

From: [Hunter Culhane](#)
To: [CEO Correspondence](#); [Chair of Metrolinx](#)
Subject: Re: Planning & Development (P&D) Quarterly Report
Date: February 14, 2023 2:18:22 AM

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Dear Mr. Verster,

I have reviewed the Go Rail Station Access Plan. On page 20, the entire Milton line is shown as only having train service during peak periods by 2041. This means that in 2041 the Milton line will have **less service than it did a half-century prior**. From 1990 to 1996, the Milton line had limited off-peak train service. By 2041, this will not have been restored. I am deeply concerned about the level of division this will create in Ontario. Allandale Waterfront GO is scheduled for two-way all-day service by 2041, yet a station on the Milton line like Cooksville GO is not. Many people will be asking a lot of questions about why Barrie and Niagara Falls—which are not even part of the Greater Toronto Area—somehow require more service to Toronto than downtown Mississauga. According to the evidence I've reviewed, there are no good reasons why.

I have reviewed the 1992 Environmental Assessment conducted by GO Transit regarding all-day service on the Milton line. It found that the construction of a third track to Milton would allow for hourly off-peak service along the whole line by 1998. Unfortunately, Ontario was in the midst of a recession at the time and funding was not allocated. Additionally, the off-peak train service was removed and/or converted to buses. Shamefully, there has been no restoration since then despite massive investments on other lines.

Based on the evidence I have reviewed, the notion that CP Rail is preventing the expansion of off-peak service as per the 1992 Environmental Assessment—much less the restoration of limited off-peak service to 1996 levels—is hard to believe. The 1992 report states that "In 1990 CP Rail was requested to identify additional plant requirements necessary to implement all-day service. As a result of the analysis, CP rail indicated that **limited off-peak service could be introduced with no rail plant additions**, on an interim basis." Moreover, CP Rail testified to the Canadian Transport Commission in 2012 that their freight train frequencies on the line (specifically at Kipling) **had not changed in twenty years**. The text is accessible at <https://otc-cta.gc.ca/eng/ruling/424-r-2012>. What was twenty years prior to 2012? Off-peak service on the line! This means that barring resource allocation on Metrolinx's end, or some sudden spike in freight train frequencies over the past few years, there is no infrastructure reason explaining why current passenger service cannot be restored to at least 1996 levels.

Having pre-1990 levels of service on the Milton line in 2041 will be a massive stain on Metrolinx's reputation. No one will believe the excuses by then, and it will only lead to more divisiveness. Despite no planned increase in frequency, half of the stations on the line are projected to have similar ridership to many on the Lakeshore West line—those that *will* be getting 15-minute two-way all-day service. As per page 24 of the Go Station Rail Access document, Milton, Streetsville, Erindale, and Cooksville are all projected to have similar home ridership to those of Appleby, Bronte, Long Branch, Mimico, and Exhibition **despite no frequency increase.**

As a student at [REDACTED], I sometimes take the [REDACTED] Route 21 bus from Milton GO to Union. After stopping at Meadowvale, the double-decker bus is at 100% capacity every time. This bus only serves two stations along the line and is only one of two buses servicing them that hour. Multiply that, and there is clearly ridership demand for hourly off-peak trains along the whole of the line. I am tired of this false choice we are being presented with of 15-minute two-way all-day service or nothing. I urge Metrolinx to restore service levels along the line to what they were thirty years ago and deeply review the 1992 Environmental Assessment to determine the feasibility of the three-track option. **No one genuinely believes that the Milton line requires less train service in 2041 than it had some fifty years prior.**

Sincerely,
Hunter Culhane
Milton