

Toronto Region Board of Trade Proposed Infrastructure Options to Improve Goods Movement in Canada's Innovation Corridor

On January 31, 2019 Regional Council made the following decision:

Whereas, the Toronto Region Board of Trade released a communication with respect to proposed infrastructure options to improve goods movement in the Toronto-Waterloo corridor;

And whereas, the Toronto Region Board of Trade is seeking input on the prioritization of ten initiatives to improve goods movement in the Toronto-Waterloo corridor of which three are of interest to York Region: the Highway 400-404 Connecting Link (formerly the Bradford Bypass), the GTA West Corridor and the New Freight Corridor;

And whereas, the Highway 400-404 Connecting Link and GTA West Corridor projects are long supported by York Region as both projects are included in York Region's 2016 Transportation Master Plan and York Region's Official Plan;

And whereas, the New Rail Freight Corridor initiative, as identified by the Toronto Region Board of Trade, includes the rerouting of CP freight trains (including hazardous goods shipments) through York Region;

And whereas, parts of the GO rail lines servicing Kitchener and Milton are delivered through agreement on railways owned and operated by CN and CP Rail respectively;

And whereas, in 2016, the municipalities of Cambridge, Mississauga and Toronto completed a report entitled "The Missing Link", calling on Metrolinx to advance construction of railway improvements that would redirect CN and CP freight rail traffic to facilitate GO rail service level improvements on the Kitchener and Milton lines;

And whereas, the redirection of CN rail traffic would allow more frequent GO rail service on the line serving Kitchener and would not change the freight traffic otherwise travelling through communities in southern York Region;

And whereas, the redirection of CP rail traffic would allow more frequent GO rail service to Milton but would, using estimates of recent freight traffic, double the freight traffic (including hazardous goods shipments) through southern York Region;

And whereas, York Regional Council and the Councils of Vaughan, Markham and Richmond Hill previously expressed their opposition to the re-routing of CP rail freight traffic resulting from the New Rail Freight Corridor initiative identified by the Toronto Region Board of Trade;

Therefore, be it resolved that:

1. The Toronto Region Board of Trade be advised that York Region Council has been long supportive of the Highway 400-404 Connecting Link (formerly the Bradford Bypass) and the GTA West Corridor projects but strongly opposes any proposed diversion of CP freight trains which would significantly increase the volume of freight rail traffic (including hazardous goods shipments) through York Region communities.