



*Office of the President & Chief Executive Officer*

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December 18, 2019

Mayor Bonnie Crombie  
Office of the Mayor  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

Dear Mayor Crombie,

I am writing today to share some progress on a file that I know is of great interest to your office and to the residents of Mississauga. I am pleased to share that on November 22, the Metrolinx Board of Directors unanimously approved updates to both the Kitchener and Niagara Expansion business cases, formally adopting a new approach to increasing GO services on freight-owned corridors. As you will appreciate, this new approach is also a positive step forward for the Milton line, which runs on a fully CP-owned corridor.

Metrolinx is grateful for the ongoing support of the City of Mississauga as we work to deliver on our commitment to expand GO services and transform transit in the Greater Golden Horseshoe. To be clear, though we did not sponsor or endorse the approach outlined in the proposed *"Feasibility Study and Business Case of Constructing the "Missing Link" - Strategic Investment for Growth and Innovation in Canada's Continental Gateway"*, we do share your vision (and the vision of your partners in that report, Toronto, Milton and Cambridge) for a regionally-integrated rapid transit network in the Western GTA.

The freight network is vital to our economy in the same way that moving passengers and connecting communities is vital to the development of our towns and cities. The "Missing Link" proposal would have required a significant shift in operations for both CN and CP, as well as a significant infrastructure investment. In the past, Metrolinx may not have sufficiently valued what we can achieve by working in partnership with CN and CP, rather than building our way to enhanced transit at great financial cost, and at great cost to our communities. The CN *Freight Bypass*, the diversion we were pursuing to separate freight and passenger rail between Bramalea and Georgetown on the Kitchener corridor, was initially costed at \$2 Billion. That cost increased exponentially as the project was further developed, spiraling above \$3.78B - for less than half of the Missing Link route.

We are having equally positive conversations with CP and I am optimistic that we will have good news to share on the path forward to improved two-way service on the Milton corridor. Our new approach, working in a positive and collaborative way with CN, is already yielding results. As you know, in the last 18 months we doubled service on the Kitchener line, adding new and popular off peak and evening options through Toronto, Brampton, Mississauga, Halton Hills, Guelph and Kitchener. We have moved service to Niagara from seasonal to all year weekend service, and added new early morning weekday options. More is still to come, and all of this has been achieved before building any new infrastructure; it is based solely on an improved relationship with our rail partner on those corridors, CN. I am excited to share that this approach will benefit Mississauga even further in the future.

I hope this provides you with clarity on the progress we have made to date and next steps for our customers, present and future, on the Milton line. Senior Metrolinx staff with expertise in this area would be more than happy to meet and brief you in more detail, and to answer any questions you may have, at your convenience. With our rail and municipal partners, we are delivering on the promise of a more connected region. It's happening.

Sincerely,

A handwritten signature in black ink, appearing to read 'Phil Verster', with a stylized flourish extending to the right.

**Phil Verster**  
President and CEO

cc. Mayor Frank Scarpitti  
Mayor Gordon Krantz