

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.

3

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.

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.

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.

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.

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.

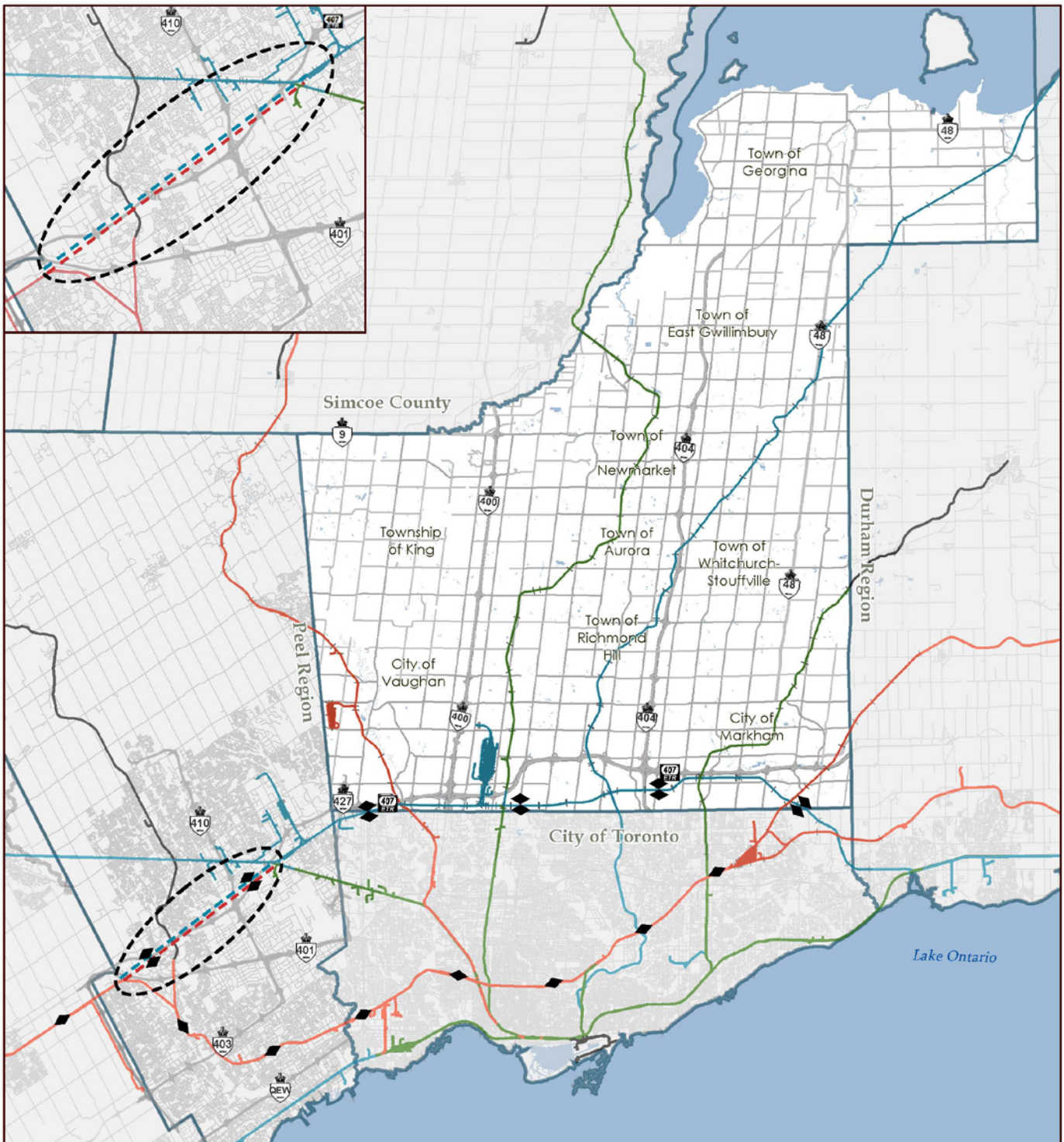
The Senior Management Group has reviewed this report.

December 19, 2015

Attachments (4)

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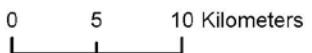
Accessible formats or communication supports are available upon request



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



Produced by:
 The Regional Municipality of York
 Infrastructure Management and Project Management Office
 Transportation Services
 December, 2015
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Legend

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|--------------------------------|----------------------|
| CP Corridors | Proposed CP Corridor |
| CN Corridors | Proposed CN Corridor |
| Metrolinx GO Transit Corridors | Existing Rail Route |
| Other Railways | New Rail Route |
| New Freight Rail | |

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.

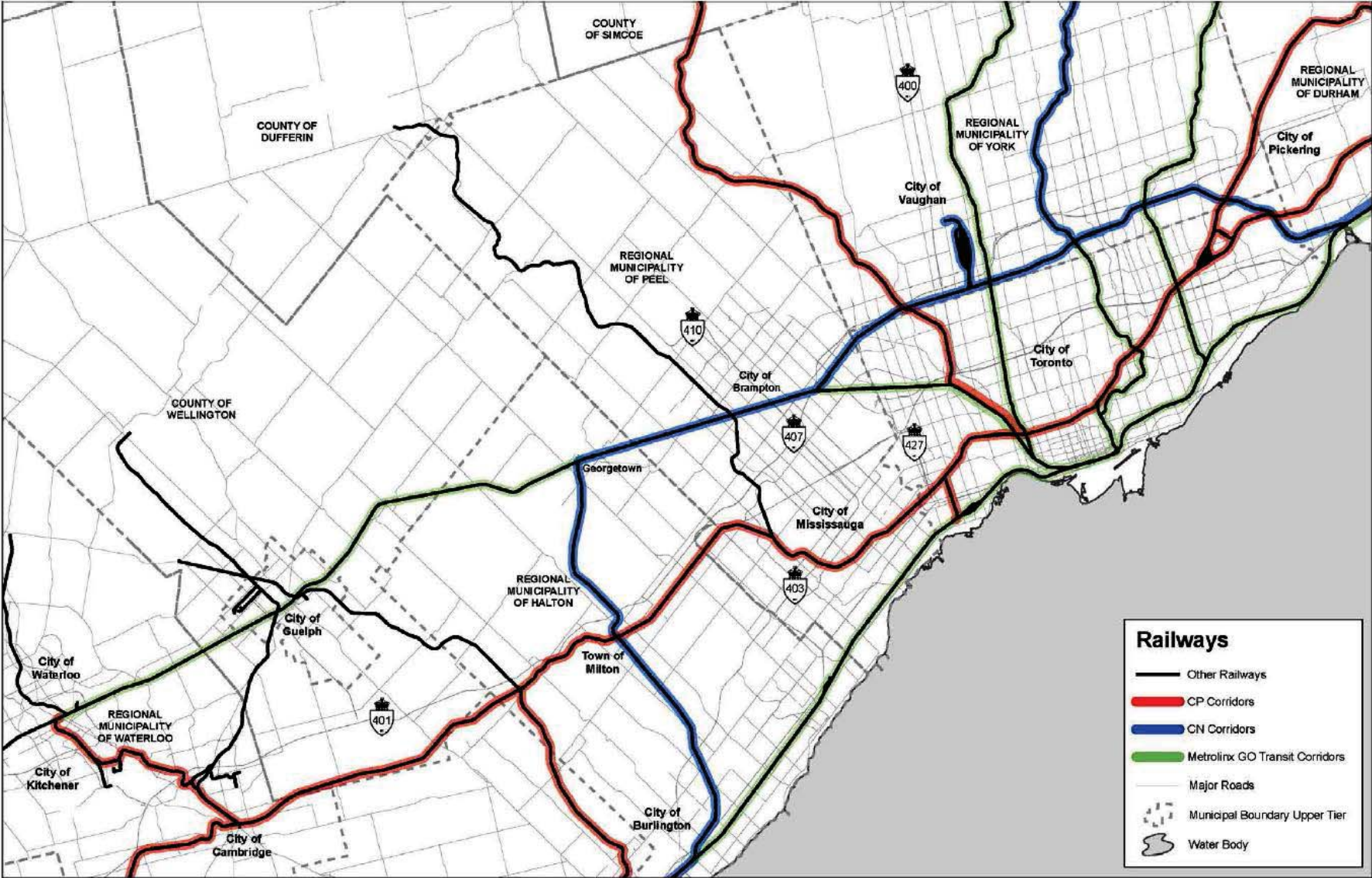
This strategy can best be achieved with the cooperation of the major freight railways.

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.

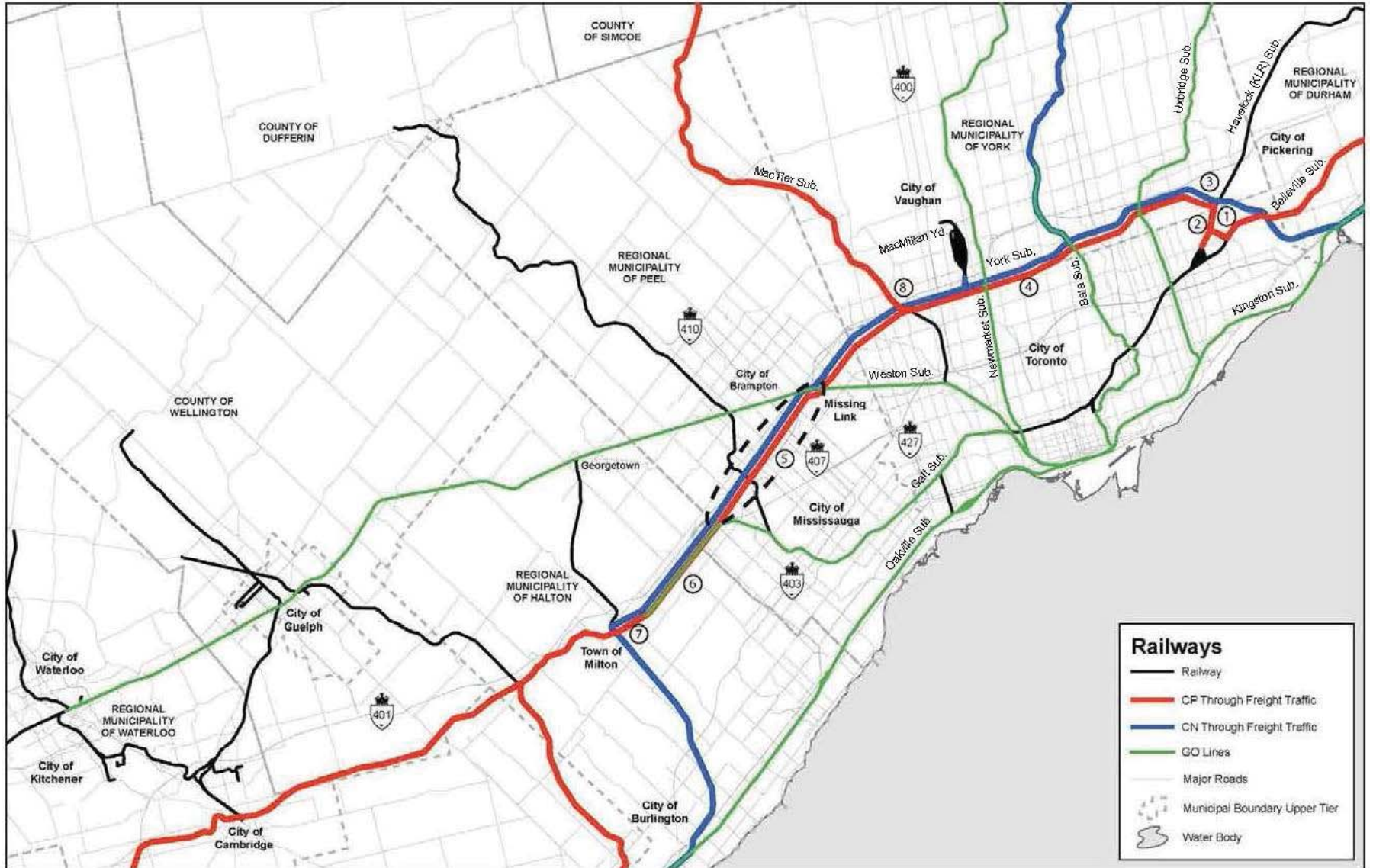
Existing Ownership of Rail Corridors



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

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Proposed Freight Rail Link



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January 14, 2016

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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:

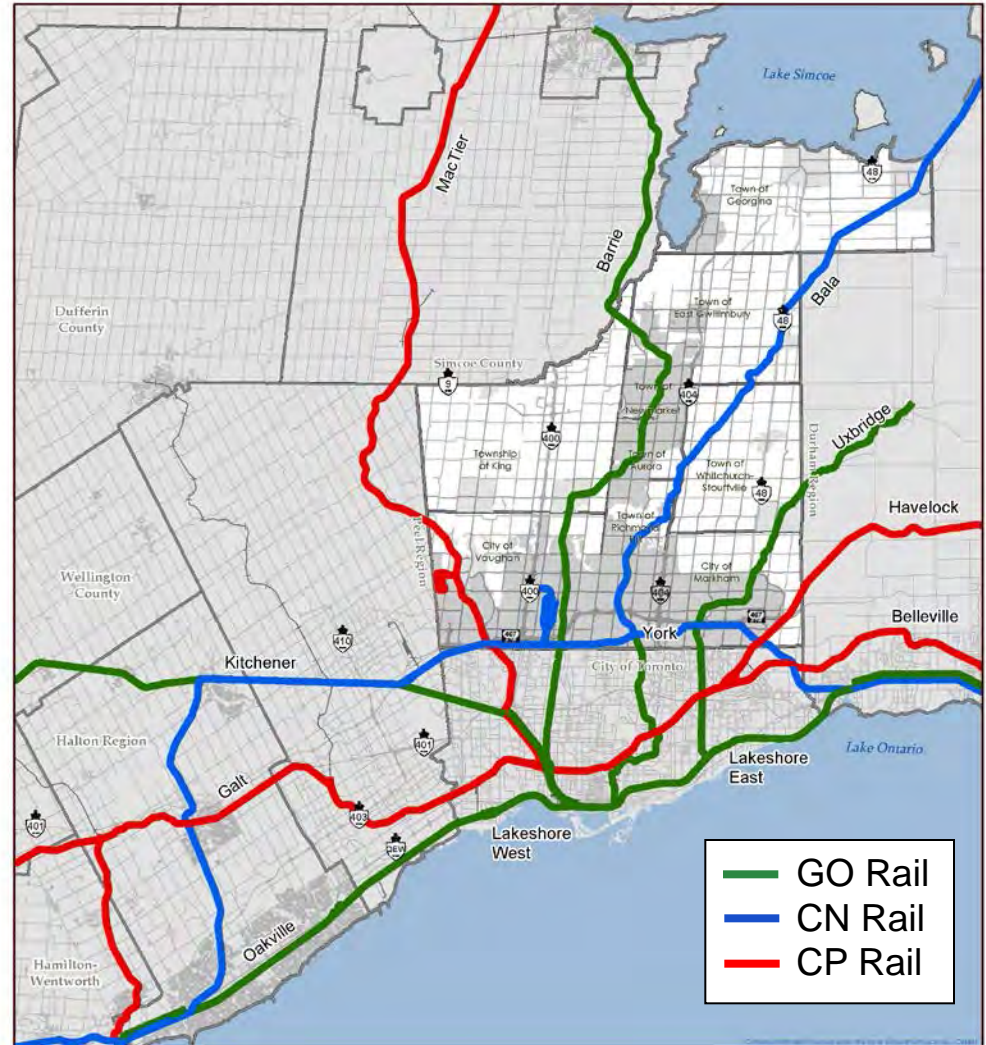
- Lakeshore East and West
- Stouffville
- Barrie

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


Refresh: Scope of RER

RER is part of a larger comprehensive network of rapid transit corridors.

Trains up to every 15 minutes Service in both directions More all-day service Faster electric trains



This level of service will require significant infrastructure including:



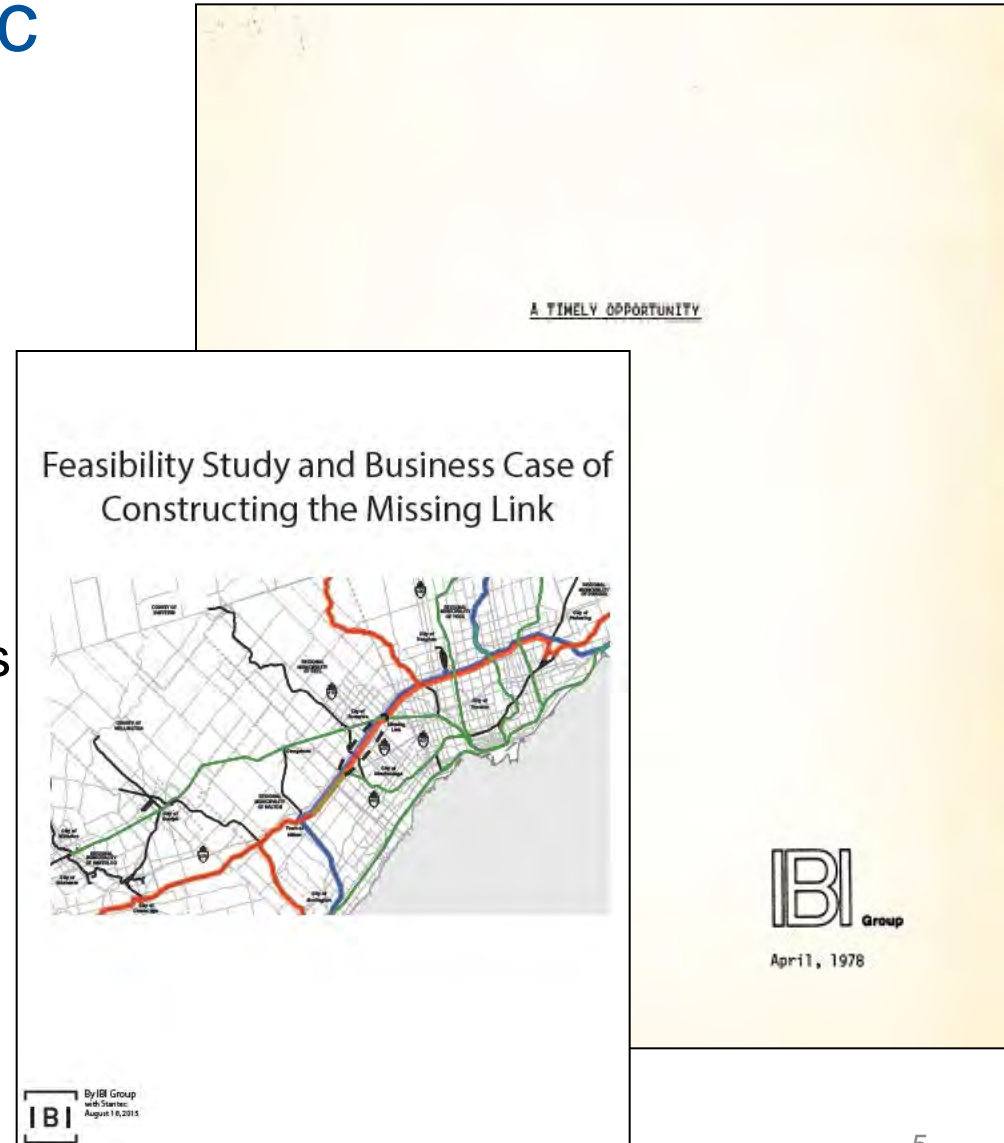
New Track New Trains New Bridges and Tunnels New Renovations

9 METROLINX

- 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

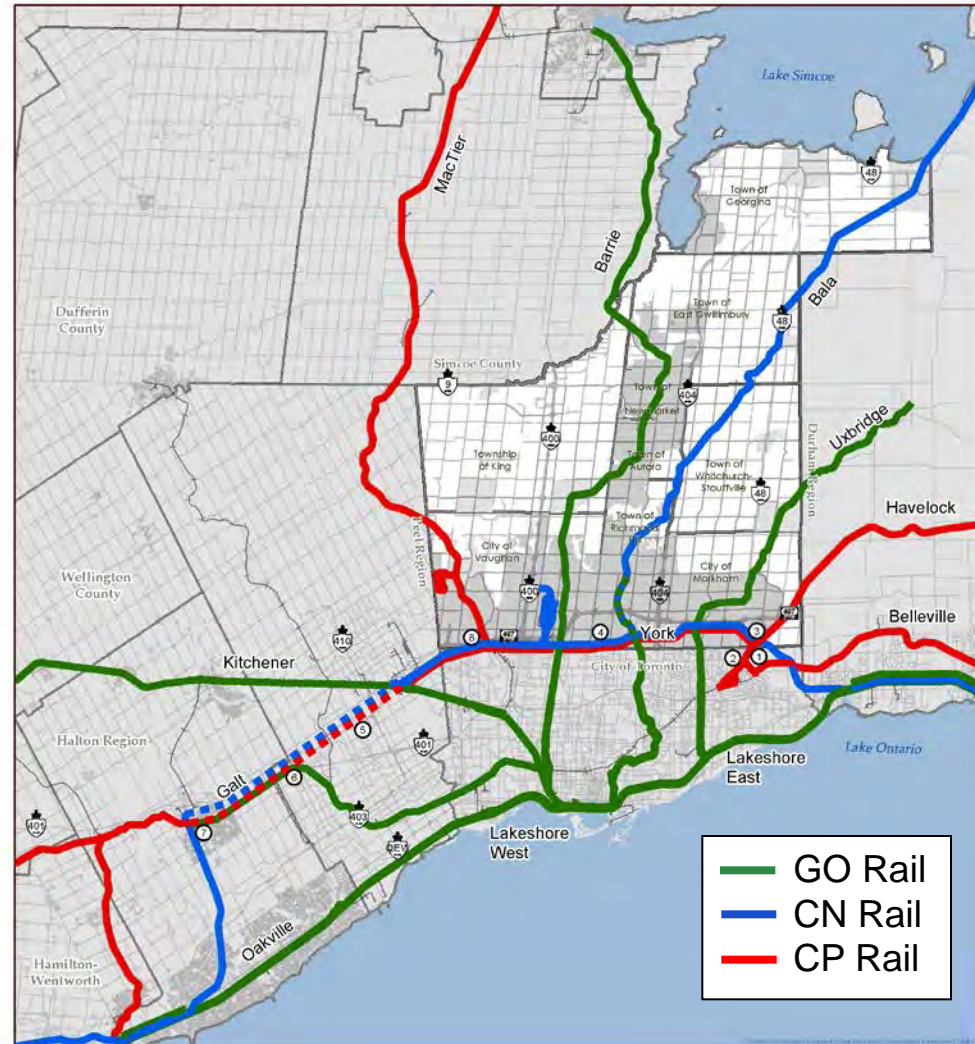
Feasibility Study - Separating passenger from freight rail traffic

- 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



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:

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.