increase nuisance to residents and business because of noise, dust and vibration. There would also be an increasing amount of dangerous goods that will be carried through the City and southern part of York Region, increasing possible safety concerns.

Markham Council should go on record with Metrolinx and other stakeholders as not supporting any rerouting of freight rail traffic through the City of Markham.

Executive Summary

Attached is a report on the feasibility of adding the "Missing Link" to the Greater Toronto rail network. The Missing Link is a new rail corridor linking the CN bypass line at Bramalea with the CP through route near the Milton-Mississauga border. The purpose of the Missing Link is to separate major through rail freight flows from passenger services on the GO Transit Milton and Kitchener lines. Just constructing the Missing Link does not fulfil all the requirements for rerouting of through freight flows; this requires upgrading of several other lines and providing new connections between CP and CN.

Constructing the Missing Link and the other rail improvements has three major benefits:

- It eliminates the impacts of the widening of the Milton and Kitchener GO Transit routes. These will be considerable and will be felt in the centres of Mississauga and Brampton. In fact the impacts of widening may be so serious that the objective may not be achieved for many years. Constructing a major project of this nature in active rail corridors will incur significant risks and dangers that can be avoided through the construction of the Missing Link.
- By removing heavy through freight flows, electrification of these two lines can be achieved. Without the separation of through freight and regional passenger service, electrification may not be acceptable.
- By freeing up the inner parts of the Milton and Kitchener lines, it will permit additional two-way service on the outer ends of these lines including new services to Cambridge and two-way all day service to Kitchener.

The conclusion from this initial feasibility analysis is that the Missing Link can be constructed without major impacts on the urban fabric. A cost analysis indicates that, within the margin of error of a planning level study, adding the Missing Link would incur approximately the same cost as the present plan to add trackage and widen the Milton and Kitchener lines to implement the Regional Express Rail (RER) concept on these lines.

The Missing Link proposal has several other benefits:

- It will remove heavy through freight traffic from central areas in Toronto, Mississauga, Brampton and Georgetown with their nuisance impacts.
- It will make feasible several new GO Transit services which are included in the Big Move transportation plan for the Greater Toronto and Hamilton Area (GTHA) including new services to Bolton, Agincourt and north Pickering and a Midtown Toronto service on the existing CP North Toronto line.
- It makes feasible a shortening and acceleration of the Richmond Hill GO Transit service.
- By separating major freight and passenger flows and therefore limiting impacts of passenger services on freight it will contribute to the achievement of the objectives of the Continental Gateway strategy of the Federal, Ontario and Quebec governments by facilitating through freight traffic to and from the US border.
- By separating heavy freight traffic from regional passenger services it offers the possibility for a future high speed rail to enter the centre of the GTHA.

Therefore it is our conclusion that the Missing Link should be investigated in more detail with Metrolinx, CN, CP and senior levels of government.

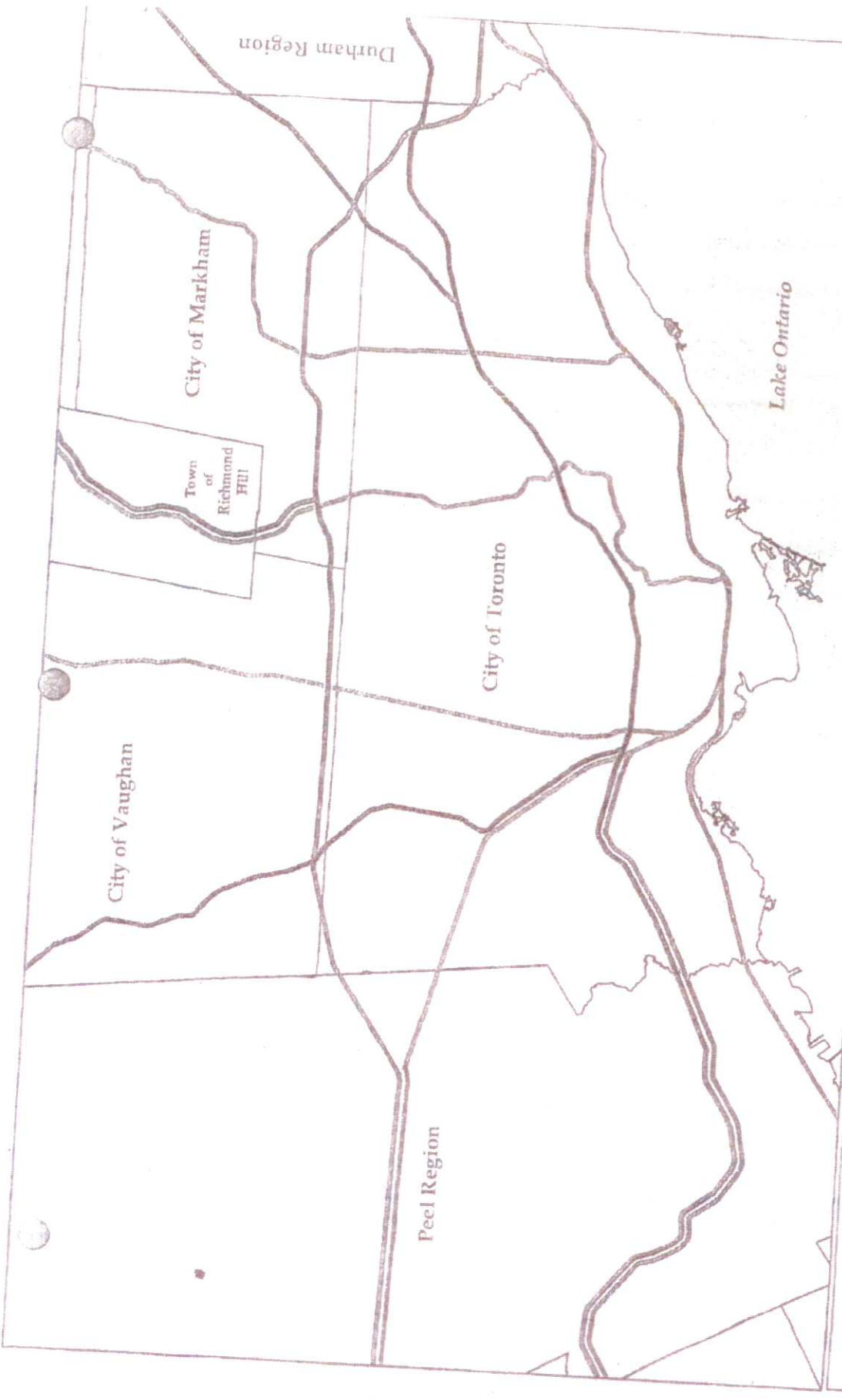
This strategy can best be achieved with the cooperation of the major freight railways.
As the study team sees it, the next steps in the process are:

- Engage Metrolinx in discussion of the feasibility and desirability of this project.
- Develop a process that will include Metrolinx, CN, CP and the concerned municipalities to develop the optimum solution.
- Apply to the Government of Canada for funding of additional studies and for funding of the project itself.

This study was sponsored by the City of Mississauga, City of Toronto, Town of Milton and City of Cambridge.

August 18, 2015

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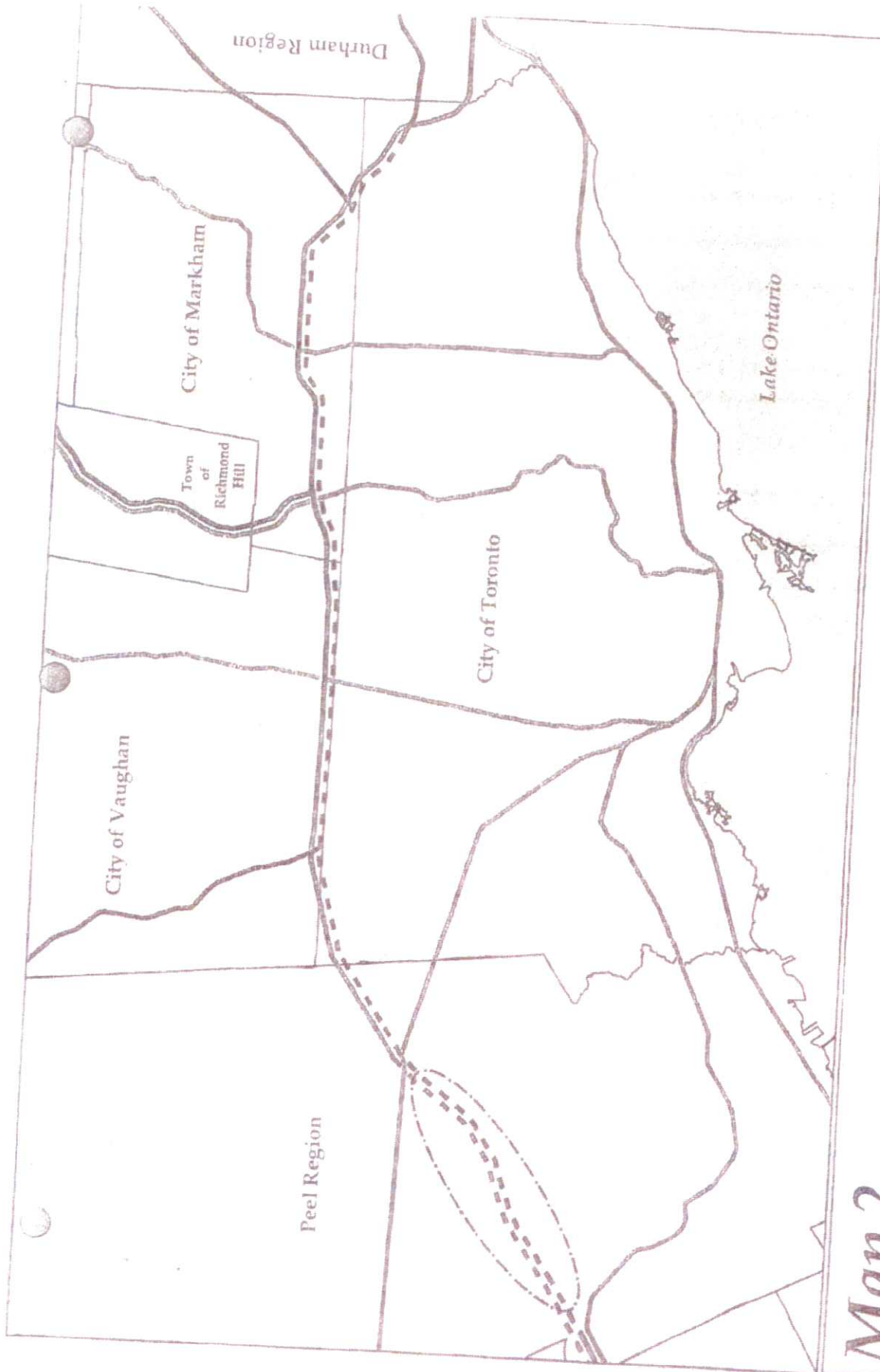


Map 1

Current Freight & GO Rail Services

Legend

- CP Corridors
- CN Corridors
- Metrolinx Go Transit Service



Map 2

Rerouted Freight & GO Rail Services

Legend

- CP Corridors
- Proposed CP Corridor
- CN Corridors
- Proposed CN Corridor
- Metrolinx GO Transit Service
- New Freight Rail



Clause 3 in Report No. 1 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on January 21, 2016.

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Feasibility Study for Proposed Rerouting of the Greater Toronto Rail Network

Committee of the Whole recommends:

1. Receipt of the presentation by Stephen Collins, Director, Infrastructure Management and Project Management Office.
2. Adoption of the following recommendations, as amended, in the report dated December 19, 2015 from Commissioner of Transportation Services:
 1. Council formally request Metrolinx to undertake consultation with York Region, the Cities of Markham and Vaughan and the Town of Richmond Hill before proceeding with additional detailed studies relating to the rerouting of a freight rail proposal.
 2. The Regional Clerk circulate a copy of this report to the Clerks of the Cities of Cambridge, Markham, Mississauga, Toronto, Vaughan, the Towns of Richmond Hill and Milton and Metrolinx.

1. Recommendation

It is recommended that:

1. Council formally request Metrolinx to undertake consultation with York Region and the Cities of Markham and Vaughan before proceeding with additional detailed studies relating to the rerouting of a freight rail proposal.
2. The Regional Clerk circulate a copy of this report to the Clerks of the Cities of Cambridge, Markham, Mississauga, Toronto, Vaughan, Town of Milton and Metrolinx.

Feasibility Study for Proposed Rerouting of the Greater Toronto Rail Network

2. Purpose

This report informs Council on the findings of a feasibility study commissioned by Cities of Cambridge, Mississauga, Toronto and Town of Milton to look at rerouting freight rail traffic to separate it from passenger rail services on the GO Transit Milton and Kitchener lines. The consequence of this proposal would significantly add to freight rail traffic on the east-west CN Line crossing York Region north of Steeles Avenue in the Cities of Markham and Vaughan.

3. Background

The feasibility study includes preliminary project feasibility and business case assessment

The “Feasibility Study and Business Case of Constructing the Missing Link” (Study) was prepared by IBI Group and published on August 18, 2015. The Study assessed the preliminary feasibility of constructing a new rail corridor linking the Canadian National Railway (CN) bypass line in Bramalea with the Canadian Pacific Railway (CP) through line near the Milton-Mississauga border.

Attachment 1 shows the proposed rail link within the Greater Toronto Area (GTA) context. The Study’s Executive Summary is provided as Attachment 2.

GO Transit currently uses sections of track owned by CN and CP

Attachment 3 shows ownership of the rail lines in the GTA, including CP, CN and GO Transit. In York Region, Metrolinx currently owns all of the Stouffville and Barrie GO Transit lines.

For the Richmond Hill GO Transit line, Metrolinx owns the corridor south of the CN York Subdivision, near John Street in the City of Markham. CN owns the corridor north of the CN York Subdivision. GO Transit provides service on the CN track to the Richmond Hill Station with expanded service to Stouffville Road (Gormley) and Bloomington Road planned.

The Milton GO Transit service uses the CP Galt Subdivision for most of its length from Milton to west Toronto, transferring to a Metrolinx owned line at the junction located east of Keele Street between Bloor Street and St. Clair Avenue West.

The Kitchener GO Transit service uses the CN Halton Subdivision from Georgetown to Bramalea.

Feasibility Study for Proposed Rerouting of the Greater Toronto Rail Network

Full implementation of Regional Express Rail on the Kitchener and Milton corridors is challenging without separating freight and passenger rail traffic

In July 2014, the Province of Ontario announced a commitment to fund and implement Regional Express Rail (RER) within the Greater Toronto and Hamilton Area (GTHA) over the next 10 years. Metrolinx's vision for RER is to provide electrified rail service running every 15 minutes or better, all day and in both directions, within the most heavily travelled sections of their network. RER will provide service across the existing GO Transit network within the GTHA on the Stouffville, Barrie, Kitchener, Milton, Lakeshore East and Lakeshore West lines.

Metrolinx's plan is to introduce all day, two-way, full service on the Milton GO Transit Line and on at least the inner portion of the Kitchener GO Transit line. To do this, while still carrying through freight services, will require constructing at least two additional tracks, widening the Milton Line from two to four tracks and the Kitchener line from one and two tracks to three and four.

The concept to build a new freight rail link and reroute CP freight traffic assessed in the Study is intended to accommodate the Metrolinx RER concept and separate heavy freight rail traffic from passenger rail service corridors. With the planned implementation of RER's frequent service, separating through freight rail is an important issue for Metrolinx

4. Analysis and Options

The proposed new rail link on its own will not fully separate freight and passenger rail traffic

Constructing the proposed rail link will not fulfill all requirements to reroute through freight traffic from GO Transit service lines. Upgrading several other rail lines and providing new connections between CP and CN would also be required.

The following numbered improvements are also required and are shown on the location map provided as Attachment 4.

1. A new connection from the Staines connection to the Havelock Subdivision, adjacent to CP's Agincourt Yard. This will allow CP trains direct access from the Belleville Subdivision to the Havelock Subdivision.

Feasibility Study for Proposed Rerouting of the Greater Toronto Rail Network

2. Upgrades to the west end of CP's Havelock Subdivision including centralized train control and an additional track.
3. New double track connection between CP's Havelock and CN's York Subdivisions providing CP trains access to the CN York Subdivision in Markham.
4. Expansion of CN's York and Halton Subdivisions to a minimum of three main tracks between the new Havelock connection and the Bramalea start of the proposed freight rail link. This includes expansion of signal equipment, new grade separations of existing road/rail crossings and a new rail/rail grade separation with GO Transit's Richmond Hill line at Doncaster.
5. Construction of a new three-track rail corridor, the proposed new link, between CN's Halton Subdivision at Halwest and CP's Galt Subdivision west of the Lisgar GO Station. The rail link would start at CN's Malport Yard, include a rail/rail grade separation with GO Transit's Kitchener line and run between Highway 407 and the hydro transmission line to the Mississauga/Milton border.
6. Expansion of CP's Galt Subdivision. This would include a rail/rail grade separation allowing GO Transit trains to cross over the proposed rail link. It would include five tracks, three freight and two passenger rail tracks, between the Lisgar and Milton GO Stations. Three freight tracks are proposed to the new Milton Connection west of the Milton GO Station.
7. New connection from CP's Galt Subdivision to CN's Halton Subdivision allowing CN trains to return to the Halton Subdivision.
8. New east and west connections from CP's Mactier Subdivision to CN's Halton Subdivision. These would allow both eastbound and westbound CP trains to have access to the transcontinental route to western Canada and to the Vaughan Intermodal Facility.

This arrangement would effectively separate GO Transit's commuter operations from CN and CP's core freight operations with rail/rail grade separations. In addition, it would accommodate CN and CP's through freight operations by providing routes equivalent to those available with the existing rail network.

However, this proposal requires rerouting CP freight traffic from the City of Toronto through the Cities of Markham and Vaughan.

Feasibility Study for Proposed Rerouting of the Greater Toronto Rail Network

The freight rail link concept recommends rerouting CP freight traffic from the City of Toronto through the Cities of Markham and Vaughan

Of specific interest to York Region is that the Study identifies several benefits, including removal of heavy through freight traffic from central areas in the City of Toronto, central Mississauga and downtown Brampton. However, the study proposes that this heavy freight traffic be accommodated within the existing CN York Subdivision from approximately Highway 27 in the City of Vaughan to Ninth Line in the City of Markham.

The relocation of this heavy freight traffic into York Region will impact many communities. The types of impacts that need to be considered and addressed, should this project move forward, include noise, vibration, air quality, safety, constructability and the increase in volume of dangerous and hazardous goods travelling through York Region.

Staff will work with Metrolinx and others to ensure York Region's interests are considered before proceeding with more detailed study of the proposed rerouting of freight rail traffic

Although the Cities of Cambridge, Mississauga, Toronto and Town of Milton commissioned the Study, the findings of the Study propose that Metrolinx be the proponent of the rail link.

The Study compares the freight rail link proposal to Metrolinx's current plan to add additional tracks to both the Milton and Kitchener lines.

Before Metrolinx makes a decision to proceed with more detailed studies for the freight rail link proposal, York Region requests that Metrolinx consult affected municipalities directly, including York Region, Cities of Markham and Vaughan, so the full scope and impacts of the proposal are clearly understood.

Link to key Council-approved plans

Further consultations are required to confirm the Study concept supports the Regional Official Plan objective to promote a linked and efficient network for goods movement that supports the Region's economic vitality and minimizes conflicts with sensitive land uses.

Feasibility Study for Proposed Rerouting of the Greater Toronto Rail Network

5. Financial Implications

There was no cost to York Region for preparation of the Study.

The estimated cost of the proposed project is \$5.3 billion. Financial implications to the Region, if any, as a result of the implementation of the proposed project have yet to be determined. Approximately one-third of the cost is to build the missing rail link. Two-thirds of the cost is to construct the other rail improvements, including adding a third track to the CN York Subdivision in Markham and Vaughan, necessary to reroute the CP freight traffic.

To provide a comparison with the costs of not implementing the rail link, a similar cost analysis was presented in the Study comparing Metrolinx's current plan to add additional tracks to the Milton and Kitchener lines to carry through freight traffic and expanded numbers of GO Transit trains. The estimated cost of this option is \$5.0 billion.

6. Local Municipal Impact

While separation of through freight traffic from GO Transit services is positive, it would move more freight traffic through the Cities of Markham and Vaughan. Local communities would be impacted by additional rail traffic through nuisance impacts, in particular, noise and dust. The volume of dangerous and/or hazardous goods moving through York Region would also increase.

7. Conclusion

Cities of Cambridge, Mississauga and Toronto and Town of Milton commissioned a Study to look at reducing freight rail traffic along sections of the Milton and Kitchener GO Transit routes.

The key benefit of the rail link is the removal of heavy through freight traffic from central areas in the City of Toronto, central Mississauga and downtown Brampton. As a result, heavy freight traffic is proposed to be relocated within York Region, specifically the Cities of Markham and Vaughan.

The Study assesses the preliminary feasibility of constructing a new rail corridor linking the CN bypass line at Bramalea with the CP through line near the Milton-Mississauga border comparing it to Metrolinx's current plan to add additional tracks to both the Milton and Kitchener lines.

**Feasibility Study for Proposed Rerouting
of the Greater Toronto Rail Network**

York Region requests that Metrolinx consult directly affected municipalities before deciding to proceed with any further detailed studies.

For more information on this report, please contact Stephen Collins, Director Infrastructure Management and PMO, at ext. 75949.

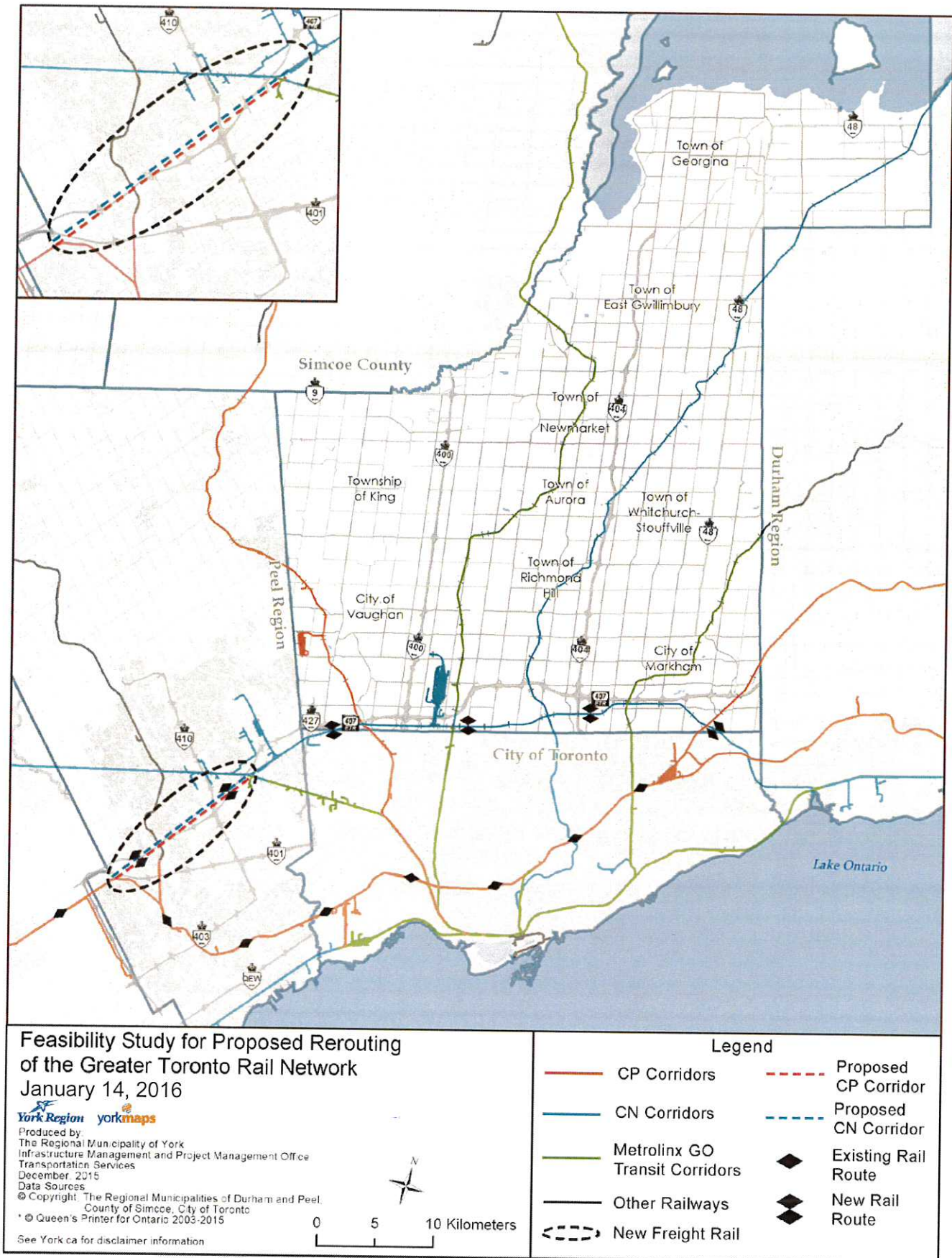
The Senior Management Group has reviewed this report.

December 19, 2015

Attachments (4)

6510932

Accessible formats or communication supports are available upon request



Executive Summary

Attached is a report on the feasibility of adding the "Missing Link" to the Greater Toronto rail network. The Missing Link is a new rail corridor linking the CN bypass line at Bramalea with the CP through route near the Milton-Mississauga border. The purpose of the Missing Link is to separate major through rail freight flows from passenger services on the GO Transit Milton and Kitchener lines. Just constructing the Missing Link does not fulfil all the requirements for rerouting of through freight flows; this requires upgrading of several other lines and providing new connections between CP and CN.

Constructing the Missing Link and the other rail improvements has three major benefits:

- It eliminates the impacts of the widening of the Milton and Kitchener GO Transit routes. These will be considerable and will be felt in the centres of Mississauga and Brampton. In fact the impacts of widening may be so serious that the objective may not be achieved for many years. Constructing a major project of this nature in active rail corridors will incur significant risks and dangers that can be avoided through the construction of the Missing Link.
- By removing heavy through freight flows, electrification of these two lines can be achieved. Without the separation of through freight and regional passenger service, electrification may not be acceptable.
- By freeing up the inner parts of the Milton and Kitchener lines, it will permit additional two-way service on the outer ends of these lines including new services to Cambridge and two-way all day service to Kitchener.

The conclusion from this initial feasibility analysis is that the Missing Link can be constructed without major impacts on the urban fabric. A cost analysis indicates that, within the margin of error of a planning level study, adding the Missing Link would incur approximately the same cost as the present plan to add trackage and widen the Milton and Kitchener lines to implement the Regional Express Rail (RER) concept on these lines.

The Missing Link proposal has several other benefits:

- It will remove heavy through freight traffic from central areas in Toronto, Mississauga, Brampton and Georgetown with their nuisance impacts.
- It will make feasible several new GO Transit services which are included in the Big Move transportation plan for the Greater Toronto and Hamilton Area (GTHA) including new services to Bolton, Agincourt and north Pickering and a Midtown Toronto service on the existing CP North Toronto line.
- It makes feasible a shortening and acceleration of the Richmond Hill GO Transit service.
- By separating major freight and passenger flows and therefore limiting impacts of passenger services on freight it will contribute to the achievement of the objectives of the Continental Gateway strategy of the Federal, Ontario and Quebec governments by facilitating through freight traffic to and from the US border.
- By separating heavy freight traffic from regional passenger services it offers the possibility for a future high speed rail to enter the centre of the GTHA.

Therefore it is our conclusion that the Missing Link should be investigated in more detail with Metrolinx, CN, CP and senior levels of government.

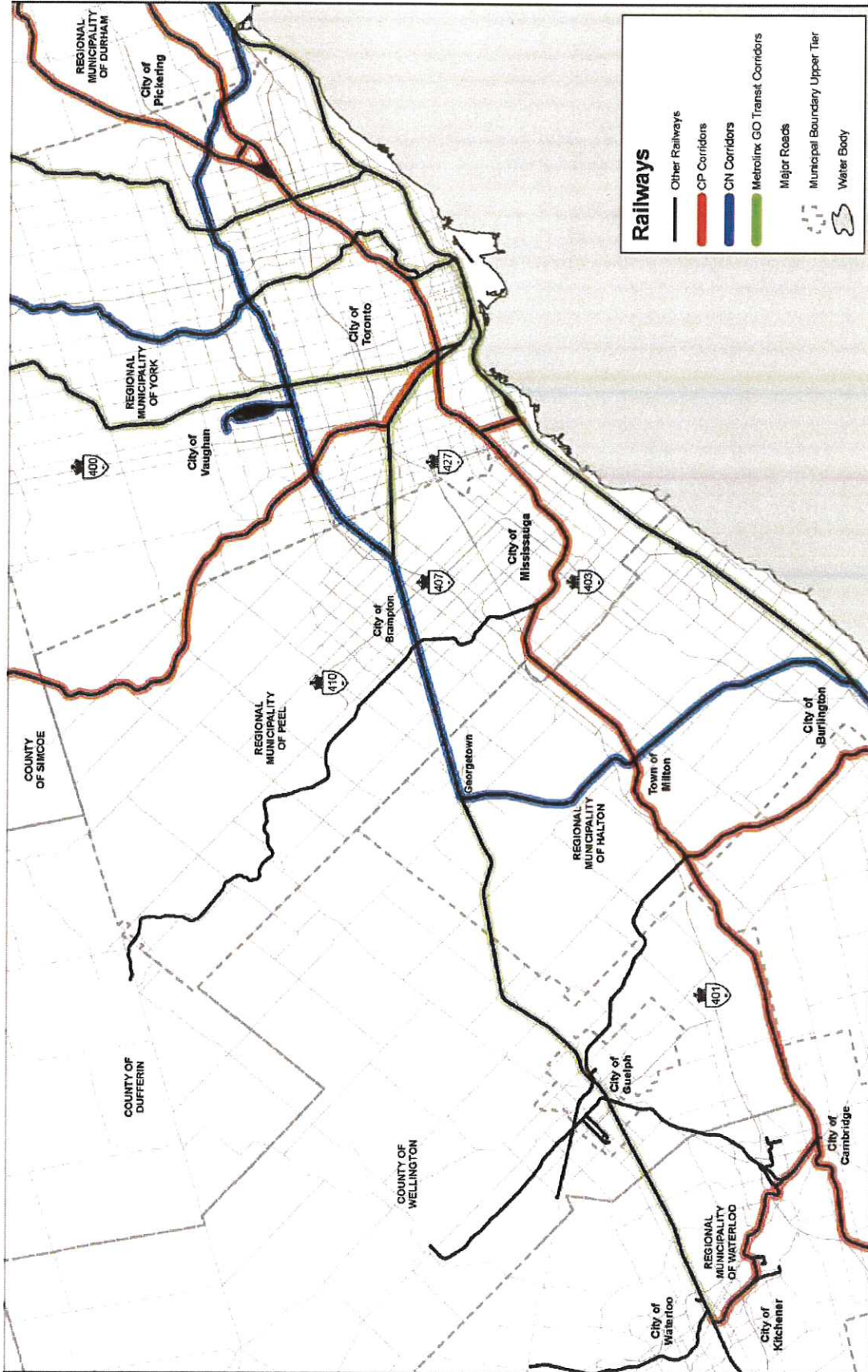
This strategy can best be achieved with the cooperation of the major freight railways.

As the study team sees it, the next steps in the process are:

- Engage Metrolinx in discussion of the feasibility and desirability of this project.
- Develop a process that will include Metrolinx, CN, CP and the concerned municipalities to develop the optimum solution.
- Apply to the Government of Canada for funding of additional studies and for funding of the project itself.

This study was sponsored by the City of Mississauga, City of Toronto, Town of Milton and City of Cambridge.

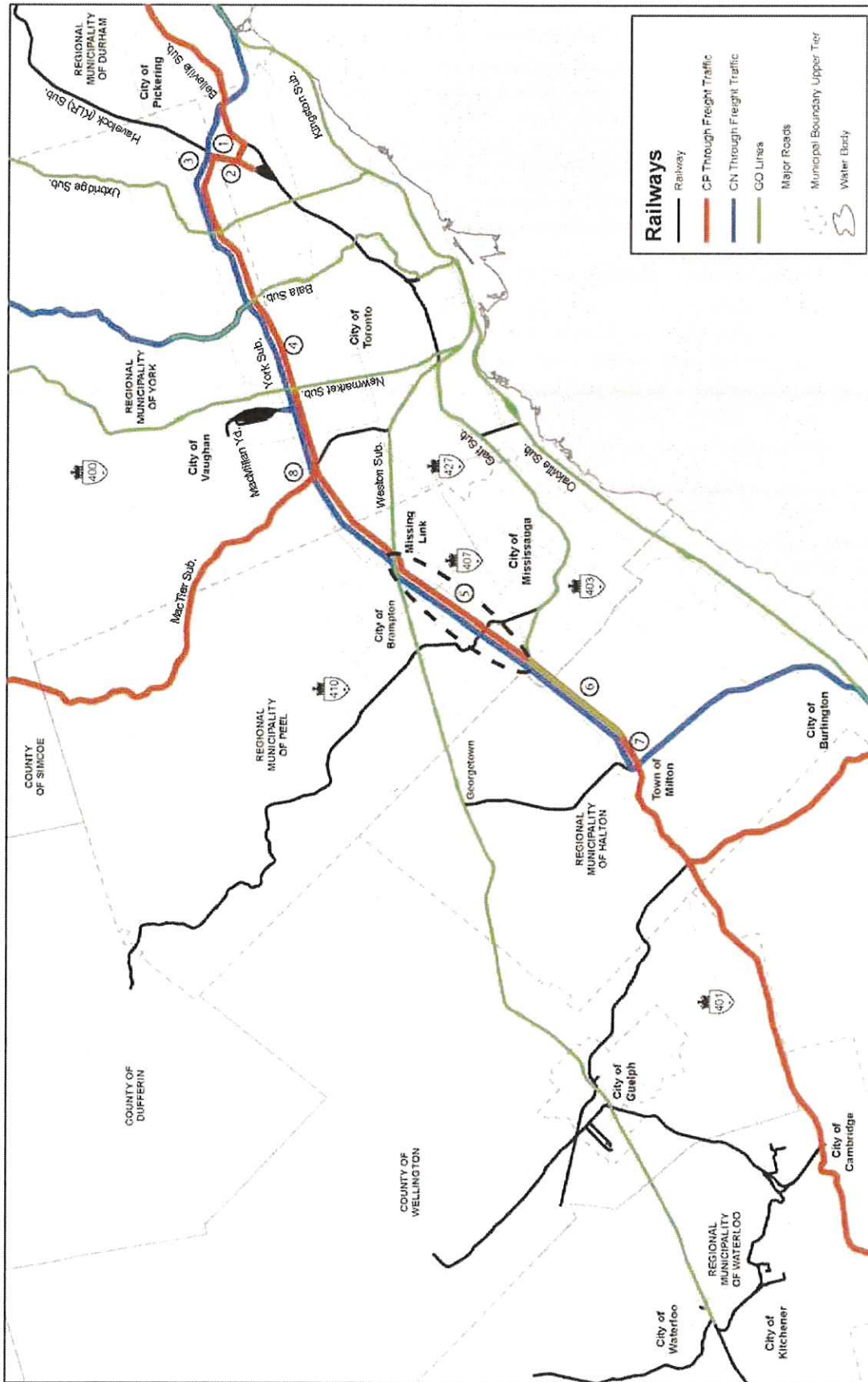
Existing Ownership of Rail Corridors



Feasibility Study for Proposed Rerouting of the Greater Toronto Rail Network
January 14, 2016

6410663

Proposed Freight Rail Link



**Feasibility Study for Proposed Rerouting of the Greater Toronto Rail Network
January 14, 2016**

6410665

Feasibility Study for Proposed Rerouting of the Greater Toronto Rail Network

Presentation to
Committee of the Whole

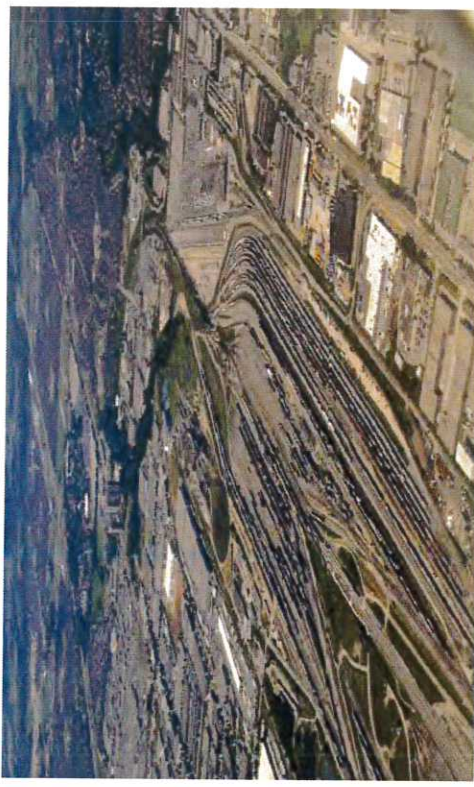
Stephen Collins

January 14, 2016

Overview

This presentation accompanies Agenda Item D.2.2

1. Background – Rail Corridor Ownership
2. Feasibility Study
3. “Missing Link” Proposal
4. Interest to York Region
5. Next Steps



Background - Rail Corridor Ownership

Metrolinx fully owns rail corridors for:

- Lakeshore East and West
- Stouffville
- Barrie

Metrolinx partially owns rail corridors for:

- Richmond Hill
- Kitchener
- Milton

CN and CP own freight rail corridors in York Region, including:

- York and Bala Subdivisions
- Mactier and Havelock Subdivisions



Feasibility Study - Separating passenger from freight rail traffic

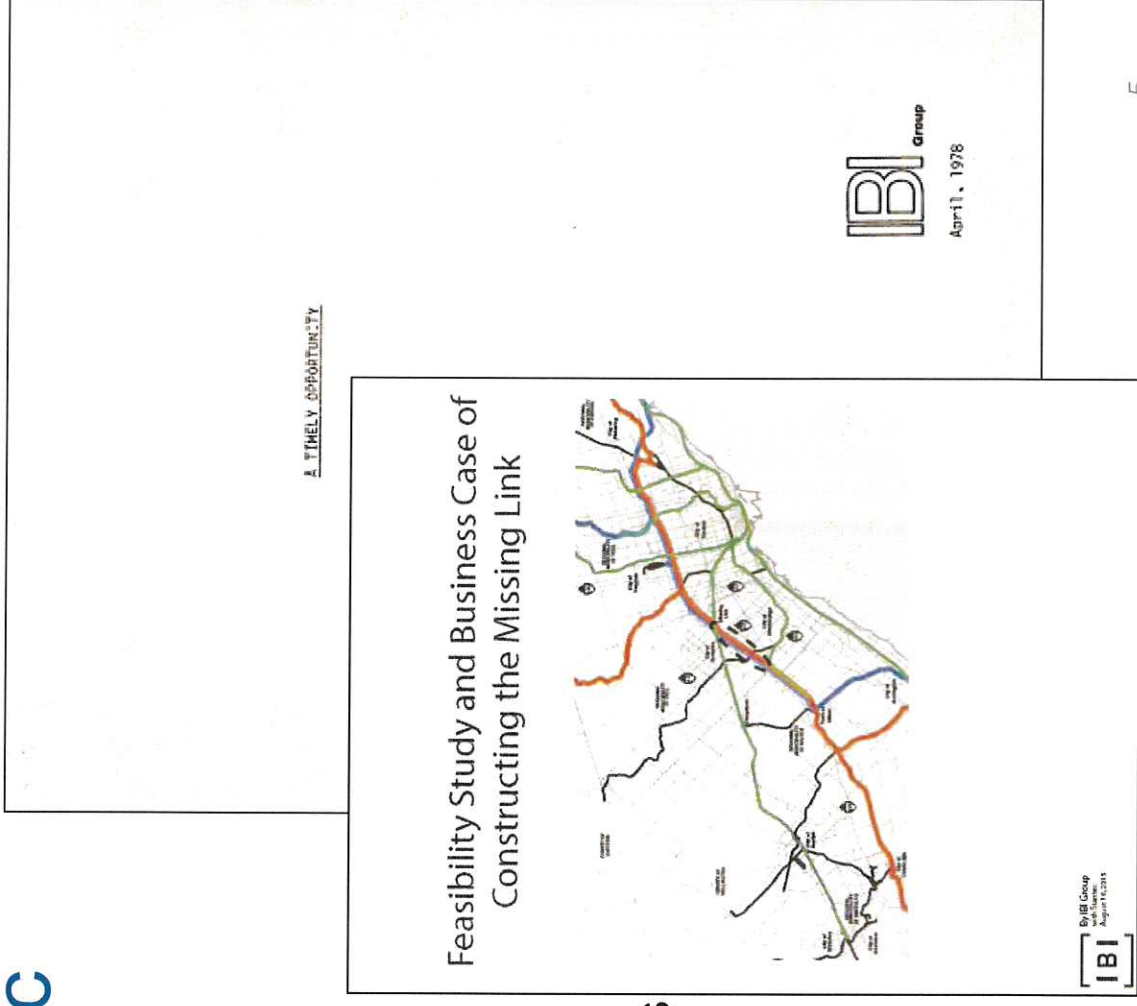
- Metrolinx is proceeding with Regional Express Rail
- RER is optimized when freight and passenger rail traffic are separated
- GO Transit shares corridors with CP/CN on the Kitchener, Milton and Richmond Hill lines



- Corridor ownership by GO is a significant enabler for implementing all day, 2-way service
- Frequent all-day service to Kitchener and Milton are not included in the 10-year RER plan

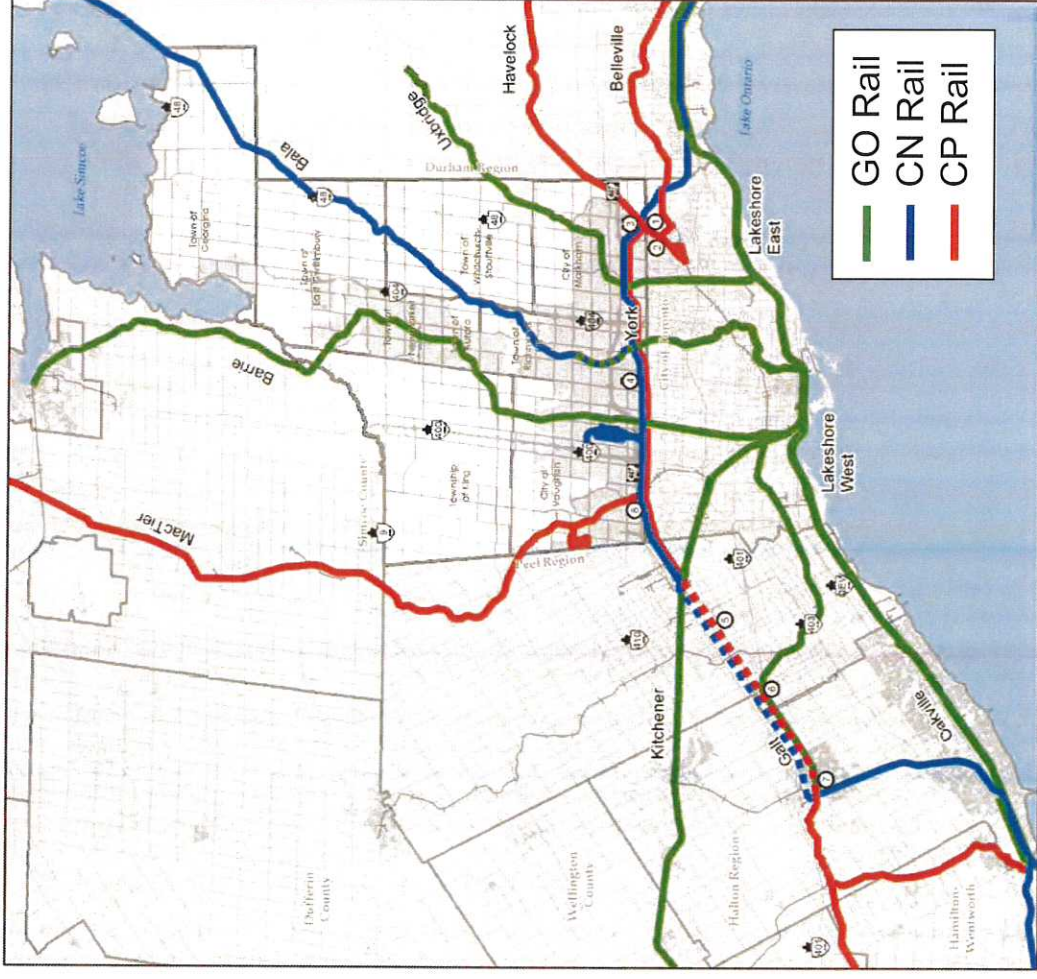
Feasibility Study - Separating passenger from freight rail traffic

- Alternative solution was first proposed in 1978
- Cambridge, Mississauga, Toronto and Milton commissioned a study to assess removing freight rail traffic from sections of the Milton and Kitchener GO lines
- The “Missing Link” study was completed in August 2015
- Municipal Councils have supported the Missing Link



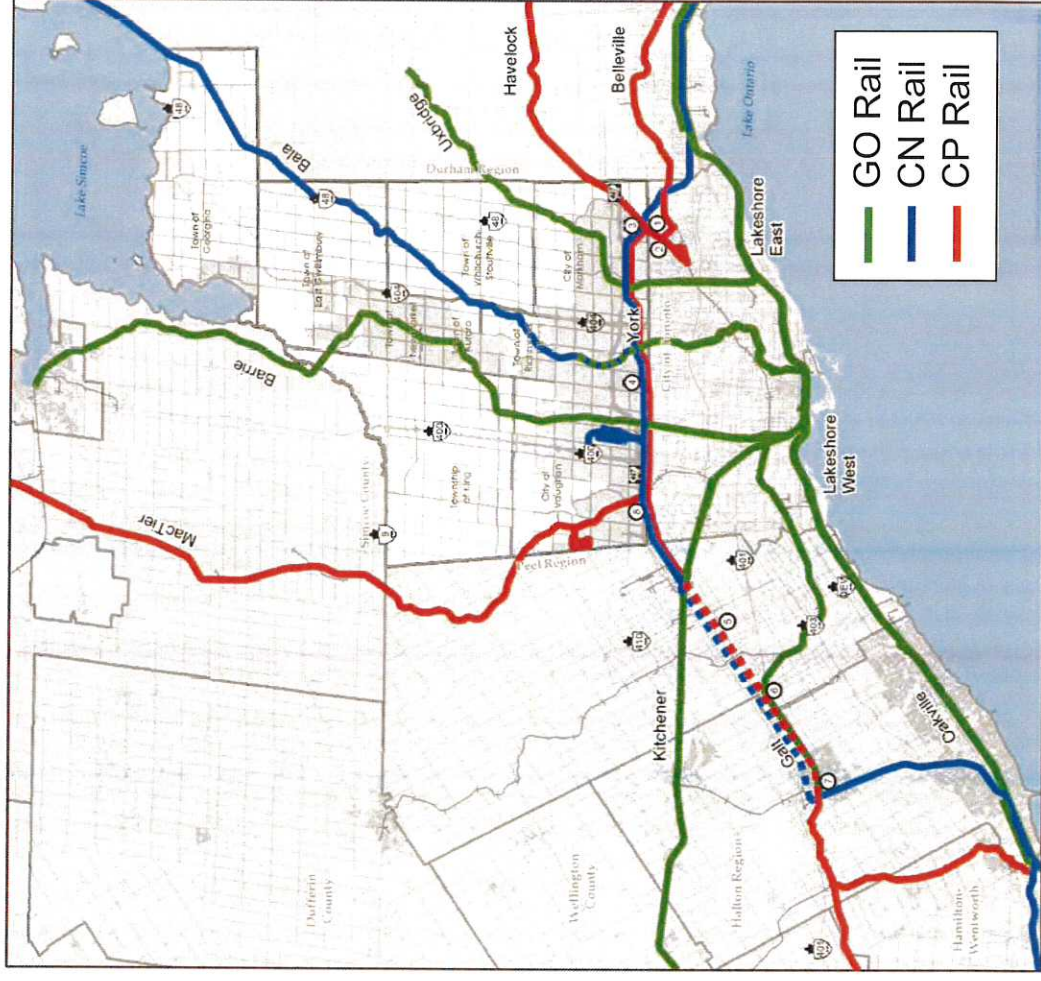
Proposed Freight Link

- The new rail link on its own will not separate freight and passenger rail traffic
- A number of other major rail infrastructure changes are required



Interest to York Region

- Missing Link results in CP freight rail traffic rerouted to southern York Region
- Communities could be impacted by additional rail traffic
- Further consultation is needed to understand the potential benefits to York Region



Summary

- Regional Express Rail implementation is underway and will transform mobility in the service area
- Co-existent agreements or separating passenger and freight rail traffic is necessary to enable 2-way all-day service on Kitchener and Milton lines
- The Missing Link proposal would achieve separation of passenger and freight rail traffic
- Major rerouting of CP freight rail traffic into York Region is required
- Local communities could be impacted by additional rail traffic
- Further consultation and engagement is necessary

Report Recommendation

Agenda Item D.2.2.2:

It is recommended that:

1. Council formally request Metrolinx to undertake consultation with York Region and the Cities of Markham and Vaughan before proceeding with additional detailed studies relating to the rerouting of a freight rail proposal.
2. The Regional Clerk circulate a copy of this report to the Clerks of the Cities of Cambridge, Markham, Mississauga, Toronto, Vaughan, Town of Milton and Metrolinx.



Transportation Services
Commissioner's Office

Memorandum

TO: Regional Council
FROM: Daniel Kostopoulos, Commissioner
DATE: April 20, 2016
RE: **Proposed Rerouting of the Greater Toronto Rail Network
Draft Resolution**

Committee of the Whole at its meeting held on April 7, 2016, received correspondence from the Clerk of the City of Markham regarding the feasibility study on rerouting of freight rail traffic in the greater Toronto rail network. This correspondence informed Committee of the Whole that Markham Council adopted a number of recommendations objecting to and not supporting the conclusions of the feasibility study and the proposal to reroute freight rail traffic from the City of Toronto to York Region, including the Cities of Markham and Vaughan.

Committee of the Whole requested that staff prepare a similar resolution for consideration by Council at its meeting scheduled for April 21, 2016.

Attached to this memorandum is the resolution for Council's consideration.

Daniel Kostopoulos, P.Eng.
Commissioner of Transportation Services

DK/SC

Attachment

6703428

RESOLUTION

Moved by:

Seconded by:

Whereas the Cities of Cambridge, Mississauga and Toronto and the Town of Milton completed the "Feasibility and Business Case of Constructing the Missing Link" to assess the feasibility of separating freight rail and passenger rail traffic on the Milton and Kitchener GO rail corridors by constructing a new rail corridor and other improvements to link the Canadian National Railway bypass line in Bramalea with the Canadian Pacific Railway through line near the Milton-Mississauga border thereby facilitating a rerouting of freight rail traffic from the Cities of Toronto and Mississauga to southern York Region, in the Cities of Markham and Vaughan.

And Whereas Council at its meeting held on January 21, 2016, adopted Clause 3 in Report No. 1 of Committee of the Whole regarding Feasibility Study for Proposed Rerouting of the Greater Toronto Rail Network, including resolving that Council formally request Metrolinx to undertake consultation with York Region, the Cities of Markham and Vaughan and the Town of Richmond Hill before proceeding with additional studies relating to the rerouting of freight rail traffic in York Region.

And Whereas Council of the City of Markham at its meeting on March 1, 2016, adopted a number of resolutions, objecting to the recommendations of the Feasibility and Business Case of Constructing the Missing Link, including that the Prime Minister, the Premier, Federal and Provincial Transportation Ministers, the project proponents and others be advised that the City of Markham strongly objects to rerouting additional freight rail traffic through the City of Markham.

And Whereas Report No. 6 of the Committee of the Whole meeting held on April 7, 2016, recommended that staff prepare a similar resolution to that of the City of Markham dated March 1, 2016, for consideration by Council at its meeting to be held on April 21, 2016.

Now therefore be it resolved:

1. That Metrolinx be advised that rerouting of freight rail traffic through York Region is not supported by the Council of the Regional Municipality of York.
2. That Council reiterate its previous request of January 2016 that Metrolinx undertake consultation with York Region, the Cities of Markham and Vaughan and the Town of Richmond Hill before proceeding with additional studies relating to the rerouting of freight rail traffic in York Region.

3. That the Regional Clerk forward this resolution to the Prime Minister, the Premier, Federal and Provincial Transportation Ministers, Local MPs and MPPs, the Cities of Markham, Vaughan, Cambridge, Mississauga and Toronto, the Towns of Richmond Hill and Milton, Metrolinx, CN Rail and CP Rail.

6704747

144 Report No. 13 of Committee of the Whole – October 5, 2017

It was moved by Mayor Dawe, seconded by Regional Councillor Ferri that Council adopt the recommendations in Report No. 13 of Committee of the Whole with the following amendment as noted:

Proposed Rerouting of the Greater Toronto Rail Network

4.1 Receipt of the communication from Paul Jankowski, Commissioner of Transportation Services dated September 22, 2017 regarding “Proposed Rerouting of Greater Toronto Rail Network.”

The Regional Clerk circulate the communication to the Prime Minister, Premier, Federal Minister of Transport, Federal Minister of Infrastructure and Communities, Provincial Minister of Transportation, Provincial Minister of Infrastructure, York Region Members of Federal and Provincial Parliament, and that the Regional Chair, Mayors of Markham, Richmond Hill and Vaughan write to those individuals to express their Councils’ opposition and concerns regarding the rerouting of freight trains and hazardous materials through York Region.

Carried

Memorandum

To: Regional Chair and Members of Council

From: Paul Jankowski, Commissioner

Date: September 22, 2017

Re: **Proposed Rerouting of Greater Toronto Rail Network**

Background

In 2016, Council was updated on a report titled *Feasibility Study and Business Case of Constructing the Missing [Rail] Link* (Feasibility Study). The Feasibility Study was commissioned by the City of Mississauga, in partnership with the Cities of Toronto, Cambridge and the Town of Milton in August 2015.

Council recommendations on the Feasibility Study are documented in the minutes from the [January 21, 2016](#) and [April 21, 2016](#) Council meetings. Council had strong concerns regarding potential increases of hazardous freight rail traffic through the Region.

As part of the recommendations from April 2016, Committee of the Whole directed Regional staff to work in conjunction with staff at the Cities of Markham and Vaughan and the Town of Richmond Hill, to prepare a brief for the Federal and Provincial Ministries and Metrolinx.

The brief was completed in collaboration with Regional and local municipal staff and includes:

1. Background on the Feasibility Study
2. Regional and local Council resolutions that do not support the rerouting of freight rail traffic
3. An overview on:
 - a) Potential impact to York Region
 - b) Emergency management and preparedness
 - c) Requirements of the Transport Canada Act

Actions Taken

The attached brief and covering letter were forwarded to the federal Ministry of Transport, the Ontario Ministry of Transportation and Metrolinx in September 2017. Digital copies of the brief have also been distributed to local municipal staff for their use.

Next Steps

Staff will continue to track this issue with Metrolinx and report to Council on any actions that may increase freight rail traffic through the Region.

Paul Jankowski, Commissioner

PJ/mh

Attachments (2)

7771163



September 22, 2017

Stephen Rhodes
Deputy Minister of Transportation
Queen's Park: Minister's Office
77 Wellesley Street West
Ferguson Block Third Floor
Toronto ON M7A 1Z8

Dear Deputy Minister:

Re: Proposed Rerouting of Greater Toronto Freight Rail Network

The letter reiterates the strong concerns of York Region Council with respect to potential increases to Canadian Pacific Railway (CPR) freight rail traffic through the Regional Municipality of York.

York Region Council passed resolutions on January 21, 2016 and April 21, 2016 advising that the rerouting of CPR freight rail traffic through York Region is not supported by York Region Council. Copies of these resolutions are attached and were circulated in April 2016 to the Prime Minister, the Premier, Federal and Provincial Ministries of Transport, Local MP's and MPP's, and the cities of Markham, Vaughan, Cambridge, Mississauga, Toronto and Towns of Richmond Hill and Milton, Metrolinx, CN Rail and CP Rail.

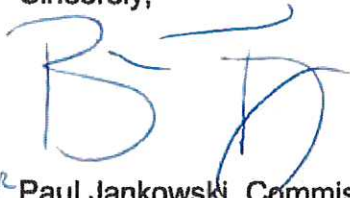
To assist in consultation and discussions with all levels of government, Council further directed Regional staff to work in conjunction with the City of Markham, City of Vaughan and Town of Richmond Hill to prepare a brief for the Federal and Provincial Ministries and Metrolinx. A copy of this brief is included with this letter for your review.

York Region continues to support multi-modal investments in both transit and highway infrastructure across the Greater Toronto and Hamilton area. It is important that continued communication and coordination between all municipalities and levels of government be achieved to ensure that local, regional, provincial and federal objectives are understood for all capital projects.

York Region requests that the Regional Municipality of York and the cities of Markham and Vaughan, and the Town of Richmond Hill be consulted on any initiatives that may significantly impact the movement of rail freight through our municipalities.

York Region and its local municipalities look forward to our ongoing partnership and collaboration in the development of the Greater Toronto Area transit, road, and freight and passenger rail networks, and are available to meet with your staff.

Sincerely,



for Paul Jankowski, Commissioner
Transportation Services

Attachment (1)



September 22, 2017

Leslie Woo
Chief Planning Officer
Metrolinx
97 Front Street West
Toronto ON M5J 1E6

Dear Ms. Woo:

Re: Proposed Rerouting of Greater Toronto Freight Rail Network

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York Region and its local municipalities look forward to our ongoing partnership and collaboration in the development of the Greater Toronto Area transit, road, and freight and passenger rail networks, and are available to meet with your staff.

Sincerely,

A handwritten signature in blue ink, appearing to be 'PJ' or 'Paul Jankowski', written over a horizontal line.

For

Paul Jankowski, Commissioner
Transportation Services

Attachment (1)



Transportation Services

September 22, 2017

Brian Jeans
Regional Director
Transport Canada
4900 Yonge Street
North York ON M2N 6A5

Dear Mr. Jeans:

Re: Proposed Rerouting of Greater Toronto Freight Rail Network

The letter reiterates the strong concerns of York Region Council with respect to potential increases to Canadian Pacific Railway (CPR) freight rail traffic through the Regional Municipality of York.

York Region Council passed resolutions on January 21, 2016 and April 21, 2016 advising that the rerouting of CPR freight rail traffic through York Region is not supported by York Region Council. Copies of these resolutions are attached and were circulated in April 2016 to the Prime Minister, the Premier, Federal and Provincial Ministries of Transport, Local MP's and MPP's, and the cities of Markham, Vaughan, Cambridge, Mississauga, Toronto and Towns of Richmond Hill and Milton, Metrolinx, CN Rail and CP Rail.

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Sincerely,

A handwritten signature in blue ink, appearing to be 'P. Jankowski', written over a large, stylized 'B'.

For Paul Jankowski, Commissioner
Transportation Services

Attachment (1)

7796187