

City Council

Notice of Motion

MM5.5	ACTION			Ward: All
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Support for the City of Montreal's motion regarding a High-speed Train in the Quebec-Toronto Corridor - by Councillor Paul Ainslie, seconded by Deputy Mayor Jennifer McKelvie

** Notice of this Motion has been given.*

** This Motion is subject to referral to the Executive Committee. A two-thirds vote is required to waive referral.*

Recommendations

Councillor Paul Ainslie, seconded by Deputy Mayor Jennifer McKelvie, recommends that:

1. City Council express its support for the City of Montreal's motion of February 20, 2023 in support of a high-speed train program instead of a high-frequency train.
2. City Council join the City of Oshawa in endorsing and pledging support for the City of Montreal's Motion of February 20, 2023 (moved by Craig Sauvé, Conseiller de la Ville du district de Saint-Henri-Est-Petite-Bourgogne-Pointe-Saint-Charles--Griffintown and seconded by Serge Sasseville, Conseiller de la ville du district de Peter-McGill) in Attachment 1 to this Motion.
3. City Council forward this Item to the Prime Minister of Canada, the federal Minister of Transport, The Honorable Omar Alghabra, the federal Minister of Intergovernmental Affairs, Infrastructure and Communities, The Honorable Dominic LeBlanc, members of the House of Commons, the Premiers of Ontario and Quebec and the Ontario Minister of Transportation, Caroline Mulroney, the Quebec Minister of Transportation, Geneviève Guilbault, the City of Montreal, each Municipality and Region on the Toronto-Montreal Rail Corridor, Martin R. Landry, Chief Executive Officer, VIA Rail, Tracy Robinson, Chief Executive Officer, CN Rail, the Association of Municipalities of Ontario, and the Federation of Canadian Municipalities.

Summary

On February 27, 2023, Oshawa City Council adopted a motion in support of The City of Montreal's motion of February 20, 2023 in support of a high-speed train instead of a high-frequency train.

The federal government recently made an important decision to modernize the rail network in the Quebec-Toronto corridor.

The federal government is instead aiming for a high-frequency train project rather than a high-speed train project, which will only slightly reduce the travel time between the major cities located in this corridor and therefore make the project much less attractive to the population.

If Canada wants to significantly reduce its green house gas emissions and reach its targets promised to the international community, significant sums will have to be invested in public transit, particularly in rail transportation; and,

The high-speed train could make the Montreal-Toronto trip in 2 hours and 18 minutes and Montreal-Québec in 1 hour and 13 minutes, which would allow real competition with air transport and automobile transport, in terms of efficiency, comfort, and speed.

The population residing in the Quebec-Toronto corridor represents approximately one third of the total population of Canada, which is an ideal population density for the establishment of a high-speed train system; and,

The high-speed train could have enormous leverage effects for the economic and cultural development of the major cities located in this corridor, notably Montreal.

Over the next ten years, Quebec and Ontario alone plan to spend \$56 billion on their road network, an amount that represents approximately twice the cost of a high-speed train between Quebec and Toronto; and,

Canada is the only G7 country that does not yet have a high-speed train system.

Background Information (City Council)

Member Motion MM5.5

Attachment 1 - City of Montreal Motion 65.04 for High-speed Rail in the Quebec-Toronto Corridor

<https://www.toronto.ca/legdocs/mmis/2023/mm/bgrd/backgroundfile-235373.pdf>

Attachment 2 - City of Oshawa Motion CNCL-23-29 regarding Support for the City of Montreal's Motion for High-speed Rail in the Quebec-Toronto Corridor

<https://www.toronto.ca/legdocs/mmis/2023/mm/bgrd/backgroundfile-235374.pdf>