REPORT

Background

One of the most important issues to the Town of Milton is the establishment of two way, all day GO service. Over the years, this has been a major priority in our discussions with the Provincial government, GO Transit, and more recently, Metrolinx. While there has been some success that has resulted in additional train service being added during the morning and afternoon commuting periods, the ultimate goal of all day service has not been programmed. Recently, the revised strategic plan for Metrolinx only provided for the establishment of all day service as far as Streetsville within the 15 year horizon period. The plan cited capacity issues on the CP owned line that services Milton as one of the major stumbling blocks in establishing the needed services.

Metrolinx has identified a significant capital program to establish the Streetsville service that would result in twinning the existing rail lines between Toronto and the Streetsville station. Costs for this work are not clear at this time, but they would be significant given
the river crossings and grade separations that would be required, along with significant land acquisition costs and community disruption.

**Discussion**

Recently, the municipalities of Toronto, Mississauga, Cambridge and Milton entered into discussions to explore an alternative to the current Metrolinx proposal. The outcome was a strategy called *The Missing Link*, which would result in the development of an alternate route for heavy freight movements, thus freeing up valuable rail capacity on the existing lines that could be converted and dedicated to passenger movements. A copy of the conceptual map is attached (see Appendix I).

The proposal is to construct *The Missing Link* between the existing CP main line in the Milton area and the CN bypass line in Bramalea. CP and CN freight traffic would jointly use this route, taking the CP freight traffic off the existing CP main line that runs east and south through Mississauga and Toronto. New connections would have to be constructed between CP and CN in Milton, south of Woodbridge and in the east near the Scarborough/Pickering boundary to facilitate CP traffic getting back onto the CP main line once it had bypassed the Toronto area.

The new rail line would be partially located within the Parkway Belt adjacent to the 407 and would require the construction of several bridges, grade separations and new connections to carry the traffic of both rail companies. The costs for construction would be offset by eliminating the proposed construction of the new lines from Streetsville to downtown Toronto identified above. A preliminary review indicates that this work could be done for substantially less and it would have the added benefit of rerouting heavy freight, and the movement of potentially dangerous goods, away from the dense/mature sections of Mississauga and downtown Toronto.

Through discussions with our municipal partners, a strategy has been developed to prepare a White Paper for presentation to Metrolinx and the Federal/Provincial governments. The purpose of the White Paper is to:

- Develop the concept of *The Missing Link* in greater detail,
- Further investigate the project feasibility,
- Clarify anticipated costs for constructing the alternate route,
- Develop a business case to justify the reallocation of funds already identified in the Metrolinx 15 year capital program, and
- Support a future application under the National New Canada Building Fund that would generate significant economic benefits and improve commuter efficiencies.

The City of Mississauga has sole sourced the award of the White Paper preparation to The IBI Group, who has previously been involved in the project, at an estimated cost of $84,000. Mississauga would take the lead on the project and will be asking the municipal partners to sign a Memorandum of Understanding (MOU) outlining cost
sharing and project responsibilities. The draft MOU has been included as Appendix II of this report.

**Relationship to the Strategic Plan**

This report supports the following goals and directions in Destiny Milton 2:

**Responsible, Cost Effective and Accountable Local Government**
- Properly fund municipal services and community infrastructure through a combination of fiscally responsible operating budgets, capital budgets, effective reserves and reserve fund management
- Demonstrate leadership on matters that affect Milton

**Well Managed Growth, Well Planned Spaces**
- Facilitate the safe movement of people and goods, and enhance travel to, from and within the community
- Encourage well timed service delivery

**A Diverse and Sustainable Economy**
- Attract and retain employers that provide a range of employment opportunities and assessment growth

**Financial Impact**

As a partner in the preparation of the White Paper supporting *The Missing Link*, the Town will be responsible for approximately $21,000, plus taxes and disbursements. It is recommended that funding for this unbudgeted program come from the Transit and Transportation Reserve.

Respectfully submitted,
M. Paul Cripps, P. Eng.
Director, Engineering Services

For questions, please contact: Paul Cripps, P. Eng. 905-878-7252 Ext. 2501

**Attachments**

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CAO Approval
William Mann, MCIP, RPP, OALA, CSLA, MCIF, RPF
Chief Administrative Officer
MEMORANDUM OF UNDERSTANDING (“MOU”)  

Between:

The Corporation of the City of Cambridge  
(hereinafter called “Cambridge”)  

and  

The Corporation of the Town of Milton  
(hereinafter called “Milton”)  

and  

The Corporation of the City of Mississauga  
(hereinafter called “Mississauga”)  

and  

The Corporation of the City of Toronto  
(hereinafter called “Toronto”)  

and  

(together the “Parties”)  

WHEREAS the need for two-way all day GO service extended from Mississauga through Milton to Cambridge and other destinations in the Western GTHA has been supported through multiple planning, infrastructure and transit programs including the Metrolinx Regional Express Rail initiative, to respond to growing traffic congestion, growing demand for GO service and ridership, and necessary to support the economies of the Greater Toronto Hamilton Area and Waterloo Region; and  

WHEREAS the current configuration of the railway network in the Western GTHA and Waterloo Region means that passenger rail and heavy freight rail share the same lines, which results in capacity constraints as well as heavy freight traveling through increasingly dense/mature urban areas, including central Mississauga and downtown Toronto; and
WHEREAS relocating heavy freight to a proposed new rail line (the “Missing Link”) between the Milton GO line west of Trafalgar Road in Milton and the CN Bypass Line at Bramalea via the Parkway Belt adjacent to Highway 407 would free up capacity for expanded GO Rail service on the Milton/Cambridge and Kitchener GO lines as well as improve public safety by moving heavy freight away from the region’s most densely populated urban areas; and

WHEREAS the investment required for the Missing Link is considerable, the potential business case is compelling due to its potential transformational impact to how people and goods move through the region as well as its potential to promote economic prosperity, provide access to jobs, reduce gridlock, enhance quality of life, improve the natural environment and reduce in greenhouse gases; however, the feasibility and benefits-case of the Missing Link still need to be further developed; and

WHEREAS the Parties wish to work together to determine what infrastructure improvements are required to facilitate all-day, two-way GO service from Union Station to Cambridge, as well as to establish a GTA West freight rail bypass;

NOW THEREFORE the Parties agree as follows:

1. Mississauga will retain IBI Group at a cost of approximately $84,000, to complete the necessary background studies and to prepare a discussion paper that will look at options and the physical feasibility of developing the Missing Link, and at the benefits case of developing the Missing Link, both in terms of passengers and public safety in one of Canada’s most densely populated urban areas, and also in terms of the broad public benefits and contribution to the long-term economic growth and prosperity of realigning the rail freight infrastructure in the GTHA and Waterloo Region, given its national significance as a continental gateway to the United States and resultant contributions to Canada’s long-term economic growth and prosperity.

2. The costs of the work to be undertaken by IBI Group will be shared equally between the Parties.

3. The Parties have agreed that the IBI Group must complete its work by August 14, 2015. Upon receipt, Mississauga will circulate the IBI report, including any drafts, to all of the Parties.

4. The Parties agree that the necessary staff from each municipality will work together to provide background information and details as required by IBI Group. The Parties will continue to work together and with IBI Group, to explore potential sources of funding, to investigate the
opportunities to construct the Missing Link to remove heavy freight traffic from the GTHA, including the movement of dangerous goods and to free up the existing Milton/Cambridge and Kitchener GO Transit routes, to explore twinning the rail line, and to develop the business case for doing so.

5. The Mayors of the Parties will work together to obtain the support of CN Rail, CP Rail and Metrolinx, the Federal and Provincial governments, to explore potential opportunities to develop the Missing Link.

6. Mississauga will coordinate, through Mayor Crombie’s office and for approval of all Parties, media releases to be used by all Parties and media events.

DATED at Mississauga, Ontario, this _____ day of __________, 2015

IN WITNESS WHEREOF the Parties have executed this MOU upon the date above written.

THE CORPORATION OF THE CITY OF CAMBRIDGE

Per: ____________________________________________
Name: 
Title:

Per: ____________________________________________
Name: 
Title:
THE CORPORATION OF THE TOWN OF MILTON

Per: ________________________________
Name: ________________________________
Title: ________________________________

Per: ________________________________
Name: ________________________________
Title: ________________________________

THE CORPORATION OF THE CITY OF MISSISSAUGA

Per: ________________________________
Name: ________________________________
Title: ________________________________

Per: ________________________________
Name: Crystal Greer
Title: City Clerk

THE CORPORATION OF THE CITY OF TORONTO

Per: ________________________________
Name: ________________________________
Title: ________________________________

Per: ________________________________
Name: ________________________________
Title: ________________________________