

December 5, 2016

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**Re: Burloak Drive Grade Separation
Funding Partnership**

Dear Allan and Dan,

Thank you for meeting with us on November 4th, 2016 to reinitiate cost sharing discussions for the Burloak Drive grade separation. We trust you gained an understanding of the Metrolinx capital planning/ budgeting process as well as our policy on grade separations and related efforts to develop a fair and consistent approach across the GO Transit network. We, in turn, gained a better appreciation of your respective municipality's unique challenges with respect to budgeting and funding for large infrastructure projects like the Burloak Drive grade separation.

We appreciate the joint request from the City of Burlington and Town of Oakville for Metrolinx to outline our interpretation of the Federal and Provincial Government's July 2015 funding announcement for this project. This letter is intended to address your request, and to clarify some of Metrolinx's project team's primary interests and approaches establishing a funding partnership with the City of Burlington, and Town of Oakville for this project.

The Burloak Drive grade separation is a priority project that supports Regional Express Rail (RER) and Metrolinx's Regional Transportation Plan. As you are aware, to maintain the broader program schedule, including future electrification infrastructure, Metrolinx has advanced the planning and design of the grade separation concurrent with our municipal engagement regarding cost sharing. Some of Metrolinx's primary interests and goals include:

- Improve public safety of this crossing
- Partner with the City of Burlington and the Town of Oakville for a mutually beneficial outcome
- Reduce schedule impacts to the Metrolinx electrification program and RER
- Contribute to the efficiency and of the overall transportation network while minimizing disruptions during construction
- Mitigate impacts (and provide benefits) to the local community and environment
- Value for money and design excellence
- Enhance the overall customer experience

Metrolinx Interpretation of the Government's July 2015 Funding Announcement

The July 2015 Federal funding announcement related to the Burloak grade separation was conditional under the Government of Canada's Building Canada Fund, and subject to a documented contribution agreement. However, an agreement was not executed for this funding prior to last year's federal election. As a result, new application has been submitted through the Ontario Ministry of Transportation (MTO), for Federal funding under the New Building Canada Fund's Provincial-Territorial Infrastructure Component-National and Regional Projects.

As outlined during our November 4th meeting, the Lakeshore West Corridor was allotted provincial funding for grades separations, including a limited apportionment for Burloak Drive, and those funds have been made available under our own capital planning approval process. As grade separation projects progress across our network, Metrolinx is working with municipalities to determine a fair, equitable, and consistent approach to cost sharing agreements reflecting the circumstances in each location, and working in close partnership with multiple parties and differing circumstances.

Metrolinx Consistent Approach to Funding Partnership

Metrolinx utilizes the Canada Transport Agency (CTA) "Apportionment of Costs of Grade Separations – A Resource Tool" as a guide for potential grade separations. We understand that both the City of Burlington and the Town of Oakville are familiar with the CTA approach. The resource is a tool applied in conjunction with our continual analyses of all crossings on our network, and the resultant Exposure Index ratings, recognizing the influence of the uniqueness at specific locations.

Metrolinx Approach to Funding Partnership at Burloak Drive

Given that, both railway and road development have contributed largely for the grade separation need at Burloak Drive, and that the benefits will be mutually beneficial, the CTA approach gives cause to consider a 50-50 cost apportionment between the Railway and the Road Authority (jointly owned between the City of Burlington and Town of Oakville).

Should a party impose requirements beyond the "Basic Grade Separation", which is the portion of work to provide adequate facilities for present-day needs, the CTA approach suggests there is cause to consider full apportionment of these costs to the party imposing the requirement. This could be the case with this project for various elements/facilities as follows:

- Future track – Metrolinx has indicated the need to protect for a future track and is willing to fund 100% of the incremental cost to build a grade separation that accommodates this future requirement.
- Additional traffic lanes and additional path/sidewalk/cycling facilities – The Town of Oakville has identified a desire to accommodate for a six-lane roadway cross section and both the Town of Oakville and the City of Burlington have identified the need for greater path/sidewalk/cycling facilities. The incremental cost to allow for future lanes or to provide for greater path/sidewalk facilities, beyond the "Basic Grade Separation", is typically apportioned to the party mandating these requirements.

Congruent with Metrolinx's approach to consider unique circumstances at specific/discreet locations, Metrolinx could consider other inputs or contributions from municipalities in lieu of some cost sharing apportionment. As discussed at our November 4th, 2016 meeting, for Burloak Drive these other inputs may include:

- Land exchange
- In-kind contributions
- Utility relocation(s) enabling works
- Metrolinx advancing funding for subsequent reimbursement
- Modifications to maintenance responsibilities
- Other, including assistance with, and expedition of, process and approvals (eg. permitting, design reviews, etc.)

Some of these options could be considered as part of the overall agreement in lieu of some funding and require further discussion.

Next Steps

As mentioned during our meeting, Metrolinx is keen to work out a future funding arrangement with the City of Burlington and the Town of Oakville for the Burloak Drive grade separation project. Metrolinx sees this as mutually beneficially to all parties and as an opportunity to collectively leverage the potential Federal funding under the New Building Canada Fund's Provincial-Territorial Infrastructure Component-National and Regional Projects.

To this end, we see the following next steps required:

- City of Burlington and Town of Oakville confirm their general willingness to participate as a partner in funding of the project. Initiate joint and regular meetings to work out cost sharing apportionments, maintenance responsibilities and other particulars to finalize a crossing agreement;
- Metrolinx to complete the Feasibility Study and provide to City of Burlington and Town of Oakville for internal review and comments (two-week turnaround required);
- City of Burlington and Town of Oakville to gain consensus on roadway cross section and provide requirements to Metrolinx;
- Metrolinx follow up on New Building Canada Fund's Provincial-Territorial Infrastructure Component-National and Regional Projects funding submission
- Metrolinx to identify preferred option and commence official public engagement and Environmental Assessment (TPAP) process.

We trust that we have addressed the City of Burlington's and Town of Oakville's joint request to comment on the Federal and Provincial Government's July 2015 funding announcement for this project. We have outlined our primary interests and approaches toward successful delivery of this project, and also mapped out our thoughts on next steps required to promote continued progress. We reiterate our hope that the City of Burlington and the Town of Oakville will commit to partnering with Metrolinx and we look forward to your prompt reply and further collaboration on this Lakeshore West corridor priority project.

Please provide a written response by December 19, 2016, to our request for confirmation that the City of Burlington, and Town of Oakville have a willingness to participate as a partner in funding of the Burloak Drive grade separation.

Sincerely,



Leon Stambolich

Director – Corridor Infrastructure
Lakeshore West, Capital Projects Group

cc Metrolinx internal stakeholder groups