



GTA West Corridor Environmental Assessment

Planning and Environmental Assessment Study – Stage 1

Public Information Centre #4 Consultation Record

June 2010

TABLE OF CONTENTS

PAGE

1. INTRODUCTION.....	1
2. CONSULTATION OVERVIEW	3
3. PUBLIC CONSULTATION DURING PUBLIC INFORMATION CENTRE #4.....	4
3.1 Project Website	4
3.2 Newspaper Notifications.....	4
3.3 Mailing List and E-mails / Letters.....	5
3.4 Public Information Centre #4.....	5
3.4.1 Display Panels.....	6
3.4.2 Study Documents, Reference Materials and Handouts	8
3.4.3 Attendance / Summary of Comments	9
3.5 Consultation with the Community Advisory Group	14
4. CONSULTATION WITH MUNICIPALITIES AND AGENCIES DURING PUBLIC INFORMATION CENTRE #4	16
4.1 Municipal Advisory Group	16
4.2 Regulatory Agency Advisory Group	16
4.3 Presentations to Upper-Tier Municipal Councils and Committees	16
4.4 Other Meetings.....	17
5. CONSULTATION WITH FIRST NATIONS.....	18

APPENDICES

Appendix A	Stakeholders Consulted – Mailing Lists
Appendix B	Responses to Public / Interest Group Comments - Key Themes
Appendix C	Current Content of the Project Website
Appendix D	Newspaper Notification
Appendix E	Area Transportation System Alternatives Report Notification Materials
Appendix F	Public Information Centre #4 Notification Materials
Appendix G	Public Information Centre #4 Display Panels
Appendix H	Public Information Centre #4 Study Brochure and Factsheets
Appendix I	Community Advisory Group Meeting #6 Summary Notes
Appendix J	Municipal Advisory Group Meeting #5 Presentation and Summary Notes
Appendix K	Regulatory Agency Advisory Group Meeting #5 Presentation and Summary Notes
Appendix L	Upper-tier Municipal and Committee Meeting Summary Notes
Appendix M	First Nations Notification Materials

1. INTRODUCTION

The Ontario Ministry of Transportation (MTO) is working to provide for the efficient movement of people and goods within the context of the province's *Growth Plan for the Greater Golden Horseshoe*. To support the policy directions in the *Growth Plan*, MTO has commenced the formal environmental assessment (EA) process for the GTA West Corridor. The purpose of this Study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between *Urban Growth Centres* within the GTA West Corridor Preliminary Study Area, such as Downtown Milton, Brampton City Centre, Vaughan Corporate Centre and Downtown Guelph.

The Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (the Act). The GTA West Corridor Environmental Assessment Terms of Reference was submitted to the Ontario Ministry of the Environment on July 15, 2007 and was approved on March 4, 2008.

Since the commencement of the study in January 2007, the following tasks have been completed:

- Development of an Environmental Assessment Terms of Reference;
- Development of two draft existing conditions reports: "Overview of Transportation and Economic Conditions" and "Overview of Environmental Conditions and Constraints" - released in July 2008 for public review and comment;
- Development of a draft "Transportation System Problems and Opportunities Report" for public review and comment in July 2009;
- Development of the draft "Area Transportation System Alternatives Report" for public review and comment in March 2010;
- Conducted extensive consultation with municipalities and Advisory Groups regarding the elements of the Draft Transportation Development Strategy;
- Evaluation and selection of preferred Group #1 (Optimize Existing Network) and Group #2 (New / Improved Non-Roadway Infrastructure) Alternatives;
- Assessment and evaluation of Group #3 (Widen / Improve Existing Roads) and Group #4 (New Transportation Corridors) Alternatives; and,
- Preparation of the *Draft Transportation Development Strategy*.

A first round of Public Information Centres (PICs) was held in April/May 2007. The purpose of that round of PICs was to provide the public with an opportunity to review the draft ToR, provide comments and discuss issues with representatives of the Project Team.

A second round of PICs was held in March 2009. The purpose of that round of PICs was to present the public with an update on the Study progress and to provide the opportunity for the public to comment on maps and displays depicting the problems and opportunities identified within the GTA West Corridor Preliminary Study Area.

A third round of PICs was held in November/December 2009. The purpose of that round of PICs was to present the alternatives that were developed to address the problems and opportunities presented at the second round of PICs, provide a high level assessment of the alternatives, and receive public input prior to the evaluation of the alternatives.

A fourth round of PICs was held in June 2010 to provide the public with an opportunity to review and comment on the draft multi-modal Transportation Development Strategy for the GTA West Corridor and discuss issues with representatives of the Project Team.

This Report outlines the results of the fourth round of PICs and all of the consultation events that occurred in advance of the PICs (since the third round of PICs held in November/December 2009).

2. CONSULTATION OVERVIEW

The focus of the fourth round of Public Information Centres (PICs) was to:

- Provide the results and recommendations from the evaluation process;
- Present the key elements of a draft multi-modal Transportation Development Strategy; and
- Seek public input on the evaluation and the draft Transportation Development Strategy.

The fourth round of PICs was held at 5 locations within the Preliminary Study Area between June 14th and June 24th, 2010.

Prior to the PICs, meetings were held with the GTA West Regulatory Agency Advisory Group (RAAG), Municipal Advisory Group (MAG) and the Community Advisory Group (CAG). These meetings served a similar purpose – to present and receive feedback on the preliminary planning alternatives [including initiatives to optimize the existing transportation network (Group 1) and introduce new/improved non-roadway infrastructure (Group 2)], the short-listed transportation alternatives [both potential road widenings / improvements and new transportation corridors (Groups 3 and 4)], and the preliminary assessment of the short-listed alternatives. The Project Team also met with upper-tier municipalities councils/committees, and other stakeholders.

All comments received during the fourth round of PICs from the general public, interest groups, agencies and municipalities were considered by the Project Team. The upcoming release of the draft Transportation Development Strategy Report in the fall of 2010 will reflect this input.

A list of stakeholders contacted during the fourth round of PICs is included in **Appendix A**. Consistent with the *Freedom of Information and Protection of Privacy Act*, public lists developed as part of this study have not been included.

Public and interest group comments submitted, summarized and organized by theme, are included in **Appendix B**, with the corresponding response that was generally provided. All public comments submitted to which a reply was requested, received a response from the Project Team. These comments and responses are compiled under separate cover.

3. PUBLIC CONSULTATION DURING PUBLIC INFORMATION CENTRE #4

3.1 Project Website

The GTA West project website (www.gta-west.com) was updated to include the dates, times and locations of the PICs, as well as a link to an electronic copy of the Ontario Government Notice on June 1, 2010. In addition, the PIC display material package and study brochure were made available for the public to download on June 14, 2010.

A copy of the current content of the project website is included in **Appendix C**.

3.2 Newspaper Notifications

A notice was published in 17 newspapers with circulation across the Preliminary Study Area. The notices provided an overview of the key steps involved in EA Stage 1, notification of the fourth round of PICs, a key map for Study context and contact information for key Project Team members. A copy of the newspaper notice is included in **Appendix D** and was published as outlined below.

Notice of Public Information Centre #4

A notice announcing the fourth round of PICs was published in the following list of newspapers on the specified dates. The notice was also posted on the project website.

DAILY NEWSPAPERS

- | | | |
|-----------------------|------------------|-------------------|
| 1. Toronto Star | Sat June 5, 2010 | |
| 2. The Guelph Mercury | Sat June 5, 2010 | Sat June 12, 2010 |

TRI-WEEKLY NEWSPAPERS

- | | | |
|----------------------|------------------|-------------------|
| 3. Mississauga News | Fri June 4, 2010 | Fri June 11, 2010 |
| 4. Brampton Guardian | Wed June 2, 2010 | Wed June 9, 2010 |

BI-WEEKLY NEWSPAPERS

- | | | |
|-----------------------------------|--------------------|---------------------|
| 5. Caledon Enterprise | Thurs June 3, 2010 | Thurs June 10, 2010 |
| 6. Vaughan Citizen | Thurs June 3, 2010 | Thurs June 10, 2010 |
| 7. Guelph Tribune | Thurs June 3, 2010 | Thurs June 10, 2010 |
| 8. Georgetown Acton Independent | Thurs June 3, 2010 | Thurs June 10, 2010 |
| 9. Milton – The Canadian Champion | Thurs June 3, 2010 | Thurs June 10, 2010 |
| 10. Wellington Advertiser | Fri June 4, 2010 | Fri June 10, 2010 |

WEEKLY NEWSPAPERS

- | | | |
|-------------------------------------|--------------------|---------------------|
| 11. Caledon Citizen | Thurs June 3, 2010 | Thurs June 10, 2010 |
| 12. King Township Sentinel | Wed June 2, 2010 | Wed June 9, 2010 |
| 13. The Erin Advocate | Wed June 2, 2010 | Wed June 9, 2010 |
| 14. Le Metropolitain (French) | Wed June 2, 2010 | Wed June 9, 2010 |
| 15. Turtle Island News | Wed June 2, 2010 | Wed June 9, 2010 |
| 16. Tekawennake New Credit Reporter | Wed June 2, 2010 | Wed June 9, 2010 |
| 17. The Halton Compass | Thurs June 3, 2010 | Thurs June 10, 2010 |

3.3 Mailing List and E-mails / Letters

Study Mailing List

A GTA West Study mailing list was developed following the first PIC which includes interested stakeholders that submitted requests through the project website (webform), e-mail, fax, phone or letter. This list is constantly updated. Those who signed in at previous PICs have been added to the study mailing list. Once stakeholders are added to the mailing list they received subsequent notifications of the Study milestones outlined below through their preferred method of contact (e-mail / letter). In addition, a list of area interest groups (ratepayers associations, environmental groups, agricultural groups, etc.) was developed in consultation with local municipalities.

As of June 2010, the public mailing list included approximately 760 names and the interest group mailing list included approximately 155 groups,

E-mail / Letter Notification of the Release of the Draft Area Transportation System Alternatives Report

On April 9, 2010 and April 13-14, 2010, individuals on the Study mailing list were notified by e-mail / letter (depending on their preferred method of contact) of the release of the Draft Area Transportation System Alternatives Report. The GTA West project website was updated to include the report on April 9, 2010.

Copies of the Draft Area Transportation System Alternatives Report notification materials are included in **Appendix E**.

E-mail / Letter Notification of Public Information Centre #4

On May 31, 2010, PIC #4 notification emails / letters were sent directly to individuals on the Project Team's External Agency mailing list (including representatives of the Municipal Advisory Group and Regulatory Agency Advisory Group) and interest groups. Individuals on the public mailing list were also sent a letter / email, depending on their preferred method of contact. MPP's within the Preliminary Study Area were notified via mail on May 26, 2010.

Copies of the PIC #4 notification materials are included in **Appendix F**.

3.4 Public Information Centre #4

The fourth round of PICs was held to provide the public with an opportunity to review and comment on the draft multi-modal Transportation Development Strategy for the GTA West Corridor, provide comments and discuss issues with representatives of the Project Team.

The PICs were held as drop-in centres to allow members of the public to review display material and discuss the study one-on-one with Project Team members. In addition, brief presentations were held each night at 5:00 p.m. and 7:00 p.m. to provide a study overview. The Project Team participated in discussions with the attendees to address questions and concerns.

The PICs were held as follows:

Monday June 14, 2010	Tuesday June 15, 2010
Brampton Fairgrounds Hall 12942 Heart Lake Road Caledon, ON	Le Jardin Special Events Centre Venetian Room 8440 Highway 27 Woodbridge, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

Wednesday June 16, 2010	Tuesday June 22, 2010
Mold Master Sportsplex Ice Pad A 221 Guelph Street Georgetown, ON	Snelgrove Community Centre Auditorium 11692 Hurontario Street Brampton, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

Thursday March 12, 2009
River Run Centre Canada Company Hall 35 Woolwich Street Guelph, ON
4:00 to 8:00 p.m.

3.4.1 Display Panels

The display panels presented at the Public Information Centre were organized into groupings in the following order:

GROUP 1

Study Background and Process

- Study Purpose, Process and Schedule
- Policy Context
- Transportation Problems
- Transportation Opportunities
- Process Framework
- Individual Mode Assessment and Findings
- Groups of Modal Improvement Alternatives – Building Block Approach

GROUP 2

Transportation Development Strategy

- Summary of the Draft Transportation Development Strategy
- Optimize Existing Network
 - Transportation Demand Management (TDM) / Transportation System Management (TSM)
 - Metrolinx RTP and GO 2020 TDM/TSM Initiatives
 - COMPASS
- Add/Expand Non-Road Infrastructure

- Current Initiatives in the GTA West Study Area (Metrolinx: The Big Move, GO Transit: GO 2020, City of Guelph: Transit Strategy and Plan, York VIVA: 2010 to 2015 5-Year Service Plan, City of Brampton: Zum)
- Inter-regional Transit Links
- Support Freight Movement by Rail
- Road Widening and New Corridor – Overall Assessment Findings
 - Natural Environment Impacts, Land Use/Social Environment, Cultural Environment
 - Economic Benefits, Transportation Performance, Constructability and Cost
 - Overall Assessment Table and Rationale
- Road Widening and New Corridor
- Next Steps

GROUP 3

Analysis and Evaluation of Road Widening and New Corridor Alternatives

- Introduction
- Short-Listing of Group 3 and Group 4 Alternatives
- Assessment Factors and Criteria
- Natural Environment
 - Overall Assessment
 - Natural Features Mapping and Assessment of Corridor Alternatives Impacts
- Social Environment
 - Overall Assessment
 - Community and Land Use
 - Agriculture
 - Air Quality and Greenhouse Gas
- Cultural Environment - Overall Assessment
- Economic Analysis
 - Overall Assessment
 - Economic Benefit
 - Qualitative Assessment and Conclusions
- Transportation Analysis – Alternative 3-1
- Transportation Analysis – Alternative 4-1
- Transportation Analysis – Alternative 4-2
- Transportation Analysis – Alternative 4-3
- Transportation Analysis – Alternative 4-4
- Transportation Analysis – Alternative 4-5
- Transportation Analysis
- Cost and Constructability – Analysis and Evaluation
 - Issues Considered and Assessment

- Constructability Issues – Group 3-1 (Key Challenges, 407 Transitway)
- Constructability Issues for New Corridor Alternatives
- Overall Assessment

Group 4 First Nations

- First Nations Overview and Considerations

Refer to **Appendix G** for copies of the display panels presented at the PICs. The project website was updated to include copies of the display panels on June 14, 2010.

3.4.2 Study Documents, Reference Materials and Handouts

Copies of readily available GTA West Corridor Environmental Assessment Study documents and other materials were made available for reference at the PICs, such as:

- *GTA West Corridor EA Terms of Reference* (Amended July 2007)
- *Draft GTA West Corridor EA Overview of Transportation & Economic Conditions* (July 2008)
- *Draft GTA West Corridor EA Draft Overview of Environmental Conditions and Constraints* (July 2008)
- *GTA West Corridor EA Goals and Objectives* (January 2009)
- *Draft GTA West Corridor EA Overview of Corridor Protection and Development Issues Paper* (June 2009)
- *GTA West Corridor Problems and Opportunities Discussion Paper* (January 2009)
- *Draft GTA West Corridor EA Area Transportation System Problems and Opportunities Report* (July 2009)
- *Draft GTA West Corridor EA Overview of Forecasting Demand Analysis Report* (July 2009)
- *Draft GTA West Corridor EA “Long List” of Transportation Alternatives* (November 2009)
- *Draft GTA West Corridor EA Individual Mode Discussion Papers* (November 2009)
- *Draft GTA West Corridor EA Evaluation and Analysis of Preliminary Planning Alternatives* (June 2010)
- *GTA West Corridor EA Area Transportation System Alternatives Report* (April 2010)
- *GTA West Corridor EA Land Use Compilation Map* (December 2009)
- *The Big Move - Metrolinx Regional Transportation Plan* (November 2008)
- *GO 2020 Strategic Plan* (December 2008)
- *Brampton Züm Phase 1 and Phase 2 Maps* (September 2009)
- *York Viva Next System Map* (As of November 2009)
- *Provincial Policy Statement* (MMAH, 2005)
- *Places to Grow: Growth Plan for the Greater Golden Horseshoe* (MPIR, 2006)
- *Greenbelt Plan* (MMAH, 2005)
- *Niagara Escarpment Plan* (MNR, 2005)

- *Oak Ridges Moraine Conservation Plan* (MMAH, 2002)
- *Canadian Environmental Assessment Act* (CEAA, 2004)
- *The Ontario Environmental Assessment Act* (MOE, 1990)
- *The Environmental Bill of Rights* (2006)
- MTO Environmental Reference for Highway Design (October 2006)
- GTA West Corridor Planning & EA Study – Phase 1, Air Quality Assessment Draft Report (May 20, 2010)

A Study brochure and several factsheet hand-outs were also made available to attendees. The factsheets explained such topics as:

- The Ontario Environmental Assessment Process;
- The Canadian Environmental Assessment Process;
- The Greenbelt Plan;
- The Growth Plan for the Greater Golden Horseshoe;
- The Niagara Escarpment Plan;
- The Oak Ridges Moraine;
- The GTA West Study Area – Economic Context; and
- The GTA West Study Area – Transportation Profile.

Copies of the Study brochure and factsheets are included in **Appendix H**.

3.4.3 Attendance / Summary of Comments

A total of 325 members of the public signed the Visitor's Register for the five PICs.

In addition to verbal comments, Project Team representatives encouraged visitors to submit written comments regarding the information presented. Comment sheets were available for members of the public to fill out at the PIC or to send in by the comment deadline (July 26, 2010) by e-mail, fax or mail to the Project Team.

At the PICs, 23 written comment sheets were collected. In addition, 25 comments were received via webform, e-mail, mail and the toll-free number/telephone by the comment deadline. The following is a breakdown of attendance and the number of comments submitted by PIC date/venue:

Date / Location	Recorded Attendance	Written Comments Received
June 14, 2010, Caledon	79	5
June 15, 2010, Woodbridge	30	2
June 16, 2010, Georgetown	128	10
June 22, 2010, Brampton	39	1
June 24, 2010, Guelph	49	5
Total Comment Forms Received at the PIC		23
Total Comment Forms / Comments received via fax, mail, e-mail, webform or the toll-		25

Date / Location	Recorded Attendance	Written Comments Received
free number		
Total	325	48

Public and interest group comments submitted, summarized and organized by theme, are included in **Appendix B**, with the corresponding response that was generally provided. All public comments submitted to which a reply was requested, received a response from the Project Team. These comments and responses are bound under separate cover. All personal information has been removed consistent with the *Freedom of Information and Protection of Privacy Act*.

The following tables summarize the key written and verbal comments, issues and concerns raised during the fourth round of PICs:

Summary of Written Comments Submitted	#
Timeframe / Scope of the Study / Study Process	
• Building a new corridor is contrary to current popular thinking regarding reducing dependence on cars and protecting the environment.	2
• When will alternative alignments and termini locations of the new corridor be available?	1
• When will the refined study area, for Stage 2 – Route Planning, be available?	1
• The study process is too transportation focused. More consideration should be given to other factors (like the environment and community), rather than being focused on decreasing travel time and traffic flow.	1
Transportation Problems	
• The Hamlet of Glen Williams needs protection from traffic flow.	1
Alternatives	
• Like that Alternatives 4-2 and 4-3 have been carried forward (and that Alternatives 4-4 and 4-5 have been screened out)	6
• They won't have an impact on the cultural landscape.	
• They avoid crossing the Niagara Escarpment and Glen Williams/Terra Cotta area.	
• Avoid heritage and conservation areas.	
• Adds credibility to the Greenbelt and Niagara Escarpment designations.	
• Need to build/expand rail/transit/freight infrastructure, particularly before considering new roadways.	5
• Like Alternative 4-2	3
• Keeps traffic flow east of Winston Churchill Blvd.	
• Least damaging to the Town of Halton Hills.	
• Minimizes impacts on natural and agricultural lands.	
• Opposed to Alternative 4-3	3
• Will destroy Class A farmland south of Georgetown.	
• Contrary to the vision in the Town of Halton Hills Official Plan.	
• Will increase development pressure on rural lands.	
• Opposed to Alternative 4-4	3
• Would devastate natural areas in the Niagara Escarpment.	
• Would devastate valuable farmland.	
• Don't connect a new corridor to Highway 401. It's already too congested.	3
• General property concerns – How will a new corridor impact my property/neighbourhood?	2

Summary of Written Comments Submitted	#
• Alternatives 4-2 and 4-3 are short-sighted.	2
• Like Alternative 4-4.	2
• Like Alternative 4-3	2
• A new corridor in/near the Greenbelt will change the character of the area and increase development pressure.	2
• Prefer widening Alternative 3-1 / Widen existing highways before considering new highways.	2
• Using 407ETR should be studied. It is currently under used.	1
• Extend 407ETR to Guelph/Waterloo and/or the USA.	1
• The new corridor needs to be further north, in a less populated area.	1
• Support the Group 1 (Optimize existing network) and Group 2 (New/Improved non-road infrastructure) initiatives.	1
• An east-west corridor is needed east of Highway 400.	1
• The corridor terminus at Highway 400 will result in increased east-west traffic in residential areas east of Highway 400.	1
• Terminate new corridor at Highway 427, not Highway 400.	1
• Alternatives 4-4/4-5 should have been better considered and may be needed beyond 2031.	1
• Like the proposal of encourage speed harmonization.	1
• Taxpayers shouldn't have to pay for the widening/expansion of 407ETR.	1
• Consider a bypass north of Brampton, Georgetown and Caledon.	1
• Base the transportation network on a grid system.	1
• Promote planting of trees along roadways to help reduce snow drifting/black ice development.	1
• Construct proper grade crossings for increased rail traffic.	1
• Create pull-off areas similar to those in Massachusetts and New York States, where drivers can rest and appreciate nature.	1
• Increase truck haulage, with 3 or 4 trailers per truck.	1
• 8-10 or 12 lane highways are dangerous.	1
Environmental Effects / Evaluation of Alternatives	
• Protect recreational areas and trails, particularly the Bruce Trail.	2
• Protect agricultural lands/agricultural operations	1
• The new corridor alternatives are too close to the Greenbelt, Niagara Escarpment, Credit Valley Conservation Area and Terra Cotta Conservation Area	1
• Oppose corridor section between Highways 400 and 427, due to impact on the Greenbelt and other environmentally significant areas.	1
• Protect features of the natural environment	1
• The Project Team shouldn't be constrained by crossing the Niagara Escarpment, and should have better considered crossing it with a new corridor.	1
• Priority seems to have been given to protecting the Niagara Escarpment and conservation lands, with little reference to the effects on people.	1
Public Consultation	
• The PIC displays were clear and informative. Staff at the PICs were helpful and available to answer questions.	2
• Provide duplicate display boards of popular material. Crowds can develop around popular boards making them hard to view.	1
• There was little reference in the presentation to the farming industry south of Georgetown.	1
• Mapping quality on displays was poor.	1
• Summaries of the reports at the reference table should be made available. The	1

Summary of Written Comments Submitted		#
amount of material available was overwhelming.		
Alterations to / Accuracy of Public Information Centre #4 Display Materials		
• Board 16 (Cluster 2 – Transportation Development Strategy): Change wording so that it has a more progressive tone		1
Growth Plan		
• 2031 planning horizon is too short of a planning timeframe.		1
• Growth needs to be balanced with the preservation of the natural environment.		1
Other Studies/ Resources to Consider		
• Highway 7 isn't being widened?		1
• Like transfer ticket pay system used by Brampton Zum.		1
• Consider European case studies before implementation here.		1
General		
• Auto makers are producing too many cars.		1
Requests for Information		
• Request for PIC #4 display materials		5
• Please add me to the mailing list		4
• Request for a PIC #4 comment sheet(s)		2
• Request for maps of Alternatives 4-2 and 4-3		2
• Request for maps of Alternatives 4-1 to 4-5		2
• Request for copies of the PIC #4 brochure		1
• Request for a hardcopy of the "Draft Area Transportation System Alternatives Report (April 2010)"		1

Summary of Verbal Comments Submitted	
Alternatives	
• Where will the corridor be located?	
• General questions of clarification regarding the alternatives presented.	
• Alternatives 4-2 and 4-3 are very similar.	
• General support for Alternative 4-2 – Offers redundancy and improved transportation flow.	
• General support for Alternative 4-3 – Like that it doesn't cross the Niagara Escarpment and Greenbelt.	
• Alternatives 4-2 and 4-3 will bring further negative growth and development to the Halton Hills area.	
• Prefer Alternatives 4-2 and 4-3, particularly because they avoid impacts to Class 1 soils in Wellington County.	
• Alternative 4-3 has higher agricultural/social/community effects than 4-2, and could negatively affect the agricultural industry/rural character of the Halton area.	
• Alternative 4-3 would help drivers to avoid the congestion around Milton and Highway 401.	
• General support for the reasons why Alternatives 4-4 and 4-5 were screened out.	
• General support for the screened out 4-4 and 4-5 alternatives, particularly 4-4.	
• Alternatives 4-2 and 4-3 do not really address the problem, so why bother?	
• A few supported Alternative 4-4 - by not building a corridor to Guelph the Project Team is being short-sighted. It will be needed in the future.	
• General property concerns – Will a new corridor impact my property or development progress?	
• General support for the multi-modal approach.	
• Locating a transportation corridor south of Bolton isn't possible due to current/impending development	

Summary of Verbal Comments Submitted

- Where will the Highway 400 connection be and when will it be built?
- A corridor is needed north of the study area along Highway 9.
- If a corridor has to be built, make use of existing roads such as Kirby Road.
- The Project Team should protect for the extension of Alternative 4-3 to Guelph in the future.
- How will a new corridor affect the Norval area?
- Some believe that the corridor should cross the escarpment and go to Guelph.
- What benefit will the recommended alternatives bring to Guelph?
- Will widening of Highway 401 to 10 lanes, west of the new corridor terminus, provide enough capacity?

Transportation

- The estimate of only needing a new 4 lane corridor is short-sighted. More lanes will likely be required in the long run.
- Bus by-pass lanes on road shoulders – it would be best to not use on pavement with rumble strips and shoulder use in Mississauga is currently very light.
- Support for analyzing truck-only facility
- Why are there constraints associated with widening Highway 407? There seems to be more than enough available space to accommodate the anticipated lanes required.
- Origin-Destination data is needed that shows who will be using the corridor.
- Replace a general purpose lane on Highway 401 now with an HOV lane.
- Alternative 4-3 will likely reduce Georgetown self-containment.
- Recommended alternatives do not offer transit services in Georgetown.
- Transportation improvements are needed in the Town of Erin.
- There is a lack of parking at GO stations.
- When will GO rail service from Bolton to Union Station be available?
- New transportation infrastructure is needed in Bolton.
- Transit service in the Brampton area is lacking, particularly north of Highway 407.
- More passenger rail service is needed.
- Consider building a transitway along Highway 401.
- General interest in the cost and constructability work completed.
- Why are more roads needed? Capacity should be provided on rail, not road infrastructure.
- Concern regarding the level of traffic along County Road 124.
- More goods should be transported by rail to reduce truck traffic.
- Support for MTO's recommendations to integrate transit into the highway system via HOV lanes and transitways

Study Process and Timing

- General questions regarding the timeline and next steps of the study –When will the EA study be finished? When will the final transportation development strategy and new corridor be built out?
- The study process takes too long.
- Who is going to pay for the new corridor?
- Having to wait 10+ years until construction is too long. The corridor is needed now and by the time it is built there will be further congestion issues.

Policy and Other Studies

- Is there a long range outlook beyond 2031?
- General questions and concerns about the HP BATS study.
- Many thought the HP BATS study was initiated by our Project Team, and didn't know it was a municipal initiative.
- Where will the NGTA corridor connect to GTA West?
- Will there be a study for a corridor east of Highway 400 that would connect to GTA West?

Summary of Verbal Comments Submitted

- General questions and concerns about the 407 Transitway study – How often will buses run? Will there be parking available at the transitway stations?
- General questions and concerns about the Highway 427 extension.
- Questions regarding the amount of growth anticipated and if it is a good thing.
- Will development be frozen and/or controls be put into place to protect for a corridor?
- General concerns about the amount of growth in the GTA.
- General questions and concerns about the Hanlon EA, new Highway 7 and Freelon Bypass.
- Support the expansion of Smart Commute program to Guelph and other communities outside GTA and Hamilton.

Environmental

- General support for not crossing the Niagara Escarpment and Greenbelt (and their associated trail systems) with a new corridor.
- Concerns about potential impacts on agricultural lands and countryside character. A new corridor will divide farm operations and promote more growth.
- A new roadway will lead to more growth and have significant environmental effects.
- General concerns about crossing the Humber River Valley and Credit River Valley.
- The nuances of the evaluation weren't clear.
- Concerns about the potential impacts of a new corridor on the sensitive natural areas around Kleinburg.
- By reclaiming old rail lines for rail service, recreational trails may be displaced.
- Grand River Conservation Authority (GRCA) – Like that the corridors avoid sensitive natural features in their jurisdiction.
- Credit Valley Conservation Authority (CVC) – Like the board material and evaluation tables.

General

- The Project Team was complimented on the comprehensive work they have completed.
- The development industry is anxious for us to define a corridor.
- The Project Team didn't assume "peak oil", all the effort and money in the study would be a waste if people are not going to drive because they cannot afford.
- The development industry is anxious for a corridor to be defined.
- The tone/wording used on the display panels wasn't progressive enough. The strategy needs to be more innovative.
- The Project Team should have conducted a sensitivity test assuming "peak oil" conditions.
- There was a general understanding of the rationale for the project.
- Larger mapping with landmarks and more street names are needed.
- How does MTO acquire property?
- MTO needs to better compensate property owners who aren't directly affected by new projects, but whom are nearby and also experience the nuisance effects.
- The amount of material at the PIC was overwhelming.
- Board 2 in Cluster 3 which displays the alternatives carried forward is unclear.

3.5 Consultation with the Community Advisory Group

To assist the Project Team as the Study progresses, a Community Advisory Group (CAG) was formed to provide valuable input on community perspectives. The CAG includes representatives from several stakeholder / interest groups, organizations, and individuals in and around the Preliminary Study Area. The CAG was formed based on applications received during the preparation of the EA Terms of Reference.

On May 4, 2010, a sixth CAG meeting was held. The purpose of that meeting was to present and receive feedback on the preliminary planning alternatives [including initiatives to optimize the existing transportation network (Group 1) and introduce new/improved non-roadway infrastructure (Group 2)], the short-listed transportation alternatives [both potential road widenings / improvements and new transportation corridors (Groups 3 and 4)], and the preliminary assessment of the short-listed alternatives.

The summary notes from this meeting are provided in **Appendix I**.

4. CONSULTATION WITH MUNICIPALITIES AND AGENCIES DURING PUBLIC INFORMATION CENTRE #4

4.1 Municipal Advisory Group

A Municipal Advisory Group (MAG) was formed during the Study's commencement based on the geographic context of the Preliminary Study Area and includes representatives from upper and lower tier municipalities in the Preliminary Study Area.

On May 11, 2010, the fifth meeting of the MAG was held. The purpose of that meeting was to present and receive feedback on the preliminary planning alternatives [including initiatives to optimize the existing transportation network (Group 1) and introduce new/improved non-roadway infrastructure (Group 2)], the short-listed transportation alternatives [both potential road widenings / improvements and new transportation corridors (Groups 3 and 4)], and the preliminary assessment of the short-listed alternatives.

The presentation and summary notes from this meeting are provided in **Appendix J**.

4.2 Regulatory Agency Advisory Group

A Regulatory Agency Advisory Group (RAAG) was formed during the Study's commencement and includes potentially affected federal ministries, provincial ministries, regional agencies (Conservation Authorities) and Transportation Service Providers.

On May 7, 2010, the fifth meeting of the RAAG was held. The purpose of that meeting was to present and receive feedback on the preliminary planning alternatives [including initiatives to optimize the existing transportation network (Group 1) and introduce new/improved non-roadway infrastructure (Group 2)], the short-listed transportation alternatives [both potential road widenings / improvements and new transportation corridors (Groups 3 and 4)], and the preliminary assessment of the short-listed alternatives. This meeting was held as a joint meeting with the Niagara to GTA Corridor Environmental Assessment team.

The presentation and summary notes from this meeting are provided in **Appendix K**.

4.3 Presentations to Upper-Tier Municipal Councils and Committees

The Project Team gave presentations to upper-tier municipal councils and committees from across the Preliminary Study Area to provide an overview of the progress of the Study since PIC #3. Lower-tier municipalities could request presentations by the Project Team however these requests would be entertained if the scheduling was compatible. The Town of Caledon and City of Brampton requested presentations.

The presentations were held as follows:

- Halton Region – Planning and Public Works Committee..... June 16, 2010
- York Region – Planning and Economic Development Committee..... June 16, 2010
- Peel Region – General Committee June 17, 2010
- City of Brampton – Planning and Development Committee..... June 21, 2010
- Town of Caledon – Council..... June 22, 2010

- County of Wellington/City of Guelph* – Council..... June 24, 2010

*The City of Guelph as well as lower-tier municipalities in the County of Wellington were invited to attend the Wellington Council presentation.

The summary notes from these meetings are included in **Appendix L**.

4.4 Other Meetings

The Project Team conducted extensive consultation with a variety of stakeholders prior to the fourth round of consultation. The following is a list of these meetings, the date they were held and their overall purpose:

Date	Meeting	Purpose
January 21, 2010	Niagara Escarpment Commission, Board Meeting	Joint Niagara to GTA and GTA West presentation providing a study progress update.
February 9, 2010	Ontario Power Authority	To discuss coordination opportunities between the GTA West Study and prospective Hydro Corridor study as per the issued agenda.
February 24, 2010	Ontario Power Authority	To further discuss coordination opportunities between the GTA West Study and prospective Hydro Corridor study as per the issued agenda.
April 22, 2010	GTA West and Niagara to GTA Inter-Governmental Provincial Agency Workshop (MTO, MEI, MAH, GO Transit, Metrolinx)	Purpose of the workshop is to present Preliminary Planning alternatives, preliminary assessment of the alternatives developed, discuss potential implementation responsibilities and discuss conformity with existing provincial policies/regulations and coordination with other related provincial initiatives.
May 25, 2010	Halton Transportation Advisory Committee	Presentation and discussion on the Draft Area Transportation Systems Alternatives Report
June 17, 2010	Niagara Escarpment Commission	Provided a study progress update and addressed questions.

5. CONSULTATION WITH FIRST NATIONS

Following PIC #3, MTO continued to engage the following First Nations groups / committees: the Six Nations of the Grand River Territory, the Haudenosaunee Confederacy Council, the Mississaugas of the New Credit First Nation and the Kawartha Nishnawbe First Nations.

A meeting was held with the Six Nations of the Grand River on April 10, 2010 in order to provide an update on the study's progress and discuss the draft framework of the First Nations Existing Conditions Report.

The project team also offered the opportunity to meet with First Nation communities potentially affected by the project at their request.

Letters were sent by MTO to the four First Nations groups on April 21, 2010 informing them of the release of the draft Area Transportation Systems Report. Copies of the letters sent are enclosed in **Appendix M**.

Letters were also sent by MTO to the four First Nations groups on May 26, 2010 inviting them to attend PIC #4 in order to review and comment on the materials presented. Copies of the letters sent are enclosed in **Appendix M**.

Notice of PIC #4 was also advertised in the following weekly newspapers:

1. Turtle Island News	Wed June 2, 2010	Wed June 9, 2010
2. Tekawennake New Credit Reporter	Wed June 2, 2010	Wed June 9, 2010

At PIC #4 a First Nations display panel was presented which outlined the following:

- Six Nations of the Grand River Territory
- Williams Treaty First Nations
- Mississaugas of the New Credit First Nation
- First Nations Considerations
- Active Land Claims around the Preliminary Study Area (as of September 30, 2008)
- First Nations Engagement

A copy of the display panel is enclosed in **Appendix G**.

MTO is committed to engaging First Nations communities throughout the GTA West Study and will continue discussions with First Nations in a manner appropriate to them.

APPENDIX A STAKEHOLDER MAILING LISTS

Stakeholders Consulted Prior to Public Information Centre #4

Government Agencies

- Canadian Environmental Assessment Agency
- Canadian National Rail
- Canadian Pacific Rail
- Conservation Halton
- Credit Valley Conservation Authority
- Department of Fisheries and Oceans
- Department of Indian and Northern Affairs Canada
- Environment Canada
- GO Transit
- Grand River Conservation Authority
- Greater Toronto Airports Authority
- Health Canada
- Hydro One Inc.
- Metrolinx
- Ministry of Agriculture, Food and Rural Affairs
- Ministry of Citizenship and Immigration
- Ministry of Culture – Archaeology
- Ministry of Culture – Heritage
- Ministry of Economic Development and Trade
- Ministry of Energy and Infrastructure – Ontario Growth Secretariat
- Ministry of Health and Long-Term Care – Environmental Health Division
- Ministry of Health and Long-Term Care – Public Health Division
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources – Aurora District
- Ministry of Natural Resources – Guelph District
- Ministry of Natural Resources – Wellington County Stewardship Council
- Ministry of Northern Development and Mines - Corporate Policy Secretariat
- Ministry of Northern Development and Mines – Southern Ontario
- Ministry of Public Infrastructure Renewal – Ontario Growth Secretariat
- Ministry of the Attorney General
- Ministry of the Environment
- Niagara Escarpment Commission
- Ontario Power Authority

- Ontario Power Generation
- Ontario Provincial Police
- Ontario Realty Corporation
- Public Works and Government Services Canada
- Transport Canada
- Toronto Region Conservation Authority

Municipalities

- City of Brampton
- City of Guelph
- City of Mississauga
- City of Vaughan
- Halton Region Health Department
- Peel Region Public Health
- Region of Halton
- Region of Peel
- Regional Municipality of Waterloo
- Town of Caledon
- Town of Erin
- Town of Halton Hills
- Town of Milton
- Township of Centre Wellington
- Township of Guelph / Eramosa
- Township of King
- Township of Mapleton
- Township of Puslinch
- Township of Wellington North
- Wellington County
- Wellington-Dufferin-Guelph Health Unit
- York Region
- York Region Public Health Services

First Nations

- Kawartha Nishnawbe First Nations
- Mississaugas of the New Credit First Nation
- Six Nations of the Grand River Territory
- The Haudenosaunee Confederacy Council

Non-Governmental Organizations

- Aileen Willowbrook Ratepayer's Association
- Architectural Conservancy of Ontario, Guelph & Wellington Branch

Stakeholders Consulted Prior to Public Information Centre #4

- Bayview Country Club Estates Ratepayers Association
- Bayview Fairways Ratepayer's Association
- Bayview Glen Residents' Association
- Belvedere Estates Ratepayers' Association
- The Brampton Board of Trade
- Brampton Economic Development & Public Relations
- Brampton Historical Society
- Brampton Sustainable Community Collaborative
- Brownridge Ratepayers' Association
- The Bruce Trail Association
- The Bruce Trail Conservancy
- Caledon Chamber of Commerce
- Caledon Countryside Alliance
- Caledon East & District Historical Society
- Canadian Automobile Association South Central Ontario
- Canadian Manufacturers and Exporters Ontario Division
- Canadian Trucking Alliance
- The Canadian Urban Institute
- Canadian Urban Transit Association
- Carrying Place Property Owners Association
- Cheltenham Area Residents' Association
- Christian Farmers Federation of Ontario
- Citizens for a Clean Caledon
- Citizens Opposed to Paving the Escarpment
- Coalition of Concerned Citizens
- Coalition on the Niagara Escarpment
- Columbus Trail Residents' Association
- Community Environmental Leadership Programme - Guelph
- Concerned Citizens of King Township
- Concord West Ratepayers' Association
- Credit River Alliance
- Crestwood Springfarm Yorkhill Ratepayers' Association
- Cricklewood Ratepayers' Association
- East Wellington Community Association
- Ecosource
- Escarpment Biosphere Conservancy
- Ferndale Park Cottagers Cooperative Limited
- Friends of Boyd Park
- Friends of the Grand River
- Friends of the Greenbelt Federation
- Friends of Rural Communities and the Environment
- German Mills Ratepayers' Association
- Glen Shields Ratepayers' Association
- Grandview Area Residents' Association
- Gravel Watch Ontario
- Greater Toronto Area Agricultural Action Committee
- Greenspaces for Wellington
- GreenTrans
- Guelph Chamber of Commerce
- Guelph Downtown Board of Management
- Guelph Environmental Network
- Guelph Field Naturalists
- Guelph Historical Society
- Guelph Neighbourhood Support Coalition
- Guelph-Wellington Business Enterprise Centre
- Halton Environmental Network
- Halton Region Federation of Agriculture
- Halton Urban Development Institute
- Halton Hills Chamber of Commerce
- Halton Hills Town Environmental Advisory Committee
- Halton/North Peel Naturalists Club
- Heritage Caledon
- Hike Ontario
- The Hills of Headwaters Tourism Association
- Hillsburgh Snow Roamers
- The Humber Valley Heritage Trail Association
- Humberview Gardens Ratepayers' Association
- Islington Woods Community Association
- Kettleby Village Association
- King City Preserve the Village
- King Rural Ratepayers' Association
- King Township Chamber of Commerce
- Kipling Ratepayer's Association
- Kleinburg & Area Ratepayers' Association
- Kortright Hills Community Association
- Lakeview Estates Ratepayers' Association

Stakeholders Consulted Prior to Public Information Centre #4

- Langstaff Community Association Incorporated
- Leitchcroft Ratepayers' Association
- Maple Landing Ratepayers' Association
- Maple-Sherwood Ratepayers' Association
- Maplewood Ravines Community Association
- Milton Chamber of Commerce
- Milton Heights Landowners Group
- Milton Historical Society
- Milton Ratepayers' Association
- Milton Rural Residents Association
- Milwood Woodend Ratepayers' Association
- Mississauga Board of Trade
- Mississauga Oakridge Ratepayers' Association
- Mississauga Road-Sawmill Valley Drive Ratepayers' Association
- Nature Conservancy of Canada – Ontario Chapter
- Nobleton Alert Residents Association Incorporated
- Nobleton Schomberg District Chamber of Commerce
- Northwest Brampton Landowners Group
- Norval Pit-Stop Community Organization
- Oak Ridges Moraine Foundation
- The Oak Ridges Trail Association
- Oakville Chamber of Commerce
- Ontario Chamber of Commerce
- Ontario Cycling Association
- Ontario Federation of Agriculture
- Ontario Professional Planners Institute
- Ontario Road Ecology Group
- Ontario Society for Environmental Management
- Ontario Trail Riders Association
- Ontario Trails Council
- Ontario Trucking Association
- Palgrave Ratepayers' Association
- Peel Environmental Network
- Peel Federation of Agriculture
- Peel Urban Development Institute
- Pine Grove Ratepayers' Association
- Pinewood Estates Ratepayers' Association
- Ponsonby Ratepayers' Association
- Professional Engineers of Ontario
- Protect our Water and Natural Resources
- Protecting Escarpment Rural Land
- Purpleville Ratepayers' Association
- Puslinch Historical Society
- Puslinch Lake Conservation Association
- Residents for Sustainable Development in Guelph
- Rimwood Estates Homeowners' Association
- Save our Ravines (Halton Hills)
- Save the Oak Ridges Moraine
- Sherwood Forrest Residents' Association
- SHIFT Ontario
- Sonoma Heights Ratepayers' Association
- Terra Cotta Community Centre
- Transport Action – Ontario
- Toronto Bruce Trail Club
- Trout Unlimited Canada
- Upper Credit Field Naturalists
- Valleywood Residents' Association
- Vaughan Chamber of Commerce
- Vaughanwood Estates Homeowners' Association
- Vaughanwood Ratepayers' Association
- Vellore Woods Ratepayers' Association
- Ward One (South) Thornhill Residents Incorporated
- Wellington County Historical Society
- Wellington Federation of Agriculture
- Wellington Society for the Countryside
- West Woodbridge Homeowners' Association
- Whole Village
- Woodbridge Core Ratepayers' Association
- Woodbridge Meadows Ratepayers' Association
- Wycliffe Ratepayers' Association
- York Federation of Agriculture
- York Region Environmental Alliance
- York Urban Development Institute

APPENDIX B
RESPONSES TO PUBLIC / INTEREST
GROUP COMMENTS – KEY THEMES

Theme	Comment	Response
Preliminary Study Area	Expand the Preliminary Study Area east of Highway 400.	The purpose of the GTA West Corridor Environmental Assessment (EA) Study is to proactively plan for future infrastructure needs by examining long-term transportation problems and opportunities to the year 2031 and considering options to provide better linkages between Urban Growth Centres within the GTA West Corridor EA Preliminary Study Area as identified in the Growth Plan, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. While the study modeling and forecasting work did include the transportation network on the east side of Highway 400, and the entire Greater Golden Horseshoe, corridor connections east of Highway 400 are outside of the scope of the current study. There are significant constraints east of Highway 400 due to concentrated development along the Yonge Street corridor and the presence of the Oak Ridges Moraine. The Ministry of Transportation (MTO) currently does not have plans to pursue a GTA East Study.
Preliminary Study Area / Study Process	When will the Preliminary Study Area be refined? When will the new transportation corridor mapping be narrowed and a specific route selected?	This will be done as the study progresses. The first step will be to establish a Preliminary Route Planning Study Area for Stage 2 – Route Planning and Preliminary Design. This will be done to identify an area where a reasonable range of alternatives could be generated and evaluated. This study area will vary in width depending on local conditions. In some areas it could be as wide as 7-8 km. In other areas it could be as narrow as 1 km. Once this area is established, specific route alternatives can be generated and evaluated. The bulk of this work will occur as a part of EA Stage 2 after the Recommended Transportation Development Strategy is finalized. This Transportation Development Strategy Report will be made available for stakeholder review in late 2010.
Timeframe	This Study should be completed as soon as possible. Transportation solutions are needed now to address transportation problems currently being experienced.	The Ministry of Transportation is committed to undertaking the Study in a timely manner while meeting the requirements of the Ontario <i>Environmental Assessment Act</i> . This includes providing opportunities for public consultation throughout the process.
Alternatives	Prefer a rail / transit /	The Project Team used a building-block approach when developing the

Theme	Comment	Response
	transportation demand management solution.	<p>various alternatives which considered optimizing the existing transportation network and new / expanded non-road infrastructure (such as public transit and rail) prior to the consideration of widening / improving / building new road infrastructure. This approach gives full consideration to those transportation improvement techniques that have the least physical impact (optimization and new / expanded non-road infrastructure) and then, if future needs aren't entirely met, considers further techniques where more infrastructure would be required (widening / improving / building new road infrastructure). With full use of optimization techniques and new / expanded non-road infrastructure initiatives in the Preliminary Study Area in addition to Metrolinx' Regional Transportation Plan and GO2020 Transit Strategic Plan, a further 4% reduction in auto demand could be achieved along with a 10% reduction in longer distance truck demand. Road widening (Group 3) and new corridor (Group 4) alternatives were thus still found to be required in order to address the remaining 2031 future capacity needs in the study area.</p> <p>The Province is currently planning many transit initiatives in the Preliminary Study Area that were recommended by GO Transit as a part of the GO 2020 Strategic Plan and by Metrolinx as a part of the Regional Transportation Plan. All of the transit improvements recommended by GO Transit and Metrolinx have been incorporated as a part of the base network for this Study. More details on these improvements can be viewed on the GO Transit website at www.gotransit.com or Metrolinx Regional Transportation Plan at www.metrolinx.com/thebigmove.</p> <p>The draft Transportation Development Strategy has identified ways to improve freight movement by rail, through supporting the following actions:</p> <ul style="list-style-type: none"> • Removal of constraints to improve freight and passenger rail operations and increase utilization; • Coordinate with CN Rail, CP Rail and Metrolinx to identify freight rail / passenger rail conflict points; • Support potential future initiatives to remove freight rail / passenger rail conflicts;

Theme	Comment	Response
		<ul style="list-style-type: none"> • Provide grade separations at key road / rail crossings; and • Support the Ontario-Quebec Continental Gateway strategy.
Alternatives	Consider transportation solutions that have been implemented in other Provinces or internationally to ensure all reasonable and innovative transportation solutions are examined.	The Project Team has considered relevant transportation studies and how other jurisdictions deal with transportation issues, including current transportation planning occurring out-of-province and internationally. Our Project Team includes an extensive group of specialists that are familiar with similar initiatives elsewhere in the world.
Alternatives	Concern regarding the location of the Group 4 alternatives.	The representative Group 4 (New Transportation Corridors) alternatives shown are intended to illustrate possible end points and potential connections to the transportation network. Specific route locations/alignments of these illustrative alternatives, the detailed effects (advantages and disadvantages), as well as the selection of the Preferred Alternative(s) will be examined in more detail in subsequent steps of the EA Process.
Alternatives	Why were Alternatives 4-4 and 4-5 not carried forward? A new corridor to Guelph through the Niagara Escarpment would be beneficial.	Upon evaluation and analysis, Alternatives 4-2 and 4-3 were found to provide better overall benefits and less impact when compared to the other alternatives, and were therefore recommended to be carried forward for further examination. Alternatives 4-2 or 4-3 have both been found to be able to address the transportation demands west of Milton through widening of Highway 401, while avoiding the significant effects and costs associated with impacts to agricultural lands, cultural features, and crossing the Niagara Escarpment, Greenbelt and other environmentally sensitive features.
Alternatives	Why were the widening alternatives not carried forward? They won't have as big an impact on the natural environment as a new corridor.	The Project Team considered road widening (Group 3) and new corridor (Group 4) alternatives. Upon analysis and evaluation using factors and criteria relating to the natural environment, social environment, cultural environment, economy, transportation, as well as cost and constructability, Group 3-1 was found to be least preferred when compared to the Group 4 new corridor alternatives. Widening existing highways was found to be more costly to construct, would have severe constructability issues, a

Theme	Comment	Response
		<p>severe negative impact on the 407 Transitway, and would result in local community and economic impacts associated with major traffic disruption and delay during construction. The Group 3-1 alternative also did not best address the operational issues within the Preliminary Study Area.</p> <p>We do acknowledge that the Group 4 alternatives have higher natural environment effects than the Group 3 alternatives. That has been recognized and considered in the evaluation. Group 3-1 was identified as most preferred from a Natural Environment and Cultural perspective and similar to some of the Group 4 alternatives from an economic perspective. However, Group 3-1 has higher Land Use/Social impacts, does not perform as well from a transportation perspective and has some significant constructability challenges. Given these issues, Group 3-1 was not carried forward for further consideration. More detailed information on the evaluation of alternatives and rationale for the preferred alternatives (as presented at PIC 4) will be available in the draft Transportation Development Strategy Report.</p>
Alternatives	A corridor connection between Highway 400 and Highway 427 passes almost entirely through lands designated as Greenbelt and encompasses environmentally significant areas.	<p>Forecasts for the GTA West Preliminary Study Area show substantial growth to 2031: population and employment are expected to more than double between 2001 and 2031, including growth of more than 1 million people and more than 450,000 jobs. As a result of this population and employment growth, 2031 travel demand is expected to increase and will be accommodated through the several means of transportation improvements that are proposed, including new highway. It has been demonstrated that even with a multi-modal solution to providing for future travel demands, this projected rise in traffic volumes is anticipated to be accompanied by worsening congestion and travel conditions during peak periods and throughout the day, particularly on Highways 401, 400, 427 and 410. 407 ETR is also anticipated to operate with major congestion between Highways 400 and 427. We reiterate that this future roadway congestion is expected even with the significant investment in transit recommended in the Metrolinx Regional Transportation Plan, highway improvements already planned by MTO and area municipalities, and the Group 1 and Group 2 initiatives recommended in the draft Transportation</p>

Theme	Comment	Response
		<p>Development Strategy developed by the Project Team.</p> <p>Without additional highway improvements to compliment the investment in transit infrastructure, the projected increase in congestion on the highways in the study area is forecast to:</p> <ul style="list-style-type: none"> • impact commuter travel resulting in increased travel times between Urban Growth Centres in the Study Area (i.e +15% - Vaughan to Milton, +20% Brampton to Vaughan, +35% Milton to Vaughan, and +40% Guelph to Vaughan); • impact tourist travel with Highway 401, through Mississauga, representing a key bottleneck between Southwestern Ontario and the Niagara area and Eastern Ontario, Toronto, and Cottage Country to the north of the GTA; and • increase travel delays and unpredictability in travel times for goods movement into and through the GTA, which will have negative impacts on the competitiveness of the GTA and the broader Southern Ontario region and limit our ability to retain and attract new industry that depends on access to major highways, ports and rail terminals. <p>The major highways in York and Peel Regions, for example, are all forecast to be operating over capacity by 2031 even with the significant investments in transit noted above. Highways 401, 400, 427 and 410 were all identified as needing additional capacity to accommodate the project growth in these communities, with or without the proposed GTAW corridor. Impacts related to inter-regional traffic (autos and trucks) using municipal roads are also forecast to increase significantly by 2031, and many stakeholders noted that this trend is already beginning to cause problems in many communities. Much of the diversion in longer distance trips to municipal roads within the GTAW Study Area can be traced back to recurring congestion on Highway 401, including congestion at the Highway 401/400 interchange. Given these problems, the Project Team fully examined a number of alternatives, including modal alternatives and road widening alternatives, prior to recommending new corridor infrastructure.</p>

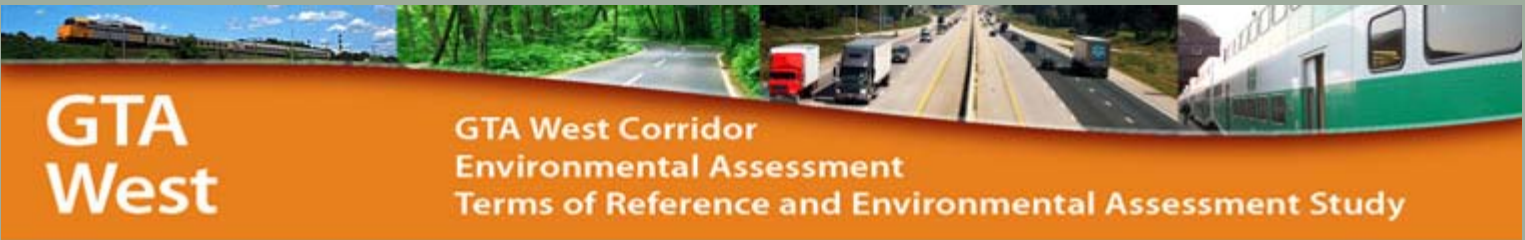
Theme	Comment	Response
		<p>As a part of the proposed Transportation Development Strategy that will result from this part (Stage 1) of the EA study, a route planning study area will be identified to allow for a reasonable range of route alternatives to be generated and evaluated. It is recognized that this will include some Greenbelt areas that extend across the study area (in a north-south direction). Impacts to these areas will be minimized where possible during the generation / evaluation of route planning alternatives in the next stage of the EA (EA Stage 2). In addition specific design mitigation measures will be developed, in accordance with MTO Standards and Practices and other current best practices, to further reduce potential negative effects. For wildlife these measures could include careful design of valley and watercourse crossings to maintain wildlife movement opportunities, provision of dedicated wildlife passages and associated funnel fencing to direct animals to safe crossings (under bridges or culverts). This approach has been taken the recent 407 East Completion EA and Preliminary Design Project as well as the current Highway 69 Twinning projects. For fisheries, effort will be made to design crossings of sensitive fisheries watercourses in an effort to minimize disruption to fish habitat (for example, avoid or minimize the need for in-water work) and maintain natural stream processes (fluvial geomorphology). The work completed during EA Stage 2 will also be supported by environmental field work that will include identifying locations of the most sensitive features within these designated areas.</p>
Environmental Effects	Generally concerned about environmental effects.	<p>The GTA West Study is an environmental planning process, required by law, to ensure the Ministry of Transportation (MTO) examines alternative ways of addressing transportation problems and opportunities in selecting a preferred alternative. When considering alternatives, MTO is required to consider the advantages and disadvantages of the various alternatives on the natural, socio-economic and cultural environments. The evaluation process was designed to select an alternative that avoids, minimizes or prevents adverse effects to significant environmental features, including land use, natural, socio-economic and cultural features, to the extent</p>

Theme	Comment	Response
		<p>possible.</p> <p>The Project Team has compiled a <i>Draft Overview of Environmental Conditions and Constraints Report (July 2008)</i> which documents the existing environmental conditions and constraints within the Preliminary Study Area. As the EA Study progresses more detailed environmental investigations will be undertaken. The <i>Draft Overview of Environmental Conditions and Constraints Report</i> is available on the project website at www.gta-west.com.</p>
Environmental Effects	Protect the Greenbelt, the Oak Ridges Moraine, Niagara Escarpment and other conservation areas.	<p>The EA process being followed by the GTA West Project Team is designed to carefully consider potential impacts to environmental features including the Niagara Escarpment, Greenbelt, Oak Ridges Moraine and other conservation areas during the generation and evaluation of alternatives.</p> <p>The results of the evaluation determined that while Alternatives 4-2 and 4-3 will result in new footprint impacts to some previously undisturbed areas, these alternatives have fewer impacts to sensitive designated lands and their impacts are considered relatively moderate and mitigable (particularly when compared to Alternatives 4-4 and 4-5 which result in a new escarpment crossing and significant encroachment into the Greenbelt). Impacts to natural areas will be minimized where possible during generation / evaluation of route planning alternatives in the next stage of the EA. The next EA study stage will also be supported by environmental field work that will include identifying locations of the most sensitive features within these designated areas.</p>
Environmental Effects	Concern about increased development pressure along any new corridor located in Greenbelt lands.	If a new corridor is located within the Greenbelt, limited highway access and proper land use policies can discourage development pressure for lands adjacent to the new corridor.
Environmental	Protect natural recreation areas	The Project Team has compiled a <i>Draft Overview of Environmental Conditions and Constraints Report (July 2008)</i> which documents the

Theme	Comment	Response
Effects	(i.e. The Bruce Trail, rural hiking trails)	<p>existing environmental constraints within the Preliminary Study Area, including a recreation and trail map (Exhibit 4-7). The <i>Draft Overview of Environmental Conditions and Constraints Report</i> is available on the project website at www.gta-west.com.</p> <p>As we move forward in the study we will begin gathering further detailed information on trail networks within the study area. This information will be used primarily in Stage 2 of the EA (Route Location) when the preferred alignment and right-of-way requirement for a new corridor will be determined. At that stage the Project Team will consider all trails and will develop mitigation measures to ensure trail connectivity, if impacts are anticipated.</p>
Environmental Effects	Protect agricultural lands and the interests of farmers and rural landowners.	<p>The study maintains as an underlying principle to protect prime agricultural lands to the extent possible which is consistent with the provincial policy direction in the <i>Growth Plan (2006)</i> and <i>Greenbelt Plan (2005)</i>. Each of the road widening and new corridor alternatives were assessed based on a number of evaluation criteria, such as natural environment (including agriculture and rural land use), social environment, cultural environment, economic, transportation performance and cost and constructability. Alternatives 4-2 and 4-3 were found to provide better overall benefits and less impact as compared to the other alternatives, and were therefore recommended to be carried forward for additional analysis.</p> <p>The additional analysis of these corridor options will allow us to look more closely at the specific potential effects associated with these two options including specific effects to land-use, the agricultural community and natural environment in order to make a more informed decision.</p>
Growth Plan	General doubt about the predicted growth figures in the Growth Plan.	<p>The Greater Golden Horseshoe is one of the fastest growing regions in North America. The <i>Growth Plan</i> is a 25-year plan that sets out a vision and strategic policy direction for managing growth in the Greater Golden Horseshoe. The population and employment projections and distributions that have been developed by the Project Team are consistent with the policy objectives of the <i>Growth Plan</i> and have been developed in</p>

Theme	Comment	Response
		consultation with the Ministry of Public Infrastructure and Renewal, Ministry of Municipal Affairs and Housing and the municipalities within the Preliminary Study Area.
Growth Plan	The planning horizon of 2031 is too short of a planning timeframe.	We recognize the challenge to balance the need for planning for longer terms and the need to have reliable forecast information regarding growth patterns. It is particularly important to strike the right balance in order to make informed decisions when planning for major infrastructures. The planning horizon and the growth level in the GTA West Corridor Study are consistent with the <i>Growth Plan</i> which provides the growth targets and the associated growth management policies for the year 2031.
Growth Plan	Discourage the propagation of urban sprawl.	This study was initiated to support the policy directions of the Province's <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> , which was designed specifically to direct growth to built-up areas, where the capacity exists to accommodate the expected population and employment growth. Subsequently, the focus of this EA study has been to provide better transportation linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area identified in the Growth Plan (including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre) through an integrated system of transportation modes characterized by efficient public transit, a highway system for moving people and goods with good access to intermodal facilities, airports and transit hubs.

**APPENDIX C
CURRENT CONTENT OF THE
PROJECT WEBSITE**



GTA West

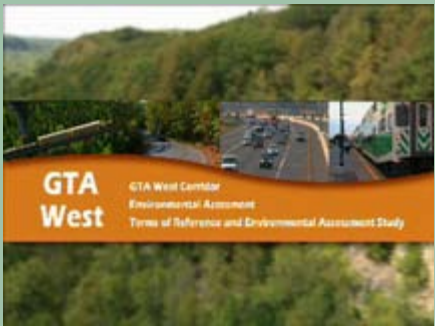
GTA West Corridor Environmental Assessment Terms of Reference and Environmental Assessment Study

- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- LINKS
- CONTACT US



The fourth round of Public Information Centres was held in June 2010. For more information please visit the [Consultation and Outreach](#) page.

GTA West Corridor Environmental Assessment Study Video



[High Resolution](#)
[Low Resolution](#)

Welcome

The Ontario Ministry of Transportation (MTO) has initiated an Environmental Assessment (EA) Study for the GTA West Corridor. This website provides interested parties with access to information and access to the Project Team that is carrying out the EA Study.

To proactively plan for future infrastructure needs, MTO has commenced the formal EA process to examine long-term transportation problems and opportunities to the year 2031 and consider alternative solutions to provide better linkages between *Urban Growth Centres* in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre as identified in the *Growth Plan*.

The GTA West Corridor EA Terms of Reference (ToR), approved by the Ontario Minister of the Environment on March 4, 2008, outlines the EA study framework and the minimum considerations that will be followed in completing the EA. Additional information on the EA process can be found on the [Study Process](#) page.

We encourage you to review the contents of this website and provide us with your feedback. Details on public consultation activities to be undertaken and how you can participate will be included in the [Consultation and Outreach](#) section of this website.

Currently we draw your attention to the [Background](#), [Frequently Asked Questions \(FAQ\)](#), [Consultation & Outreach](#) and [Maps and Reports](#) sections of this site.

If you wish to be added to our mailing list or submit comments or questions please go to the [Contact Us](#) section of this website.

Project Schedule	Project Contacts	Upcoming Events
<p>To view the current list of meetings and events, and project tasks please visit the Consultation & Outreach page.</p>	<p>The Project Team will be seeking public input on project and community issues throughout the duration of the study. Updates on study progress and consultation activities will be provided.</p> <p>Persons interested in being placed on the contact list for this study are encouraged to contact us.</p> <p>If you know someone who may also be interested in participating but does not have access to a computer, please share</p>	<p>The fourth round of Public Information Centres was held in June 2010. For more information please visit the Consultation and Outreach page.</p>

this
information with them.

018526

HOME

BACKGROUND & PURPOSE

STUDY PROCESS

SCHEDULE

CONSULTATION & OUTREACH

NEWSLETTERS & FACT SHEETS

MAPS & REPORTS

EA LEGISLATION

FAQ

THE MEDIA PAGE

CONTACT US

- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- LINKS
- CONTACT US

WHAT'S
NEW

Background and Purpose

Over the last several decades Central Ontario has evolved from a Toronto-based employment centre to a large geographic region with many centres of economic activity and concentrations of employment and population. Travel demand is now more dispersed, with travel occurring between many employment areas and residential areas within and outside the Greater Toronto Area (GTA). Future population and employment growth in major urban centres will result in an increase in travel demand for both people and goods movement between these centres that are spread across the Greater Golden Horseshoe (GGH).

To meet the challenges of future growth in the GGH, the Province released the [Growth Plan for the Greater Golden Horseshoe](#) in February 2006. The **Growth Plan** outlines a set of policies for managing growth and development and guiding planning decisions in the GGH over the next 30 years. A GTA West Corridor is identified in the Growth Plan as part of the policies for infrastructure to support growth.

Prior to approval of the Province's *Growth Plan for the Greater Golden Horseshoe* (February 2006), a number of studies, including MTO's *Central Ontario Strategic Transportation Directions* (Draft 2002) indicated that MTO should examine the long-term transportation needs to address a number of areas including future growth in the GTA from Highway 400 westerly to the Guelph area. The GTA West Corridor, identified in the *Growth Plan* as a "Future Transportation Corridor", represents a strategic link between the *Urban Growth Centres* in the west of the GTA such as Downtown Milton, Brampton City Centre, Vaughan Corporate Centre and Downtown Guelph.

As economic activities in the Greater Golden Horseshoe evolve from a Toronto Central Business District based condition to an economy of multiple centres, the Guelph Kitchener/ Waterloo Cambridge triangle is becoming an important area in addition to Downtown Toronto and the several economic centres that surround it.

The concentration of population and employment in the Guelph Kitchener/ Waterloo Cambridge triangle introduces new transportation challenges in the western portion of the Greater Golden Horseshoe. It is important that these economic centres be better linked. This is true not only for the continuing needs of commuter travel which provide the economic workforces, but also for the increasing needs of goods movement between these centres.

In meeting the challenges as described above, it is important that MTO take a comprehensive and long-term approach in planning for future transportation infrastructure. The study will reflect the government policy objectives as outlined in the *Growth Plan*. These policy objectives call for a transportation network that links *Urban Growth Centres* through an integrated system of transportation modes characterized by efficient public transit, a highway system for moving people and goods with improved access to intermodal facilities, international gateways (e.g. border crossings), airports and transit hubs.

In addition, the following provincial, federal, regional and local policy documents will help to establish the policy framework within which transportation problems and opportunities and potential solutions will be identified as part of the study:

- *Growth Plan for the Greater Golden Horseshoe*, Ministry of Public Infrastructure Renewal, February 2006;
- *Greenbelt Act and Greenbelt Plan*, Ministry of Municipal Affairs and Housing, February 2005;
- The new *Provincial Policy Statement* (March 1, 2005);

- *Central Ontario Strategic Transportation Directions*, MTO, (Draft) February 2002;
- *Southwest Ontario Strategic Transportation Directions*, MTO, (Draft) February 2002;
- Official Plans applicable to area municipalities;
- *Straight Ahead – A Vision for Transportation in Canada*, Transport Canada, February 2003;
- *Niagara Escarpment Plan* (June 2005); and,
- *Oak Ridges Moraine Conservation Plan* (2002).

Metrolinx recently released a draft Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton area. MTO is using the 25-year plan from the draft RTP to assist with the development of future travel demand in the GTA West Corridor Study. Metrolinx is planning to present the final RTP to the Province in late Fall 2008, following public consultations in late October 2008. MTO will revisit the network assumptions used in the EA study once the RTP is finalized.

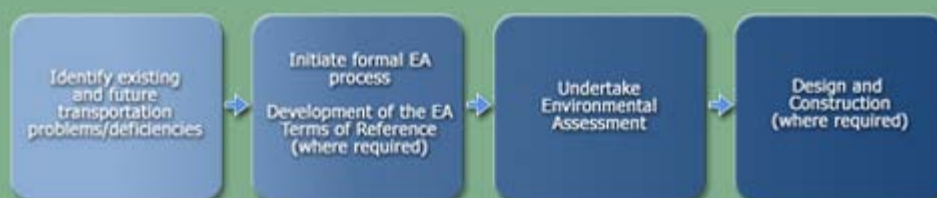
The purpose of this EA study is to examine long-term transportation problems and opportunities to the year 2031 and consider alternative solutions to provide better linkages between *Urban Growth Centres* in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre, as identified in the *Growth Plan*. The Preliminary Study Area is available to download on the [Maps and Reports](#) page of this website.

- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- LINKS
- CONTACT US

WHAT'S
NEW

Study Process

Major infrastructure projects in the province of Ontario are planned using a similar process. MTO undertakes the following process in planning complex transportation projects:



MTO has initiated the GTA West Corridor EA Study, which is being carried out in the context of the *Growth Plan for the Greater Golden Horseshoe*.

As a first step in the formal EA process, a Terms of Reference (ToR) was prepared and submitted to the Ministry of the Environment, setting out a framework to guide the preparation of the EA. The ToR was approved on March 4, 2008.

The Environmental Assessment is currently underway, and will involve a two-staged approach:

Stage 1:

- Identify Transportation Problems and Opportunities
- Screen Modal Alternatives and Assemble Combinations
- Evaluate Transportation System Alternatives
- Select a Preferred Transportation Strategy

The following schematic outlines how the potential transportation system alternatives will be developed.



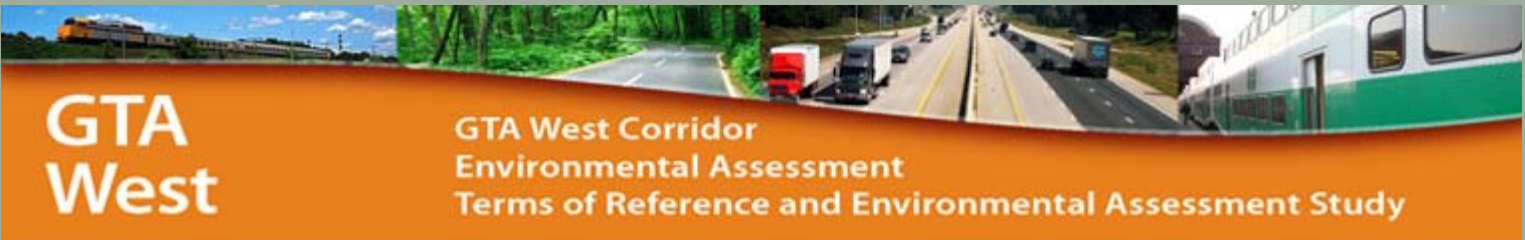
Stage 2*:

- Refine the Study Area and Identify Significant Study Area Features
- Generate and Assess Alternative Transportation Methods
- Evaluate and Select the Preferred Transportation Method(s)
- Develop Concept Designs and Proposed Mitigation
- Submit EA Report

* If the Preferred Transportation Strategy identifies transportation projects under the jurisdiction of MTO. Otherwise, projects to be recommended to others.

Further information on the Ontario Environmental Assessment Act, can be found on the [EA Legislation](#) page of this website.

[HOME](#)
[BACKGROUND & PURPOSE](#)
[STUDY PROCESS](#)
[SCHEDULE](#)
[CONSULTATION & OUTREACH](#)
[NEWSLETTERS & FACT SHEETS](#)
[MAPS & REPORTS](#)
[EA LEGISLATION](#)
[FAQ](#)
[THE MEDIA PAGE](#)
[CONTACT US](#)



GTA
West

GTA West Corridor
Environmental Assessment
Terms of Reference and Environmental Assessment Study

- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- LINKS
- CONTACT US

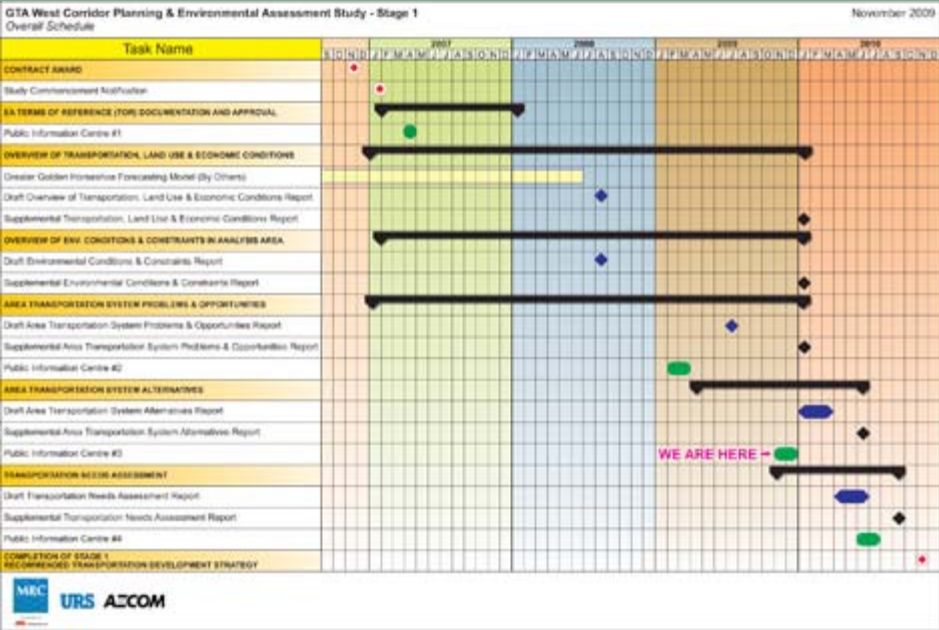


Schedule

The complete study schedule for the GTA West Corridor Environmental Assessment Study can be seen below.

The Terms of Reference for the study was approved on March 4, 2008. The study is currently in the first stage of the Individual EA process. The completion date for EA Stage 1 is anticipated for Spring 2010.

Overall Study Schedule



- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- CONTACT US

- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- LINKS
- CONTACT US

WHAT'S
NEW

Consultation and Outreach

Public Consultation and Outreach

- [Notices](#)
- [Consultation Record](#)
- [Public Information Centres](#)
- [Community Advisory Group](#)
- [Ongoing Consultation](#)

Stakeholder Consultation and Outreach

- [First Nations](#)
- [Municipal Advisory Group](#)
- [Regulatory Agency Advisory Group](#)
- [Transportation Service Providers, & Business and Commercial Stakeholders](#)

Public Consultation and Outreach

Notices

- [Notice of Study Commencement \(January 2007\)](#)
- [Public Information Centre \(Round\) #1 \(April 2007\)](#)
- [Notice of Additional Public Information Centre \(April 2007\)](#)
- [Notice of Submission of the Terms of Reference \(June 2007\)](#)
- [Notice of Approval - Terms of Reference - Amended \(July 2007\)](#)
- [Public Information Centre \(Round\) #2 \(March 2009\)](#)
- [Public Information Centre \(Round\) #3 \(November/December 2009\)](#)
- [Public Information Centre \(Round\) #4 \(June 2010\)](#)

Consultation Record

The Consultation Record has been prepared as required under section 6(3) of the *Ontario Environmental Assessment Act* whereby a "description of the consultation by the proponent and the results of the consultations" in preparation of the ToR must be appended to the ToR document as part of the submission to the Minister of the Environment for approval.

The Consultation Record is available to download on the [Maps and Reports](#) page of this website. Click [here](#) for a list of local libraries and Municipal Clerks offices in the Preliminary Study Area where hard copies of the Consultation Record have been made available.

Public Information Centres (PICs)

The fourth round of Public Information Centres was held in June 2010. Five PICs were held in locations across the Preliminary Study Area. The PICs were conducted as a drop-in format from 4:00 p.m. to 8:00 p.m. on each of the five nights. In addition, brief presentations were provided each night at 5:00 p.m. and 7:00 p.m. to provide a study overview. The purpose of the PICs was to provide members of the public with an opportunity to review and comment on the draft multi-modal Transportation Development Strategy for the GTA West Corridor. The PICs were held as follows:

Public Information Centre #4			
Date	Location	Venue	Time
Mon. June 14, 2010	Caledon	Brampton Fairgrounds Hall 12942 Heart Lake Road	4:00 to 8:00 p.m.
Tues. June 15, 2010	Woodbridge	Le Jardin Special Events Centre Venetian Room 1/3 and Salon 8440 Highway 27	4:00 to 8:00 p.m.
Wed. June 16, 2010	Georgetown	Mold-Master Sportsplex Ice Pad A 221 Guelph Street	4:00 to 8:00 p.m.
Tues. June 22, 2010	Brampton	Snelgrove Community Centre Auditorium 11692 Hurontario Street	4:00 to 8:00 p.m.
Thurs. June 24, 2010	Guelph	River Run Performing Arts Centre Canada Company Hall 35 Woolwich Street	4:00 to 8:00 p.m.

The material presented at the PICs included:

[PIC #4 Display Boards](#) (PDF / 2MB)

[PIC #4 Study Brochure](#) (PDF / 5MB)

The GTA West Project Team held the third round of Public Information Centres in November/December 2009. Four PICs were held in locations across the Preliminary Study Area. The PICs were conducted as a drop-in format from 4:00 pm to 8:00 pm on each of the four evenings. It provided members of the public with an opportunity to review and comment on the transportation alternatives under consideration in the GTA West Corridor with the Project Team. The PICs were held as follows:

Public Information Centre #3			
Date	Location	Venue	Time
Mon. Nov 30, 2009	Guelph	River Run Performing Arts Centre Canada Company Hall 35 Woolwich Street	4:00 to 8:00 p.m.
Thurs. Dec 3, 2009	Georgetown	Mold-Master Sportsplex Alcott Hall 221 Guelph Street	4:00 to 8:00 p.m.
Tues. Dec 8, 2009	Caledon	Brampton Fairgrounds Hall 12942 Heart Lake Road	4:00 to 8:00 p.m.
Thurs. Dec 10, 2009	Woodbridge	Le Jardin Special Events Centre Le Parisien Room 8440 Highway 27	4:00 to 8:00 p.m.

The display material presented at the PICs included:

[PIC #3 Display Boards](#) (PDF / 4MB)

[Study Brochure](#) (PDF / 560KB)

A Consultation Record for PIC #3 has been prepared and is available to download on the [Maps and Reports](#) page of this website.

The GTA West Corridor EA Study Project Team held the second round of Public Information Centres (PICs) in March 2009. Five PICs were held in locations across the

Preliminary Study Area. The Public Information Centre was conducted as a drop-in format from 4:00 pm to 8:00 pm on each of the five evenings. It provided members of the public with an opportunity to review and discuss the problems and opportunities within the GTA West Corridor with the Project Team. The PICs were held as follows:

Public Information Centre #2			
Date	Location	Venue	Time
Wed. March 4, 2009	Guelph	River Run Performing Arts Centre Canada Company Hall 35 Woolwich Street	4:00 to 8:00 p.m.
Thur. March 5, 2009	Caledon	Brampton Fairgrounds Hall 12942 Heart Lake Road	4:00 to 8:00 p.m.
Mon. March 9, 2009	Georgetown	Mold-Master Sportsplex Alcott Hall 221 Guelph Street	4:00 to 8:00 p.m.
Wed. March 11, 2009	Woodbridge	Le Jardin Special Events Centre Venetian Room 8440 Highway 27	4:00 to 8:00 p.m.
Thur. March 12, 2009	Brampton	Pearson Convention Center Hall C 2638 Steeles Avenue East	4:00 to 8:00 p.m.

The display material presented at the PICs included:

- [Cluster 1: Welcome and PIC #2 Summary](#)
- [Cluster 2: Study Background & Existing Conditions](#)
- [Cluster 3: Predicting Future Transportation Conditions](#)
- [Cluster 4: Future Transportation Problems](#)
- [Cluster 5: Next Steps](#)
- [First Nations](#)
- [Community Advisory Group](#)
- [Study Brochure](#)

A video was produced as part of the GTA West Corridor Environmental Assessment Study that was used at the Public Information Centres to help orient attendees to the project details. The video can be viewed online:

GTA West Corridor Environmental Assessment - Terms of Reference and Environmental Assessment Study Video ([High Res.](#) - [Low Res.](#))

A Consultation Record for PIC #2 has been prepared and is available to download on the [Maps and Reports](#) page of this website.

The GTA West Corridor EA Study Project Team held the first round of PICs in April and May 2007. Five PICs were held in locations across the Preliminary Study Area. The Public Information Centre was conducted as a drop-in format from 4:00 pm to 8:00 pm on each of the five evenings. It provided members of the public with an opportunity to review and discuss the draft Terms of Reference with the Project Team. The meetings were held as follows:

Public Information Centre #1			
Date	Location	Display Material	Summary
Mon. April 16, 2007	Brampton	PIC Display Material (PDF / 3MB)	PIC Summary Report (PDF / 3MB)
Wed. April 18, 2007	Vaughan	Existing and Proposed Development (PDF/ 1MB)	
Mon. April 23, 2007	Guelph	Existing Designated Features (PDF/ 1MB)	
Tues. April 24, 2007	Georgetown	Existing Drainage System (PDF/ 1MB)	
Tues. May 8, 2007	Caledon	Existing Land Use Policy Areas (PDF/ 1MB)	
		Existing Major Transportation Infrastructure (PDF/ 3MB)	
		Preliminary Study Area (PDF/ 2MB)	

Community Advisory Group (CAG)

A Community Advisory Group has been formed. This group includes representation from major stakeholder groups, organizations, and individuals in and around the Study Area. Applications for participation on the CAG are still being accepted. If you would like to be considered for participation on the CAG, please refer to the [Community Advisory Group Application Form](#). Additional information on the CAG will be posted at this location as it becomes available.

Ongoing Consultation

Consultation activities are being held as required throughout the EA Study. These activities facilitate additional dialogue and respond to outstanding concerns and issues that may arise during the EA process. Additional details will be provided in advance of these study events.

On June 23rd, 2008 and June 26th, 2008 Transportation Demand Forecasting Information Sessions were held in Guelph and Caledon, respectively. Invitations were provided to all on the study contact list. The Information Sessions focused on providing a generally non-technical overview of how transportation forecasting will be conducted and how it is related to the identification of transportation problems and opportunities.

The presentation material for the Information Sessions and a summary of the meeting can be viewed by clicking on the following link:

[Transportation Demand Modelling Information Session presentation](#)
[Transportation Demand Modelling Information Session summary](#)

A [video](#) of the presentation has also been prepared. Audio commentary from the presenters at the meeting has been provided to guide you through the information presented.

Stakeholder Consultation and Outreach

First Nations

First Nations within the GTA West Preliminary Study Area are being engaged throughout the study process.

Municipal Advisory Group (MAG)

Based on the geographic context of the Preliminary Study Area, the City of Guelph, County of Wellington, and Regions of Halton, Peel and York (including lower tier municipalities) are represented on the municipal advisory group and are being consulted throughout the duration of the EA Study.

The notes of MAG meetings can be viewed by clicking on the following link(s):

- [MAG Meeting #1 Notes, March 6 2007](#)
- [MAG Meeting #2 Presentation, February 3 2009](#)
- [MAG Meeting #2 Notes, February 3 2009](#)
- [MAG Meeting #3 Presentation, June 24 2009](#)
- [MAG Meeting #3 Notes, June 24 2009](#)
- [MAG/RAAG Meeting #4 Presentation](#)
- [MAG Meeting #4 Notes, November 3 2009](#)
- [MAG/RAAG Meeting #5 Presentation](#)
- [MAG Meeting #5 Notes, May 11, 2010](#)

Regulatory Agency Advisory Group (RAAG)

The Regulatory Agency Advisory Group (RAAG) includes potentially affected provincial ministries, agencies and federal departments.

The notes of RAAG meetings can be viewed by clicking on the following link(s):

- [RAAG Meeting #1 Notes, March 9 2007](#)
- [RAAG Meeting #2 Presentation, February 12 2009](#)
- [RAAG Meeting #2 Notes, February 12 2009](#)
- [RAAG Meeting #3 Presentation, June 19 2009](#)
- [RAAG Meeting #3 Notes, June 19 2009](#)
- [MAG/RAAG Meeting #4 Presentation](#)
- [RAAG Meeting #4 Notes, November 10 2009](#)
- [MAG/RAAG Meeting #5 Presentation](#)
- [RAAG Meeting #5 Notes, May 7, 2010](#)

Transportation Service Providers, and Business and Commercial Stakeholders

Transportation service providers, and business and commercial stakeholders, will be engaged throughout the study process.

- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- LINKS
- CONTACT US

WHAT'S
NEW

Newsletters and Fact Sheets

Newsletters and Fact Sheets will be added as this study progresses.

- [Approval of EA Terms of Reference \(PDF / 40 KB\)](#)
- [Ontario EA Process](#)
- [Canadian EA Process](#)
- [Greenbelt Plan](#)
- [Growth Plan for the Greater Golden Horseshoe](#)
- [Niagara Escarpment Plan](#)
- [Oak Ridges Moraine](#)
- [GTA West Study Area - Economic Context](#)
- [GTA West Study Area - Transportation Profile](#)

- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- LINKS
- CONTACT US

WHAT'S
NEW

Maps and Reports

Background Reports

- [Growth Plan for the Greater Golden Horseshoe](#)

GTA West Corridor Environmental Assessment Reports:

- [Terms of Reference - Amended \(July 2007\)](#)
- [Terms of Reference Consultation Record \(Main Body\) \(PDF / 250 KB\)](#)
 - [Appendix Part 1 \(A-F\) \(PDF / 3 MB\)](#)
 - [Appendix Part 2 \(G-J\) \(PDF / 4 MB\)](#)
- [Transportation and Economic Conditions Draft Overview Report - Complete \(PDF / 3.8 MB\)](#)
- [Environmental Conditions and Constraints Draft Overview Report - Complete \(PDF / 6.8 MB\)](#)
 - [Chapters 1 to 3 \(PDF / 3 MB\)](#)
 - [Chapter 4 \(PDF / 3.6 MB\)](#)
 - [Chapters 5 to 7 \(PDF / 555 KB\)](#)
- [Public Information Centre #2 Consultation Record \(Main Body\) \(PDF / 244 KB\)](#)
 - [Appendix A - G \(PDF / 2.9 MB\)](#)
 - [Appendix H - Part 1 \(PDF / 1.3 MB\)](#)
 - [Appendix H - Part 2 \(PDF / 8.5 MB\)](#)
 - [Appendix H - Part 3 \(PDF / 3.5 MB\)](#)
 - [Appendix H - Part 4 \(PDF / 9.6 MB\)](#)
 - [Appendix H - Part 5 \(PDF / 3.7 MB\)](#)
 - [Appendix I - L \(PDF / 4.8 MB\)](#)
 - [Appendix M - P \(PDF / 5 MB\)](#)
- [Area Transportation System Problems and Opportunities Report - Draft for Consultation - Complete \(PDF / 8.7 MB\)](#)
 - [Executive Summary \(PDF / 1.4 MB\)](#)
 - [Area Transportation System Problems and Opportunities Report - Draft for Consultation - Part 1 of 2 \(PDF/5.4 MB\)](#)
 - [Area Transportation System Problems and Opportunities Report - Draft for Consultation - Part 2 of 2 \(PDF/3.3 MB\)](#)
- [Overview of Forecasting Demand Analysis Draft Report - Complete \(PDF / 7.2 MB\)](#)
 - [Chapters 1 and 2 \(PDF / 4.8 MB\)](#)
 - [Chapters 3 and 4 \(PDF / 2.4 MB\)](#)
- [Overview of Corridor Protection and Development Issues Draft Paper - Complete \(PDF / 11 MB\)](#)
- [Public Information Centre #3 Consultation Record \(Main Body\) \(PDF / 150KB\)](#)

- [Appendix A - F \(PDF / 2.3MB\)](#)
 - [Appendix G \(PDF / 4.1MB\)](#)
 - [Appendix H - I \(PDF / 1.9MB\)](#)
 - [Appendix J \(PDF / 3.8MB\)](#)
 - [Appendix K \(PDF / 5.7MB\)](#)
 - [Appendix L - N \(PDF / 2.6MB\)](#)
-
- [Area Transportation System Alternatives Report - Draft for Consultation - Complete \(PDF / 13MB\)](#)
 - [Executive Summary \(PDF / 4MB\)](#)
 - [Main Report \(PDF / 4MB\)](#)
 - [Appendices \(PDF/ 10MB\)](#)

GTA West Corridor Environmental Assessment Maps:

- [Key Map of the Preliminary Study Area \(JPEG / 250 KB\)](#)

- [Context of the Preliminary Study Area \(JPEG / 2 MB\)](#)

- [Land Use of the Preliminary Study Area \(PDF / 4 MB\)](#)

- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- LINKS
- CONTACT US


 WHAT'S
NEW

EA Legislation

Ontario Environmental Assessment Act (OEAA)

An Environmental Assessment, or EA, is a decision-making process used to promote good environmental planning by assessing the potential effects of certain activities on the environment. In Ontario, this process is defined and finds its authority in the Ontario Environmental Assessment Act (OEAA), RSO 1990. The purpose of the OEAA is to provide for the:

- protection;
- conservation; and,
- wise management of Ontario's environment.

To achieve this, the OEAA ensures that environmental problems or opportunities are considered and their effects are planned for, before development or building takes place.

The OEAA requires that MTO, complete an Individual EA that complies with the requirements of the Act by:

- accurately describing the undertaking;
- considering 'alternatives to the undertaking';
- considering alternative methods for the undertaking;
- consulting with the public;
- detailing impacts and mitigation; and,
- documenting all of the above for public review.

[Ontario Environmental Assessment Act](#)

Canadian Environmental Assessment Act (CEAA)

In addition to the Ontario Environmental Assessment Act (OEAA), the Canadian Environmental Assessment Act (CEAA) subjects some projects to a federal EA process. The federal process is conducted either as a Screening or a Comprehensive Study.

A Screening under the CEAA must include:

- description of the project;
- description of the existing environment;
- the environmental effects of the project including cumulative effects, and the effects of possible accidents or malfunctions;
- the significance of environmental effects;
- technically and economically feasible measures that would reduce or eliminate any significant adverse environmental effects of the project;
- comments from the public that are received in accordance with the Act and the regulations; and,
- any other matters relevant to the screening that the responsible authority may require to be considered.

The majority of federal projects are assessed through a screening; however, some projects require a comprehensive study. These projects are described in the Comprehensive Study List Regulations. (please refer to website below)

Early on in the comprehensive study, the Minister of the Environment has to decide whether the project should continue to be assessed as a comprehensive study, or whether it should be referred to a mediator or review panel. If the Minister decides the project should continue as a comprehensive study, the project can no longer be

referred to a mediator or review panel.

For more information, please go to the Canadian Environmental Assessment Agency Web site at www.ceaa.gc.ca

The Canadian Environmental Assessment Agency has the responsibility for administering the Canadian Environmental Assessment Act and;

- promotes environmental assessments as a planning tool to protect and sustain a healthy environment;
- promotes co-ordination among federal agencies and with provincial agencies;
- through workshops and training programs, creates an awareness of the Canadian Environmental Assessment Act and how it applies; and,
- acts as a resource to federal authorities with responsibilities under CEAA, to proponents and to the public in interpreting CEAA.

[Canadian Environmental Assessment Act](#)

[Basics of Federal Environmental Assessment and Screening Process](#)

- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- LINKS
- CONTACT US

WHAT'S
NEW

FAQ

1. What is the focus of the current round of consultation?

The focus of the fourth round of Public Information Centres (PIC #4) is to:

- Provide the evaluation results of the various transportation alternatives considered;
- Present the key elements of a draft multi-modal Transportation Development Strategy; and
- Seek public input on the evaluation and the draft Transportation Development Strategy.

2. What is the link between this study and the Growth Plan for the Greater Golden Horseshoe?

In June 2006, the Province released the Growth Plan for the Greater Golden Horseshoe (GGH) which sets out the vision and policy direction for managing growth in the region. The Growth Plan informs infrastructure priorities in the GGH, including the planning and development of an integrated and efficient transportation system to support a strong economy and high quality of life. The Growth Plan provides that public transit is the first priority for moving people while highway investment is to facilitate efficient goods movement.

The Growth Plan supports improvements to the region's transportation network necessary to ensure the efficient movement of people and goods. Improvements to the transportation network in the GTA West area are contemplated in the Growth Plan. This includes consideration of highway solutions, where consistent with Growth Plan policies.

3. Why was the study initiated and what is the purpose of the study?

The Greater Golden Horseshoe (GGH) is one of the fastest growing regions in North America. To support economic growth and manage increased transportation demand, improvements to the existing transportation network will be necessary.

The Ontario Ministry of Transportation (MTO) has initiated Stage 1 of a formal Environmental Assessment (EA) Study for the GTA West Corridor. The purpose of the study is to proactively plan for future infrastructure needs by examining long-term transportation problems and opportunities to the year 2031 and consider options to provide better movement of both people and goods between urban areas in the GTA West Corridor Preliminary Study Area, including designated *Urban Growth Centres*.

These improvements will be planned and managed in accordance with the Growth Plan for the GGH which recognizes the need to plan for improved transportation corridors and conceptually identifies future transportation corridors in the region.

4. What is the study process and what are the key steps?

The study is being undertaken as an Individual Environmental Assessment (EA) in accordance with the *Ontario Environmental Assessment Act (EA Act)* and the GTA West Corridor Terms of Reference (ToR), which was approved by the Ontario Minister of the Environment on March 4, 2008. The current stage (Stage 1) of the EA Study includes the following key steps:

- Develop an EA Terms of Reference that guides the EA Study;
- Identify transportation problems and opportunities;
- Identify and assess transportation alternatives that address the identified problems and opportunities; and
- Select a preferred transportation alternative(s) and recommend a multi-modal Transportation Development Strategy for the study area.

5. Where is the study at now? What has been accomplished?

The GTA West Corridor Study is at the stage of assessing transportation alternatives that were developed to address the identified problems and opportunities. Since the commencement of the study in January 2007, the following tasks have been completed:

- Development of an Environmental Assessment Terms of Reference - approved by the Minister of Environment on March 4, 2008;
- Development of two draft reports - "Overview of Transportation and Economic Conditions", and "Overview of Environmental Conditions and Constraints" - released in July 2008 for public review and comment;
- Development of a draft "Transportation System Problems and Opportunities Report" for public review in July 2009;
- Development of the *Draft Area Transportation System Alternatives Report* for public review in March 2010;
- Consultation with municipalities and Advisory Groups regarding the elements of the Draft Transportation Development Strategy;
- Evaluation and selection of preferred Group #1 (Optimize Existing Network) and Group #2 (New / Improved Non-Roadway Infrastructure) Alternatives;
- Assessment and evaluation of Group #3 (Widen / Improve Existing Roads) and Group #4 (New Transportation Corridors) Alternatives; and,
- Preparation of the *Draft Transportation Development Strategy*.

6. What will be the outcome of the EA study and what happens next?

The outcome of Stage 1 of the EA Study will be a Multi-Modal Transportation Development Strategy:

- Recommendations for initiatives such as transit or rail will be presented to the relevant authority, such as Metrolinx/GO Transit, municipalities or railway companies.
- For the recommended new transportation corridor, a subsequent stage of the EA (Stage 2 - Route Location EA) would have to be initiated to determine the preferred alignment and right-of-way requirement.

7. What is the relationship between the Metrolinx Regional Transportation Plan (RTP) and the GTA West Corridor Study?

Released in November 2008, Metrolinx's RTP, also called "The Big Move", sets out a long range transportation plan for the Greater Toronto and Hamilton Area that integrates new and existing local transit and regional transit. It also supports intensified development in key nodes and transit corridors in support of the Growth Plan.

The GTA West Corridor Study builds on the Metrolinx RTP, the GO 2020 Strategic Plan and other provincial and municipal transit initiatives. The travel demand forecasting work that is included in the GTA West Study also incorporates the assumptions made in both the RTP and the component RTP projects. This is key for the development of transportation alternatives (road, rail, etc).

8. Why is a Highway Based Solution Needed - Why can't we just expand transit initiatives and improve other modes of transportation?

Notwithstanding the positive improvements mentioned above, by the year 2031, roadway congestion will still exist and additional highway capacity will be necessary to meet the future transportation needs.

The Project Team has developed alternatives to address the identified transportation system deficiencies including rail, transit, marine, and air as well as Transportation Demand Management, Transportation System Management initiatives, and transit improvements beyond that identified by Metrolinx and GO Transit.

Our analysis has identified that additional roadway capacity will be required to realize the vision of a more efficient transportation network that provides user choices and balance. As outlined in the draft Transportation Development Strategy (presented at PIC #4), this includes a combination of strategic widening of existing highways and protecting for new transportation corridors.

9. What other things is the Government of Ontario doing to address congestion?

By 2031 the population in the Greater Golden Horseshoe is expected to increase by almost 4 million people. To accommodate this growth, the government is committed to:

- Achieving land use intensification targets prescribed in the Growth Plan for

- the Greater Golden Horseshoe;
- Building urban growth centres with transit supportive densities and a healthy mix of land uses;
- Fostering the development of compact, vibrant and complete communities in which people will live, work, and play;
- Accommodating an additional 700 million transit trips within the Greater Toronto and Hamilton Area;
- Fully realizing all current provincial transportation plans (e.g. Metrolinx Regional Transportation Plan, GO 2020);
- Supporting a much larger proportion of commuters to switch from single occupant cars to transit and carpools;
- Diverting a significant share of goods transport from long distance trucks to rail, marine, and air; and
- Fully implementing the Group #1 and #2 recommendations along with additional related actions.

10. Will development be frozen in the study area while MTO is examining alternatives as part of the EA study?

While not all development applications are frozen, MTO is working collaboratively with other provincial ministries and municipalities to address immediate development pressures through the following approach:

1. The province and municipalities will work together to identify and refine strategic, critical locations where development pressures exist;
2. The province will request early notification of development applications;
3. The province and municipalities will work in collaboration on the review of applications to determine a strategy for applying various land use control tools on a case-by-case basis; and
4. The province may request deferral of an application, as determined on a case-by-case basis.

11. Why are the Niagara to GTA (NGTA) and GTA West studies conducted as two different studies? Do they share a common study limit? Could corridors identified from the two studies potentially connect?

These studies are separate as their purposes are distinct and separate, and each are intended to address different sets of transportation problems and opportunities. Highway 401 is the common boundary between the two studies. As each study generates and examines options to deal with future transportation demands, it is possible that the recommended solutions/improvements may be connected and/or integrated.

There will be a high level of coordination between these two studies, for example:

- Both studies use the same baseline data (land use, GGH networks), assumptions, and methodology for demand forecasting;
- Both studies apply the same process, factors, and criteria for the generation, assessment and evaluation of alternatives;
- The GTA West Study process allows for the incorporation of any particular alternative considered in the NGTA EA Study, and vice versa; and
- Both studies are managed by the same MTO office and same consultant consortium.

12. Does the Provincial Greenbelt Plan and Niagara Escarpment Plan allow for this?

Under Section 4.2 of the Greenbelt Plan - existing, expanded or new infrastructure is permitted subject to approval under relevant legislation within the Protected Countryside provided that the infrastructure meets one of the following objectives:

- (a) It supports agriculture, recreation and tourism, rural settlement areas, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or
- (b) It serves the significant growth and economic development expected in Southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban growth centres and between these centres and Ontario's borders.

The Niagara Escarpment Plan permits essential transportation facilities in the Escarpment Natural Area, where "essential" is defined as "that which is deemed necessary to the public interest after all alternatives have been considered". New and expanded facilities must have the least possible impact on the natural environment and be consistent with the objectives of the Plan.

13. What role will 407 ETR play in the study?

407 ETR forms part of the transportation system through York and Peel Regions and has been considered in the study from the viewpoint of improving the overall transportation network to meet future demand.

14. Is tolling going to be considered in the current stage of the study?

Not at this stage. This study will examine all reasonable alternatives to address the identified transportation problems and opportunities within the GTA West Corridor. Tolling is an implementation issue that may be examined at a later stage in the study if specific new infrastructure is identified as needed.

The Ontario government is committed to considering innovative ways to fund new infrastructure projects, including tolling.

15. Why doesn't the Preliminary Study Area include Kitchener-Waterloo?

The future travel demand and linkage between Kitchener-Waterloo and Guelph will be addressed by the proposed new Highway 7, as a controlled-access highway (similar to the current Conestoga Parkway). The Environmental Assessment for the new Highway 7 has been completed and approved by the Ministry of the Environment. The project is now entering detailed design.

Regardless, the travel demand analysis was carried out in a much broader context including the examination of transportation linkages and gateways outside the Preliminary Study Area that may have an influence on the travel demand and traffic patterns in the GTA West Corridor, including Kitchener-Waterloo.

The Region of Waterloo is also represented on the [Municipal Advisory Group](#).

16. What is MTO's Statement of Environmental Values and how is it being considered in the GTA West Corridor Study?

Statements of Environmental Values (SEVs) are a mechanism for ministries to record their commitment to the environment and be accountable for ensuring that the environment is considered in their decision-making.

The Environmental Bill of Rights (EBR) Act requires that ministries prepare and consider their SEV wherever decisions that might significantly affect the environment are made. In other words, they must demonstrate 'how the purposes of the EBR will be integrated with other considerations, such as the environment, socio-economic and scientific issues that are part of the decision-making within the Ministry'.

MTO's SEV is available on the [Environmental Registry](#).

The Vision Statement in MTO's SEV calls for the Ministry to be a world leader in moving people and goods safely, efficiently and sustainably to support a globally competitive economy and a high quality of life.

To achieve this Vision, the Ministry is focused on delivering four key priorities as identified in its SEV:

1. Increase transit ridership.
2. Promote a multi-modal transportation network to support the efficient movement of people and goods.
3. Promote road safety in order to remain among the safest jurisdictions in North America.
4. Improve Ontario's highway, bridge and border infrastructure.

These priorities and MTO's SEV will be considered throughout all phases of the EA from the identification of transportation problems & opportunities, to the evaluation of alternatives, and identification of the most appropriate mitigation measures.

17. What is an Environmental Assessment (EA)?

All public infrastructure projects in Ontario, including transportation planning projects, are subject to the Ontario Environmental Assessment Act (1997). They are required to undergo a process whereby all potential impacts are considered, i.e. natural, social, cultural and economic. Projects that are particularly large and complex, with the potential for a wide range of environmental effects (like the GTA West Corridor), are subject to the Individual EA process under the Act.

The GTA West Corridor EA Study is also subject to the requirements of the federal Canadian Environmental Assessment Act, which has its own process and set of requirements. As a result of the Canada-Ontario Agreement for EA Cooperation, signed in 2004, MTO is committed to working in a coordinated manner with both the provincial and federal governments.

18. What is an EA Terms of Reference?

For proposed new transportation corridors that follow an Individual EA, the first step in this process is the development of an EA Terms of Reference (ToR) document that outlines the framework and commitments for completing the subsequent EA study. The ToR outlines how the proponent will conduct the study and how impacts will be assessed. It outlines the process for identifying:

- Transportation planning/need;
- Alternatives to the undertaking;
- Definition of an EA study area;
- Range and types of alternatives to be considered; and the,
- Generation and evaluation of alternatives to be considered.

The ToR also outlines the consultation process to be undertaken. In a major undertaking such as an Individual EA, a consultation program will typically include Public Information Centres (PICs), meetings with a Regulatory Agency Advisory Group (RAAG), Municipal Advisory Group (MAG), Community Advisory Group (CAG), a project web site, a local project office, individual meetings with stakeholders and stakeholder groups, and issue-specific workshops. The consultation program can be tailored to meet the requirements of each individual project. The EA ToR document must be submitted to the Minister of the Environment for review and approval. If approval is granted, the proponent (e.g., MTO) may then proceed with the subsequent EA study. Once completed, this study will also in turn be submitted to the Minister of Environment for review and approval. If approved, the proponent can then proceed with design and construction.

These stages are also regulated by the Canada Environmental Assessment Act (CEAA) and require additional environmental studies and consultation.

19. How does an Individual EA differ from a Class EA?

A Class EA is a decision-making framework under the Ontario Environmental Assessment Act that applies to a range of similar, or class of, projects. A Class EA is used when potential environmental impacts and the proposed mitigation techniques are predictable and/or similar to other projects within that same class. MTO's "Class EA for Provincial Transportation Facilities" document was developed in consultation with the Ministry of the Environment, and similar to an Individual EA, it defines and documents the process to be followed when conducting the EA study as well as requirements for public participation.

20. How is MTO fulfilling its commitment towards achieving a sustainable transportation network within the GTA West Corridor study?

The ministry is currently developing a "Sustainability Strategy" for transportation planning in Ontario, a draft of which was recently posted on the Environmental Bill of Rights website for public review and comment. The main goal of the strategy will be to influence ministry decision-making at all levels, and to incorporate the concept of 'sustainability' into policies and programs that have an impact on the provincial transportation system. There are already many areas within the Ministry where the concept of "sustainability" is being incorporated. For example, MTO maintains a Statement of Environmental Values or SEV, which recognizes that a healthy environment is necessary to sustain the prosperity of current and future generations. The ministry's SEV states that the protection, conservation, and where appropriate, restoration of the environment will be integrated into the strategic planning, day-to-day activities, and long-term decision-making of the ministry. The "Sustainability Strategy" will help to promote the values and goals of the ministry's SEV by taking a systematic and public approach to integrating the principles of sustainability into the work that MTO does. The GTA West Corridor study has incorporated sustainability concepts such as the 'Three Pillars of Sustainability', otherwise referred to as 'the triple bottom line' into the study process. Considering "the Environment", "the Economy", and "the Community" in decision-making will help to ensure that the identification of problems and opportunities, and the ultimate transportation solution will be developed in support of:

- Compact, vibrant and complete communities;
- A prosperous and competitive economy; and
- A protected environment.



GTA West

GTA West Corridor Environmental Assessment Terms of Reference and Environmental Assessment Study

- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- LINKS
- CONTACT US

WHAT'S
NEW

The Media Page

Will MacKenzie
Information Officer
Ministry of Transportation, Central
Region
Business Services Office
Bldg D
1st Flr
1201 Wilson Ave
Downsview ON M3M1J8

P: (416) 235-5394

Bob Nichols
Senior Media Liaison Officer
Ministry of Transportation, Deputy Minister's
Office
Issues and Media Office
Ferguson Block
3rd Flr
77 Wellesley St W
Toronto ON M7A1Z8

P: (416) 327-1158

HOME BACKGROUND & PURPOSE STUDY PROCESS SCHEDULE CONSULTATION & OUTREACH
NEWSLETTERS & FACT SHEETS
MAPS & REPORTS EA LEGISLATION FAQ THE MEDIA PAGE CONTACT US

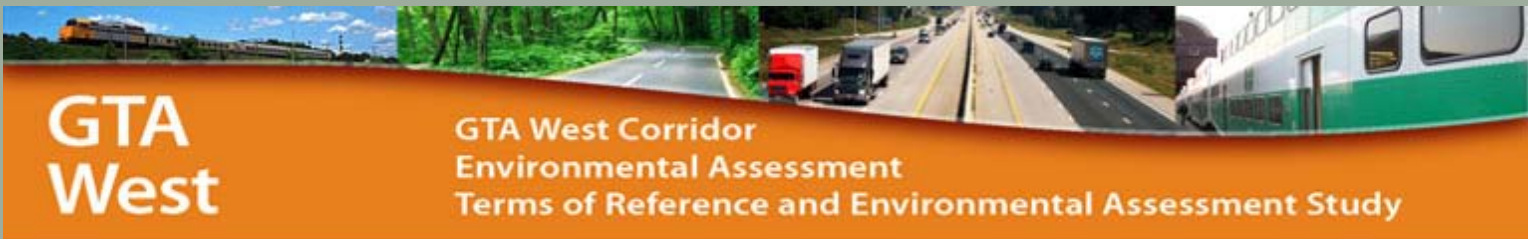
- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- LINKS
- CONTACT US

WHAT'S
NEW

Links

- [Ontario Ministry of Transportation](#)
- [Ministry of Municipal Affairs and Housing](#)
- [Canadian Environmental Assessment Agency](#)
- [Canadian Environmental Assessment Act](#)
- [Basics of Federal Environmental Assessment](#)
- [Places to Grow](#)
- [Growth Plan for the Greater Golden Horseshoe, June 2006](#)
- [Greenbelt](#)
- [Niagara Escarpment Planning and Development Act](#)
- [Metrolinx](#)

HOME BACKGROUND & PURPOSE STUDY PROCESS SCHEDULE CONSULTATION & OUTREACH
NEWSLETTERS & FACT SHEETS
MAPS & REPORTS EA LEGISLATION FAQ THE MEDIA PAGE CONTACT US



GTA
West

GTA West Corridor
Environmental Assessment
Terms of Reference and Environmental Assessment Study

- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- LINKS
- CONTACT US



Contact Us

Your input is important to us. If you would like to send your comments to the GTA West Project Team, please complete the online form below and click "submit".

The Project Team can also be reached via email at: project_team@gta-west.com or via our toll-free number 1-877-522-6916.

Comment Form

Name:

Address:

City:

Province:

Postal Code:

E-Mail Address:

Comments:

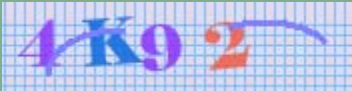
How would you like to receive study notices?

Email

Regular Mail

Please enter the phrase in the image below for spam protection:





Comments and information regarding this project are being collected to assist the Ministry of Transportation in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

- HOME
- BACKGROUND & PURPOSE
- STUDY PROCESS
- SCHEDULE
- CONSULTATION & OUTREACH
- NEWSLETTERS & FACT SHEETS
- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- CONTACT US

APPENDIX D

NEWSPAPER NOTIFICATION

ONTARIO GOVERNMENT NOTICE
NOTICE OF PUBLIC INFORMATION CENTRE #4
GTA West Corridor Planning and Environmental Assessment Study
Stage 1

The public is invited to attend the fourth round of Public Information Centres (PICs) to review and comment on the draft multi-modal Transportation Development Strategy for the GTA West Corridor.

These will be drop-in style open house sessions to allow members of the public to review display material and discuss the study one-on-one with Study team members. In addition, brief presentations will be provided each night at 5:00 p.m. and 7:00 p.m. to provide a study overview. PIC #4 will be held at:

Monday June 14, 2010	Tuesday June 15, 2010	Wednesday June 16, 2010	Tuesday June 22, 2010	Thursday June 24, 2010
Brampton Fairgrounds – Hall 12942 Heart Lake Rd Caledon, ON 4:00 p.m. to 8:00 p.m.	Le Jardin Special Events Centre – Venetian Room 8440 Highway 27 Woodbridge, ON 4:00 p.m. to 8:00 p.m.	Mold-Master Sportsplex – Ice Pad A 221 Guelph St Georgetown, ON 4:00 p.m. to 8:00 p.m.	Snelgrove Community Centre – Auditorium 11692 Hurontario St Brampton, ON 4:00 p.m. to 8:00 p.m.	River Run Centre – Canada Company Hall 35 Woolwich St Guelph, ON 4:00 p.m. to 8:00 p.m.

Information to be presented at the PICs will be available on the study website beginning on June 14, 2010.

Comments may also be submitted via the study website at: www.gta-west.com

THE STUDY:

Stage 1 of the Planning and Environmental Assessment (EA) Study for the GTA West Corridor, initiated by the Ontario Ministry of Transportation (MTO), supports the transportation objectives of the provincial Growth Plan for the Greater Golden Horseshoe by providing for the efficient movement of people and goods within the corridor.

Stage 1 of the EA Study includes the following key steps and associated public consultation:

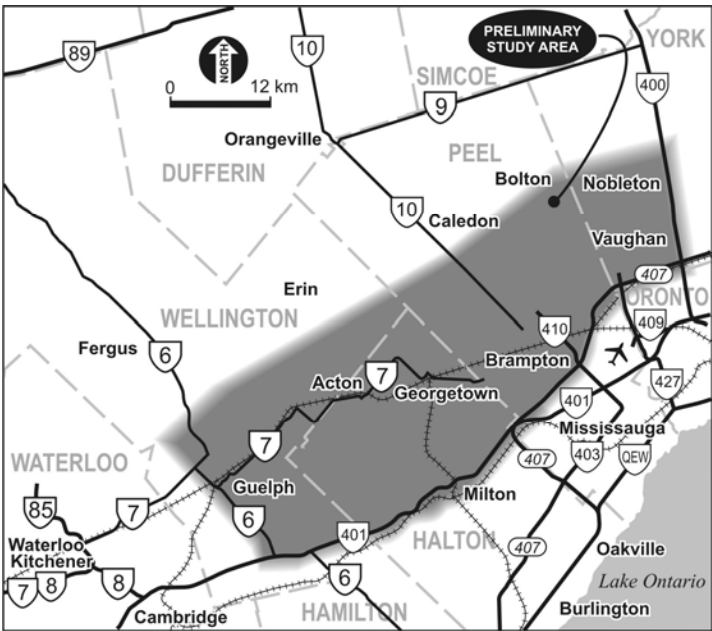
- develop an EA Terms of Reference that guides the EA Study (PIC #1);
- identify transportation problems and opportunities (PIC #2);
- identify and assess transportation alternatives that address the identified problems and opportunities (PIC #3); and
- select preferred transportation alternative(s) and recommend a multi-modal Transportation Development Strategy (PIC #4).

THE PROCESS:

The GTA West Corridor Planning and EA study is being undertaken as an Individual EA in accordance with the Ontario Environmental Assessment Act (EA Act) and the GTA West Corridor Terms of Reference (ToR), which was approved by the Ontario Minister of the Environment on March 4, 2008.

COMMENTS:

Comments and information regarding this study will be collected to assist the MTO. This material will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the EA Act. Comment forms and study information are available on the project website: www.gta-west.com. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all comments will become part of the public record.



For further information, or to be added to the mailing list for this study, please visit the study website or contact:

Mr. Jin Wang
Project Coordinator
Ontario Ministry of Transportation
Provincial Planning Office
2nd Floor, 301 St. Paul Street
St. Catharines, Ontario L2R 7R4
Tel: 905-704-2117
Fax: 905-704-2007

Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way,
Mississauga, Ontario L5K 2P8
Tel: 905-823-8500
Fax: 905-823-8503

Visit us on-line at: www.gta-west.com

Contact us by email at: project_team@gta-west.com or via our toll-free number: 1-877-522-6916



AVIS DU GOUVERNEMENT DE L'ONTARIO
AVIS DU CENTRE D'INFORMATION NO 4

Il s'agira de séances portes ouvertes devant permettre aux membres de la population d'examiner le matériel présenté et de discuter de l'étude de façon individuelle avec les membres de l'équipe d'étude. De plus, de courtes présentations seront offertes à tous les soirs de 17h00 à 19h00 dans le but d'effectuer un survol de l'étude. La réunion du Centre d'information no 4 se déroulera conformément au calendrier suivant :

Le lundi, 14 juin 2010	Le mardi, 15 juin 2010	Le mercredi, 16 juin 2010	Le mardi, 22 juin 2010	Le jeudi, 24 juin 2010
Brampton Fairgrounds – grande salle 12942 Heart Lake Rd Caledon, ON	Le Jardin Special Events Centre – Salle Venetian 8440 Highway 27 Woodbridge, ON	Mold-Master Sportsplex – Patinoire A 221 Guelph St Georgetown, ON	Snelgrove Community Centre – Auditorium 11692 Hurontario St Brampton, ON	River Run Centre – Canada Company Hall 35 Woolwich St Guelph, ON
De 16h00 à 20h00	De 16h00 à 20h00	De 16h00 à 20h00	De 16h00 à 20h00	De 16h00 à 20h00

L'information qu'on présentera lors de ces réunions apparaîtra sur le site Web de l'étude le 14 juin 2010.

Il est également possible d'exprimer des commentaires sur le site Web de l'étude à l'adresse www.gta-west.com.

ÉTUDE

La première partie de l'étude de planification et d'évaluation environnementale (ÉE) du corridor ouest du GT, mise sur pied par le ministère des Transports de l'Ontario (MTO), contribue à atteindre les objectifs de transport du plan de croissance provincial de la zone du Greater Golden Horseshoe en permettant le déplacement efficace des gens et des marchandises à l'intérieur du corridor.

La première partie de l'étude d'ÉE comprend les étapes essentielles suivantes, ainsi que la consultation publique correspondante :

- élaborer un cadre de référence pour l'ÉE afin d'encadrer l'étude d'ÉE (CI no 1);
- identifier les problèmes et les possibilités au niveau des transports (CI no 2);
- identifier et évaluer, en matière de transports, les alternatives qui permettent de s'attaquer aux problèmes et d'exploiter les possibilités qu'on a identifiés (CI no 3); et
- sélectionner les alternatives préférées en matière de transports et recommander une stratégie de développement du transport multimodal (CI no 4).

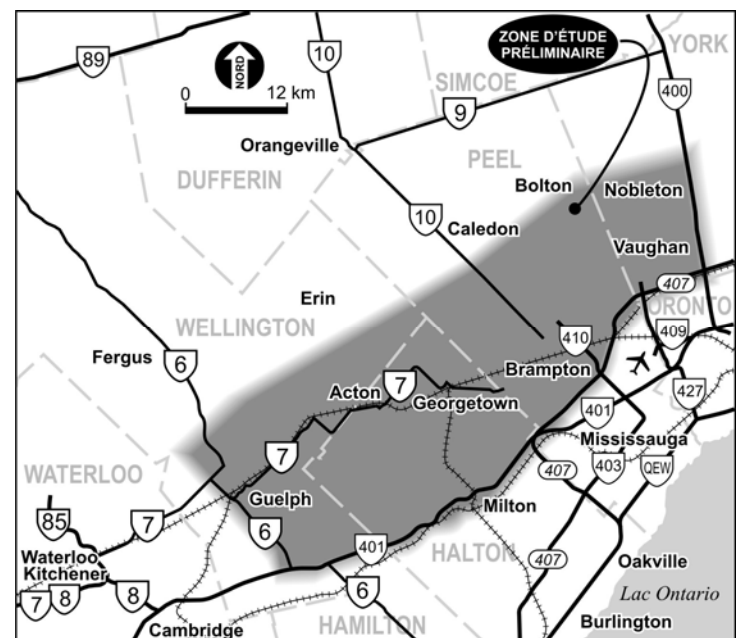
PROCESSUS

L'étude de planification et d'ÉE du corridor ouest du GT se déroule à la façon d'une ÉE indépendante, et ce, conformément à la Loi sur l'évaluation environnementale de l'Ontario (Loi sur l'ÉE) et au cadre de référence du corridor ouest du GT, que le ministre de l'Environnement de l'Ontario a approuvé le 4 mars 2008.

COMMENTAIRES

Commentaires

Les commentaires et l'information touchant cette étude seront recueillis dans le but d'aider le MTO. Cette information sera conservée dans nos dossiers afin que nous puissions l'utiliser tout au long du projet, sans compter qu'on pourrait l'inclure dans la documentation du projet afin de répondre ainsi aux exigences de la Loi sur l'ÉE. Les formulaires de commentaires et les renseignements au sujet de l'étude sont accessibles sur le site Web du projet à l'adresse www.gta-west.com. L'information recueillie sera utilisée conformément à la Loi sur l'accès à l'information et la protection de la vie privée. à l'exception des renseignements personnels, tous les commentaires feront partie du domaine public.



Pour de plus amples renseignements ou pour voir votre nom ajouté à la liste d'envoi dans le cadre de cette étude, veuillez consulter le site Web ou communiquer avec :

M. Jin Wang
Coordonnateur de projet
Ministère des Transports de l'Ontario
Bureau de planification provincial
2^e étage, 301, St. Paul
St. Catharines, Ontario L2R 7R4
Téléphone : 905-704-2117
Télécopieur : 905-704-2007

Rendez-nous visite en ligne à l'adresse www.gta-west.com.

M. Neil Ahmed, ingénieur
Gestionnaire de projet de la firme de conseils
McCormick Rankin Corporation
2655 North Sheridan Way,
Mississauga, Ontario L5K 2P8
Téléphone : 905-823-8500
Télécopieur : 905-823-8503

Communiquez avec nous par courriel à l'adresse project_team@gta-west.com ou composez notre numéro sans frais : 1-877-522-6916



APPENDIX E
AREA TRANSPORTATION SYSTEM
ALTERNATIVES REPORT NOTIFICATION
MATERIALS

From: [GTA West Project Team](#)
To: [GTA West Project Team](#)
Subject: GTA West Corridor Environmental Assessment Study: Release of Draft Area Transportation System Alternatives Report
Date: April-09-10 3:15:12 PM
Attachments: [3184 GTAW Draft Alts Report eBlast April 2010.pdf](#)

Please find attached a letter regarding the release of the Draft Area Transportation System Alternatives Report for the GTA West Corridor Environmental Assessment Study.

Sincerely,

The GTA West Project Team

Please consider our environment before printing this e-mail.

This e-mail message in its entirety (including attachments) is confidential and is intended only for the addressee(s) named above. The message contents may contain confidential or privileged information. Any unauthorized use or disclosure is strictly prohibited. If you are not the intended recipient, please notify the sender and delete all copies.

April 9, 2010

**RE: GTA West Corridor Environmental Assessment Study
Release of Draft Area Transportation System Alternatives Report**

Dear Sir/Madam:

Given your previous interest in the above-noted study we are pleased to inform you of the release of the Draft Area Transportation System Alternatives Report. The report summarizes the process and methodology that was used to develop a broad range of Area Transportation System Alternatives and documents the key findings of this work. The report provides an overview of the assessment process and the groups of network alternatives recommended to be carried forward for more detailed evaluation. This information was presented at the third round of Public Information Centres held in November/December of 2009.

The report, executive summary and appendices can be downloaded from the study website at: www.gta-west.com. The website also features the most up-to-date information on the study schedule and consultation and outreach events.

We look forward to your input and comments on the draft report. Written comments can be provided on the project website at <http://www.gta-west.com/comment-form.php> or can be sent to:

Mr. Neil Ahmed, P. Eng., Consultant Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
Fax: 905-823-8503
Email: project_team@gta-west.com

Thank you for your on-going interest in the GTA West Corridor EA Study. We look forward to your comments.

Sincerely,



Mr. Jin Wang
Project Coordinator
Provincial and Environmental Planning Office
Ontario Ministry of Transportation



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation

APPENDIX F
PUBLIC INFORMATION CENTRE #4
NOTIFICATION MATERIALS

From: [GTA West Project Team](#)
To: [GTA West Project Team](#)
Subject: GTA West Corridor Environmental Assessment Study - Public Information Centre #4
Date: May-31-10 2:41:53 PM
Attachments: [3184 GTAW PIC 4 Notification Letter - May 31 10.pdf](#)

Please find attached a Public Information Centre #4 Notification Letter in regards to the GTA West Corridor Environmental Assessment Study.

Sincerely,

The GTA West Project Team

Please consider our environment before printing this e-mail.

This e-mail message in its entirety (including attachments) is confidential and is intended only for the addressee(s) named above. The message contents may contain confidential or privileged information. Any unauthorized use or disclosure is strictly prohibited. If you are not the intended recipient, please notify the sender and delete all copies.

McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, ON Canada L5K 2P8
Tel: 905.823.8500
Fax: 905.823.2669

May 31, 2010

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
Public Information Centre Round #4**

Dear Sir/Madam:

We are pleased to advise you that the fourth round of Public Information Centres (PICs) will be held to invite the public to review and comment on the draft multi-modal Transportation Development Strategy for the GTA West Corridor.

The Ontario Ministry of Transportation (MTO) has initiated Stage 1 of the formal Environmental Assessment (EA) Study for the GTA West Corridor to support the transportation objectives of the provincial *Growth Plan for the Greater Golden Horseshoe* by providing for the efficient movement of people and goods within the corridor.

Stage 1 of the EA Study includes the following key steps and associated public consultation:

- develop an EA Terms of Reference that guides the EA Study (PIC #1);
- identify transportation problems and opportunities (PIC #2);
- identify and assess transportation alternatives that address the identified problems and opportunities (PIC #3); and
- select preferred transportation alternative(s) and recommend a multi-modal Transportation Development Strategy (PIC #4).

The dates, times and locations of the fourth round of PICs are:

Mon June 14, 2010	Tues June 15, 2010	Wed June 16, 2010	Tues June 22, 2010	Thurs June 24, 2010
Brampton Fairgrounds – Hall 12942 Heart Lake Rd Caledon, ON	Le Jardin Special Events Centre – Venetian Room 8440 Highway 27 Woodbridge, ON	Mold-Master Sportsplex – Ice Pad A 221 Guelph St Georgetown, ON	Snelgrove Community Centre – Auditorium 11692 Hurontario St Brampton, ON	River Run Centre – Canada Company Hall 35 Woolwich St Guelph, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

The PICs will be conducted as a drop-in style open house sessions from 4:00 p.m. to 8:00 p.m. Members of the Project Team will be available to discuss the study and to respond to questions or concerns.

Should you require further information, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the Consultant Project Manager with McCormick Rankin Corporation, at 905-823-8500. You can also contact us through our toll-free number: 1-877-522-6916 or via the project website: www.gta-west.com.



**MCCORMICK RANKIN
CORPORATION**
A member of HMM GROUP



McCormick Rankin Corporation

2655 North Sheridan Way
Mississauga, ON Canada L5K 2P8
Tel: 905.823.8500
Fax: 905.823.2669

We are committed to proactive consultation with interested stakeholders throughout the study and we look forward to your ongoing and effective participation.

Thank you for your interest in this important study.

Sincerely,



Mr. Jin Wang
Project Coordinator
Provincial and Environmental Planning Office
Ontario Ministry of Transportation



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation



McCORMICK RANKIN
CORPORATION
A member of HMM GROUP



June 9, 2010

To Whom It May Concern:

**Re: GTA West Corridor Planning and Environmental Assessment Study
Notice of Public Information Centre #4**

We are pleased to advise you that the fourth round of Public Information Centres (PICs) will be held to invite the public and interested stakeholders to review and comment on the draft multi-modal Transportation Development Strategy for the GTA West Corridor Planning and Environmental Assessment Study.

Please see the attached notice for the dates, times and locations. We encourage you to attend the PICs and discuss any issues or concerns directly with members of the study team. Alternatively, the display materials will be posted on the study website (www.gta-west.com).

In addition, we will be inviting you to a meeting specifically dedicated to business, economic and commercial stakeholders in early Fall prior to the completion of the Transportation Development Strategy.

Should you require further information on the study or wish to discuss further, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the Consultant Project Manager with McCormick Rankin Corporation, at 905-823-8500. You can also contact us through our toll-free number: 1-877-522-6916 or via the project website.

Thank you for your interest in this important study.

Sincerely,



Mr. Jin Wang
Project Coordinator
Provincial and Environmental Planning Office
Ontario Ministry of Transportation



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation

Attach.

ONTARIO GOVERNMENT NOTICE
NOTICE OF PUBLIC INFORMATION CENTRE #4
GTA West Corridor Planning and Environmental Assessment Study
Stage 1

The public is invited to attend the fourth round of Public Information Centres (PICs) to review and comment on the draft multi-modal Transportation Development Strategy for the GTA West Corridor.

These will be drop-in style open house sessions to allow members of the public to review display material and discuss the study one-on-one with Study team members. In addition, brief presentations will be provided each night at 5:00 p.m. and 7:00 p.m. to provide a study overview. PIC #4 will be held at:

Monday June 14, 2010	Tuesday June 15, 2010	Wednesday June 16, 2010	Tuesday June 22, 2010	Thursday June 24, 2010
Brampton Fairgrounds – Hall 12942 Heart Lake Rd Caledon, ON 4:00 p.m. to 8:00 p.m.	Le Jardin Special Events Centre – Venetian Room 8440 Highway 27 Woodbridge, ON 4:00 p.m. to 8:00 p.m.	Mold-Master Sportsplex – Ice Pad A 221 Guelph St Georgetown, ON 4:00 p.m. to 8:00 p.m.	Snelgrove Community Centre – Auditorium 11692 Hurontario St Brampton, ON 4:00 p.m. to 8:00 p.m.	River Run Centre – Canada Company Hall 35 Woolwich St Guelph, ON 4:00 p.m. to 8:00 p.m.

Information to be presented at the PICs will be available on the study website beginning on June 14, 2010.

Comments may also be submitted via the study website at: www.gta-west.com

THE STUDY:

Stage 1 of the Planning and Environmental Assessment (EA) Study for the GTA West Corridor, initiated by the Ontario Ministry of Transportation (MTO), supports the transportation objectives of the provincial Growth Plan for the Greater Golden Horseshoe by providing for the efficient movement of people and goods within the corridor.

Stage 1 of the EA Study includes the following key steps and associated public consultation:

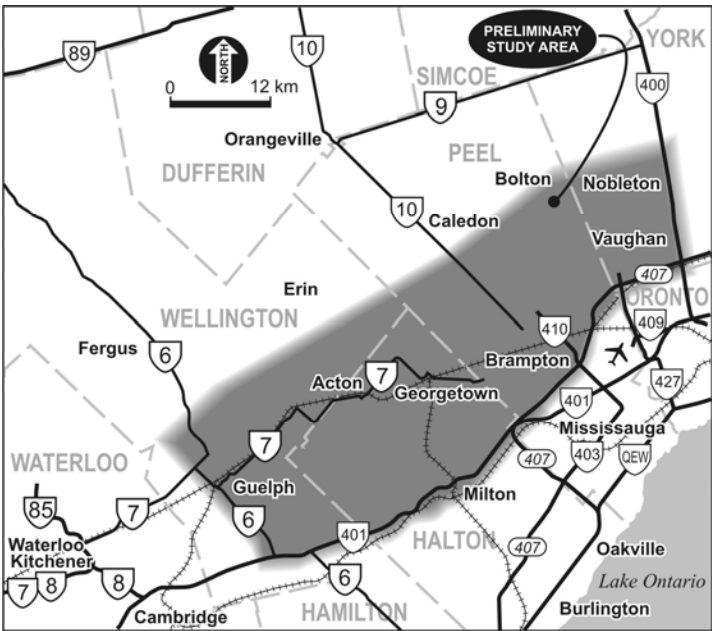
- develop an EA Terms of Reference that guides the EA Study (PIC #1);
- identify transportation problems and opportunities (PIC #2);
- identify and assess transportation alternatives that address the identified problems and opportunities (PIC #3); and
- select preferred transportation alternative(s) and recommend a multi-modal Transportation Development Strategy (PIC #4).

THE PROCESS:

The GTA West Corridor Planning and EA study is being undertaken as an Individual EA in accordance with the Ontario Environmental Assessment Act (EA Act) and the GTA West Corridor Terms of Reference (ToR), which was approved by the Ontario Minister of the Environment on March 4, 2008.

COMMENTS:

Comments and information regarding this study will be collected to assist the MTO. This material will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the EA Act. Comment forms and study information are available on the project website: www.gta-west.com. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all comments will become part of the public record.



For further information, or to be added to the mailing list for this study, please visit the study website or contact:

Mr. Jin Wang
Project Coordinator
Ontario Ministry of Transportation
Provincial Planning Office
2nd Floor, 301 St. Paul Street
St. Catharines, Ontario L2R 7R4
Tel: 905-704-2117
Fax: 905-704-2007

Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way,
Mississauga, Ontario L5K 2P8
Tel: 905-823-8500
Fax: 905-823-8503

Visit us on-line at: www.gta-west.com

Contact us by email at: project_team@gta-west.com or via our toll-free number: **1-877-522-6916**



ONTARIO GOVERNMENT NOTICE

NOTICE OF PUBLIC INFORMATION CENTRE #4

Niagara to GTA Corridor Planning and Environmental Assessment Study
Phase 1

The public is invited to attend the fourth round of Public Information Centres (PICs) to review and comment on the draft multi-modal Transportation Development Strategy for the Niagara to GTA (NGTA) Corridor Planning and Environmental Assessment Study.

These will be drop-in style open house sessions to allow members of the public to review display material and discuss the study one-on-one with study team members. In addition, brief presentations will be provided each night at 5:30 p.m. and 7:00 p.m. to provide a study overview. PIC #4 will be held on:

Thursday June 17th, 2010
4:00 p.m. to 8:00 p.m.
Royal Canadian Legion
Upstairs Hall
383 Morningstar Avenue,
Welland

Monday June 21st, 2010
4:00 p.m. to 8:00 p.m.
Ancaster Fairgrounds
Marriott Hall
630 Trinity Road, RR #1
Jerseyville

Wednesday June 23rd, 2010
4:00 p.m. to 8:00 p.m.
Holiday Inn Burlington
Halton Hall
3063 South Service Road,
Burlington

Information to be presented at the PICs will be available on the study website beginning on June 17th, 2010.

Comments may also be submitted via the study website at: www.niagara-gta.com.

THE STUDY:

Phase 1 of the Planning and Environmental Assessment (EA) Study for the NGTA Corridor, initiated by the Ontario Ministry of Transportation (MTO), supports the transportation objectives of the provincial *Growth Plan for the Greater Golden Horseshoe* by providing for the efficient movement of people and goods within the corridor.

Phase 1 of this study has included the following key steps:

- develop a Study Plan (PIC #1);
- identify transportation problems and opportunities (PIC #2);
- identify and assess transportation alternatives that address the identified problems and opportunities (PIC #3); and
- select preferred transportation alternative(s) and recommend a multi-modal Transportation Development Strategy (PIC# 4).

THE PROCESS:

The Niagara to GTA Corridor Planning and EA study is being undertaken in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the EA Terms of Reference, which was approved by the Minister of the Environment in June 2006.

COMMENTS:

Comments and information regarding this study will be collected to assist the MTO. This material will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the EA Act. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information (e.g., name and address), all comments will become part of the public record.

For further information, or to be added to the mailing list for this study, please visit the study website or contact:

Mr. Roger Ward
MTO Study Team Lead
Ontario Ministry of Transportation
Provincial Planning Office
2nd Floor 301 St. Paul Street
St. Catharines, Ontario L2R 7R4
Tel: 905-704-2214
Fax: 905-704-2007

Mr. Paul Hudspith, P.Eng.
Consultant Project Manager
URS Canada Inc.
75 Commerce Valley Drive East
Markham, Ontario, L3T 7N9
Tel: 905-882-4401
Fax: 905-882-4399

Visit us on-line at: www.niagara-gta.com
Contact us by e-mail at: project_team@niagara-gta.com
Or via our toll-free number: **1-866-890-6441**



APPENDIX G
PUBLIC INFORMATION CENTRE #4
DISPLAY PANELS

Focus of Public Information Centre (PIC) #4:

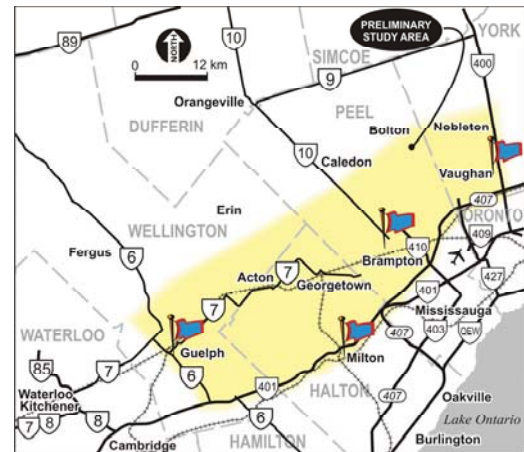
- Provide the evaluation results of the various transportation alternatives considered
- Present key elements of a draft multi-modal Transportation Development Strategy
- Seek public input on the evaluation and the draft Transportation Development Strategy

We encourage you to get involved in this study by providing us with your comments.

Study Purpose

The Ontario Ministry of Transportation (MTO) initiated Phase 1 of an Environmental Assessment (EA) Study for the GTA West Corridor to support the transportation objectives of the *Growth Plan for the Greater Golden Horseshoe* by providing for the efficient movement of people and goods.

The purpose of the Study is to plan for future infrastructure needs by examining long-term transportation problems and opportunities to the year 2031 and consider options to provide better linkages between *Urban Growth Centres* and urban areas in the GTA West Corridor Preliminary Study Area.

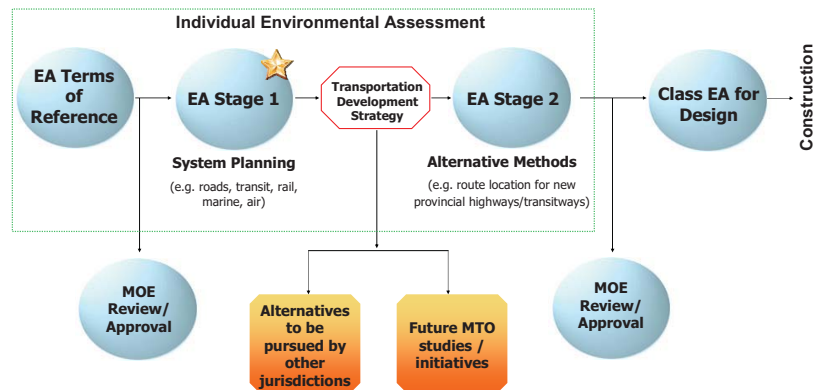


Study Process

The Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* and the GTA West Corridor Terms of Reference, which was approved by the Ontario Minister of the Environment in March 2008.

Stage 1 of the EA Study includes the following key steps:

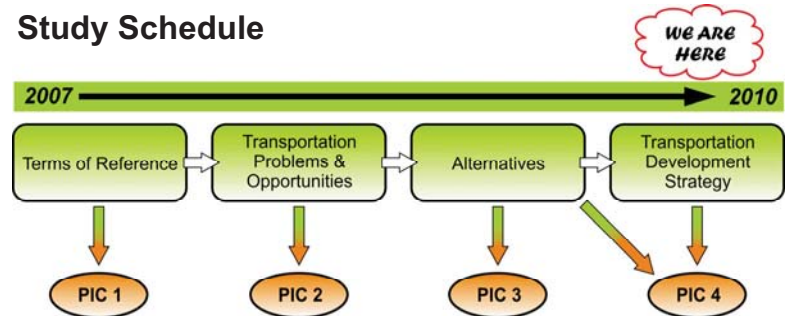
- Develop a Study Plan that guides the Study (PIC #1)
- Identify transportation problems and opportunities (PIC #2)
- Identify and assess transportation alternatives that address the problems and opportunities (PIC #3)
- Select preferred transportation alternative(s) and recommend a multi-modal Transportation Development Strategy for the Preliminary Study Area (PIC #4)



Work Completed Since PIC #3:

- The *Draft Area Transportation System Alternatives Report* was made available for public review in March 2010
- Consultation with Municipalities and Advisory Groups regarding the elements of the Transportation Development Strategy
- Evaluation and selection of preferred Group #1 (Optimize Existing Network) and Group #2 (Non-Road) Alternatives
- Assessment and evaluation of Group #3 (Improve Roads) and Group #4 (New Roads) Alternatives
- Preparation of the *Draft Transportation Development Strategy*

Study Schedule



For more information, please visit the project website at www.gta-west.com

Managing Growth

- The Greater Golden Horseshoe is one of the fastest growing regions in North America
- The Greater Golden Horseshoe will continue to experience the benefits that come from growth with vibrant, diversified communities and economies; new and expanded community services; and arts, culture and recreation facilities
- However, without properly managing growth, communities will experience the negative aspects associated with rapid growth, such as increased traffic congestion, deteriorating air and water quality, and the disappearance of agricultural lands and natural resources

Growth Plan for the Greater Golden Horseshoe (GGH)

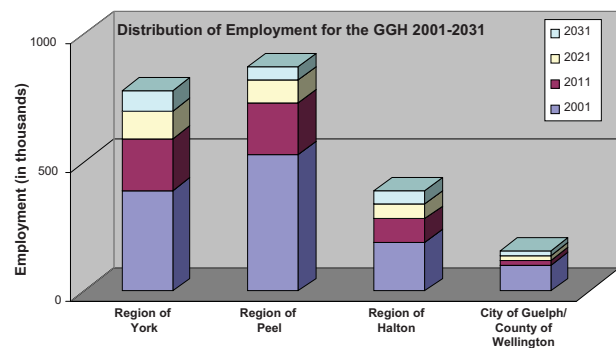
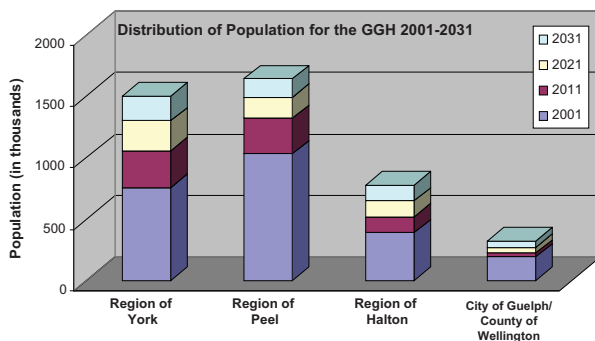
- The *Growth Plan for the Greater Golden Horseshoe*, released in 2006, is a 25-year plan that sets out a vision and strategic policy direction for managing growth in the Greater Golden Horseshoe
- The *Growth Plan* aims to:
 - Revitalize downtowns to become vibrant and convenient centres
 - Create complete communities that offer more options for living, working, learning, shopping and playing
 - Provide greater choice in housing types to meet the needs of people at all stages of life
 - Curb sprawl and protect farmland and green spaces
 - Reduce traffic gridlock by improving access to a greater range of transportation options

In addition to the policy directions for intensification and compact urban form, which guide many of the infrastructure priorities in the Greater Golden Horseshoe, the Growth Plan also contains the following transportation policies:

- Provide connectivity among transportation modes
- Offer a balance of transportation choices to promote sustainable modes
- Encourage the most financially and environmentally appropriate modes
- Offer multi-modal access to everyday needs
- Provide for the safety of system users
- Promote public transit as the first priority in transportation planning and investments for moving people, and promote efficient goods movement by linking intermodal facilities, international gateways and communities



Growth in the GTA West Area



Source: Growth Plan for the Greater Golden Horseshoe, 2006

There will be significant growth

- Population of the GGH will grow from 7.8 to 11.5 million people by 2031
- Employment in the GGH will grow from 3.8 to 5.6 million jobs by 2031 (Source: *Growth Plan for the Greater Golden Horseshoe* 2006)

We must plan for the future

- This growth will lead to more commuter, tourism and freight trips
- We must plan now to accommodate these additional trips efficiently in the future years



Reference Table:

See the *Growth Plan for the Greater Golden Horseshoe* at the Reference Table



Greenbelt Plan

The Project Team has fully integrated the goals, objectives and policy requirements of the *Greenbelt Plan* into the study process in accordance with the infrastructure policies set out in the *Greenbelt Plan*, including:

- Optimize, where practical, the existing capacity and coordination with different infrastructure services
- Avoid key natural heritage features or key hydrologic features unless need has been demonstrated and it has been established that there is no reasonable alternative
- Minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System, traversed and/or occupied by infrastructure
- Minimize, wherever possible, the negative impacts and disturbance of the existing landscape



Reference Table:

See the *Greenbelt Plan Report* at the Reference Table



Section 4.2 of the Greenbelt Plan sets out specific policies for infrastructure which permits existing, expanded or new infrastructure subject to approval under relevant legislation within the Protected Countryside provided that the infrastructure meets one of the following objectives: (a) it supports agriculture, recreation, tourism and rural settlements and economic activity existing within the Greenbelt; or, (b) it serves significant growth and economic development in southern Ontario outside the Greenbelt through infrastructure connections.

The Greenbelt Plan is a cornerstone of Ontario's Growth Plan for the Greater Golden Horseshoe. Together, both plans provide clarity and certainty about urban structure, where and how future growth should be accommodated, and what must be protected for current and future generations.

Niagara Escarpment Plan (NEP)

The Niagara Escarpment Plan guides land use within an area defined by the Niagara Escarpment, from the Bruce Peninsula in the north to the Niagara River in the south.

- Limits development within the NEP area through limitations on new lot creation and on permitted uses. The intent is to balance development with preservation and public use. Official plans are required to conform to the NEP and establish land use designations, policies and criteria for the protection of lands within their policy areas
- The Niagara Escarpment Plan permits essential transportation facilities in the Escarpment Natural Area



Reference Table:

See the *Niagara Escarpment Plan Report* at the Reference Table



Other policies applicable to the GTA West Study

- Provincial Policy Statement
- Oak Ridges Moraine Conservation Plan
- Official Plans of municipalities within the Preliminary Study Area

The Niagara Escarpment is classified as a UNESCO World Biosphere Reserve. The 194,340 ha of Escarpment land is managed/governed by the Niagara Escarpment Commission (NEC) and the Niagara Escarpment Plan (NEP). According to the NEC, it is one of only 13 biosphere reserves in Canada.

Future Transportation Problems (as presented at PIC #3)

Commuters

Transit Service

- Limited integration between local and inter-regional transit outside GTHA
- Limited community to community transit service
- Passenger rail services conflict with freight for use of rail capacity
- Buses are impacted by road congestion

Road System Constraints

- Increased congestion during weekday commuting periods
- Travel time for commuter trips will increase and become less predictable
- Variability and duration of travel times on the area road system

Tourism and Recreation

Transit Service

- Inadequate transit connections between tourist gateways (e.g. airports, rail stations) and major tourist destinations
- Public transit schedules cater to commuters rather than tourists
- Limited multi-modal connections (e.g. rail stations, airports) to key destinations
- Lack of choice to use transit

Road System Constraints

- Increased travel delays during peak tourist/recreation travel times
- Unpredictable travel times on inter-regional roads result when incidents occur
- Inadequate road connections between tourist gateways (e.g. airports, rail stations) and major tourist destinations
- Truck traffic conflicts with tourist/recreation travel in the summer months

Goods Movement

Truck

- Increased travel delays during peak periods
- Unpredictable travel times on inter-regional roads result when incidents occur
- Insufficient road connections between commercial centres and other modal systems
- Diversion of inter-regional trucks to local roads

Freight Rail

- Few rail connections between growth areas
- Conflicts with passenger transit for use of rail capacity
- Track capacity constrained in some areas

Marine

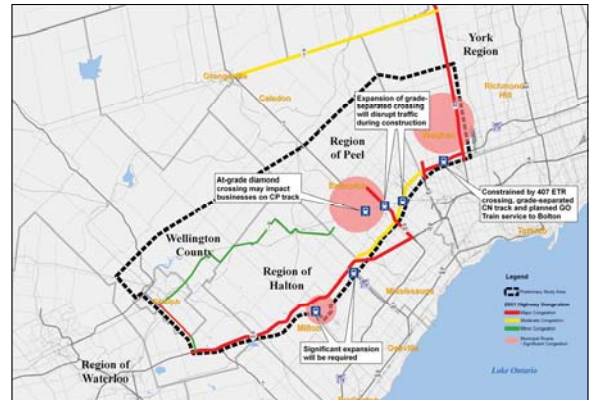
- Large ocean vessels unable to enter the St. Lawrence Seaway System results in goods being transferred to rail or truck
- Winter Seaway closure limits shipping season
- Inadequate connections between inland ports and the inter-regional road system

Air

- Limited runway capacity at Toronto Pearson International Airport
- Limited multi-modal connections to airports at present



Tourism and recreational travel rely on Highway 401 and Highway 400 to reach major tourist and recreational destinations.



By 2031, traffic volumes on Highways 401, 400, 427 and 410 are all forecast to increase substantially. The increase in traffic volume will further increase road congestion in the GTA West Preliminary Study Area.



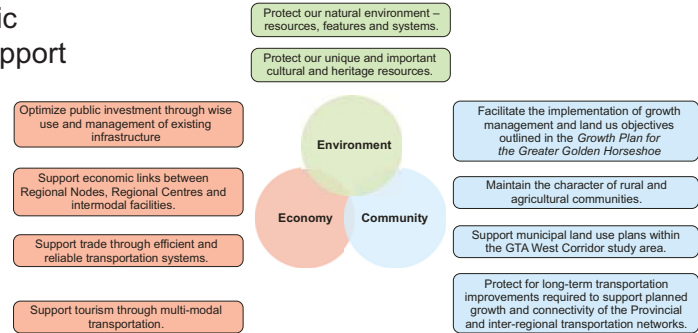
Highway 401 is the largest and busiest highway in the GTA West Preliminary Study Area. Highways 410, 427 and 400 are also key highway links. All of these links are heavily used for goods movement. Currently all 400-series highways have major peak period congestion in the area.

What are Future Transportation Opportunities? (as presented at PIC #3)

Opportunities are found where improvements or enhancements to the transportation system allow for the enhancement or protection of the environment, economy and/or community.

Opportunities go beyond addressing the specific transportation problems and are intended to support the objectives of:

- Compact, vibrant and complete communities
- A protected environment
- A prosperous and competitive economy



Support future municipal land use planning in accordance with the *Growth Plan*

- Coordinating with municipalities within the Preliminary Study Area with regard to future land use allocation and to coordinate the development of the transportation alternatives with the planning work that is being undertaken by these municipalities

Maintain the character and integrity of rural and agricultural lands

- Focus population and employment growth in Urban Growth Centres, Built Up Areas, and Designated Greenfield Areas
- Have due regard for policy documents like the *Greenbelt Act and Plan*, the *Niagara Escarpment Planning and Development Act and Niagara Escarpment Plan* and the *Oak Ridges Moraine Conservation Act and Plan*

Provide Transportation Choice, Improved Connections and Increased Reliability for Commuters

Build on the Metrolinx RTP and GO 2020 to provide commuters real alternatives to the automobile throughout the GTA West Preliminary Study Area:

- Provide improved transportation services for commuters in the Study Area, which may reduce the pressure on the highway system
- Provide expanded transit services and improved connections between inter-regional transit services and local transit services
- Make commuter travel more convenient and flexible
- Incorporate active transportation alternatives such as bicycle storage at transit terminals and aboard transit vehicles

Provide transportation choice, improved connections and increased reliability for goods movement

Encourage use of other modes of travel for goods movement (e.g. rail, marine and air), as well as provide better connections between these modes

- Improve connections between Toronto Pearson International Airport and related clusters of logistics uses, industries and urban centres

Provide improved transportation service for tourists

- Provide improved connection and greater modal choice for tourists arriving at gateways such as the Pearson International Airport and destined to the GTA West Preliminary Study Area
- Facilitating active transportation in these services
- Improving transportation system operations to enhance tourism and recreational trip experience

Optimize existing transportation infrastructure

- Reduce/shift trip making and automobile usage while optimizing use of the existing system
- Encourage increased vehicle occupancy, such as HOV lanes and carpool lots along 400-series highways
- Use of changeable message signs, highway cameras, and "real time" adaptive transportation systems to provide "real time" information on traffic conditions
- Implement speed harmonization, high occupancy toll lanes and road pricing
- Improve at-grade rail-to-rail and road-to-rail crossings to improve travel flows and safety
- Designate and preserve lands within settlement areas in the vicinity of existing major highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing and associated retail, office and ancillary facilities, where appropriate (*Growth Plan Policy 2.2.6.9 & 3.2.4.6*)

Minimize impacts to the natural, social, economic and cultural environments

This can be done through planning that:

- Optimizes the use of existing infrastructure
- Gives due regard to the requirements of approved provincial environmental protection policies, when developing, assessing and evaluating all reasonable transportation alternatives
- Provide opportunities to minimize and potentially avoid impacts to important natural, social, economic and cultural environmental features in the earliest planning stages

Many Improvements Have Already Been Planned (as presented at PIC #3)

- This Study builds on planned improvement initiatives by Metrolinx (in the Regional Transportation Plan and GO 2020) and others
- There is an extensive list of planned improvements in optimizing the existing road network and non-road infrastructure

York VIVA 2010 to 2015
5-year Service Plan



GO 2020



Brampton Züm

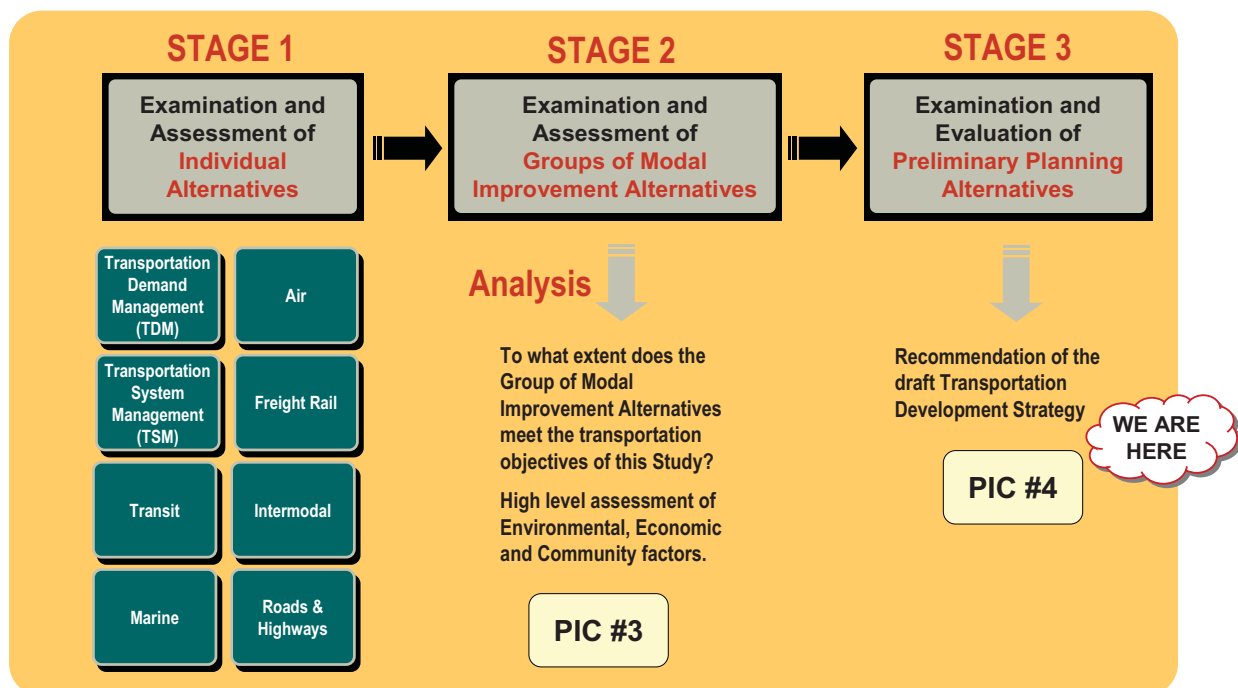


Metrolinx RTP

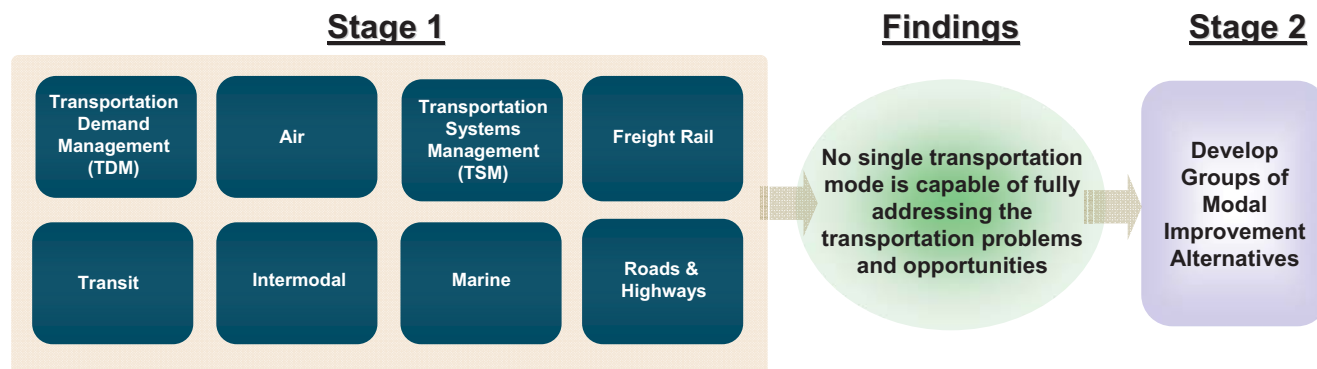








A Three Stage Process was developed to support the generation and assessment of transportation alternatives (as presented at PIC #3).

General Process:



STAGE 1: Individual Alternatives (as presented at PIC #3)



Mode	Stage 1 Results
Transportation Demand Management (TDM)	Is an important component of the future transportation networks. On its own, it does not provide a significant improvement to transportation problems in the Preliminary Study Area. To be carried forward as part of the Group of Modal Improvement Alternatives.
Transportation Systems Management (TSM)	Is an important component of the future transportation networks. On its own, it does not provide a significant improvement to transportation problems in the Preliminary Study Area. To be carried forward as part of the Group of Modal Improvement Alternatives.
Transit 	Improved transit is recognized as a critical component of the future transportation network especially for the movement of people and commuters. On its own, it does not provide a sufficient resolution of the full range of transportation problems in the Preliminary Study Area. To be carried forward as part of the Group of Modal Improvement Alternatives.
Air 	Improved multi-modal connections to the Toronto Pearson International Airport have some potential to reduce dependence on the road network in the Preliminary Study Area. Recommended to be pursued by others or are already being pursued by others.
Marine 	Improved multi-modal connections to Port of Toronto / Port of Hamilton have some potential to reduce congestion on the road network in the Preliminary Study Area. Recommended to be pursued by others or are already being pursued by others.
Freight Rail 	Rail will continue to be an important aspect of goods movement in the Preliminary Study Area. To be carried forward as part of the Group of Modal Improvement Alternatives.
Intermodal 	Improved intermodal facilities have some potential to address transportation problems in the Preliminary Study Area, especially as they relate to the movement of goods (e.g., rail to truck transfers). To be carried forward as part of the Group of Modal Improvement Alternatives.
Roads & Highways 	Are expected to provide significant improvement to transportation problems in the GTA West Study Area through widening of existing roads and / or highways and potentially the introduction of a new transportation corridor. To be carried forward as part of the Group of Modal Improvement Alternatives.

Stage 1 – Key Outcome

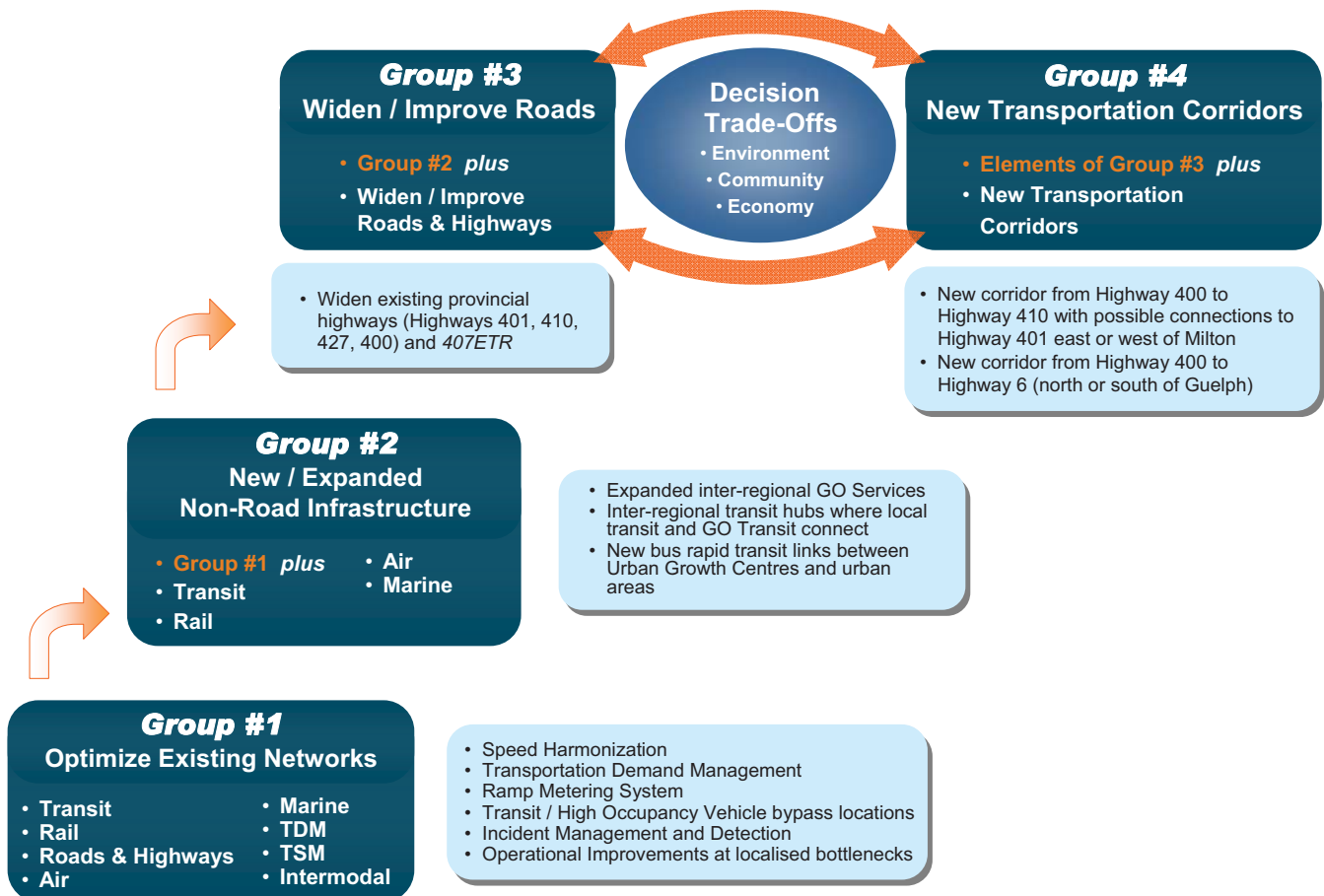
No single transportation mode is capable of fully addressing the transportation problems and opportunities.

Improvements to any single mode are not enough; we need a combination of many to meet the future needs.

STAGE 2: Groups of Modal Improvement Alternatives

(as presented at PIC #3)

- Combine various elements of the single modes to form groups of alternatives
- Examine and assess each of the group alternatives at a high level to determine likely advantages and disadvantages based on a variety of features and criteria



This recommended approach to addressing current and future transportation problems and opportunities offers six fundamental features:

- A **“transit first” approach** – supporting existing long range transit plans with the need to explore further enhancements
- **Making better use of transportation infrastructure that is already in place** - through optimization including use of advanced technologies
- **Providing more and better choices for people and shippers in making trip decisions** - with more effective transit and rail infrastructure and service
- **Pursuing means to reduce travel demands** - through building on current programs such as Smart Commute, and increased community self containment (jobs and homes in the same community)
- **Introducing timely transportation improvements** - to influence decisions on mode choices and to accommodate projected growth
- **Shaping growth through transportation service provided** - therefore meeting government objectives

Elements of Draft Transportation Development Strategy

- Support the implementation of the Metrolinx RTP and GO 2020
- Optimize use of existing transportation infrastructure through Transportation Demand Management (TDM) and Transportation System Management (TSM) measures in cooperation with Metrolinx
- Initiate a region-wide Active Traffic Management Study
- Widen selected highways to provide additional capacity including HOV (buses or 2+ occupancy) and multi-modal uses
- New transportation corridor from Highway 400 westerly to Highway 401, east of the Niagara Escarpment
- Initiate study to investigate inter-regional transit opportunities linking western urban centres

Refer to: *Add / Expand Non-Road Infrastructure* section of the display

2

Refer to: *Optimize Existing Network* section of the display

2

Refer to: *Road Widening and New Corridor* section of the display

2

This Transportation Development Strategy represents a new generation of transportation planning for people and goods movement.

In the GTA West Study Area, there is a mosaic of community, industry and natural features with a complex transportation network woven through it. The Province has worked closely with many municipalities, and many interested individuals to develop an integrated transportation planning approach – respecting the area land uses and accommodating future growth.

From strategy recommendations will come a need to educate, and to change travel behaviour and choices. Improving the infrastructure is only a part of the solution.



Our strategy is based on extensive consultation and expert analyses by team specialists using advanced techniques and approaches. Sustainable transportation improvements have been considered and adopted.

Goal: Improving the performance of the existing transportation system by reducing demand and improving system efficiency.

Current Transportation Demand Management Initiatives:

- Partnership between Metrolinx and area communities
- Coordinate Transportation Demand Management (TDM) services throughout Greater Toronto and Hamilton Area (GTHA)
 - Widespread provincial and municipal policy support for TDM
 - Selected TDM actions are primarily provided throughout the GTHA by large employers
 - In many areas employer actions are supported and coordinated by Transportation Management Associations (TMAs)
 - Non-profit partnership between employers and various levels of government
- The lead agency in coordinating and supporting TMAs in the GTHA is Metrolinx



The following notable Transportation System Management (TSM) measures have been implemented on sections of key highways in the GTHA:

- COMPASS System
- Traveller's Information
- MTO HOV Network
- Carpool Lots
- Bus Bypass Shoulders
- Ramp Metering
- Queue Warning System

As technologies advance there will be new opportunities available that will further improve transportation system performance.

Suitable techniques that could be implemented early include:

- Expand use of Bus Bypass Shoulders
- Enhance Incident / Congestion Management
- Expanded use of Ramp Metering
- HOV / Transit Bypass Lanes on ramps
- Speed Harmonization

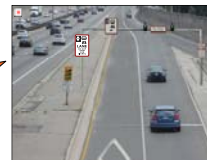
Smooth vehicle access to highway with ramp metering. End of queue detectors prevent backups onto municipal roads. Smoother entering flows improve merging at on ramps.

MTO's COMPASS system utilizes sensors to transmit data to Traffic Operations Centre. Accurate data then enables better information to motorists and timely response to incidents.

Wide Shoulders are provided to enable buses to bypass queues during congestion.

Transit and High Occupancy Vehicles use bypass lanes on ramps with ramp metering to minimize delays to those vehicles.

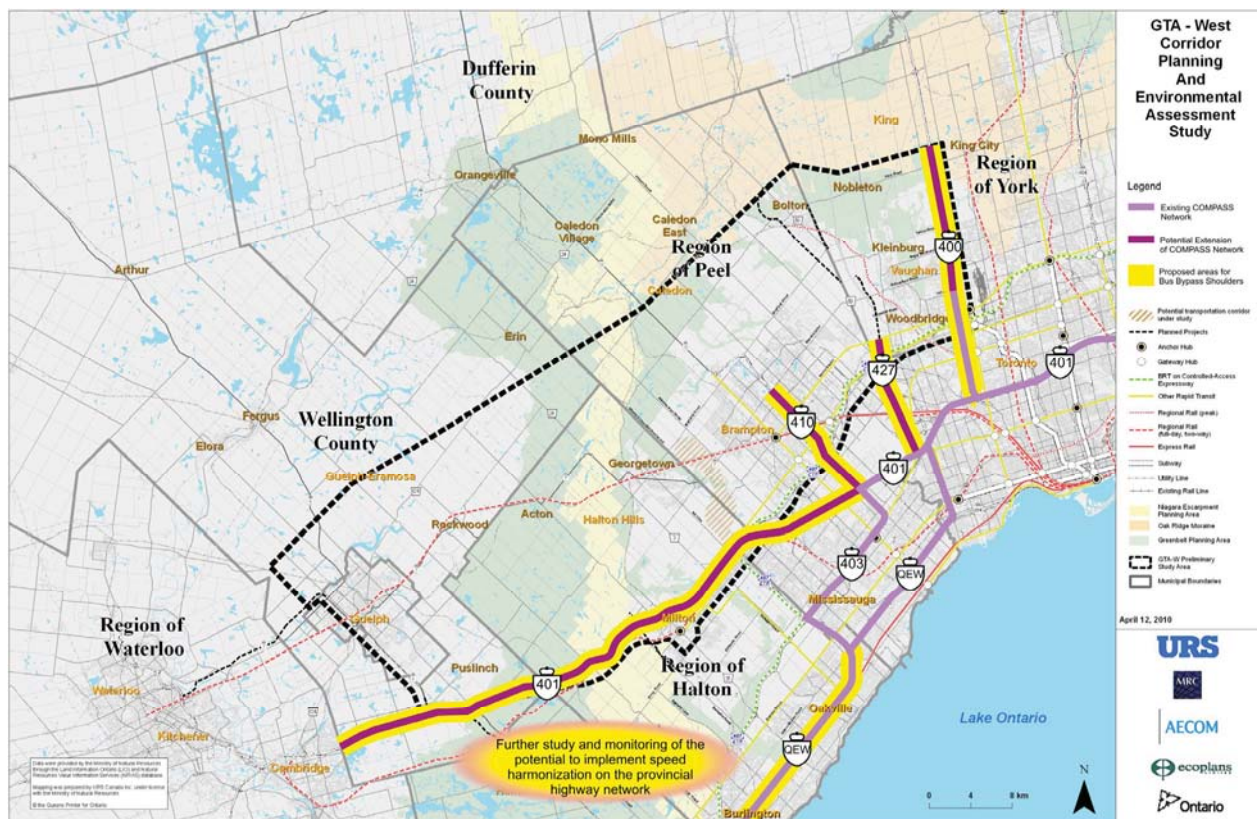
Speed harmonization is a traffic management system (similar to MTO's COMPASS system) that monitors travel data and regulates speed limits. Cameras and sensors measure traffic flow. Speed limits are automatically adjusted when congestion thresholds are exceeded maintaining a constant flow vs. stop & go.



Builds upon comprehensive optimization strategies in the Metrolinx RTP, GO 2020 and municipal transportation master plans including:

- Improving access to transit stations for pedestrians and motorists, and advancing the concept of mobility hubs
- Making active transportation a viable choice – such as reducing barriers and improving safety, providing secure bicycle storage at transit terminals, bicycles on transit vehicles, etc
- Expanding use of Bus Bypass Shoulders during rush hours
- Improving schedule and fare integration
- Providing drivers with real time trip planning information
- Optimizing use of commuter rail system (longer GO Trains – 12 cars)
- More aggressive use of Transportation Demand Management and Transportation System Management

The following plan illustrates existing COMPASS operations and potential system extensions including bus bypass shoulders.



Goal: Focus on improving existing and/or providing new non-road infrastructure and transit, building on the recommendations of the Metrolinx RTP and GO 2020.

Current Initiatives in the GTA West Study Area:

Metrolinx: *The Big Move*

Metrolinx was created by the Ontario government to develop and implement an integrated multi-modal transportation plan for the Greater Toronto and Hamilton Area (GTHA). A significant part of its mandate has been the creation of *The Big Move*, the Regional Transportation Plan (RTP) for the GTHA that includes a comprehensive transit network.

In 2009, Metrolinx merged with GO Transit to become one agency with both planning and operations responsibilities. *The Big Move* addresses all forms of transportation – roads, transit, cycling and walking, including a proposal to build 1,200 km of rapid transit, resulting in an extensive transit system with connected mobility hubs.



Reference Table:

See *The Big Move* Report at the Reference Table

15 Year Plan:

The following projects in the GTA West Preliminary Study Area have been included in the 15 year plan for the Regional Transportation Plan:

- Hurontario rapid transit from Port Credit to Downtown Brampton
- Brampton's Queen Street AcceleRide (now Züm)
- VIVA BRT Highway 7 and Yonge Street through York Region
- Spadina Subway extension to Vaughan Corporate Centre
- Rapid transit line Finch West (Yonge Subway to Hwy 27-Humber College)
- Numerous improvements to GO Transit service (See next display)



Indicator	2006	2031 Current Trends	2031 RTP Forecast
Transit Mode Split in The Greater Toronto and Hamilton Area	16.5%	16.4%	26.3%
AM Peak Period Auto Trips in the GTHA	2,068,000	3,206,490	2,603,722

Source: Metrolinx Background – Modelling Methodologies and Results for the Regional Transportation Plan

25 Year Plan:

- Additional rapid transit services in Halton connecting both Burlington and downtown Milton to the rapid transit service on Dundas Street
- Rapid transit on Steeles Avenue in Brampton connecting the Lisgar GO Station to Highway 427
- The first component of the dedicated 407 Transitway providing rapid transit service through York Region, continuing as high speed bus service to the east and west along 407ETR, and connecting to Toronto Pearson International Airport via Highway 427
- Necessary transit improvements along arterial road networks to service new growth that will continue to take place in accordance with municipal Transportation Master Plans
- Walking and cycling infrastructure
- Opportunities for upgrading Bus Rapid Transit services to Light Rail Transit



This plan presents all major transit services in the area – existing and proposed by Metrolinx, GO and municipal transit operators.

GO Transit: GO 2020

GO Transit has developed the *GO 2020 Strategic Plan* with a year 2020 vision for GO ridership which is expected to increase to more than double inside and triple outside the Toronto core (served by Union Station). The number of riders travelling outside the Toronto core will grow from 12% to 16% of the total GO ridership.

Current plans and initiatives include:

- Additional expanded and improved parking facilities at transit stations
- New bus storage in Aberfoyle
- Rapid Transit
 - Steeles Avenue area (Lisgar GO to Highway 427)
 - Highway 427 (Toronto Pearson International Airport to Queen Street)
 - Hurontario Street (Port Credit to Downtown Brampton)
 - Finch Avenue West (Toronto Pearson International Airport to Finch Station)
 - Highway 10 (Mayfield West to Downtown Brampton)
 - Highway 7 (Peel-York boundary to Locust Hill/Markham)
 - 407ETR (Halton to Durham)
 - Trafalgar Road / Main Street (Downtown Milton to 407ETR)
 - Brampton Züm (Downtown Brampton to Peel-York Boundary)
- Regional Rail Service
 - Bolton from Union Station
 - Toronto Pearson International Airport to Union Station
 - Service expansion to Milton and Georgetown
 - Service extension from Milton to Cambridge
 - Service extension from Georgetown to Kitchener
- Express Rail
 - Richmond Hill / Langstaff Gateway to Union Station
 - Downtown Brampton to Union Station
 - Hamilton to Union Station along Lakeshore corridor



Source: Metrolinx

Mode switching from auto to transit leads to:

- Congestion reduction on roadways
- Cost savings from mode switching recirculated into the economy

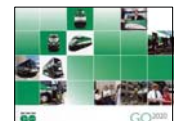
Benefits from improved transit access/ speed lead to:

- Expanded labour markets for employers
- Access to a larger job market for workers
- Expanded customer markets for area businesses



Reference Table:

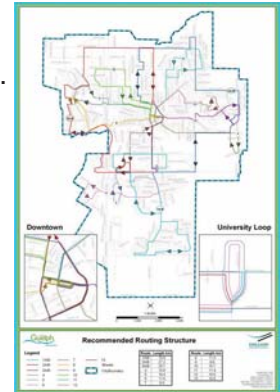
See the GO 2020 Report at the Reference Table



City of Guelph: Transit Strategy and Plan

Guelph is developing a new Transit Growth Strategy and Plan for transit and mobility services. In developing a long term vision for transit in Guelph, the system will be analyzed from customer, staff, technical and policy perspectives. The goal is to develop a strategic plan to build a transit system that will meet the growing needs of the citizens of Guelph. Major tasks include:

- Developing a long-term vision and growth strategy for transit services
- Conducting a detailed review of existing transit operations, including the mobility services and developing recommendations that will improve overall service and efficiency
- Assessing the feasibility of implementing Higher Order Transit (such as Bus Rapid Transit, Light Rail Transit) services within Guelph, and linking Guelph to surrounding municipalities
- Updating the design for the Downtown Transit Terminal based on the start of GO Rail services as early as 2011



For more information, please visit the website at www.guelph.ca

York VIVA – 2010 to 2015 5-Year Service Plan

The 5-Year Service Plan will incorporate the key principles of:

- Planning for easy, convenient and direct connection to future and existing rapid transit services
- Maximizing potential for success with new service strategies with a view to making significant gains in cost recovery and ridership levels
- Developing decision making tools based on a sound Business Intelligence approach



For more information, please visit the website at www.yorkregiontransit.com



The Five-Year Service Plan will serve as the framework document for guiding the direction of transit operations in York Region from 2010-2015. It will focus on enhancing service levels and promoting ridership growth, while ensuring sound economic performance.

City of Brampton – Züm (Formerly AcceleRide)

Züm is an initiative of the City of Brampton and Brampton Transit to introduce enhanced, uniquely branded Bus Rapid Transit (BRT) services along the City's key north-south and east-west arterial corridors.

The first phase of BRT improvements (transit signal priority, low-floor vehicles, HOV and queue jump lanes) will be implemented in 2010 and the system will be completed by 2021.

- Queen Street (Fall 2010): Downtown Brampton to York University
- Main Street (Fall 2011): Sandalwood Parkway to Mississauga City Centre
- Steeles Avenue (Fall 2012): Shoppers World to Humber College
- Bovaird Drive (2014): Mount Pleasant GO Station to Airport Loop

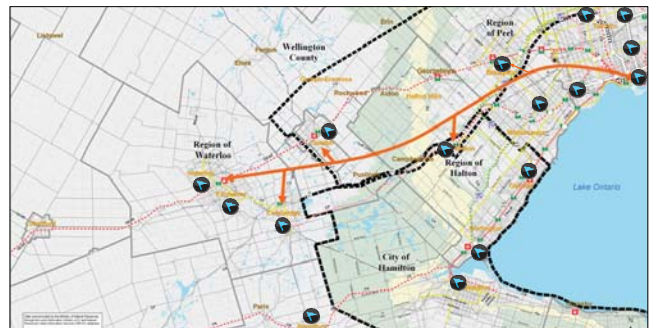


For more information, please visit the website at www.brampton.ca

- The Metrolinx Regional Transportation Plan (RTP) has demonstrated plans to implement inter-regional transit across the GTHA with strategically-located “mobility hubs”
- The GTA West Transportation Development Strategy envisages better inter-regional transit services connecting the westerly Urban Growth Centres (UGCs) identified in the *Growth Plan* (Downtown Kitchener, Uptown Waterloo, Downtown Cambridge, Downtown Guelph, Downtown Milton, Downtown Brampton, Downtown Hamilton, and Downtown Brantford)
- This concept has been built around three elements to create a comprehensive transit network connecting urban and rural centres west of the GTHA with one another and with the City of Toronto

1st Element – Inter-regional Transit Links to Toronto:

- Enhance “spine” network by connecting *Urban Growth Centres* to Toronto
- Current initiatives:
 - Proposed GO Georgetown Line expansion: Georgetown → Acton → Guelph → Breslau → Kitchener
 - Potential GO Milton Line expansion: Milton → Campbellville → Puslinch → Cambridge



2nd Element – Linking *Urban Growth Centres* by Transit

- Develop transit “web” network by connecting western *Urban Growth Centres* to one another
- Current initiatives:
 - Proposed Waterloo LRT: Rapid transit linking Waterloo, Kitchener, and Cambridge (initially BRT in Cambridge)
 - Potential improvements to the Cambridge to Brantford corridor could present an opportunity for improved transit



3rd Element – *Urban Growth Centres* as Transit Gateways

- Identify rural areas that warrant transit connections and link to “spine” network through *Urban Growth Centres* for access to Toronto
- Current initiatives:
 - GO bus stop in Aberfoyle (in Puslinch)
 - GO rail expansions would service Acton, Breslau, Campbellville, Puslinch
 - Grand River Transit bus route to St. Jacobs and Elmira



Potential Rail Network

- Several active and abandoned rail corridors exist in the Preliminary Study Area and beyond
- Potential to implement commuter rail transit on active tracks or on reconstituted abandoned tracks

Initiate study to investigate inter-regional transit opportunities linking western urban centres

- Investigate rail passenger service
- Consider Bus Rapid Transit
- Consider transit service linkages to rural communities



Support Freight Movement by Rail

Current Condition

- Rail capacity is available to increase numbers of trains however, there are:
 - Passenger rail and freight rail service scheduling conflicts
 - At-grade road/rail crossing conflicts (delay to both road and rail traffic, safety, etc.)

How can it be improved?

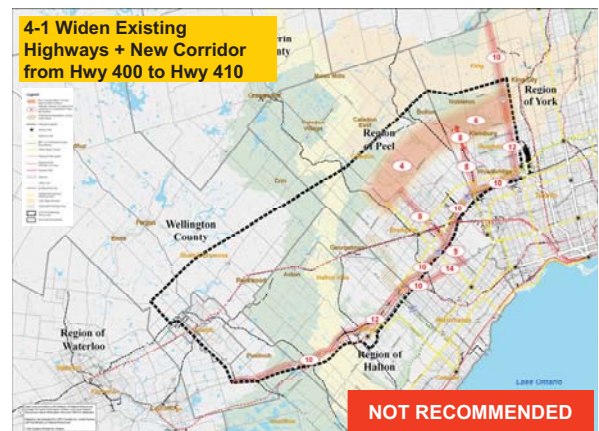
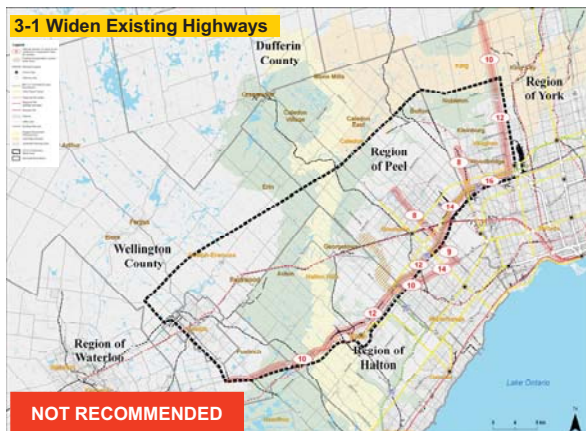
- Removal of constraints to improve freight and passenger rail operations and increase utilization
- Coordinate with CN Rail, CP Rail and Metrolinx to identify conflict points
- Support potential future initiatives to remove freight rail/passenger rail conflicts
- Provide grade separations at key road/rail crossings
- Support Ontario-Quebec Continental Gateway strategy



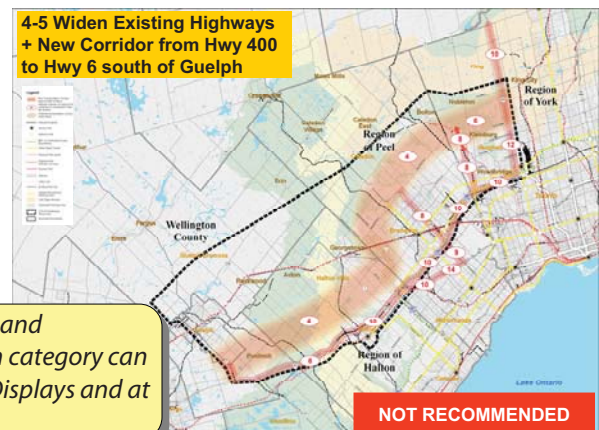
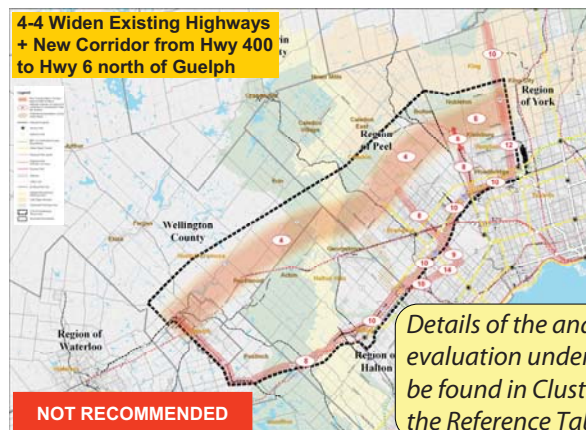
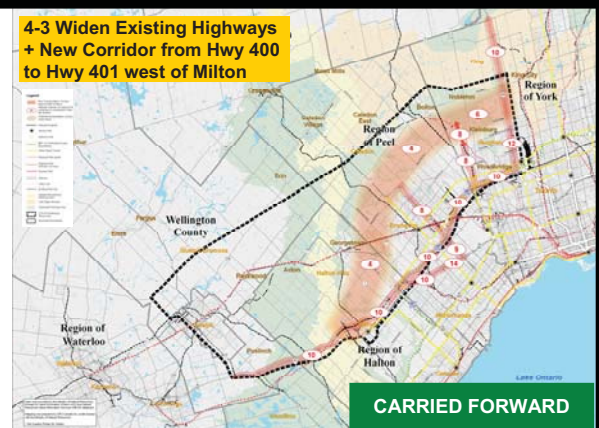
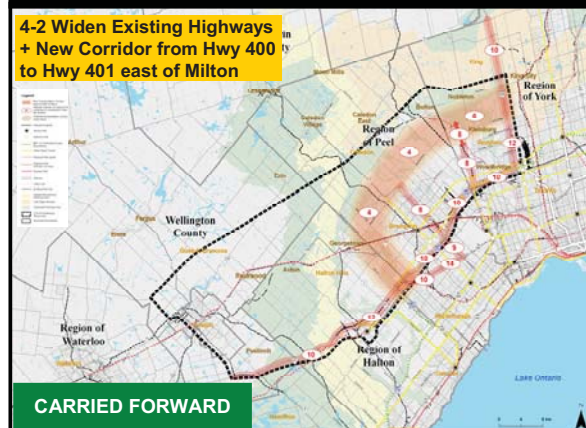
Road Widening and New Corridor – Overall Assessment Findings

- Road widening (Group 3) and new corridor (Group 4) alternatives are required to address future demand
- They fully incorporate and build on all initiatives under Group 1 – Optimizing the existing network and Group 2 – adding/expanding non-road infrastructure
- They were analyzed and evaluated using factors and criteria relating natural environment, social environment, cultural environment, economy, transportation, as well as cost and constructability

Two alternatives (4-2 and 4-3) provide better overall benefits and less impact as compared to other alternatives, and therefore are recommended as part of the draft Transportation Development Strategy.



New Transportation Corridor from Highway 400 westerly to Highway 401 east of the Escarpment

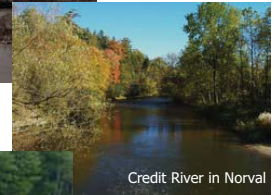


Details of the analysis and evaluation under each category can be found in Cluster 3 Displays and at the Reference Table.

Summary of the Analysis and Evaluation of the Short-listed Modal Improvement Alternatives

Natural Environment Impacts

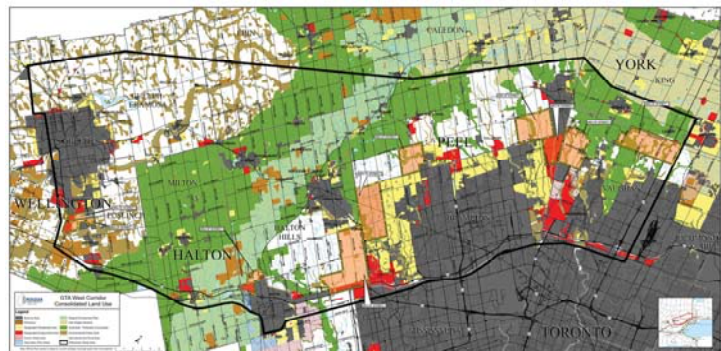
- Includes fish habitat, terrestrial ecosystems, groundwater surface water and designated areas
- Group 3-1 has the least amount of impact to natural environment
- All Group 4 alternatives cross Humber River and associated valley, trails, wildlife corridors - impacts of the new crossing can be mitigated through route selection and design
- Groups 4-1, 4-2 and 4-3 alternatives have moderate impacts. Some can be mitigated through route selection and design
- Groups 4-4 and 4-5 have long sections through the Greenbelt, across the Niagara Escarpment and in rural areas where some sensitive features cannot be avoided because of their size
- Groups 4-4 and 4-5 have a high potential to impact the natural environment



Details of the analysis and evaluation under each category can be found in Cluster 3 Displays and at the Reference Table.

Land Use / Social Environment

- Includes land use planning and policies, community, noise and air quality, municipal services, contaminated property identification and management
- Group 3-1 does *not* sufficiently support future land use and growth especially in York and Peel Regions
- Group 3-1 impacts:
 - 43 agricultural properties
 - 23 residential properties
 - 22 industrial properties
 - 20 commercial properties
- Group 3-1 also has significant impacts to municipal infrastructure at Highway 407, east of Highway 427
- Groups 4-1, 4-2 and 4-3 alternatives address growth and land use pressures in York, Peel and Halton Regions
- Group 4 impacts to residential properties and community features are fewer and can be minimized through the route selection process
- Groups 4-4 and 4-5 impact agricultural land uses in north Halton and Wellington County and have high potential to fragment farming operations



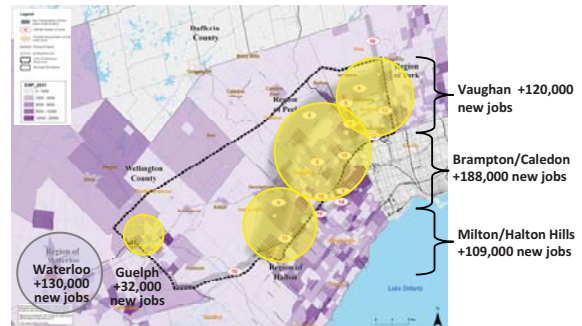
Cultural Environment

- Includes built heritage features, cultural landscape and archaeological resources
- Group 3-1 - limited potential to impact cultural environment because most areas are previously disturbed either through highway construction or urbanization
- Group 4 alternatives - increased potential to impact cultural environment – route selection and design can mitigate impact
- Longest new corridors (Groups 4-4 and 4-5) - have highest potential to impact cultural environment

Summary of the Analysis and Evaluation of the Short-listed Modal Improvement Alternatives

Economic Benefits

- GTAW is the distribution hub of Canada – heavy dependence on timely movement of goods
- No significant advantage between Group 3 and Group 4 in transportation economic benefits
- Group 3-1 provides slightly more economic impact benefits
- Group 3-1 serves most employment areas well; falls short of some growth areas and does not support circumferential supply chain and distribution network
- Group 4-3 best conforms to growth patterns and provides service to economic growth areas that are most dependent on road network



Congestion reduction (speed increase) leads to:

- Reduced vehicle operating costs for freight trucks and cars with savings recirculated into the economy
- Expanded labour markets for employers
- Access to a larger job market for workers
- Expanded customer markets for area businesses
- Expanded delivery markets for freight
- Faster access to airport (all vehicles)
- Faster access to intermodal freight yard, marine port (trucks)

Transportation Performance

- Group 4 alternatives (other than 4-1) outperform Group 3 in terms of traffic operations, commuter travel and people movement
 - Alternative 4-1 too limited in scope to perform well in any category
- Group 4 alternatives perform better for most people movement criteria
 - Result in lowest amount of inter-regional traffic on local roads
 - Provide better modal integration, balance and choice for movement of people and goods (i.e. between communities, transit hubs, terminals and employments centres)
 - Provide network redundancy and route/network flexibility
- Group 4 alternatives (except 4-1) provide good linkages to population and employment centres
 - Alternative 3-1 and Alternatives 4-2 to 4-5 provide similar improvements in auto and transit travel times between urban centres
 - Alternative 3-1, however, would not improve network connectivity between urban centres
- Alternative 4-3, 4-4 and 4-5 perform well in all factor/criteria areas

Constructability and Cost

Details of the analysis and evaluation under each category can be found in Cluster 3 Displays and at the Reference Table.

- Alternative 3-1: **407ETR**
 - Impact to transit stations due to tight property limit and access (e.g. at Mississauga Road, Airport Road, Hwy 50, Pine Valley Drive, Weston Road, Highway 27, etc)
 - Constructability issue of the 407 Transitway bridge crossings over 407ETR
 - Impact to supporting Transitway infrastructure including Storm Water Management
 - Other potential impact to Transitway - vertical profile, ramps and structures, grade separations, adjacent arterial roads, access to the stations and parking areas
 - Replacement of bridges, and realignment of arterial crossings for new bridge to maintain traffic during construction
 - Existing 8 and 10 lane sections will be severely affected by conversion to core/collector system
 - Reconstruction of freeway to freeway interchanges
 - Constrained in many locations by urban development for widening beyond 10 lanes
 - Rail bridge crossing may require major detour of rail lines, if feasible
- Group 4 alternatives: **Highway 401**
 - Widening through the Niagara Escarpment / Greenbelt area west of Milton
- Based on a high level analysis of construction costs, Alternative 3-1 cost is between 2-9% higher than Group 4 alternatives
- Group 4 alternatives range by up to 7%

The following summarizes the GTA West Study Team's analysis of the Group #3 and Group #4 alternatives:

- Alternatives 4-3, 4-4 and 4-5 would all provide adequate capacity to address future transportation needs to 2031
- Alternatives 4-4 and 4-5 offer improved connections to support economic growth in Kitchener/Waterloo and Guelph, however, the additional economic benefits over the other alternatives are marginal
- Alternatives 4-2 and 4-3 provide very good connections among major employment nodes benefiting goods movement and creating opportunities for new inter-regional transit services
- New corridor alternatives (particularly 4-4 and 4-5) have more significant environmental and community impacts than widening existing highways
- New corridor alternatives avoid some of the significant constructability issues associated with Alternative 3-1
- All of the new corridor alternatives together with required widenings have similar construction costs
- Alternative 3-1 is more costly to construct and would have severe constructability issues, severe negative impact on the 407 Transitway, as well as more impact to community and economy during construction

Details of the analysis and evaluation under each category can be found in Cluster 3 Displays and at the Reference Table.

OVERALL ASSESSMENT

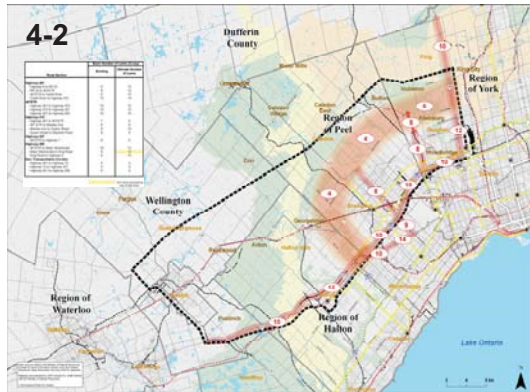
Factor	Group 3-1	Group 4-1	Group 4-2	Group 4-3	Group 4-4	Group 4-5	Rationale
Natural							Alternative 3-1 results in the fewest impacts in most criteria in the natural environment factor. Impacts on the fringe of sensitive areas that have already been disturbed and most can be mitigated with standard mitigation measures. Alternatives 4-1, 4-2 and 4-3 result in more potential impacts than Alternative 3-1 because of new footprints in new corridor sections. These alternatives are considered relatively moderate and impacts can be mitigated through route location and design. Group 4-1 is the shortest of the new corridor sections and therefore has slightly lower impacts than Group 4-2 and 4-3. Alternatives 4-4 and 4-5 result in significantly higher impacts to natural environment because they cross many sensitive aquatic and terrestrial features and designated areas at and west of the Niagara Escarpment. These sensitive features include evaluated wetland, provincially significant wetland, provincially significant riparian habitat, provincially significant wildlife, provincially significant forest, provincially significant farmland and provincially significant agricultural lands. These areas are relatively large and in many cases will be difficult (if not impossible) to avoid. Therefore mitigation of impacts to natural environment for Alternatives 4-4 and 4-5 is difficult and impacts of new footprint in sensitive areas is expected to require compensation for loss of habitat etc. Overall, Alternative 3-1 is Most Preferred from a Natural Environment perspective. Alternatives 4-1, 4-2 and 4-3 all result in relatively higher impacts than the other alternatives.
Land Use/Social (includes Agriculture and Air Quality)							Although Alternative 3-1 will likely result in the fewest direct impacts on existing land uses, properties and agricultural lands, it is least preferred because it does not serve future growth as well as Group 4 alternatives and has major impacts on provincial and municipal infrastructure. All the Group 4 alternatives result in higher direct impacts to existing land uses, properties and agricultural lands than Alternative 3-1, however, they are more compatible with agricultural land use patterns in York, Peel and Halton Regions. Alternative 4-1 is only moderately preferred as it does not support future growth areas and land use in Peel and Halton Regions as well as 4-2 and 4-3. Although Alternatives 4-4 and 4-5 support future growth they are less desirable as they result in higher direct impacts to on existing land uses, properties and agricultural lands. Alternatives 4-2 and 4-3 are most preferred in the land use/social economic factor because they best satisfy and balance land use planning policies and goals while minimizing impacts to community features, properties and existing infrastructure along existing highways as well as prime agricultural land in the study area. Overall, Alternatives 4-2 and 4-3 are similar and better than 3-1, 4-4 or 4-5 in most evaluation criteria in this factor group. They are slightly better than Alternative 4-1 because they both extend to Milton.
Cultural							Alternative 3-1 impacts the least number of built heritage resources and has the least impact on cultural landscape because it does not include a new corridor section or a new escarpment crossing. It also has least potential to impact archaeological resources with existing highway rights-of-way, due to previous disturbance of land in footprint area. Alternatives 4-4 and 4-5 have the longest new corridor sections that would be expected to have the largest impacts to potential built heritage features and archaeological resources, as well as the cultural landscape, especially at the new corridor crossings. Alternatives 4-1, 4-2 and 4-3 have relatively moderate impacts that can be mitigated through route location and design. Alternative 3-1 is preferred from a Cultural perspective. Alternatives 4-1, 4-2 and 4-3 are slightly less preferred as they result in relatively similar moderate impacts. Alternatives 4-4 and 4-5 result in significantly higher impacts than the other alternatives.
Economic							From an economic perspective, Alternative 4-1 is least desirable due to its short length, not serving most future employment growth areas, or providing connections to trade routes. Other new corridor alternatives provide similar economic benefits. However, Alternatives 4-4 and 4-5 are less desirable than Alternatives 3-1 and 4-3 as they do not serve future growth areas as well. Alternative 4-2 is moderately preferred because the new corridor section does not extend far enough west to directly service Milton as well as Alternative 4-3. Overall, Group 3-1 and 4-3 are most preferred from an economic perspective because they have the highest economic benefit and/or serve the economic growth areas most effectively.
Transportation Performance							Alternatives 4-3, 4-4 and 4-5 perform best in terms of overall traffic operations (e.g., via ratio of critical congestion, percentage of inter-regional trips on inter-regional facilities) and result in reduced delays on both the inter-regional and local road network for auto and truck trips. Alternative 4-2 provides a good transit opportunity for new linkages, including transit connections to Milton where there is potential to serve a substantial growth in future demand. Alternative 4-2 performs second best to 4-3 and 4-5 in terms of overall traffic operations, but it does not provide significant opportunities for modal integration and new linkages. Alternative 3-1 and 4-1 address future capacity needs but provide only moderate potential for transit linkages, limited redundancy benefits, and result in much higher use of local roads by longer distance inter-regional trips. Alternatives 4-1, 4-4 and 4-5 are Most Preferred from a Transportation Performance perspective.
Cost and Constructability							Alternative 3-1 is least preferred because it is more expensive than the other alternatives and will result in very high construction staging impacts. Land uses adjacent to the road network impacted, as well as local economic impacts associated with major traffic disruption and delay for many construction seasons (i.e., years, during reconstruction of highway to freeway interchange ramps and structures). All of the Group 4 alternatives have relatively similar costs and significantly reduce the construction staging issues associated with Alternative 3-1, however Alternative 4-2 is slightly less desirable because of construction staging challenges associated with future interchange connections at the existing Highway 401/407 interchange in Mississauga. Therefore, Alternatives 4-1, 4-3, 4-4 and 4-5 are most preferred from a cost and constructability perspective.
Overall	NOT RECOMMENDED	NOT RECOMMENDED	CARRIED FORWARD	CARRIED FORWARD	NOT RECOMMENDED	NOT RECOMMENDED	

* Note that weighting has not been applied in this chart

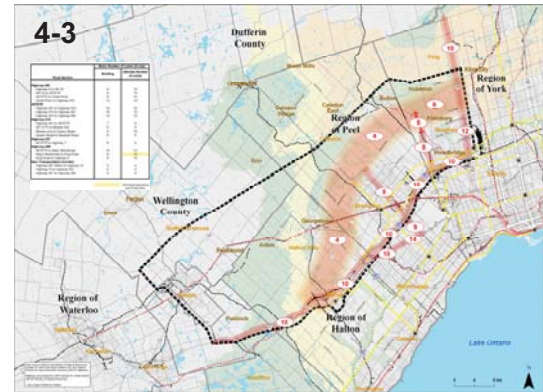
Most Preferred Least / Not Preferred

Goal: Improve existing highway infrastructure and construct a new transportation corridor to address future transportation demand.

- In addition to system optimization, planned and enhanced transit expansion, a new transportation corridor as well as widening of existing provincial highways have been identified to address future transportation problems and opportunities
- Based on findings of the analysis and evaluation of Modal Improvement Alternatives, a new transportation corridor from Highway 400 westerly with connection to Highway 401 either east or west of Milton has been selected as a recommended element of the draft Transportation Development Strategy



Note: Following PIC #4, the proposed number of lanes may be modified to better consider adjacent land uses and construction complexities



Note: Following PIC #4, the proposed number of lanes may be modified to better consider adjacent land uses and construction complexities

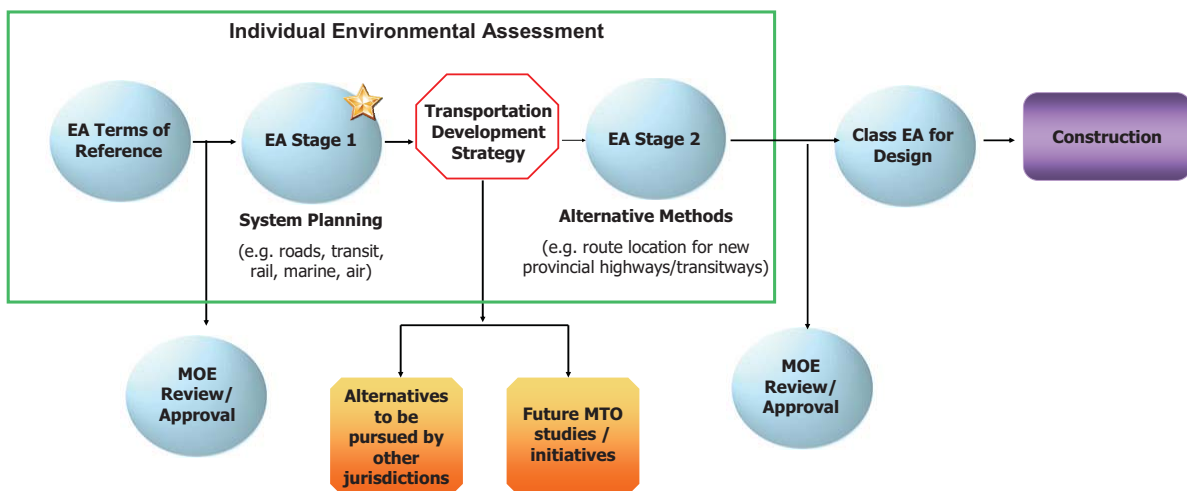
- A new transportation corridor is proposed to be 6 lanes (3 in each direction) between Highway 400 and Highway 427 Extension, and 4 lanes (2 in each direction) between Highway 427 and its connection to either east or west of Milton
- Alternative 4-2 requires that Highway 401 be widened extensively between Regional Road 25 and 407ETR, requiring 12 lanes (express and collector)
- Some very preliminary analysis was carried out in assessing the benefit of utilizing the new transportation corridor as a truck only route. This will be carried forward for further consideration and analysis during Stage 2 of the EA Study
- Accommodation for a transitway may be provided in the new Transportation Corridor
- Will provide opportunity to coordinate with planning for a hydro corridor
- The extent of widening (i.e. exact number of lanes) identified on the existing highways will be subject to MTO's Class Environmental Assessment and/or Feasibility Studies

The Project Team will review the comments received from stakeholders and members of the public regarding the draft Transportation Development Strategy presented at PIC #4.

A draft Transportation Development Strategy Report will be subsequently prepared to document consideration of alternatives and the identification of the Recommended Transportation Development Strategy. This document will be made available for stakeholder review following the PIC #4 consultations.

Process for Pursuing this Strategy

- Implementation of the strategy would require actions from all sectors involved in delivering transportation services and programs.



Transportation Development Strategy:

- MTO would pursue the recommendations of the strategy for new transportation corridors and widening to existing provincial highways
- Elements outside MTO's jurisdiction will be presented to appropriate agencies or jurisdictions for further review and action, along with the GTA West Study findings

The Ministry of Transportation is committed to making better use of existing transportation infrastructure and encouraging a "transit first" investment strategy.

It is important to know that the planning for a new transportation corridor takes many years. MTO will work to support Metrolinx, GO Transit and other local municipalities in implementing transit initiatives and other non-road infrastructure while planning for the future transportation corridor.

Get Involved

Consultation Framework

- Following this Public Information Centre, the Project Team will consider input and respond to questions and comments received
- Your comments are encouraged at any time during the Study. Public comments serve to inform the decision making process. All written comments received by email, letter, comment sheet or fax will receive a written response
- Interested persons may contact the Project Team regarding issues of concern at any time during the Study. Opportunities for comment and study information are available on the project website



Please visit our website at:

www.gta-west.com



What's available on the website?

Consultation and Outreach

- Download Public Information Centre material

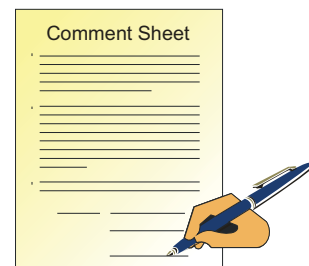
Maps and Reports

- Download maps and reports
- More reports will be added as the Study progresses

Contact Us

- Let us know your comments, or add your name to the study contact list

or Email: project_team@gta-west.com or



Comments and information regarding this Study are being collected to assist the Ministry of Transportation (MTO) in meeting the requirements of the Ontario Environmental Assessment (EA) Act. This material will be maintained on file for use during the Study and may be included in study documentation.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act, solely for the purpose of conducting this EA. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact the MTO Project Team if you have any questions or concerns regarding the above information.

Ideas and details related to findings of Groups 1 and 2 (i.e. Optimizing Existing Network and Add/Expand Non-Road Infrastructure) have been presented at Public Information Centre #3 in November 2009 and are documented in the April 2010 Draft Transportation Alternatives Report, which is available for review at the Reference Table.

Reference Table:



See the April 2010 Draft Transportation Alternatives Report at the Reference Table

PIC #3 displays are available on the study website.

Please visit our website at:

www.gta-west.com



Information presented in the following Cluster 3 displays are mainly focused on the analysis and evaluation of the Groups 3 and 4 (Road Widening and New Transportation Corridor) in the factor areas of:

- Natural Environment
- Land Use / Social Environment
- Cultural Environment
- Economic
- Transportation
- Cost and Constructability

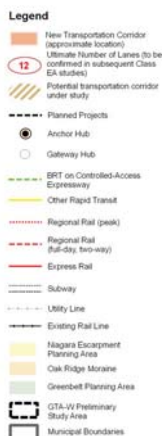
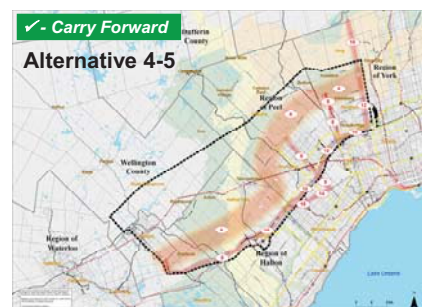
Short-Listing of Group 3 and Group 4 Alternatives

Following PIC #3, an evaluation was carried out to further refine and screen out (short-list) Modal Improvement Alternatives based on their ability to address the identified Transportation Problems and Opportunities and on the basis of potential environmental, community and economic impacts.

Two Alternatives (3-2 and 3-3) were set aside from further consideration on the following basis:

- Would not provide sufficient network performance and mobility for provincial and inter-regional traffic
- Additional right-of-way requirements could significantly impact properties adjacent to arterial roads in built-up areas
- Do not provide sufficient support for economic and employment areas
- Not consistent with municipalities' vision for those facilities as per their Transportation Master Plans

Short listed Alternatives carried forward for analysis and evaluation



Assessment, evaluation of short-listed Modal Improvement Alternatives

Following the short-listing of Modal Improvement Alternatives, remaining road-based improvement alternatives in Groups 3 and 4 were analyzed and evaluated on the basis of:

- Transportation and Economic benefits that could be anticipated
- Quantitative measures of potential “footprint” impacts
- Qualitative measures of potential impacts

The evaluation process considered the advantages and disadvantages of each alternative and the relative significance of the potential impacts, based on the following factors and criteria.

FACTOR	SUB-FACTOR	EVALUATION CRITERIA	MEASUREMENT OF THE EFFECTS
1 Natural Environment Factors			
1.1 Fish and Fish Habitat	1.1.1 Fish Habitat 1.1.2 Fish Community	Potential to affect sensitive fish habitat and fish community.	Qualitative assessment of the nature, significance and sensitivity of fisheries and aquatic habitat using the presence and density of watercourses and aquatic species at Risk (SAR) as indicators.
1.2 Terrestrial Ecosystems	1.2.1 Wetlands 1.2.2 Woodlands and Other Vegetated Areas (e.g. forest stands, woodlots, interior forest habitat and significant valley lands) 1.2.3 Wildlife Habitats and Movements (including Species at Risk (SAR))	Potential to affect provincially and locally significant wetlands. Potential to affect significant forest and vegetation communities. Potential to affect significant wildlife habitat and wildlife movement opportunities.	Qualitative assessment considering the nature, significance and sensitivity of wetland units based on density and classification, including qualitative assessment of potential to avoid or mitigate impacts. Qualitative assessment of impacts to woodlots greater than 40 ha in size using linear distance impacts as indicator. Qualitative assessment of nature, significance and sensitivity of significant wildlife habitat and landscape connectivity based on presence and density of SAR, known wildlife use (i.e., deer wintering, waterfowl staging etc.) and landscape-level habitat connectivity.
1.3 Groundwater	1.3.1 Areas of Groundwater Recharge and Discharge 1.3.2 Groundwater Source Areas and Wellhead Protection Areas	Potential to affect areas of groundwater recharge and discharge. Potential to affect groundwater source areas and wellhead protection areas.	Qualitative assessment based on soil type and permeability to identify areas of high, moderate, low groundwater recharge capability, including consideration of number and location of groundwater recharge and discharge areas. Qualitative assessment of nature, number and significance of designated areas potentially impacted, including consideration of ability to avoid designated area or mitigate impacts.
1.4 Surface Water	1.4.1 Watershed / Sub-Watershed Drainage Features/Patterns	Potential to affect existing drainage systems associated with permanent watercourses.	Qualitative assessment of new pavement area.
1.5 Designated Areas	Designated Areas are defined by resource agencies, municipalities, the government and/or the public through legislation, policies, or approved management plans, to have special or unique value.	Potential to affect designated areas.	Qualitative assessment of nature, number and significance of designated areas potentially impacted, including consideration of ability to avoid designated area or mitigate impacts.
2 Land Use / Socio-economic Environment Factors			
2.1 Land Use Planning Policies, Plans, Goals, Objectives	2.1.1 Provincial/Federal land use planning policies/goals/objectives 2.1.2 Municipal (regional and local) land use planning policies/goals/objectives (Official Plans)	Potential to support federal/provincial land use policies / plans / goals / objectives Potential to support Municipal Official Plans.	Qualitative assessment of potential to support federal/provincial land use policies/plans/goals/objectives. Qualitative assessment of potential to support Municipal Official Plans.
2.2 Land Use / Community	2.2.1 Indian Reserves 2.2.2 First Nations Sacred Grounds 2.2.3 Residential (Urban and Rural) 2.2.4 Commercial / Industrial 2.2.5 Tourism Operations (e.g. Tourist areas, major attractions)	Potential to affect Indian Reserves. Potential to affect First Nations Sacred Grounds. Potential to affect urban and residential areas. Potential to affect commercial and industrial areas. Potential to support tourist areas and attractions.	Qualitative assessment of potential to avoid Indian Reserves. Qualitative assessment of potential to avoid First Nations Sacred grounds. Qualitative assessment of potential to affect urban and rural residential areas, using number of areas affected and potential to avoid or mitigate impacts as indicator. Qualitative assessment of potential to impact commercial and industrial areas using estimated number of properties/industrial parks potentially impacted as indicator. Qualitative assessment of potential to impact or support tourist areas and attractions in the study area.
2.3 Noise	2.2.6 Community Facilities / Institutions (e.g. libraries, recreation centres, etc.) 2.3.1 Transportation Noise	Potential to affect major community facilities and institutions. Potential to increase transportation noise in Noise Sensitive Areas (NSAs) (residential areas and sensitive institutional uses).	Qualitative assessment of potential to affect major community facilities and institutions using appropriate number and type as indicators. Qualitative description of different types of noise impacts, locations of increased noise, proximity to NSAs and magnitude/severity of impacts.
2.4 Air	2.4.1 Local and regional air quality impacts: greenhouse gas emissions	Potential for exposure of sensitive receptors to various levels of air pollution (including extent and duration of exposure). Incremental annual amounts of air pollutants (criteria air contaminants) emitted into the region for the horizon year. Incremental annual amounts of greenhouse gases emitted per annum for the horizon year.	Measured by: Potential for exposure of sensitive receptors to various levels of air pollution. Incremental annual amounts of air pollutants (air contaminants) emitted into the region for the horizon year. Incremental annual amounts of greenhouse gases emitted per annum for the horizon year.
2.5 Land Use / Resources	2.5.1 First Nations Treaty Rights and Interests or Use of Land and Resources for Traditional Purposes (e.g. hunting, fishing, harvesting of traditional foods, harvesting of medicinal plants) 2.5.2 Agriculture 2.5.3 Recreational Lands and Natural Areas of Provincial Significance (e.g. national/provincial parks, conservation areas, major trails) 2.5.4 Aggregate and Mines 2.6.1 Major Utility Transmission Corridors (e.g. railway, hydro, pipelines, gas, etc.)	Potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils. Potential to affect parks and recreational areas. Potential to affect aggregates and mineral resources sites. Potential to affect major utility transmission corridors.	Potential to impact First Nations Treaty rights and interests or use of land and resources for traditional purposes (i.e., hunting, harvesting food and medicinal plants etc.). Qualitative assessment of prime of potential impacts to prime agricultural lands measured by linear distance of Class 1-3 agricultural lands potentially impacted. Potential to impact farming operations to deal with under Economic Factor. Number of parks and recreational areas potentially affected. Number of pits and quarries potentially affected. Number and description of potential crossings for each major utility transmission corridor that could potentially be impacted. Number and type of contaminated sites potentially affected.
2.6 Municipal Services	2.6.1 Major Utility Transmission Corridors (e.g. railway, hydro, pipelines, gas, etc.)	Potential to release of existing site contamination from landfills (open and closed), hazardous waste sites and other known contaminants.	Number and type of contaminated sites potentially affected.
2.7 Contaminated Property Identification and Management	2.6.1 Major Utility Transmission Corridors (e.g. railway, hydro, pipelines, gas, etc.)	Potential to release of existing site contamination from landfills (open and closed), hazardous waste sites and other known contaminants.	Number and type of contaminated sites potentially affected.
3 Cultural Environmental Factors			
3.1 Cultural Heritage – Built Heritage and Cultural Heritage Landscapes	3.1.1 Buildings and Cultural Heritage Landscapes 3.1.2 First Nations Burial Sites	Potential to affect cultural heritage areas/resources. Potential to affect known burial sites.	Qualitative assessment of the potential to affect or avoid cultural heritage areas/resources. (Note in the summary description that there is a higher probability for a widening alternative to impact cultural heritage.) The potential to impact cultural resources of historical significance to First Nations will be confirmed through discussions with First Nations as part of the EA process. The potential to impact archaeological sites of historical significance to First Nations will be confirmed through discussions with First Nations as part of the EA process.
3.2 Cultural Heritage – Archaeology	3.2.1 Pre-Historic and Historic First Nations Sites 3.2.2 Archaeological Sites	Potential to affect significant pre-historic and historic First Nations archaeological sites of extreme local, provincial or national interest. Potential to affect significant archaeological sites of extreme local, provincial or national interest.	Qualitative assessment of the potential to affect or avoid archaeological sites. (Note in the summary description that there is a higher probability for a new corridor to impact archaeological sites.)
4 Area Economy			
4.1 First Nations Industry		Potential to support First Nations industry in the area by efficient and reliable movement of people and goods.	The potential to support First Nations industry will be confirmed through discussions with First Nations as part of the EA process.
4.2 Industry and Trade		Potential to support heavy industry and trade by efficient and reliable goods movement.	
4.3 Tourism and Recreation Industry		Potential to support tourism and recreation industry by efficient movement of people.	
4.4 Agriculture Industry		Potential to support area agriculture industry by efficient movement of goods.	
5 Transportation			
5.1 Traffic Operations	Potential impact on traffic operations due to factors such as design features and transportation network connections		Peak period performance of key corridors (entire roadway network) – forecast volume/capacity issues at critical screenlines. Peak period performance of key inter-regional corridors – forecast volume/capacity issues at critical screenlines. Potential to provide for higher order inter-regional transportation corridors (qualitative). Percentage of inter-regional trips on key inter-regional corridors at critical screenlines. Percentage of peak period left-turn volume of trips with the municipality/region. Average automobile trip length. Potential to support transit opportunities on a new corridor. Percentage of inter-regional network operating better than LOS D (automobile km). Percentage of local road network operating better than LOS D (automobile km). Percentage inter-regional automobile trips using the local road network. Automobile hours of delay on the inter-regional transportation network (automobile hours). Automobile hours of delay on the local transportation network (automobile hours). Average automobile vehicle occupancy. Total persons moved in study area.
5.2 Commuter Travel Characteristics	Potential impact on commuter trip distribution and trip length		Percentage of inter-regional system operating better than LOS D (truck, km). Truck hours of delay on the inter-regional transportation network. Availability of alternate routes/facilities for inter-regional transportation between regions, communities and terminals (qualitative). Potential to improve transportation system reliability (qualitative). Potential to improve response times for emergency service providers due to reduced congestion on the inter-regional road network (refer to LOS in Traffic Operations). Potential to reduce collisions due to improved network LOS (refer to LOS in Traffic Operations). Potential to increase attractiveness/ effectiveness of existing, new and improved transit services (qualitative). Peak period transit mode share (by destination). Provision of higher order inter-regional transit services (qualitative). Provision of linkages between inter-regional and regional/community (local) transit systems (qualitative). Bus operational performance on inter-regional road network (refer to LOS in Traffic Operations). Availability/provision of alternate travel modes for tourism/recreational travel (qualitative). Provision of allowance for active transportation measures (e.g., bike lanes, bike racks on buses/trains) (qualitative). Potential to improve accessibility of inter-modal centres, ports and terminals (qualitative).
5.3 Efficient movement of people	Potential to support the efficient movement of people between communities and regions by road		Availability/provision of higher order inter-regional linkages between Urban Growth Centres, Gateway Economic Centres and Gateway Economic Zones (qualitative). Accessibility of Urban Growth Centres, Gateway Economic Centres and Gateway Economic Zones (qualitative). Percentage change in peak hour travel times between Urban Growth Centres (difference of routes between population centers, international gateways and tourist/recreation destinations) (qualitative). Peak period (summer/weekend) transportation system performance on key inter-regional corridors – forecast volume/capacity issues at critical screenlines. Diversion of summer recreational trips from local and regional roadways (qualitative).
5.4 Efficient movement of goods	Potential to support the efficient movement of goods between communities and regions by road		Cost* (range). Feasibility of implementation (including interchange reconstruction requirements, impacts on existing schemes, etc.). Potential transportation construction staging impacts.
5.5 System reliability/redundancy	Potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions.		
5.6 Safety	Potential to improve traffic safety based on opportunity to reduce congestion on the area road network		
5.7 Modal integration, balance and choice for movement of people (commuters, recreation/tourist)	Potential to improve modal integration, balance and choice for person trips between communities, employment centers and major transit hubs		
5.8 Modal integration, balance and choice for movement of goods	Potential to improve modal integration, balance and choice for goods movement between ports and terminals, communities and employment centers.		
5.9 Linkages to Population and Employment Centers	Potential to improve accessibility to Urban Growth Centres, Gateway Economic Centres and Gateway Economic Zones for people and goods movement based on higher order network continuity and connectivity		
5.10 Recreation and Tourism Travel	Potential to support recreation and tourism travel within and between the study area		
5.11 Constructability	Potential to ease implementation considering: relative costs, relative property impacts, relative property impacts, feasibility/difficulty, and requirements for environmental mitigation.		
5.12 Cost and Constructability	Potential to ease implementation considering: relative costs, relative property impacts, relative property impacts, feasibility/difficulty, and requirements for environmental mitigation.		

OVERALL ASSESSMENT

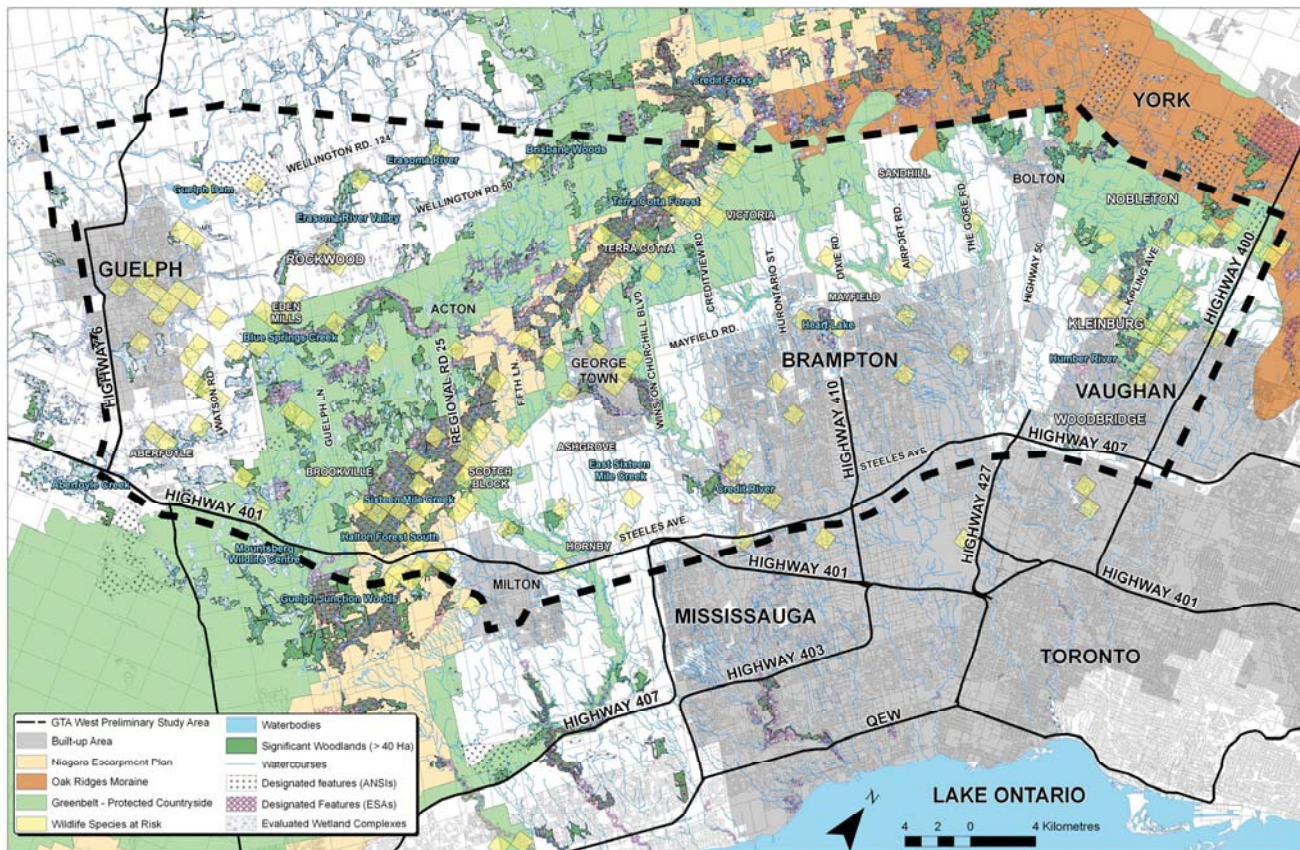
Factor	Group 3-1	Group 4-1	Group 4-2	Group 4-3	Group 4-4	Group 4-5
Natural						
Rationale	<p>Alternative 3-1 results in the fewest impacts in most criteria in the natural environment factor. Impacts are on the fringe of sensitive areas that have already been disturbed and most can be mitigated with standard mitigation measures. Alternatives 4-1, 4-2 and 4-3 result in more potential impacts than Alternative 3-1, because of new footprints in new corridor sections. These alternatives are considered relatively moderate and impacts can be mitigated through route location and design. Group 4-1 is the shortest of the new corridor sections and therefore has slightly fewer impacts than Group 4-2 and 4-3. Alternatives 4-4 and 4-5 result in significantly higher impacts to natural environment because they cross many sensitive aquatic and terrestrial features and designated areas at and west of the Niagara Escarpment. These sensitive features include evaluated wetland complexes, wildlife SAR, ESAs and ANSIs that are quite large and in many cases will be difficult (if not impossible) to avoid. Therefore mitigation of the impacts to natural environment for Alternative 4-4 and 4-5 is difficult and impacts of new footprint in sensitive areas is expected to require compensation for loss of habitat etc.</p> <p>Overall, Alternative 3-1 is Most Preferred from a Natural Environment perspective. Alternatives 4-1, 4-2 and 4-3 all result in relatively similar moderate impacts. Alternatives 4-4 and 4-5 result in significantly higher impacts than the other alternatives.</p>					

A summary of the Overall Assessment Findings of all factors can be found in Cluster 2 Display 20



Natural Environment

- Group 3-1 - least potential to impact the natural environment because impacts are on the fringes of existing roads and can be mitigated through standard measures. The environmental conditions are also not highly sensitive adjacent to existing 400 series highways in the largely, urbanized study area
- Widening portions of Group 4 alternatives also have relatively low impacts
- Greatest variation in impacts occur in the *new* corridor sections of Group 4 alternatives
- West half of the study area has the largest number of sensitive areas
- Group 4-1, 4-2 and 4-3 - moderate impacts - some can be mitigated through route selection and design. They do not encroach on the most sensitive areas at and west of the Niagara Escarpment
- Groups 4-4 and 4-5 have long sections through the Greenbelt and cross the Niagara Escarpment. Some sensitive features cannot be avoided because of their size. These alternatives have a high potential to impact the natural environment



Group 4 - New Corridor Sections	4-1	4-2	4-3	4-4	4-5
# of New Escarpment Crossings	0	0	0	1	1
Highway Length through Greenbelt (km)	15	19	21	25	31
Approximate Length of New Corridor (km)	27	47	53	72	76







Group 4 - New Corridor Sections	4-1	4-2	4-3	4-4	4-5
Watercourses	48	93	103	113	118
Evaluated Wetland Complexes	2	7	8	13	15
Designated Features (ESAs, ANSIs, etc.)	4	7	7	14	15
Wildlife Species at Risk (SAR)	8	8	10	19	20
Significant Woodlands (linear distance km)	4	10	13	23	24

Reference Table:



See Detailed information on the analysis and evaluation of road widening and new corridor alternatives at the Reference Table

OVERALL ASSESSMENT

Factor	Group 3-1	Group 4-1	Group 4-2	Group 4-3	Group 4-4	Group 4-5
Land Use/Social (includes Agriculture and Air Quality)						
Rationale	<p>Although Alternative 3-1 will likely result in the fewest direct impacts on existing land uses, properties and agricultural lands, it is least preferred because it does not serve future growth as well as Group 4 alternatives and has major impacts on provincial and municipal infrastructure. All the Group 4 alternatives result in higher direct impacts to existing land uses, properties and agricultural lands than alternative 3-1, however, they are more compatible with future growth/land use patterns in York, Peel and Halton Regions. Alternative 4-1 is only moderately preferred as it does not support future growth areas and land use in Peel and Halton Regions as well as 4-2 and 4-3. Although Alternatives 4-4 and 4-5 support future growth they are less desirable as they result in higher direct impacts to on existing land uses, properties and agricultural lands.</p> <p>Alternatives 4-2 and 4-3 are most preferred in the land use/socio economic factor because they best satisfy and balance land use planning policies and goals while minimizing impacts to community features, properties and existing infrastructure along existing highways as well as prime agricultural land in the study area. Overall, Alternatives 4-2 and 4-3 are similar and better than 3-1, 4-4 or 4-5 in most evaluation criteria in this factor group. They are slightly better than Alternative 4-1 because they both extend to Milton.</p>					

A summary of the Overall Assessment Findings of all factors can be found in Cluster 2 Display 20

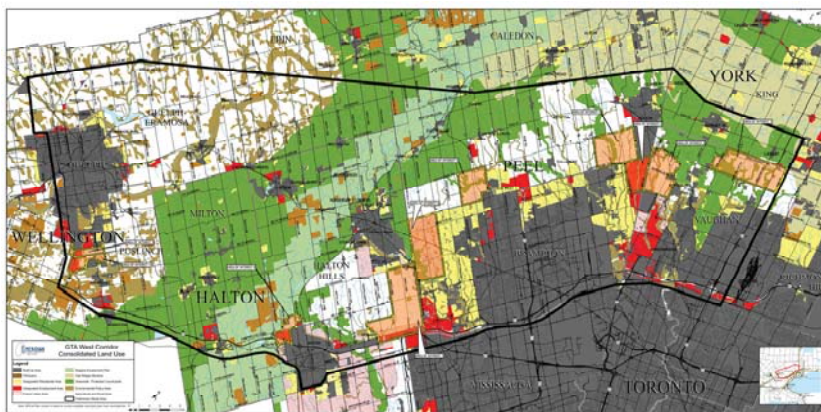
Most Preferred



Least / Not Preferred

Community and Land Use

- Group 3-1 does *not* sufficiently support growth especially in York and Peel Regions because the widening improvements are too far south to effectively serve the areas identified for future growth and development (as shown on the plan below)
- Groups 4-1, 4-2 and 4-3 alternatives address growth and land use pressures in York, Peel and Halton Regions because they are located closer to future growth areas



- Group 3-1 has the most impacts to residential, industrial and commercial properties in built-up areas adjacent to existing highways, at its widest sections along Highways 401, 407 and 400
- Group 4 impacts to residential, industrial and commercial properties are reduced along existing highways and can be minimized through the route selection process in new corridor sections

*Potential Property Impacts in Highway Widening Sections	3-1	4-1	4-2	4-3	4-4	4-5
Residential	23	7	7	6	3	3
Industrial	22	13	13	2	2	2
Commercial	20	8	8	2	2	2

* property impacts are approximate and based on preliminary highway widening "footprint" analysis – to be confirmed in future study process

- Group 3-1 also has significant impacts to municipal infrastructure at 407 ETR crossings, especially east of Highway 427 – where existing municipal bridges, intersections, servicing and utilities would be impacted by extensive highway widening

Agriculture

- Impacts to agriculture are measured by:
 - loss of Class 1, 2 and 3 soils
 - potential to fragment farming operations
- Group 3-1 has minimal impacts
- Groups 4-1, 4-2 and 4-3 have moderate impacts
- Groups 4-4 and 4-5 impact agricultural land uses in north Halton and Wellington County and have a higher potential to fragment farming operations

Group 4 – New Corridor Sections	4-1	4-2	4-3	4-4	4-5
*km on Class 1 Soil Lands	16	27	32	38	31
*km on Class 2 Soil Lands	3	3	3	4	4
*km on Class 3 Soil Lands	1	5.5	9	4.5	11

* these measurements do not include areas designated for future development in municipal official plans or significant woodlot areas



Air Quality and Greenhouse Gas

- Evaluation Criteria Includes:
 - Local air quality impacts – potential for exposure of sensitive receptors (i.e., residential areas etc.) to various levels of air pollutant (including extent and duration of exposure)
 - Regional air quality impacts and Greenhouse Gas emissions – incremental annual amounts of air pollutants (criteria air contaminants) emitted into the region for the horizon year
- Overall, the Group 3-1 and Group 4 alternatives are relatively similar
- Alternative 3-1 has higher traffic volumes on Highways 401, 407 and 400 with potential for increased local air quality impacts in areas where the most widening is needed
- New corridor sections west of Highway 410 will likely have no noticeable effect on local air quality in surrounding areas. Minor impacts could occur east of Highway 410, depending on where the route is located
- The Group 4 alternatives have slightly reduced traffic volumes (compared to Alternative 3-1) on Highways 401, 407 and 400 and therefore potential for slightly reduced local air quality impact
- Alternative 3-1 has slightly lower overall network emissions of both air pollutants and GHG's than the Group 4 alternatives (year 2031)

Reference Table:

See the *The Draft Air Quality Assessment Report for GTA West* at the Reference Table







Draft Air Quality Assessment Results (Year 2031):

Alternative ID	Peak Hour CO ₂ e Emission (kTonne)	Peak Hour NO _x Emission (Tonne)	Peak Hour CO Emission (Tonne)	Peak Hour THC Emission (Tonne)	Peak Hour PM ₁₀ Emission (Tonne)
Base case	1.61	1.32	22.9	0.95	2.02
GTAW 3-1	1.58	1.33	23.1	0.88	1.38
*GTAW3-1	1.57	1.33	23.0	0.88	1.37
*GTAW 4-1	1.59	1.34	23.3	0.89	1.38
*GTAW 4-2	1.59	1.36	23.6	0.89	1.36
*GTAW 4-3	1.59	1.36	23.5	0.89	1.36
*GTAW 4-4	1.59	1.35	23.5	0.89	1.36
*GTAW 4-5	1.59	1.36	23.5	0.89	1.36

**Note: Niagara to GTA (NGTA) Transportation modeling (NGTA Alternative 3-1) was combined with GTA West Transportation Modeling. However, the information presented in this table only applies to the GTA West Study Area.*

Note that the base case scenario has the worst air quality results.

OVERALL ASSESSMENT

Factor	Group 3-1	Group 4-1	Group 4-2	Group 4-3	Group 4-4	Group 4-5
Cultural						
Rationale	<p>Alternative 3-1 impacts the least number of built heritage resources and has the least impact on cultural landscape because it does not include a new corridor section or a new escarpment crossing. It also has least potential to impact archaeological resources with existing highway rights-of-way, due to previous disturbance of land in footprint area. Alternatives 4-4 and 4-5 have the longest new corridor sections that would be expected to have the largest impacts to potential built heritage features and archaeological resources, as well as the cultural landscape, especially at the new escarpment crossings. Alternatives 4-1, 4-2 and 4-3 have relatively moderate impacts that can be mitigated through route location and design.</p> <p>Alternative 3-1 is preferred from a Cultural perspective. Alternatives 4-1, 4-2 and 4-3 are slightly less preferred as they result in relatively similar moderate impacts. Alternatives 4-4 and 4-5 result in significantly higher impacts than the other alternatives.</p>					

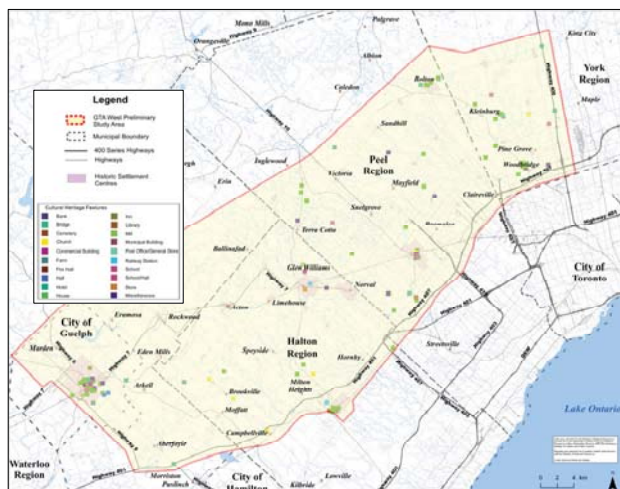


• Evaluation criteria includes:

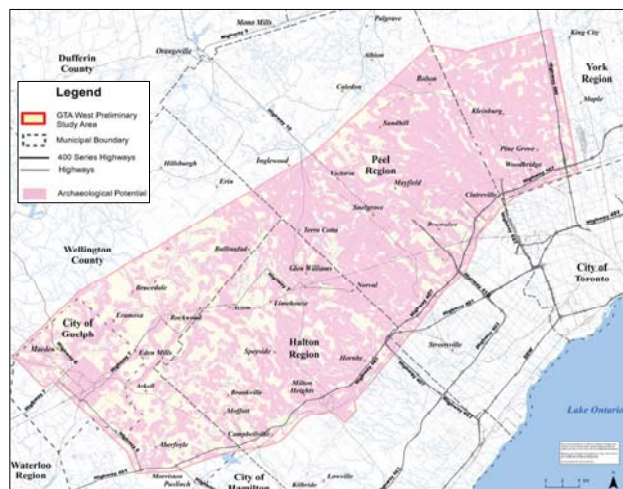
- built heritage features
- cultural landscape
- archaeological resources

A summary of the Overall Assessment Findings of all factors can be found in Cluster 2 Display 20

- Group 3-1 – has limited potential to impact cultural environment because most areas are previously disturbed either through highway construction or urbanization
- Group 4 alternatives – have increased potential to impact cultural environment
- Longest new corridors (Groups 4-4 and 4-5) have highest potential to impact cultural heritage landscape















Historic Euro-Canadian Settlements and Above-ground Cultural Heritage Resources



Zone of Archaeological Potential

OVERALL ASSESSMENT

						
Factor	Group 3-1	Group 4-1	Group 4-2	Group 4-3	Group 4-4	Group 4-5
Economic						
Rationale	<p>From an economic perspective, Alternative 4-1 is least desirable due to its short length, not serving most future employment growth areas, or providing connections to trade routes. Other new corridor alternatives provide similar economic benefits. However, Alternatives 4-4 and 4-5 are less desirable than Alternatives 3-1 and 4-3 as they do not serve future growth areas as well. Alternative 4-2 is moderately preferred because the new corridor section does not extend far enough west to directly service Milton as well as Alternative 4-3.</p> <p>Overall, Group 3-1 and 4-3 are most preferred from an economic perspective because they have the highest economic benefit and/or serve the economic growth areas most effectively.</p>					

A summary of the Overall Assessment Findings of all factors can be found in Cluster 2 Display 20

Most Preferred    Least / Not Preferred

Economic Analysis

The purpose of the economic analysis is to determine how each of the project alternatives will affect the economy of not only the Study Area, but of the entire Greater Golden Horseshoe.

An Economic benefit analysis was completed to explore:

- Transportation benefits
 - Time savings – reduced time spent in congestion, more direct routes lead to shorter travel times including mode shift to transit
 - Incident reductions – fewer personal injury and property damage incidents due to improved safety and mode shift to transit
 - Reliability – travel times are more consistent, very important for commercial vehicles especially those supporting just-in-time delivery to the manufacturing sector; benefits commuters and the travelling public as their time is spent more efficiently
- Economic Impact:
 - Jobs and Wages - more direct access to jobs for workers, increased amount of employment due to economic growth stimulated by additional transportation capacity
 - Output and Value Added - more direct access to suppliers and markets, reduced costs of congestion, greater access to workers for employers

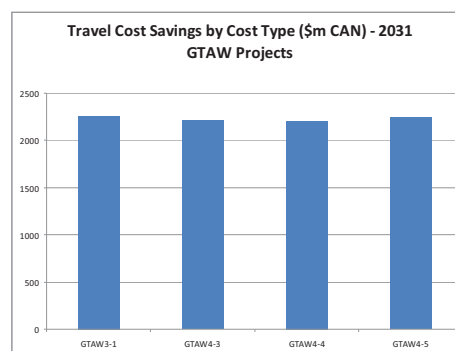
Economic Benefit

The economic analysis calculated the travel cost savings associated with four alternatives. Each of these alternatives also assumed widening of some facilities in the Niagara-GTA Study Area. The chart below shows the estimated travel cost savings by alternative.

The evaluation of travel cost savings shows little difference among the options. Alternative 3-1 has slightly higher benefits due to greater savings in vehicle operating costs.

Travel Cost Savings by Cost Type includes:

- Tolls/Fares
- Vehicle Operating Costs
- Highway Reliability Improvements (i.e. time savings due to increased safety and less slowdown due to accidents)
- Passenger Out-of-Vehicle Transit Time
- Passenger In-Vehicle Transit Time (both auto and transit)



Sources: Travel demand characteristics of alternatives. Preliminary calculations by EDR Group through Transportation Economic Development Impact System (TREDIS). Benefit above includes savings of personal time and is not limited to economic impacts.

The economic impact modelling considers what impact the alternatives have on various sectors of the economy. The table below summarizes the results in terms of the total economic impacts in the Greater Golden Horseshoe. It shows the strongest output and job benefits in widening option (3-1).

- In terms of the impact on manufacturing sectors, there is no significant difference among the alternatives
- Economic impact on distribution/logistics sectors is strongest for 3-1, followed by 4-3
- Economic impact on business/professional services, public sector is strongest for 3-1, others equal
- Economic impact on agricultural sector is strongest for 3-1, others equal

Total Economic Impacts in Greater Golden Horseshoe

Alternative	Jobs in GGH	GDP (\$mil) in GGH
GTAW 3-1	12,500	\$1,068
GTAW 4-3	11,700	\$996
GTAW 4-4	11,600	\$990
GTAW 4-5	11,800	\$1,001

Jobs rounded to the nearest 100, GDP in millions \$CDN. Jobs are permanent and net-new jobs that will be supported by improvements to the transportation network.

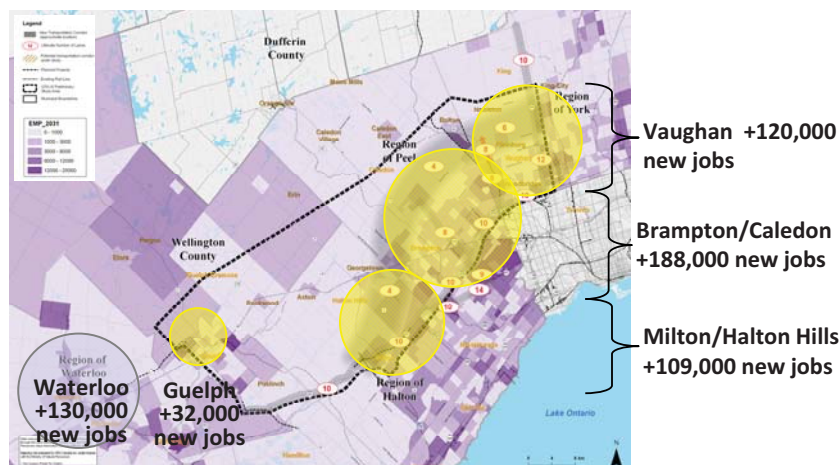
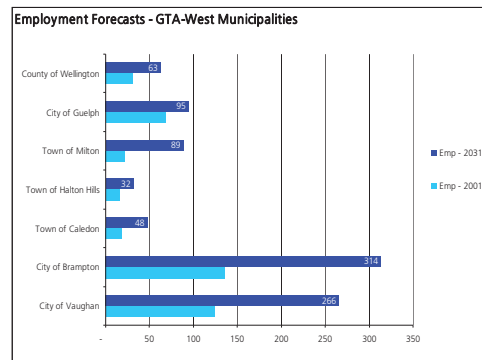
GDP is the 2031 total (net new) – it is a building of annual benefits; assuming an even annualized rate of increase.

Sources: Travel demand characteristics, employment by place of work. Preliminary calculations by EDR Group through Transportation Economic Development Impact System (TREDIS).

Qualitative Assessment

Employment growth in the GTA West area is concentrated in the Brampton, Vaughan, and Milton areas. This analysis looked at how well the alternatives serve the growth areas.

- Employment growth to 2031 is heavily concentrated inside the Greenbelt; closer to 407 ETR
- Group 4 connections among major employment nodes allow for circumferential travel of workers and goods – supports supply chains
- Scale of anticipated growth in Brampton, Vaughan is much greater than the rest of the corridor; new corridors provide needed capacity to serve Vaughan Enterprise zone, Brampton Area 47 lands
- Transit opportunity for circumferential travel increases labour market mobility to major employment centres
- Widening serves most growth areas well (if Hwy 427 and 410 are extended and Brampton North-South corridor implemented – very well)
- Considerable benefit to Kitchener/Waterloo Region from all alternatives, Guelph connection via Hwy 401 may serve as well as a new corridor
- Connection to Milton/Halton Hills is important; nature of employment growth is highly dependent on freeway access and capacity
- New corridors create redundancy, but difficult to quantify economic value



Conclusions

Economic Impact:

- No significant advantage between Group 3 and Group 4 in terms of transportation economic benefits
- Group 3-1 provides strongest economic impact benefits, but not by much







Economic Development and Growth Patterns:

- GTAW is the distribution hub of Canada – heavy dependence on timely movement of goods
- Group 3-1 serves most employment areas well; falls short of some growth areas and does not support circumferential supply chain and distribution network
- Group 4-3 best conforms to growth patterns and provides service to economic growth areas that are most dependent on road network

Overall:

- Group 4-3 strongest in terms of conformity to economic growth patterns; however 3-1 provides stronger economic benefits to some industries

OVERALL ASSESSMENT

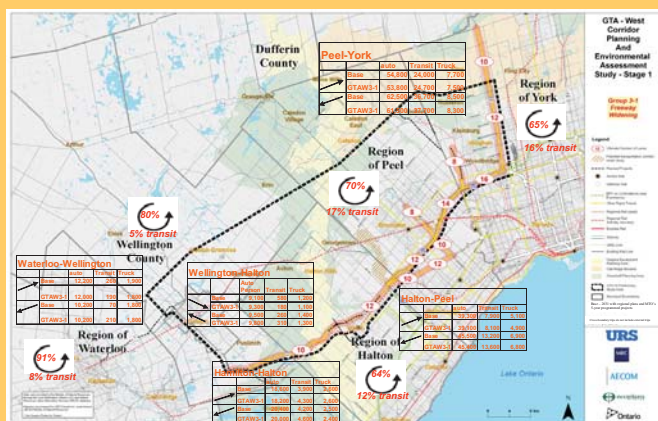
Factor	Group 3-1	Group 4-1	Group 4-2	Group 4-3	Group 4-4	Group 4-5
Transportation Performance						
Rationale	<p>Alternatives 4-3, 4-4 and 4-5 perform best in terms of overall traffic operations (e.g., v/c ratios at critical screenlines, percentage of inter-regional trips on inter-regional facilities) and result in reduced delays on both the inter-regional and local road network for auto and truck trips. Alternative 4-3 provides the greatest opportunity for new linkages, including transit connections to Milton where there is potential to serve a substantial growth in future demand. Alternative 4-2 performs second best to 4-3 and 4-5 in terms of overall traffic operations, but it does not provide significant opportunities for modal integration and new linkages.</p> <p>Alternatives 3-1 and 4-1 address future capacity needs but provide only moderate potential for transit linkages, limited redundancy benefits, and result in much higher use of local roads by longer distance inter-regional traffic. Alternatives 4-3, 4-4 and 4-5 are Most Preferred from a Transportation Performance perspective.</p>					

A summary of the Overall Assessment Findings of all factors can be found in Cluster 2 Display 20

Most Preferred

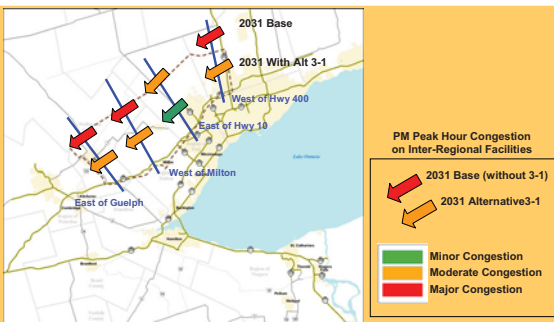


Least / Not Preferred



How does Alternative 3-1 impact transit usage and trip patterns?

- Cross-boundary transit trips drop for Waterloo-Wellington and Wellington-Halton, but increase modestly at other boundaries as Group1&2 initiatives offset the effect of additional roadway capacity
- Cross-boundary auto trips increase by 3% for Wellington-Halton, but decrease by 1-2% at other boundaries due to implementation of Group1&2 initiatives
- No change to the share of intra-regional trip-making (self-containment)
- Group1&2 Transit initiatives offset the effect of highway widening, resulting in no change to transit mode shares at the regional level
- Group1&2 TDM initiatives offset the effect of highway widening, resulting in a modest increase in average passenger car occupancy

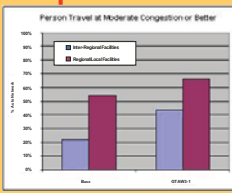


How does Alternative 3-1 address congestion?

- Alternative 3-1 provides congestion relief at these locations:
 - Congestion reduced from major to moderate levels between Guelph and Milton
 - Congestion reduced from moderate to minor levels in Brampton
 - Congestion reduced from major to moderate levels west of Highway 400 in Vaughan

How does Alternative 3-1 impact person travel?

- Alternative 3-1 doubles the share of inter-regional person travel at moderate congestion or better
- No new alternate routes for inter-regional transportation beyond planned transit corridors; increased inter-regional road capacity on freeway system will modestly improve system reliability
- 19% reduction in travel time between Urban Growth Centres, although no new higher order roadway or transit linkages beyond improvements to existing highways

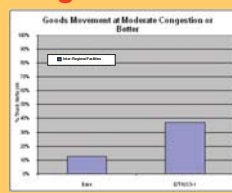


- Alternative 3-1 reduces auto delays on inter-regional facilities by 25% and delays on local and regional facilities by 34%
- Minor potential to improve linkages between inter-regional and local transit with improved service integration and new opportunities for station locations and service connections on widened inter-regional corridors

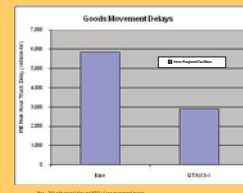


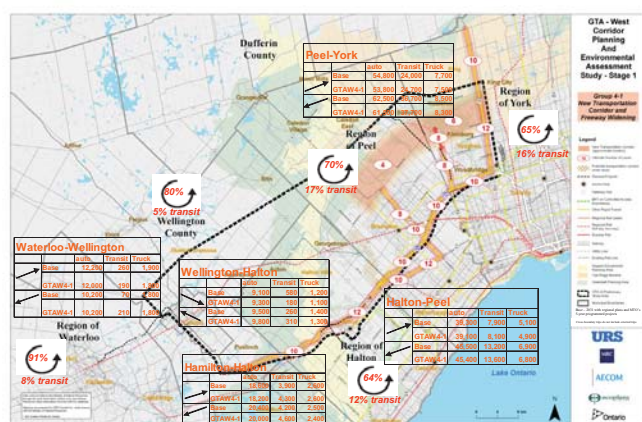
How does Alternative 3-1 impact goods movement?

- Alternative 3-1 improves the share of inter-regional truck travel at moderate congestion or better by around three times
- Increased roadway capacity improves accessibility of inter-modal facilities on existing routes



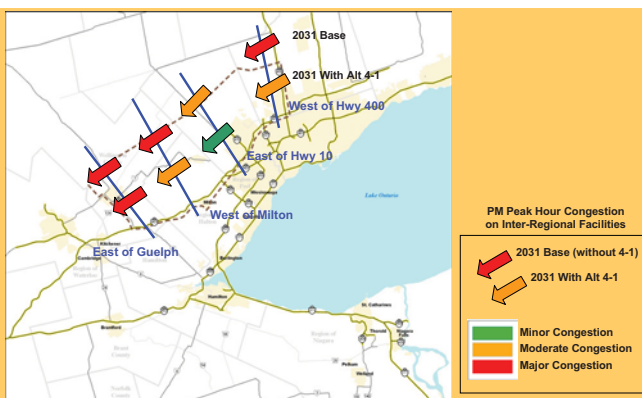
- Alternative 3-1 reduces the amount of truck delays on inter-regional facilities by 50% around 3,000 vehicle-hours during the afternoon peak hour





How does Alternative 4-1 impact transit usage and trip patterns?

- Cross-boundary transit trips drop for Waterloo-Wellington and Wellington-Halton, but increase modestly at other boundaries as Group1&2 initiatives offset the effect of additional roadway capacity
- Cross-boundary auto trips increase by 3% for Wellington-Halton, but decrease by 1-2% at other boundaries due to implementation of Group1&2 initiatives
- No change to the share of intra-regional trip-making (self-containment)
- Group1&2 Transit initiatives offset the effect of highway widenings and the new corridor, resulting in minimal change to transit mode shares at the regional level
 - Group1&2 TDM initiatives offset the effect of highway widening, resulting in a modest increase in average passenger car occupancy

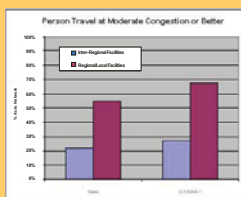


How does Alternative 4-1 address congestion?

- Alternative 4-1 provides congestion relief at these locations:
 - Congestion reduced from major to moderate levels west of Milton
 - Congestion reduced from moderate to minor levels in Brampton
 - Congestion reduced from major to moderate levels west of Highway 400 in Vaughan

How does Alternative 4-1 impact person travel?

- Alternative 4-1 results in a slight increase in the share of inter-regional person travel at moderate congestion or better
- New alternate corridor between Hwy 400 and 410, plus planned transit corridors and increased roadway capacity throughout the study area will modestly improve system reliability
- New transit linkages and services possible on new higher order transportation corridor between Urban Growth Centres of Vaughan and Brampton

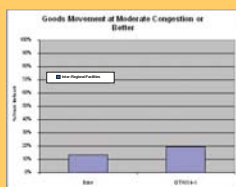


- Alternative 4-1 reduces auto delays on inter-regional facilities by 13%, while reducing the delays on local and regional facilities by 36%
- Moderate potential to improve linkages between inter-regional and local transit with improved service integration and new opportunities for station locations and service connections on widened inter-regional corridors and new corridor linking Vaughan and Brampton systems

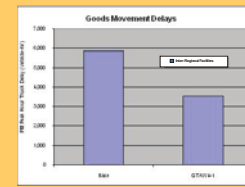


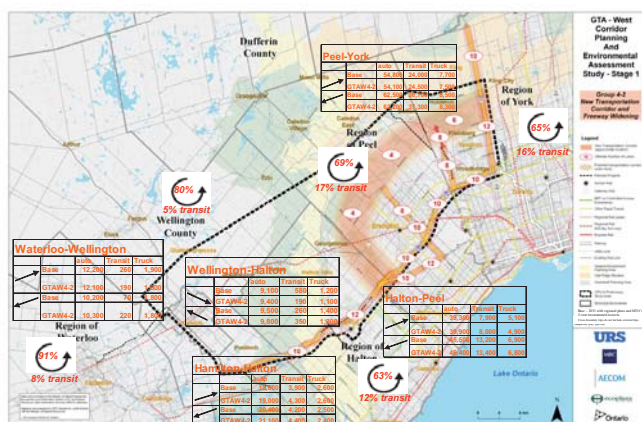
How does Alternative 4-1 impact goods movement?

- Alternative 4-1 improves the share of inter-regional truck travel at moderate congestion or better by 50%
- Improved inter-regional goods movement with a new corridor between Hwy 400 and 410 and increased roadway capacity improves accessibility of inter-modal facilities



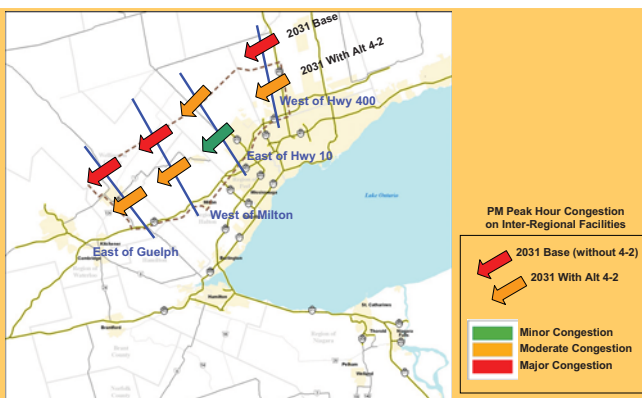
- Alternative 4-1 reduces the amount of truck delays on inter-regional facilities by 40% -around 2,300 vehicle-hours during the afternoon peak hour





How does Alternative 4-2 impact transit usage and trip patterns?

- Cross-boundary transit trips drop for Waterloo-Wellington and Wellington-Halton, but increase modestly at other boundaries as Group1&2 initiatives offset the effect of additional roadway capacity
- Cross-boundary auto trips increase by 2-3% because of the longer new corridor compared to 3-1 and 4-1, but drop by 1% at the Peel-York boundary due to implementation of Group 1&2 initiatives
- Longer new corridor results in a 1% drop in intra-regional trip-making (self containment) for Halton and Peel Regions
- Group1&2 Transit initiatives offset the effect of the new corridor, resulting in minimal change to transit mode shares at the regional level
- Group1&2 TDM initiatives offset the effect of the new corridor, resulting in a modest increase in passenger car occupancy

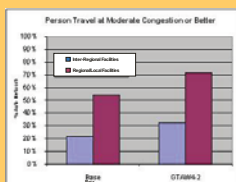


How does Alternative 4-2 address congestion?

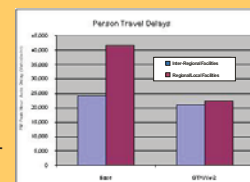
- Alternative 4-2 provides congestion relief at these locations:
 - Congestion reduced from major to moderate levels between Guelph and Milton
 - Congestion reduced from moderate to minor levels in Brampton
 - Congestion reduced from major to moderate levels west of Highway 400 in Vaughan

How does Alternative 4-2 impact person travel?

- Alternative 4-2 increases the share of inter-regional person travel at moderate congestion or better by 45%
- New alternate corridor between Hwy 400 and 401/407, plus planned transit corridors and increased roadway capacity throughout the study area will improve system reliability
- New transit linkages and services possible on new higher order transportation corridor between Urban Growth Centres of Vaughan and Brampton toward Milton



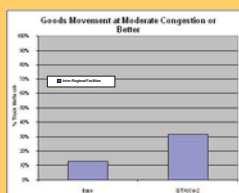
- Alternative 4-2 reduces auto delays on inter-regional facilities by 13%, while reducing the delays on local and regional facilities by 46%



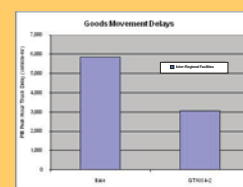
- Moderate potential to improve linkages between inter-regional and local transit with improved service integration and new opportunities for station locations and service connections on widened inter-regional corridors and new corridor linking Vaughan and Brampton systems

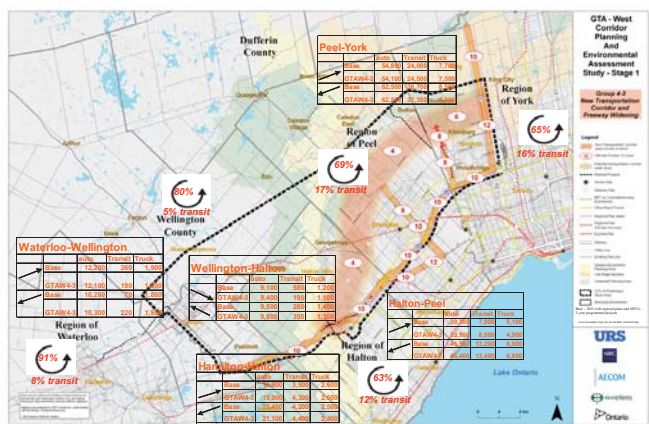
How does Alternative 4-2 impact goods movement?

- Alternative 4-2 improves the share of inter-regional truck travel at moderate congestion or better by more than double
- Improved inter-regional goods movement with a new corridor between Hwy 400 and 401/407 and increased roadway capacity improves accessibility of inter-modal facilities



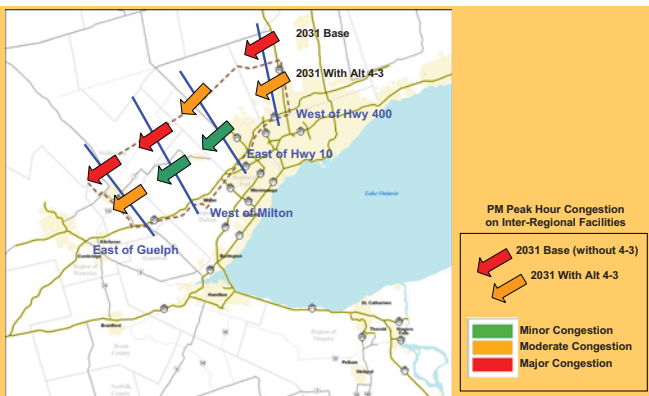
- Alternative 4-2 reduces the amount of truck delays on inter-regional facilities by 50% - around 2,800 vehicle-hours during the afternoon peak hour





How does Alternative 4-3 impact transit usage and trip patterns?

- Cross-boundary transit trips drop for Waterloo-Wellington and Wellington-Halton, but increase modestly at other boundaries as Group1&2 initiatives offset the effect of additional roadway capacity
- Cross-boundary auto trips increase by 2-3% because of the longer new corridor compared to 3-1 and 4-1, but drop by 1% at the Peel-York boundary due to implementation of Group 1&2 initiatives
- Longer new corridor results in a 1% drop in intra-regional trip-making (self containment) for Halton and Peel Regions
- Group1&2 Transit initiatives offset the effect of the new corridor, resulting in no change to transit mode shares at the regional level
- Group1&2 TDM initiatives offset the effect of the new corridor, resulting in a modest increase in passenger car occupancy

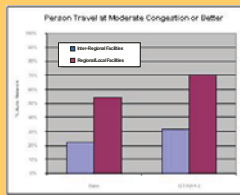


How does Alternative 4-3 address congestion?

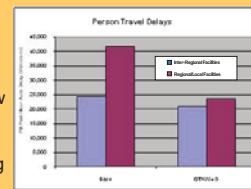
- Alternative 4-3 provides congestion relief at these locations:
 - Congestion reduced from major to moderate levels east of Guelph
 - Congestion reduced from major to minor levels west of Milton
 - Congestion reduced from moderate to minor levels in Brampton
 - Congestion reduced from major to moderate levels west of Highway 400 in Vaughan

How does Alternative 4-3 impact person travel?

- Alternative 4-3 increases the share of inter-regional person travel at moderate congestion or better by 45%
- New alternate corridor between Hwy 400 and 401 west of Milton, plus planned transit corridors and increased roadway capacity throughout the study area; and direct connection to Hwy 401 provides ease of route choice and improved system reliability
- New transit linkages and services possible on new higher order transportation corridor between Urban Growth Centres of Vaughan, Brampton and Milton.

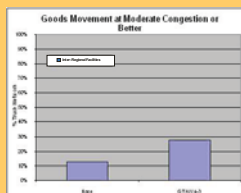


- Alternative 4-3 reduces auto delays on inter-regional facilities by 13%, while reducing the delays on local and regional facilities by 44%
- Major potential to improve linkages between inter-regional and local transit with improved service integration and new opportunities for station locations and service connections on widened inter-regional corridors and new corridor linking Vaughan, Brampton and Milton systems

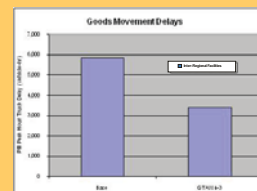


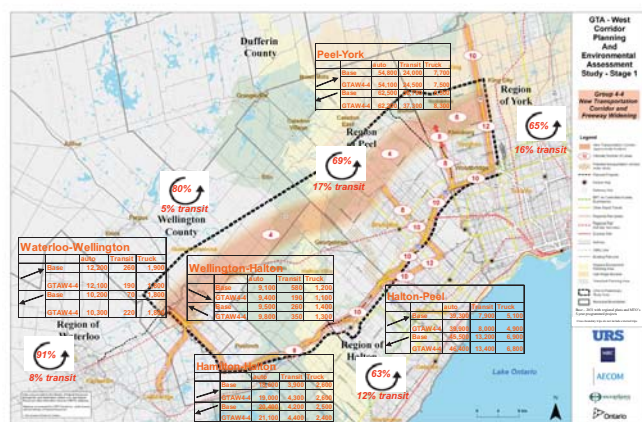
How does Alternative 4-3 impact goods movement?

- Alternative 4-3 improves the share of inter-regional truck travel at moderate congestion or better by more than double
- Improved inter-regional goods movement with a new corridor between Hwy 400 and 401 west of Milton and increased roadway capacity improve accessibility of inter-modal facilities



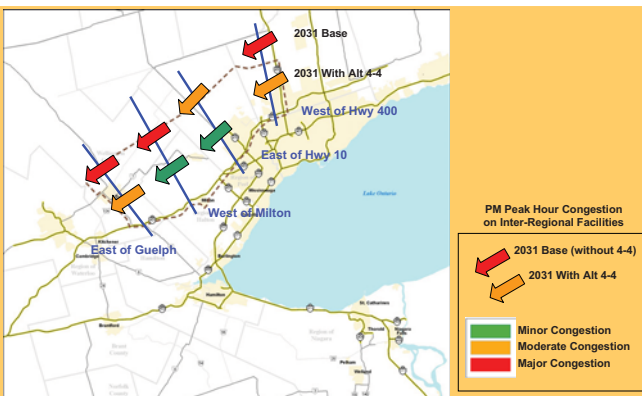
- Alternative 4-3 reduces the amount of truck delays on inter-regional facilities by 40% -around 2,500 vehicle-hours during the afternoon peak hour





How does Alternative 4-4 impact transit usage and trip patterns?

- Cross-boundary transit trips drop for Waterloo-Wellington and Wellington-Halton, but increase modestly at other boundaries as Group1&2 initiatives offset the effect of additional roadway capacity
- Cross-boundary auto trips increase by 2-3% because of the longer new corridor compared to 3-1 and 4-1, but drop by 1% at the Peel-York boundary due to implementation of Group 1&2 initiatives
- Longer new corridor results in a 1% drop in intra-regional trip-making (self containment) for Halton and Peel Regions
- Group1&2 Transit initiatives offset the effect of the new corridor, resulting in no change to transit mode shares at the regional level
- Group1&2 TDM initiatives offset the effect of the new corridor, resulting in a modest increase in passenger car occupancy

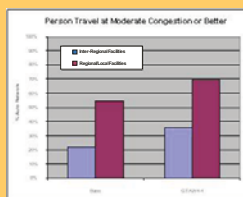


How does Alternative 4-4 address congestion?

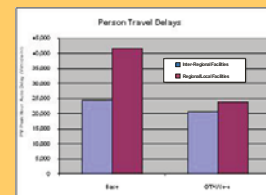
- Alternative 4-4 provides congestion relief at these locations:
 - Congestion reduced from major to moderate levels east of Guelph
 - Congestion reduced from major to minor levels west of Milton
 - Congestion reduced from moderate to minor levels in Brampton
 - Congestion reduced from major to moderate levels west of Highway 400 in Vaughan

How does Alternative 4-4 impact person travel?

- Alternative 4-4 increases the share of inter-regional person travel at moderate congestion or better by 60%
- New alternate corridor between Hwy 400 and Highway 6 in Guelph and opportunity to connect to New Hwy 7 corridor between Guelph and Kitchener-Waterloo to provides new route choice, plus planned transit corridors and increased roadway capacity throughout the study area will improve system reliability
- New transit linkages and services possible on new higher order transportation corridor between Urban Growth Centres of Vaughan, Brampton and Guelph

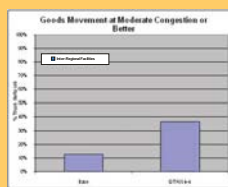


- Alternative 4-4 reduces auto delays on inter-regional facilities by 15%, while reducing the delays on local and regional facilities by 43%
- Major potential to improve linkages between inter-regional and local transit with improved service integration and new opportunities for station locations and service connections on widened inter-regional corridors and new corridor linking Vaughan, Brampton and Guelph systems

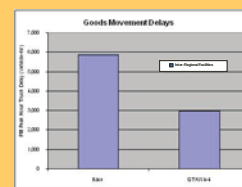


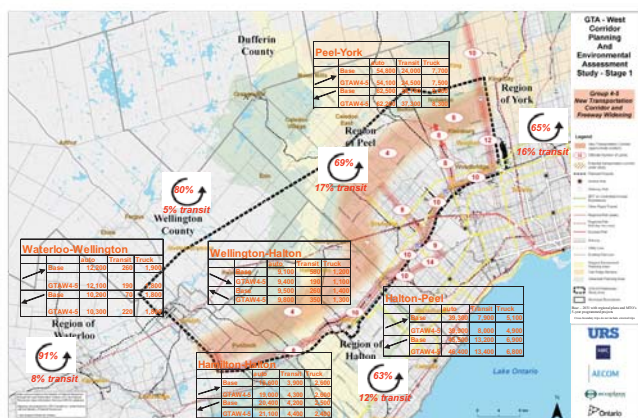
How does Alternative 4-4 impact goods movement?

- Alternative 4-4 improves the share of inter-regional truck travel at moderate congestion or better by around three times
- Improved inter-regional goods movement with a new corridor between Hwy 400 and Hwy 6 at Guelph and improved connection to Kitchener-Waterloo, and increased roadway capacity improve accessibility of inter-modal facilities



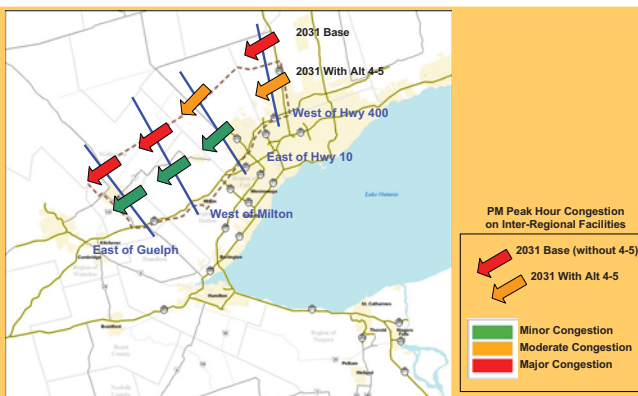
- Alternative 4-4 reduces the amount of truck delays on inter-regional facilities by 50% -around 2,900 vehicle-hours during the afternoon peak hour





How does Alternative 4-5 impact transit usage and trip patterns?

- Cross-boundary transit trips drop for Waterloo-Wellington and Wellington-Halton, but increase modestly at other boundaries as Group1&2 initiatives offset the effect of additional roadway capacity
- Cross-boundary auto trips increase by 2-3% because of the longer new corridor compared to 3-1 and 4-1, but drop by 1% at the Peel-York boundary due to implementation of Group 1&2 initiatives
- Longer new corridor results in a 1% drop in intra-regional trip-making (self containment) for Halton and Peel Regions
- Group1&2 Transit initiatives offset the effect of the new corridor, resulting in no change to transit mode shares at the regional level
- Group1&2 TDM initiatives offset the effect of the new corridor, resulting in a modest increase in passenger car occupancy

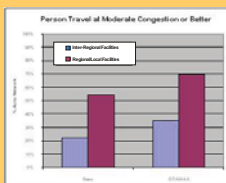


How does Alternative 4-5 address congestion?

- Alternative 4-5 provides congestion relief at these locations:
 - Congestion reduced from major to minor levels east of Guelph
 - Congestion reduced from major to minor levels west of Milton
 - Congestion reduced from moderate to minor levels in Brampton
 - Congestion reduced from major to moderate levels west of Highway 400 in Vaughan

How does Alternative 4-5 impact person travel?

- Alternative 4-5 increases the share of inter-regional person travel at moderate congestion or better by 60%
- New alternate corridor between Hwy 400 and Highway 6 north of Hwy 401 with connection to Hwy 401 via short section of Hwy 6 provides route choice, plus planned transit corridors and increased roadway capacity throughout the study area will improve system reliability
- New transit linkages and services possible on new higher order transportation corridor between Urban Growth Centres of Vaughan, Brampton and Milton toward Guelph.



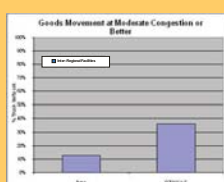
- Alternative 4-5 reduces auto delays on inter-regional facilities by 15%, while reducing the delays on local and regional facilities by 42%

- Major potential to improve linkages between inter-regional and local transit with improved service integration and new opportunities for station locations and service connections on widened inter-regional corridors and new corridor linking Vaughan, Brampton and Guelph systems

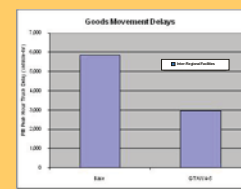


How does Alternative 4-5 impact goods movement?

- Alternative 4-5 improves the share of inter-regional truck travel at moderate congestion or better by around three times
- Improved inter-regional goods movement with a new corridor between Hwy 400 and Hwy 6 just north of Hwy 401 and increased roadway capacity improve accessibility of inter-modal facilities



- Alternative 4-5 reduces the amount of truck delays on inter-regional facilities by 50% - around 2,900 vehicle-hours during the afternoon peak hour



Findings from “Truck Only” Facility Analysis for the GTA West Study Area

- The truck-only facility was tested for the GTAW 4-3 configuration as it would provide a direct connection between Highway 401 and 400
- Increased truck demand on new corridor by 200-400% compared to mixed-traffic facility
- Truck volumes range from 1,600 veh/hr/direction west of Brampton to over 2,200 veh/hr/direction between Highway 427 and Highway 400
- Equivalent of 3,200 to 4,400 passenger cars per hour (equivalent to 2 Freeway lanes per direction)
- Most trucks are to/from Hwy 400 (via north), industrial areas via Highway 400 south, Highway 427, and Airport Road
- Truck volumes on Hwy 401 drop by up to 1,000 veh/hr (2,000 car equivalents), which is equivalent to one freeway lane of capacity
- Providing a truck-only freeway connection to the NGTA corridor will result in a modest increase in truck volumes on the GTAW corridor
- More analysis required to assess the impacts and to compare to other alternatives
- **Carry forward** for further consideration as part of the Transportation Development Strategy

2031 PM Peak Hour Truck Volume (car equivalent) between Highway 427 and Highway 400

Segment	PM Peak Hour Truck Volume (car equivalent)	
	Eastbound	Westbound
Hwy 401 (W. of Milton) to Halton-Peel Boundary Area Transportation Study	1,580 (3,160)	1,480 (2,960)
HP BATS to Hwy 410	1,720 (3,440)	1,960 (3,920)
Hwy 410 to Hwy 427	1,690 (3,380)	1,860 (3,720)
Hwy 427 to Hwy 400	2,200 (4,400)	1,640 (3,280)



Photo: South Boston Haul Road, Boston, Massachusetts.
Source: The Potential for Reserved Truck Lanes and Truckways in Florida Report – Center for Urban Transportation Research - 2002



Photo: Separated Lanes on the New Jersey Turnpike
Source: The Potential for Reserved Truck Lanes and Truckways in Florida Report – Center for Urban Transportation Research - 2002

Cost and Constructability Issues Considered:

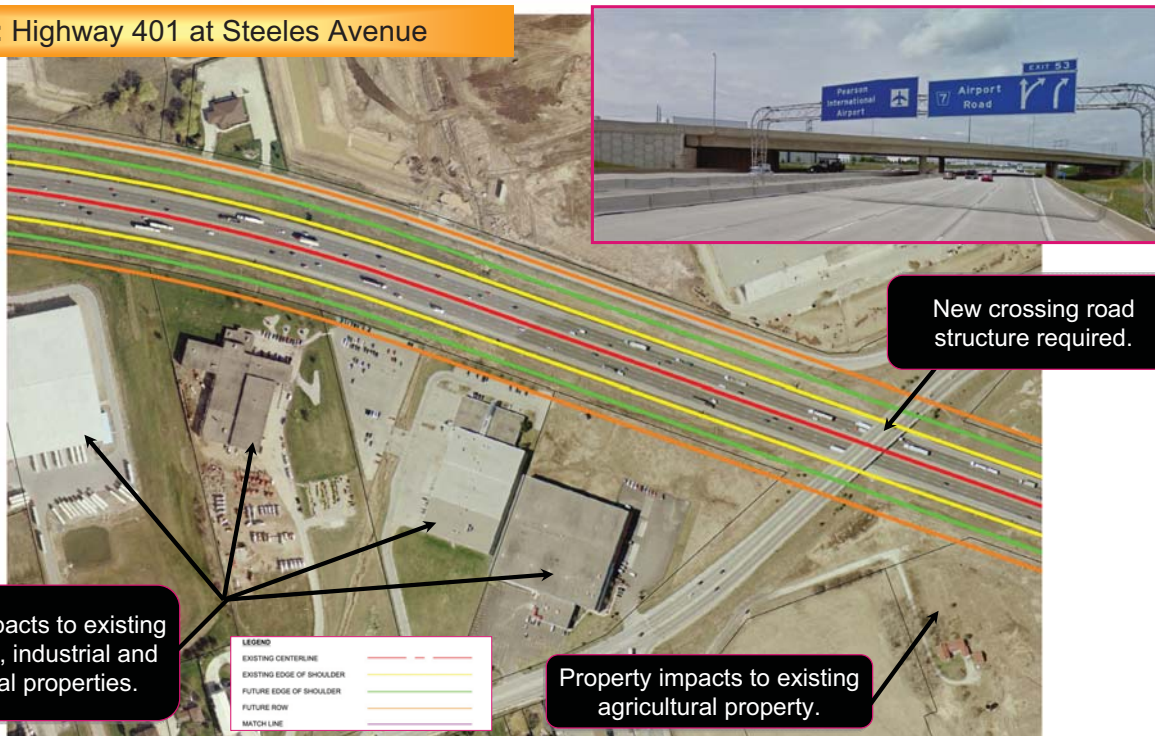
- Engineering design at a concept level of detail
- Property requirements associated with additional lanes
- High level construction costs estimate including major construction items (such as interchanges and structures)

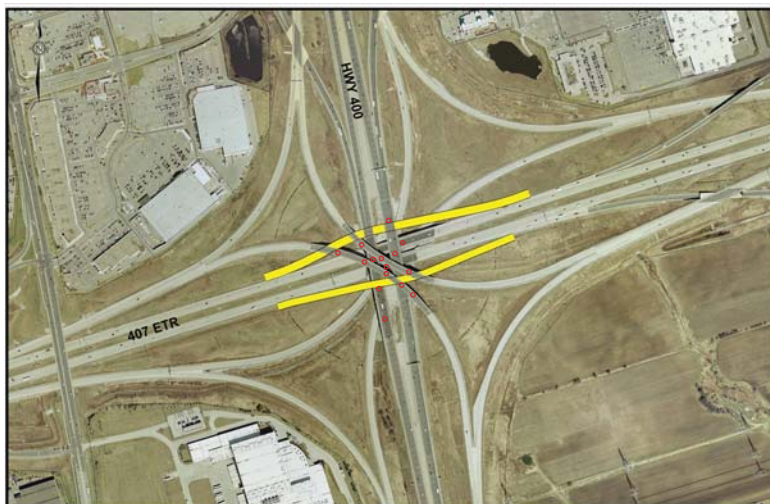
Cost and Constructability Assessment**1) Highway Widening**

- **Highway 401**
 - Highway 6 (Guelph) to Highway 410 (Mississauga)
- **Highway 427**
 - 407ETR to Highway 7 (Vaughan) and future extension to Major Mackenzie Drive
- **407ETR**
 - Highway 401 (Halton) to Highway 400 (Vaughan)
- **Highway 410**
 - Highway 401 (Mississauga) to Highway 10 (Caledon)
- **Highway 400**
 - Highway 9 to Major Mackenzie Drive

2) New Corridors

- **Alternative 4-1**
 - Highway 400 to Highway 410 Extension
- **Alternative 4-2**
 - Highway 400 to Highway 401/407ETR
- **Alternative 4-3**
 - Highway 400 to West of Regional Road 25
- **Alternative 4-4**
 - Highway 400 to Highway 6 (North of Guelph)
- **Alternative 4-5**
 - Highway 400 to Highway 6 (South of Guelph)

Example: Highway 401 at Steeles Avenue

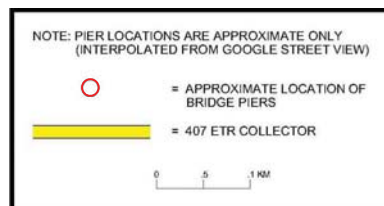
Constructability Issues– Group 3-1**407ETR Connections with Existing Highways 400, 427, 410 and 401:**

There may be difficulty in widening the 407ETR through these interchanges due to the complex layout of ramps and structures (including bridge piers).

The yellow lines illustrate the difficulty in adding additional collector lanes in each direction. The circles show the approximate locations of the existing piers. Horizontal and vertical alignment of collector lanes will be constrained by existing bridge piers.



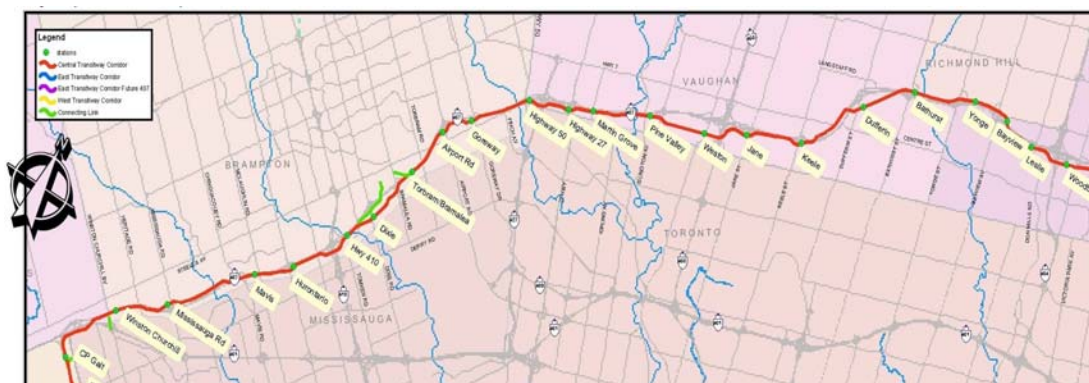
The freeway-to-freeway interchanges may need to be rebuilt to accommodate an express-collector system.

**Key Challenges**

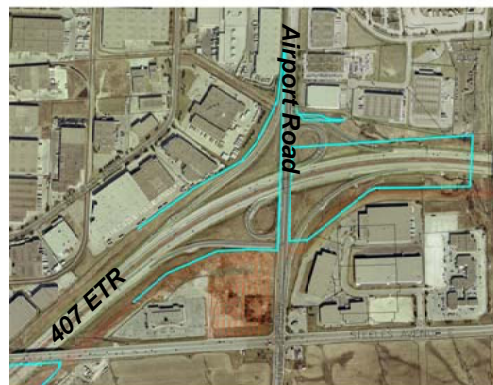
- Complex construction staging (and detours) will be required
- Duration of construction, risk, disruption to 407ETR and adjacent roadway, major utilities, technical challenges and other impacts during construction

Constructability Issues – Group 3-1**407 Transitway**

- A dedicated transitway proposed by the Ministry of Transportation along the Highway 407 Corridor, to include a two lane roadway and stations with commuter parking
- Widening of 407ETR and interchange improvements may have significant impacts to the transit infrastructure

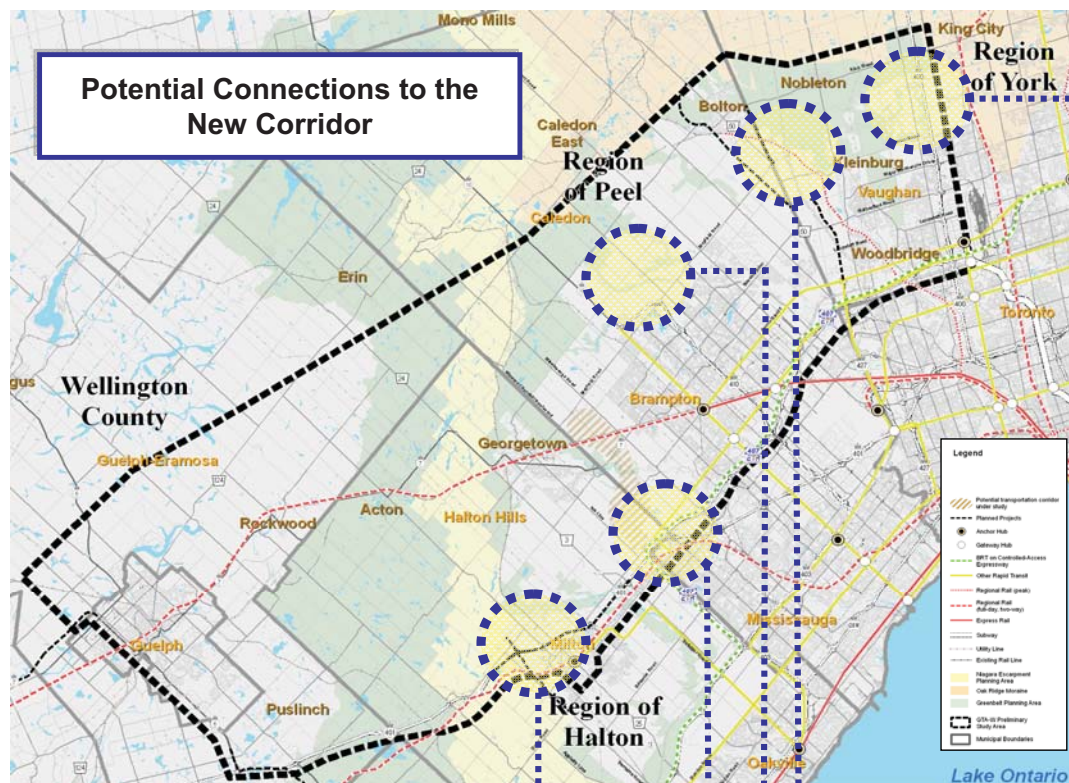
**Key Transitway Issues**

- Impact to transit stations due to tight property limit and access (e.g. at Mississauga Road, Airport Road, Hwy 50, Pine Valley Drive, Weston Road, Highway 27, etc)
- Constructability issue of the 407 Transitway bridge crossings over 407ETR
- Impact to supporting Transitway infrastructure including Storm Water Management
- Other potential impacts to Transitway - vertical profile, ramps and structures, grade separations, adjacent arterial roads, access to the stations and parking areas

Mississauga Road Station**Airport Road Station****Key Challenges**

- Potential changes in road profile
- Limited flexibility in modifying the location of 407 transitway stations
- Proximity to the existing hydro corridor

Constructability Issues for New Corridor Alternatives

Potential Connections to the
New CorridorConnection with Highway
401 in Vaughan:

- Potential conflicts with adjacent interchanges along Highway 401 (King Road and Teston Road)

Connection with Highway 401 in Milton:

- Challenges associated with proposed Tremaine Road interchange and existing Regional Road 25 interchange
- Potential impacts to the Niagara Escarpment lands and Kelso Conservation area
- Potential impacts to proposed development plans in west Milton

Connection with Highway 401/407ETR in
Peel:

- Challenges associated with proposed Halton-Peel Boundary Area Transportation Study
- Challenges associated with existing freeway-to-freeway interchange ramps and bridges at Highway 401 and 407ETR
- Challenges associated with adjacent interchanges on Highway 401 (Trafalgar Road and Winston Churchill Boulevard) and local road network (Ninth Line)















Connection with Highway 427:

- Current EA for Highway 427 extension ends at Major Mackenzie Drive, south of new corridor
- Challenges associated with CPR Vaughan Intermodal facility, realignment of Huntington Road, and construction impacts to the Humber River and Rainbow Creek crossings

Connection with Highway 410 in
Caledon:

- Potential impacts to natural features such as the Heart Lake Conservation lands and Greenbelt areas
- Challenges associated with integrating new corridor with existing Highway 410 extension north of Mayfield Road (i.e. Highway 410 extension designed to 4-lane maximum)

OVERALL ASSESSMENT

						
Factor	Group 3-1	Group 4-1	Group 4-2	Group 4-3	Group 4-4	Group 4-5
Cost and Constructability						
Rationale	<p>Alternative 3-1 least preferred because it is more expensive than the other alternatives and will result in very high construction staging impacts that will have negative effects on the provincial and municipal transportation systems, land uses adjacent to the road networks impacted, as well as local economic impacts associated with major traffic disruption and delay for many construction seasons (i.e., years), during reconstruction of freeway to freeway interchange ramps and structures. All of the Group 4 alternatives have relatively similar costs and significantly reduce the construction staging issues associated with Alternative 3-1, however Alternative 4-2 is slightly less desirable because of construction staging challenges associated with future interchange connections at the existing Highway 401/407 interchange in Mississauga.</p> <p>Therefore, Alternatives 4-1, 4-3, 4-4 and 4-5 are most preferred from a cost and constructability perspective.</p>					

Summary of Constructability Issues

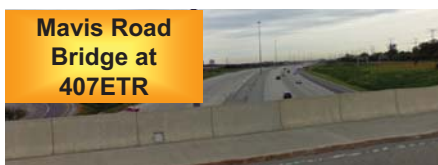
Most Preferred    Least / Not Preferred

All alternatives have complex constructability issues. In particular:

Alternative 3-1: 407ETR

- Requires replacement of bridges, and realignment of arterial crossings for new bridges to maintain traffic during construction
- Existing 8 and 10 lane sections will be severely affected by conversion to core/collector system
- Reconstruction of freeway-to-freeway interchanges; complex staging and detours required
- Constrained in many locations by urban development for widening beyond 10 lanes
- Rail bridge crossings may require major detour of rail lines, if feasible
- Widening of 407 ETR and interchange improvements may have significant impacts to the transit infrastructure

A summary of the Overall Assessment Findings of all factors can be found in Cluster 2 Display 20

**Group 4 Alternatives: Highway 401**

- Impacts to proposed development plans at some freeway connections
- Widening through the Niagara Escarpment / Greenbelt area west of Milton

Summary of Costs

- The cost assessment provides a construction cost comparison of alternatives and provides useful input to the assessment and evaluation
- Based on a high level analysis of construction costs, Alternative 3-1 is between 2-9% higher than the Group 4 alternatives. Group 4 alternatives differ by a range of 7%
- Cost and constructability estimates will continue to be updated in concert with any refinements to the alternatives

ALTERNATIVES	TOTAL COST (\$ Billion)
Alternative 3-1	\$4.7 - \$5.2 B
Alternative 4-1	\$4.3 - \$4.8 B
Alternative 4-2	\$4.6 - \$5.1 B
Alternative 4-3	\$4.5 - \$5.0 B
Alternative 4-4	\$4.4 - \$4.9 B
Alternative 4-5	\$4.3 - \$4.8 B

First Nations Involvement

"The Ministry recognizes the value that Aboriginal people place on the environment. When making decisions that might significantly affect the environment, the Ministry will provide opportunities for involvement of Aboriginal people whose interests may be affected by such decisions so that Aboriginal interests can be appropriately considered."

MTO's Statement of Environmental Values (2005)

Six Nations of the Grand River Territory

- Six Nations of the Grand River Territory is the most populous First Nation in Canada; a total population of 22,994
- Six Nations include – Mohawk, Oneida, Onondaga, Cayuga, Seneca, and Tuscarora

The Project Team is engaging Six Nations of the Grand River Territory and the Mississaugas of the New Credit First Nation regarding their interests in this Study. As the study proceeds, efforts will be made to avoid, minimize and mitigate potential impacts to First Nations communities with respect to:

- Indian reserves
- Sacred grounds
- Burial locations
- Archaeological and cultural resources
- Effects on lands used for traditional activities
 - Hunting, fishing, harvesting of traditional foods and medicinal plants
- First Nations industry

First Nations Considerations

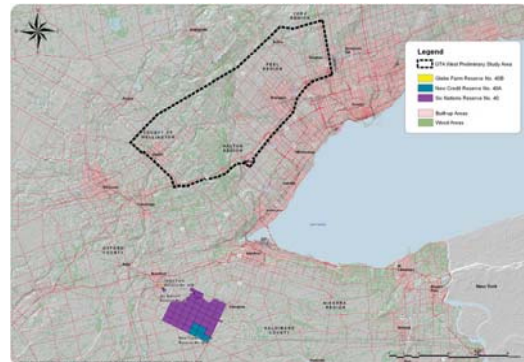
- The potential effects of the transportation alternatives on lands of interest to First Nations are an important consideration in this Study
- A comprehensive understanding of the factors which are of interest to the First Nations is necessary
- The Project Team is preparing a "First Nations' Existing Conditions" document to summarize our understanding of these interests. The following general areas are currently being considered:
 - Land use / community
 - First Nations' industry
 - Traditional knowledge: hunting, fishing, harvesting of foods, medicinal plants and environmentally sensitive areas
 - Cultural heritage: pre-historic and historic First Nation sites
- Working together with First Nations communities is essential
- The draft "First Nations' Existing Conditions" document is being prepared with input from Six Nations of the Grand River Territory and Mississaugas of the New Credit
- The Project Team will continue to engage First Nations to ensure that the appropriate sources of information, knowledge and values are incorporated into the GTA West EA Study

Williams Treaty First Nations

- Consists of Mississaugas of Scugog Island First Nation, Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Chippewas of Georgina Island, Chippewas of Mnjikaning, and Beausoleil First Nation

Mississaugas of the New Credit First Nation

- Mississaugas of the New Credit First Nation is a Mississauga Objiva First Nation with a total population of 1,792 people (May 2008)



First Nations' considerations are part of the development and evaluation of alternatives for increasing transportation capacity in the GTA West Preliminary Study Area.

APPENDIX H
PUBLIC INFORMATION CENTRE #4 STUDY
BROCHURE AND FACTSHEETS

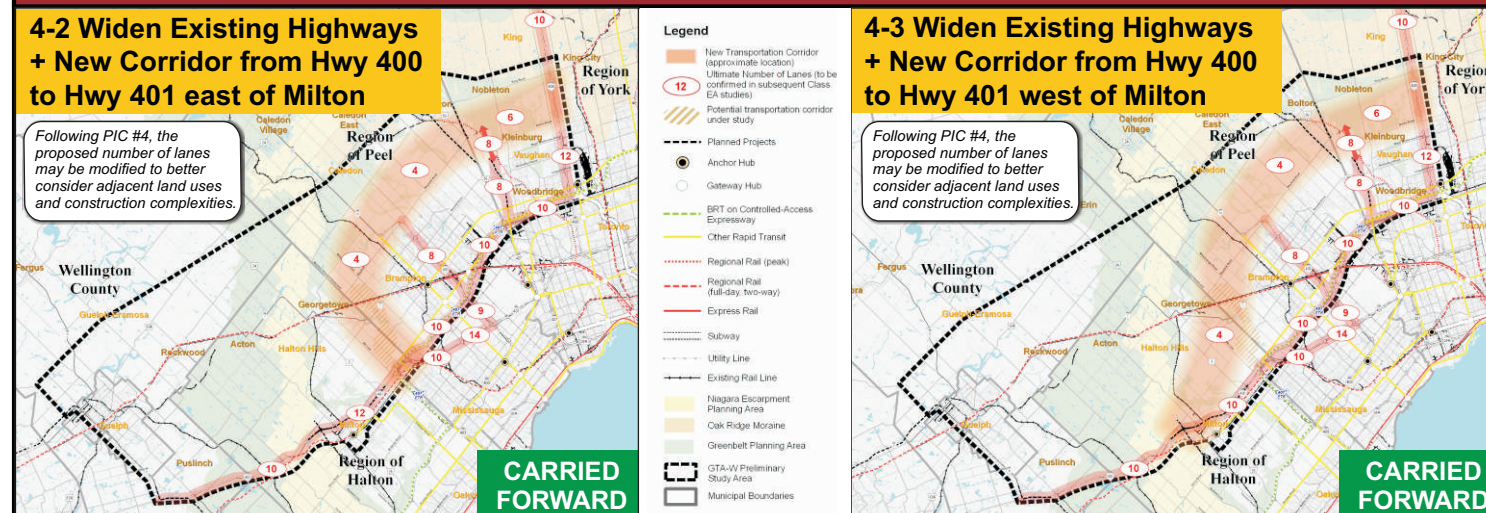
Road Widening and New Corridor

Alternatives were analyzed and evaluated considering natural environment, social environment, cultural environment, economy, transportation, as well as cost and constructability.

Two alternatives (4-2 and 4-3) appear to provide better overall benefits and less impacts as compared to other alternatives, and therefore are recommended as part of the draft Transportation Development Strategy.

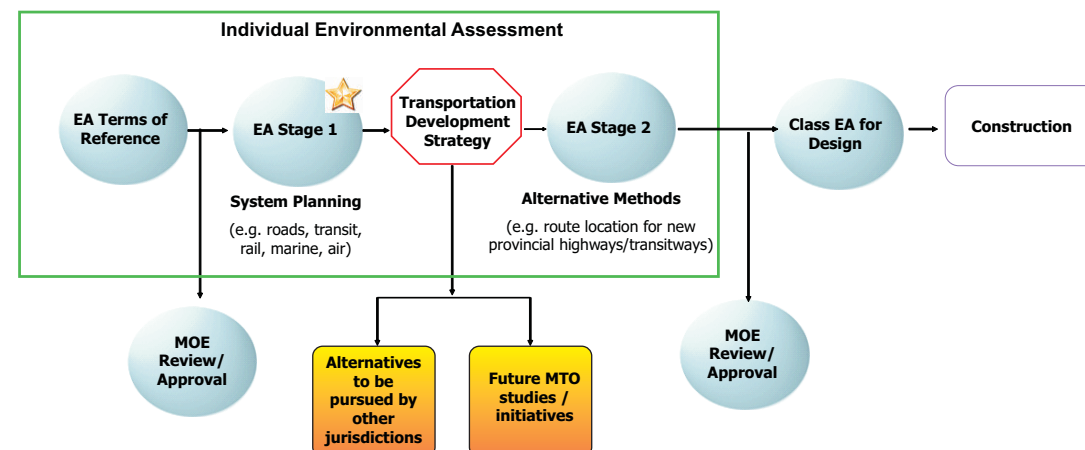
Goal: Improve existing highway infrastructure and construct a new transportation corridor to address future transportation demand.

Includes New Transportation Corridor from Hwy 400 westerly to Hwy 401 east of the Niagara Escarpment



Next Steps

Implementation of the strategy would require actions from all sectors involved in delivering transportation services and programs.



How to Contact the Project Team

You may provide written comments by mail or fax to the Project Team:
Mr. Neil Ahmed, P. Eng.
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, Ontario L5K 2P8
Phone: 1-877-522-6916
Fax: (905) 823-8503

Copies of PIC material, study reports and discussion papers are available on the study website along with regular project updates, important links and additional project details. The website also has a "Contact Us" page that allows for direct e-mail with the Project Team. Please Visit us at:

www.gta-west.com

E-mail inquiries can be received through project_team@gta-west.com. The inbox is routinely checked, and messages will be documented and transferred to the appropriate Project Team member, who will provide a response in a timely manner.



GTA West

Public Information Centre #4

June 2010

Summary of the Draft Transportation Development Strategy

The recommended approach to addressing current and future transportation problems and opportunities offers six fundamental features:

- **A "transit first" approach** – supporting existing long range transit plans with the need to explore further enhancements
- **Making better use of transportation infrastructure that is already in place** - through optimization including use of advanced technologies
- **Providing more and better choices for people and shippers in making trip decisions** - with more effective transit and rail infrastructure and service
- **Pursuing means to reduce travel demands** - through building on current programs such as Smart Commute, and increased community self containment (jobs and homes in the same community)
- **Introducing timely transportation improvements** - to influence decisions on mode choices and to accommodate projected growth
- **Shaping growth through transportation service provided** - therefore meeting government objectives

Elements of Draft Transportation Development Strategy

- Support the implementation of the Metrolinx RTP and GO 2020
- Optimize use of existing transportation infrastructure through Transportation Demand Management (TDM) and Transportation System Management (TSM) measures in cooperation with Metrolinx
- Initiate a region-wide Active Traffic Management Study
- Widen selected highways to provide additional capacity including HOV and multi-modal uses (e.g. Bus Bypass Shoulders)
- New transportation corridor from Highway 400 westerly to Highway 401, east of the Niagara Escarpment
- Initiate study to investigate inter-regional transit opportunities linking western urban centres

This Transportation Development Strategy represents a new generation of transportation planning for people and goods movement.

In the GTA West Study Area, there is a mosaic of community, industry and natural features with a complex transportation network woven through it. The Province has worked closely with many municipalities, and many interested individuals to develop an integrated transportation planning approach – respecting the area land uses and accommodating future growth.

From strategy recommendations will come a need to educate, and to change travel behaviour and choices. Improving the infrastructure is only a part of the solution.



Our strategy is based on extensive consultation and expert analyses by team specialists using advanced techniques and approaches. Sustainable transportation improvements have been considered and adopted.





Optimize Existing Network

As technologies advance there will be new opportunities available that will further improve transportation system performance.

Current Transportation Demand Management Initiatives:

- Partnership between Metrolinx and area communities
- Coordinate Transportation Demand Management (TDM) services throughout Greater Toronto and Hamilton Area (GTHA)
 - Widespread provincial and municipal policy support for TDM
 - Selected TDM actions are primarily provided throughout the GTHA by large employers
 - In many areas employer actions are supported and coordinated by- Transportation Management Associations (TMAs)
 - Non-profit partnership between employers and various levels of government
- The lead agency in coordinating and supporting TMAs in the GTHA is Metrolinx

Goal: Improving the performance of the existing transportation system by reducing demand and improving system efficiency.




Add / Expand Non-Road Infrastructure

There is an opportunity for better inter-regional transit services connecting the westerly Urban Growth Centres (UGCs) identified in the *Growth Plan for the Greater Golden Horseshoe* (Downtown Kitchener, Uptown Waterloo, Downtown Cambridge, Downtown Guelph, Downtown Milton, Downtown Brampton, Downtown Hamilton, and Downtown Brantford).

Goal: Focus on improving existing and/or providing new non-road infrastructure and transit, building on the recommendations of Metrolinx and GO Transit.

Suitable techniques that could be implemented early include:

<h5>Expand use of Bus Bypass Shoulders</h5>  <p>Wide Shoulders are provided to enable buses to bypass queues during congestion.</p>	<h5>Enhance Incident / Congestion Management</h5>  <p>MTO's COMPASS system utilizes sensors to transmit data to Traffic Operations Centre. Accurate data then enables better information to motorists and timely response to incidents.</p>
<h5>Expand use of Ramp Metering</h5>  <p>Smooth vehicle access to highway with ramp metering. End of queue detectors prevent backups onto municipal roads. Smoother entering flows improve merging at on ramps.</p>	<h5>HOV / Transit Bypass Lanes on ramps</h5>  <p>Transit and High Occupancy Vehicles use bypass lanes on ramps with ramp metering to minimize delays to those vehicles.</p>
<h5>Speed Harmonization</h5>  <p>Monitors travel data and regulates speed limits. Cameras and sensors measure traffic flow. Speed limits are automatically adjusted when congestion thresholds are exceeded maintaining a constant flow instead of stop & go.</p>	



There is also an opportunity for reducing the number of long distance trucks on our roads, by making other types of goods movement more efficient

Current Condition

- Rail capacity is available to increase numbers of trains however, there are:
 - Passenger rail and freight rail service scheduling conflicts
 - At-grade road/rail crossing conflicts (delay to both road and rail traffic, safety, etc.)

How can it be improved?

- Removal of constraints to improve freight and passenger rail operations and increase utilization
- Coordinate with CN Rail, CP Rail and Metrolinx to identify conflict points
- Support potential future initiatives to remove freight rail/passenger rail conflicts
- Provide grade separations at key road/rail crossings



CANADIAN ENVIRONMENTAL ASSESSMENT PROCESS

Why is this important to the study?

The GTA West Corridor EA study is subject to the Ontario Environmental Assessment Act (EAA); it may also be subject to the requirements of the Canadian Environmental Assessment Act (CEAA). The requirements under CEAA are different from the Ontario EAA. The most significant difference involves timing of when the Acts are triggered.

The Ontario EA process is initiated at the conception of a project; under CEAA, an EA is not initiated until there is a specific trigger. For MTO projects, this typically occurs much later in the study process.

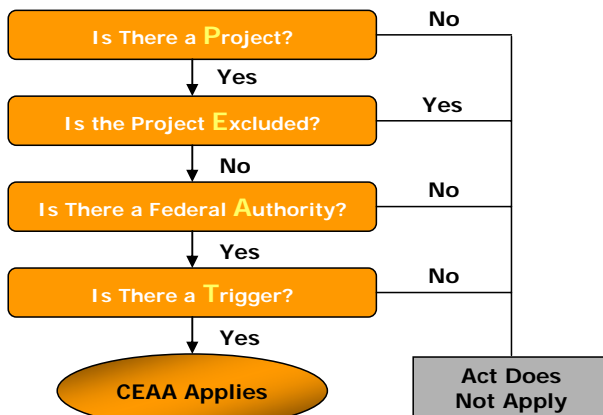
WHAT IS THE CANADIAN ENVIRONMENTAL ASSESSMENT ACT?

The *Canadian Environmental Assessment Act* (CEAA) is a federal law administered by the Canadian Environmental Assessment Agency. It requires that the environmental effects of a proposed project be carefully considered before construction can begin.

It requires that federal authorities and agencies ensure that environmental assessments (EA) are conducted on federally led projects, or where federal land or financial assistance, or certain regulatory responsibilities (e.g., issuance of permits, authorizations etc.) apply.

Triggers for the CEAA include e.g. federal funding, federal lands, and federal approval.

P.E.A.T. Process for Determining if CEAA Applies



More information on the *Canadian Environmental Assessment Act* is available at:
http://www.ceaa.gc.ca/013/index_e.htm

WHAT DOES THE FEDERAL EA PROCESS INVOLVE?

There are four types of federal environmental assessments: screenings, comprehensive studies, mediations and review panels. Federal authorities and agencies lead screenings and comprehensive studies; mediations and review panels are conducted independent of government involvement. The majority of projects subject to a federal EA will undergo either a screening or a comprehensive study.

There are four key steps to an environmental assessment under CEAA. They include:

1. **Describing** the project in detail;
2. **Evaluating** the negative environmental effects;
3. Determining ways to **eliminate or reduce** negative effects on the environment; and
4. Determining the **significance** of the residual adverse environmental effects.

COORDINATED EA PROCESS FOR MTO PROJECTS

Ontario and the federal government have agreed to coordinate their respective EA processes as outlined in the Canada-Ontario Agreement for Environmental Assessment Cooperation (November 2004). As a result, MTO is committed to working in a coordinated manner with both the provincial and federal governments. For information specific to the GTA West Corridor EA study, refer to the EA Terms of Reference (<http://www.gta-west.com>) which includes the process chart outlining how the study tasks and EA requirements will be coordinated.

STATUS OF FEDERAL GOVERNMENT INVOLVEMENT

In anticipation of CEAA being triggered, representatives of the federal departments with an interest (e.g. Environment, Fisheries and Oceans, Transport Canada, Health) are "informally" engaged by participating on the Regulatory Agencies Advisory Group (RAAG). In addition to becoming familiar with the project early in its planning stages, this provides the departments with the opportunity to provide the study team with expected assessment information requirements - making EA coordination achievable.

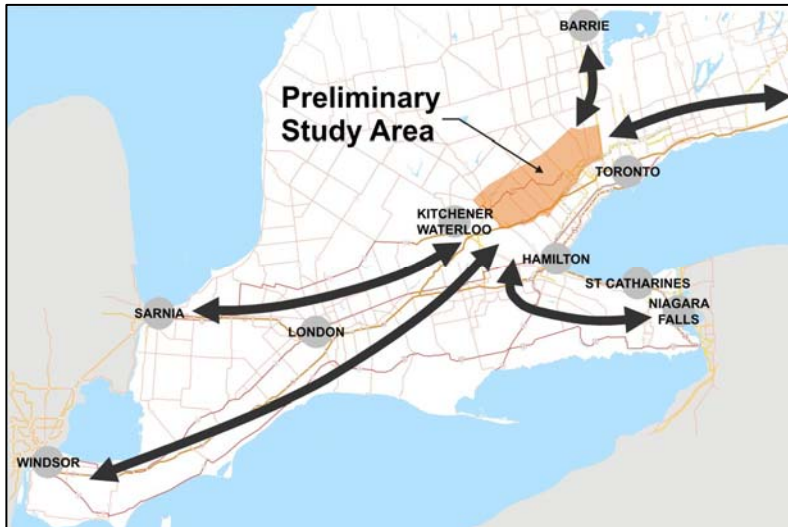
Contact Information

GTA West Project Team

www.gta-west.com

Email: project_team@gta-west.com

ECONOMIC CONTEXT – GTAW Preliminary Study Area



GTAW Preliminary Study Area and Linkages to/from Other Transportation Regional Hubs and Gateways

Economic activities in the Greater Golden Horseshoe are evolving from a Toronto Centric Business District-based condition to an economy of multiple centres. In addition to Downtown Toronto, the Guelph / Kitchener-Waterloo / Cambridge triangle is becoming an important area in addition to Downtown Toronto and the several economic centres that surround it (such as Brampton, Vaughan and Milton).

CENTRAL AND SOUTHWESTERN ONTARIO GROWTH

Population: Expected to increase from 12.1M (2006) to 16.4M (2031), 35% growth rate. Key growth will occur in Vaughan / Brampton / Kitchener - Waterloo

Employment: Significant growth is expected to occur in Niagara, Hamilton, Halton, York, Peel and Wellington / Guelph areas. A 70% growth rate is predicted between 2001 to 2031.

ONTARIO TRADE TO USA

Over 37% of the Canadian Gross Domestic Product (GDP) is from exports to USA. The export and import industry is a major economic driver for Ontario.

Total Annual Trade = US\$375 Billion

- Of Ontario Exports, 90% is exported to the USA with the auto sector representing 70%.
- Of Ontario Imports, 65% is imported from the USA with the auto sector representing 60%.

The automotive industry represents the largest trade sector with the USA and represents a significant employment base of over 90,000 employees and over 400 manufacturing facilities.

Auto Plants within/in proximity to the preliminary study area include:

- Chrysler Plant, Brampton
- Honda Plant, Alliston
- Toyota Plants, Cambridge & Woodstock

PRELIMINARY STUDY AREA PROFILE

POPULATION & EMPLOYMENT GROWTH FROM 2006 TO 2031

Greater Golden Horseshoe Growth

Population: +2,930,000 (34% growth)
Employment: +1,250,000 (29% growth)

Preliminary Study Area Growth:

Population: +750,000 (75% growth)
Employment: +390,000 (75% growth)

Between 2000 and 2006, nearly 40 million ft² of industrial space was absorbed in the Regions of Peel and Halton, while the industrial space absorption in the Region of Durham and City of Toronto were negative.

Employment Sectors with Largest Anticipated Growth are:

- Business Services
- Retail Trade
- Education & Health Services
- Wholesale Trade

Growth in these sectors suggest increases in passenger and freight services will be required.

ECONOMIC PROFILE – Ontario and Greater Golden Horseshoe

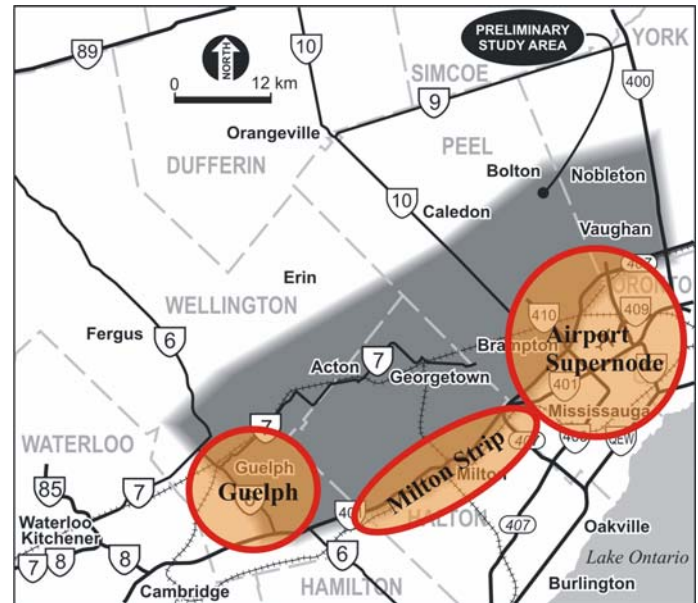
ECONOMIC FOCUS AREAS

The changes in employment sectors will impact transportation services including the following economic focus areas:

Airport Supernode: Transportation / Warehouse / Wholesale, and Distribution activities shifting west

Milton Strip: Emerging Distribution Centre

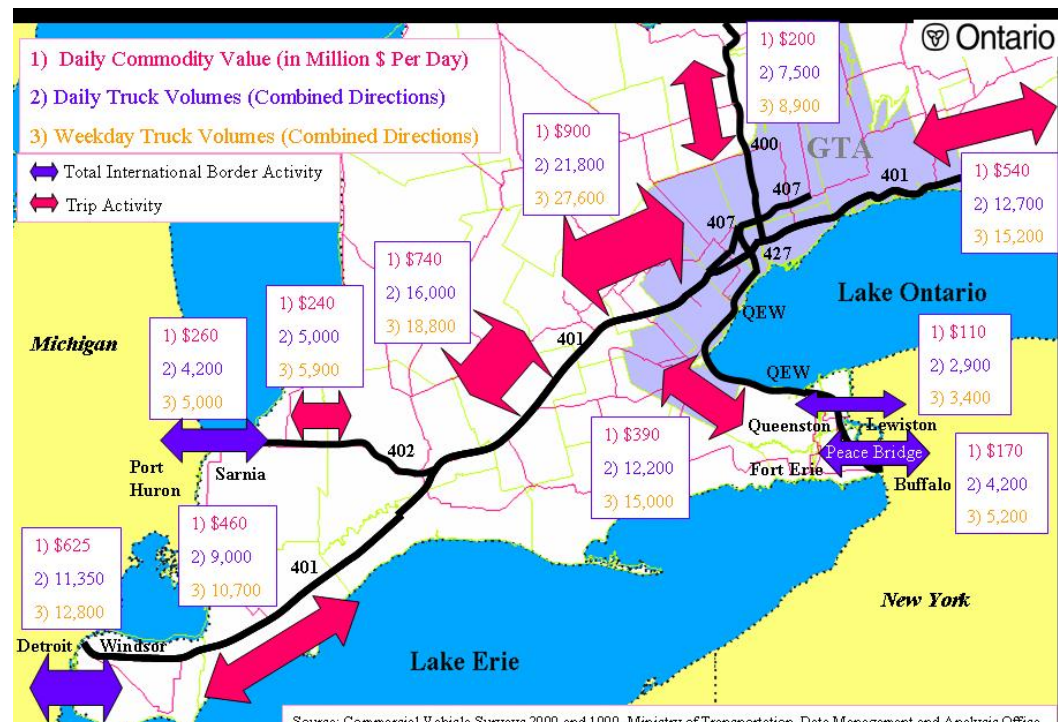
Guelph Area: Auto Parts & Food Processing Sectors, and Trucking Distribution Centre



TRUCK FLOW CHARACTERISTICS

Survey information indicates that the Highway 401 corridor through the GTA West Preliminary Study Area carries approximately 22,000 trucks per day and transports commodity values of approximately \$900 million per day. West of the GTA West Preliminary Study Area, the Highway 401 corridor carries approximately 16,000 trucks per day with commodity value of \$740 million.

An Overview of the 1999/2000 Average Daily Cargo Values and Volumes for the Provincial Highway System



Contact Information

GTA West Project Team

www.gta-west.com

Email: project_team@gta-west.com

GREENBELT PLAN

Why is this feature important to the study?

The Greenbelt is a cornerstone of Ontario's Greater Golden Horseshoe Growth Plan which is an overarching strategy that will provide clarity and certainty about urban structure, where and how future growth should be accommodated, and what must be protected for current and future generations

WHAT IS THE GREENBELT?

The greenbelt is 1.8 million acres of land stretching from the Niagara Peninsula in the southwest to Rice Lake in the east. It includes some of the most threatened environmentally sensitive and agricultural lands – protecting them from major urban development, while meeting the needs of growing communities in the Golden Horseshoe. The greenbelt includes the 800,000 acres of land protected by the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. It also includes 1 million newly protected acres known as the protected countryside.

The Protected Countryside 'systems' follow existing designations found in local, regional and county official plans:

- **Natural Heritage and Water Resource Systems:** necessary to maintain biological and geological diversity, natural functions, and indigenous species and ecosystems. About 535,000 acres, or over 50 per cent, of the Protected Countryside are included in the Natural Heritage System.
- **Agricultural System:** Provides a continuous and permanent land base necessary to support long-term agricultural production and economic activity. Many of the farms within this system also contain important natural heritage and hydrologic features.
- **Settlement Areas:** Includes a number of vibrant communities designated in municipal official plans and by the Ministry of Public Infrastructure Renewal.

LEGISLATION

The Provincial government was authorized to establish the Greenbelt Area and Plan by the *Greenbelt Act, 2005*. The Greenbelt is governed by the policies of:

- The *Niagara Escarpment Plan (NEP)*;
- The *Oak Ridges Moraine Conservation Plan (ORMCP)*;
- The *Parkway Belt West Plan (PBWP)* area; and,
- The Protected Countryside Policies of the *Greenbelt Plan*.

VISION

The Greenbelt is a broad band of permanently protected land which:

- Protects against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;
- Gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health and that form the environmental framework around which major urbanization in south-central Ontario will be organized; and
- Provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses.

GOALS AND OBJECTIVES

To enhance our urban and rural areas and overall quality of life by promoting the following matters within the Protected Countryside:

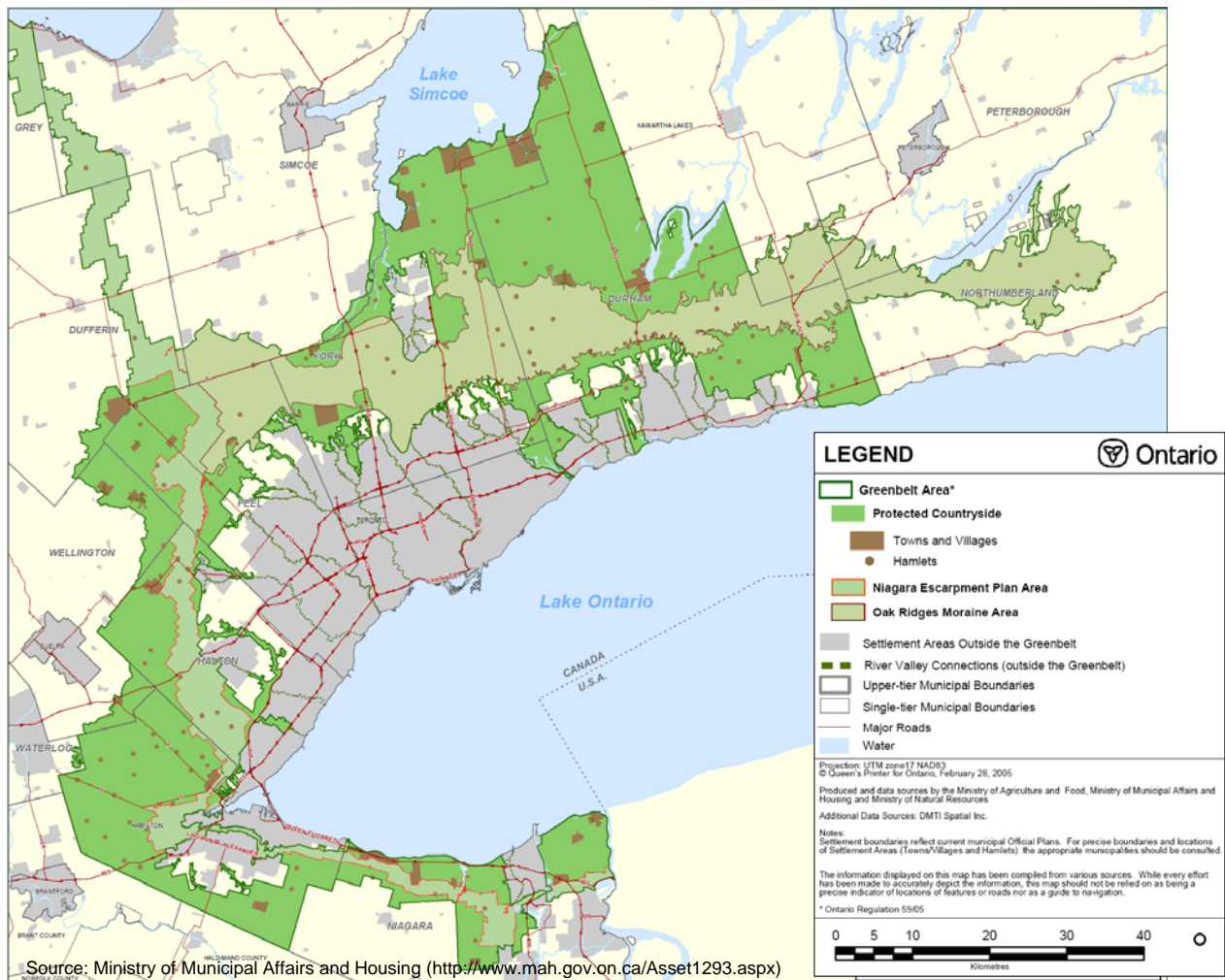
- Agriculture Protection
- Environmental Protection
- Culture, Recreation and Tourism
- Settlement Areas
- Infrastructure and Natural resources

POLICY FOR INFRASTRUCTURE

The *Plan* recognizes that infrastructure is important to economic well-being, human health and quality of life in southern Ontario and the Greenbelt and that existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt. The *Plan* also anticipates that new and/or expanded facilities will be needed in the future to serve the substantial growth projected for southern Ontario.

In this context, Section 4.2 of the Plan sets out specific policies for infrastructure which permits existing, expanded or new infrastructure subject to approval under relevant legislation within the Protected Countryside provided that the infrastructure meets one of the following objectives: (a) it supports agriculture, recreation, tourism and rural settlements and economic activity existing within the Greenbelt; or, (b) it serves significant growth and economic development in southern Ontario outside the Greenbelt through infrastructure connections.

GREENBELT PLAN



HOW DOES THE GREENBELT PLAN APPLY TO THIS STUDY?

The Project Team will fully integrate the goals, objectives and policy requirements of the Greenbelt Plan into the GTA west Planning and EA study process through problem definition, alternative evaluation, impact assessment and mitigation in accordance to the infrastructure policies set out in Section 4.2 of the *Plan*, including:

- Optimize, where practicable, the existing capacity and coordination with different infrastructure services

- avoid *key natural heritage features* or *key hydrologic features* unless need has been demonstrated and it has been established that there is no reasonable alternative
- minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System, traversed and/or occupied by infrastructure
- minimize, wherever possible, the negative impacts and disturbance of the existing landscape

Section 3.2 of the *Plan* includes descriptions and policies for *key natural heritage features* and *key hydrologic features*.

For information on the *Greenbelt Plan*, please visit:
<http://www.mah.gov.on.ca/Page187.aspx>

Contact Information
GTA West Project Team
www.gta-west.com
Email: project_team@gta-west.com

GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

WHAT IS THE *GROWTH PLAN*?

The Minister of Public Infrastructure Renewal released the final *Growth Plan for the Greater Golden Horseshoe* in June 2006. The *Growth Plan* outlines a set of policies for managing growth and guiding planning decisions in the Greater Golden Horseshoe (GGH) over the next 25 years. The Plan also sets out, in concert with other provincial plans and the Provincial Policy Statement, the provincial policies and strategic directions for transit and transportation to create a sustainable, integrated transportation system to meet a more sustainable future. Planning decisions made by the Province, municipalities and other authorities are now required to conform to the *Growth Plan*.

The *Growth Plan* aims to:

- Revitalize downtowns to become vibrant and convenient centres.
- Create complete communities that offer more options for living, working, learning, shopping and playing.
- Provide housing options to meet the needs of people at any age.
- Curb sprawl and protect farmland and green spaces.
- Reduce traffic gridlock by improving access to a greater range of transportation options.

TRANSPORTATION POLICIES IN THE *GROWTH PLAN*

The *Growth Plan* provides a strategic framework for future transportation investment decisions in the GGH, which includes a need for future transportation corridors between *Urban Growth Centres*, including those in the GTA West Corridor Preliminary Study Area. The Plan envisions that the GGH transportation system will:

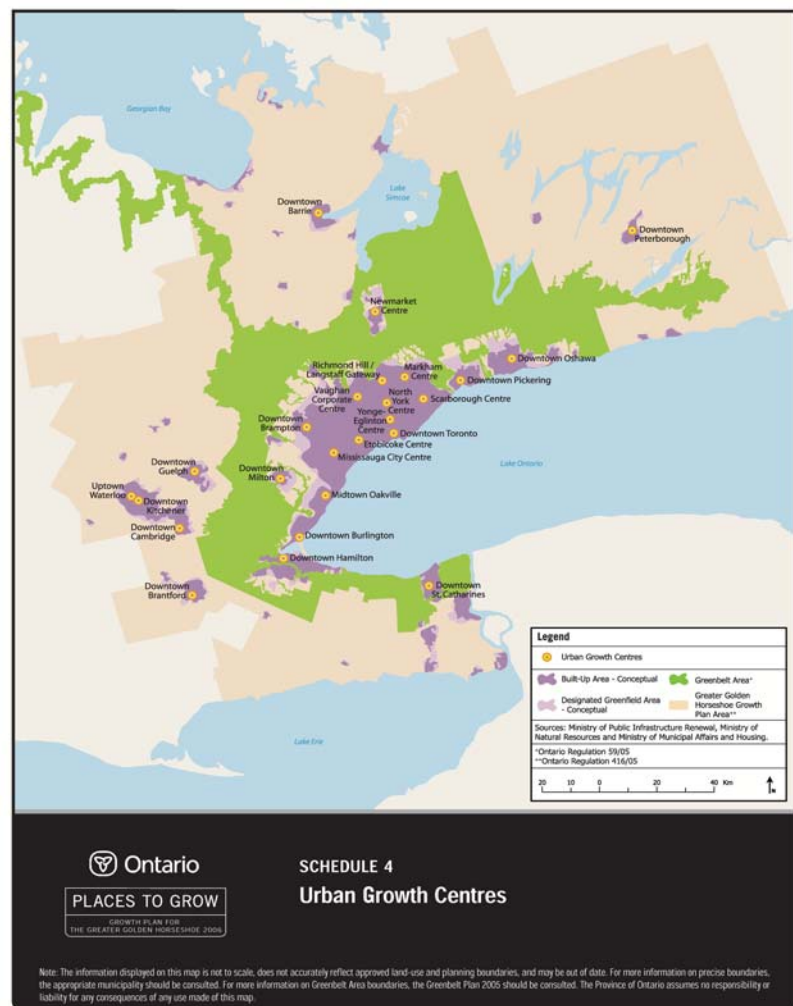
- **Provide connectivity** among transportation modes
- Offer a **balance of transportation choices** to promote sustainable modes
- Be **sustainable** by encouraging the most financially and environmentally appropriate mode
- Offer **multi-modal** access to everyday needs
- Provide for the **safety** of system users

The *Growth Plan* also indicates that the details of actual timing, phasing, and alignments will be, where applicable, determined by further study and the environmental assessment process.

Why is this document important to the study?

The *Growth Plan for the Greater Golden Horseshoe* guides all transportation planning and investment decisions including the GTA West Corridor EA Study that will connect *Urban Growth Centres* and provide efficient movement of people and goods.

SCHEDULE 4 – URBAN GROWTH CENTRES



GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

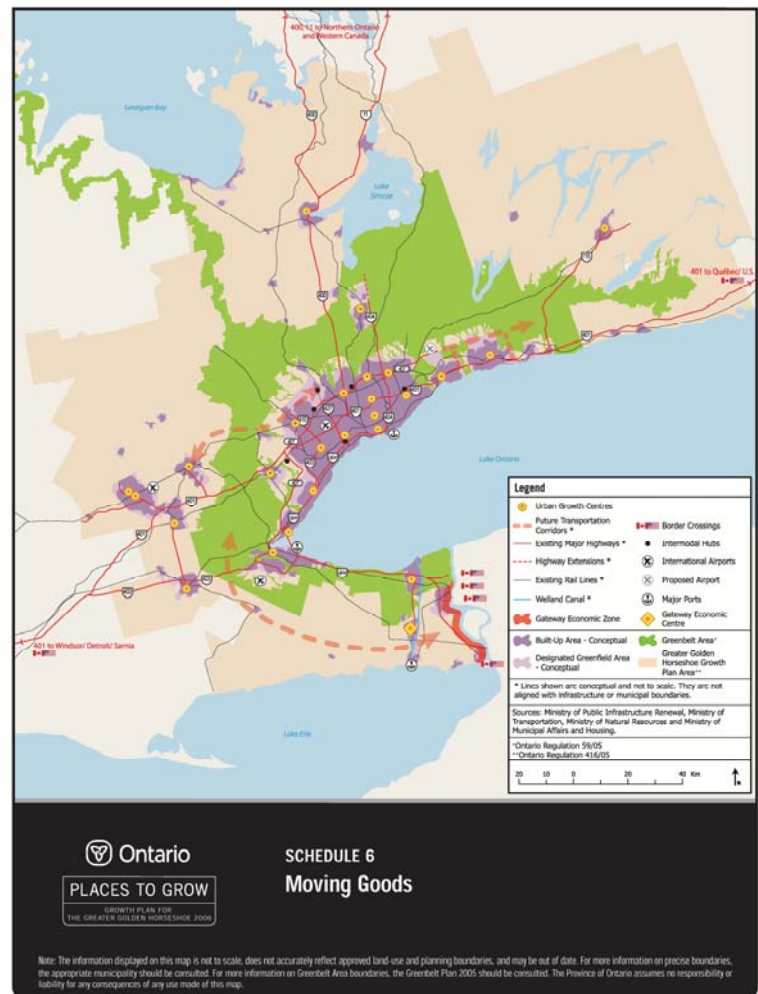
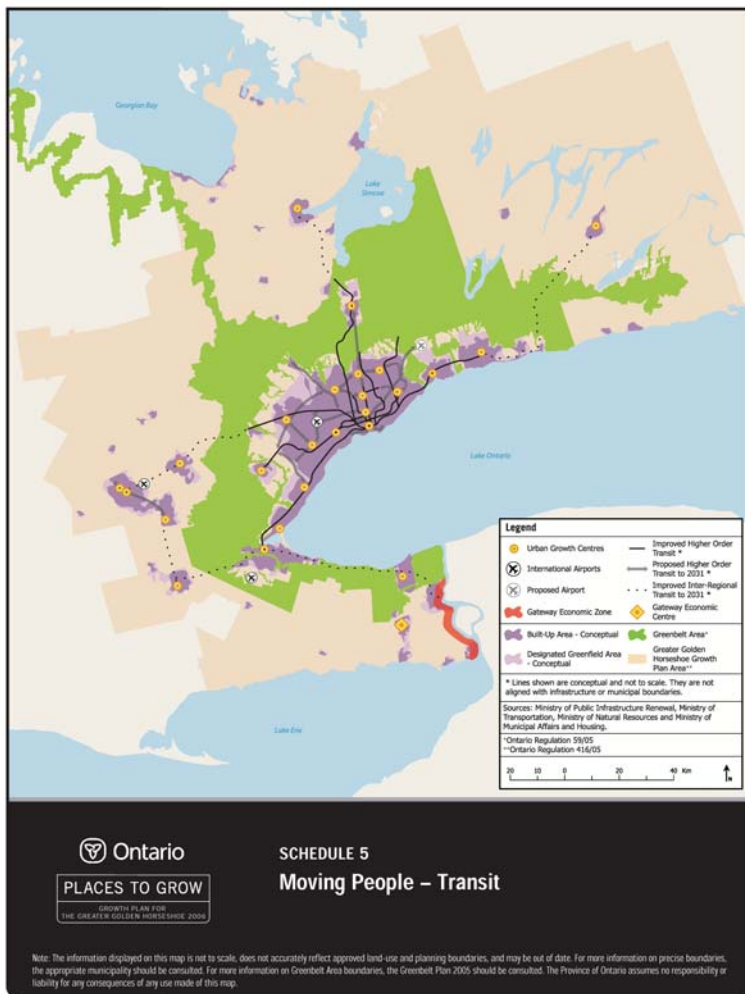
SCHEDULE 5 – MOVING PEOPLE

Public transit will be the first priority for transportation infrastructure planning and major transportation investments.

SCHEDULE 6 – MOVING GOODS

The first priority of highway investment is to facilitate efficient goods movement by linking inter-modal facilities, international gateways, and communities within the Greater Golden Horseshoe (GGH).

The planning and design of highway corridors, and the land use designations along these corridors, will support the policies of this Plan.



For information on the *Growth Plan for the Greater Golden Horseshoe*, please visit the Places to Grow website at:
<http://www.placestogrow.ca/index.php?lang=eng>

Contact Information
GTA West Project Team
www.gta-west.com
Email: project_team@gta-west.com

NIAGARA ESCARPMENT PLAN

Why is this feature important to the study?

The Niagara Escarpment is a provincially and internationally significant geological landform. It contains a large aquifer complex that provides an important regional hydraulic function. Portions of the Escarpment are found in eight counties or regions, which include 23 local municipalities. It is also a significant and unique eco-tourist attraction.

WHAT IS THE NIAGARA ESCARPMENT?

Stretching 725 km in length from Niagara to Tobermory, the Niagara Escarpment encompasses a range of habitats, physiographic regions and land-uses. Its size and environmental significance make the Escarpment a significant natural heritage feature throughout the GTA West Corridor Preliminary Study Area.

The Niagara Escarpment is classified as a UNESCO World Biosphere Reserve. The 194,340 ha of Escarpment land is managed/governed by the Niagara Escarpment Commission (NEC) and the Niagara Escarpment Plan (NEP). According to the NEC, it is one of only 13 biosphere reserves in Canada.*

The Escarpment passes through some of the most heavily developed regions of Canada, although the population living on the Niagara Escarpment lands is relatively low (approximately 120,000).

Within the GTA West Corridor Preliminary Study Area, much of Halton Region is part of the Niagara Escarpment Plan Area. Smaller areas of Wellington County and the Region of Peel are also within this Area.

Important attributes of the Niagara Escarpment are listed below:

- Escarpment sites in the Preliminary Study Area include geological formations, Areas of Natural and Scientific Interest (ANSIs) and Environmentally Sensitive Areas (ESAs), conservation areas and parks, wooded areas, aquatic systems, rare species and habitat for significant species.
- The Escarpment provides tourism and outdoor recreation opportunities in the region (e.g. Bruce Trail, scenic viewpoints, wildlife viewing opportunities).
- The Escarpment provides a continuous corridor of natural habitats from the U.S. border to Tobermory, along which migrating birds move at the appropriate seasons.

(* Source: www.escarpment.org/biosphere/about_nebr.htm)
(General Source: The Niagara Escarpment Commission)

NIAGARA ESCARPMENT PLAN

The *Niagara Escarpment Plan (NEP)* (2005), guides land use within an area defined by the Niagara Escarpment, from the Bruce Peninsula in the north to the Niagara River in the south. It limits development within the NEP area through limitations on new lot creation and on permitted uses. The intent is to balance development with preservation and public use. Official plans are required to conform to the NEP (map of the area is shown on the following page) and establishes land use designations, policies and criteria for the protection of lands within its policy area. Land use within the NEP areas is divided into seven designations, the first three of which offer the most protection:

- Escarpment Natural Area
- Escarpment Protection Area
- Escarpment Rural Area
- Minor Urban Centre
- Urban Area
- Escarpment Recreation Area
- Mineral Resource Extraction Area

ESCARPMENT NATURAL AREA:

Includes wetlands, wildlife habitat, woodlands, steep slopes and ravines, and provincially and regionally significant ANSIs. These are relatively undisturbed areas that contain important natural and cultural heritage features.

ESCARPMENT PROTECTION AREA:

Include areas that have been modified by land use activities, that often form as a buffer for Escarpment Natural Areas (i.e. agriculture, residential).

ESCARPMENT RURAL AREA:

These lands also provide a buffer to the more ecologically sensitive parts of the Escarpment and encourage compatible rural land uses.

TRANSPORTATION PLANNING CONSIDERATIONS

The NEP permits essential transportation facilities in the Escarpment Natural Area, where "essential" is defined as "that which is deemed necessary to the public interest after all alternatives have been considered". New and expanded facilities must have the least possible impact on the natural environment and be consistent with the objectives of the Plan.

NIAGARA ESCARPMENT PLAN



Information on the Niagara Escarpment and the Niagara Escarpment Plan are available at the following sources:

Niagara Escarpment Commission: <http://www.escarpment.org/>

Ministry of Municipal Affairs and Housing: <http://www.mah.gov.on.ca/>

Contact Information

GTA West Project Team

www.gta-west.com

Email: project_team@gta-west.com

ONTARIO ENVIRONMENTAL ASSESSMENT PROCESS

Why is this important to the study?

The planning for all major infrastructure projects in the Province of Ontario is conducted in accordance with the requirements of the *Ontario Environmental Assessment Act* (OEAA) (R.S.O. 1990) unless otherwise exempted.

WHAT IS THE ONTARIO ENVIRONMENTAL ASSESSMENT ACT (OEAA)?

The Ontario Environmental Assessment Act (EAA) provides a planning and decision-making process to evaluate the potential environmental effects of a proposed undertaking (project).

WHO DOES IT APPLY TO?

The EAA applies to all public sector activities. This includes projects originating from Ontario ministries and agencies, municipalities, public utilities, and conservation authorities. Projects subject to the Act are typically infrastructure developments, and include such things as public roads and highways, transit facilities, waste management facilities, electrical generation and transmission facilities, and flood protection works.

HOW DOES IT WORK?

The EAA ensures that the environment is fully characterized and considered as part of the project planning process. It achieves this by requiring proponents (i.e., the person, the corporation, or the government body proposing the project) to prepare an environmental assessment document that includes:

- A description of the project;
- A review of all reasonable alternatives for addressing the project;
- A description of the environment that could be affected by the various alternatives, and the extent of these effects;
- An evaluation of the advantages and disadvantages of the alternatives, based on the anticipated environmental effects; and
- The identification of the preferred alternative.

CONSULTATION

Throughout the EA study, the public must be given an opportunity to participate and to provide input on the proposed project. Typically, this includes the general public, property owners, municipal representatives, special interest groups, federal and provincial government agencies, and affected First Nations.

WHAT IS AN INDIVIDUAL EA?

Large and complex projects with the potential for significant environmental impacts are subject to an Individual EA process. As a first step, the proponent must prepare a Terms of Reference (ToR) – a plan for completing the EA process. Once the ToR is approved, the proponent's second step is to conduct the EA which, when completed is submitted to the Minister of Environment. When preparing both the proposed ToR and the EA, the public must be consulted. The GTA West EA is this type of project.

WHAT IS A CLASS EA?

Projects that are carried out routinely and have predictable and mitigable environmental effects can follow a Class EA process. Under a specific class of undertakings (e.g., transit, municipal roads, and provincial transportation facilities), these projects are subject to a pre-approved EA process. If the prescribed planning process is followed, no further approval is required.

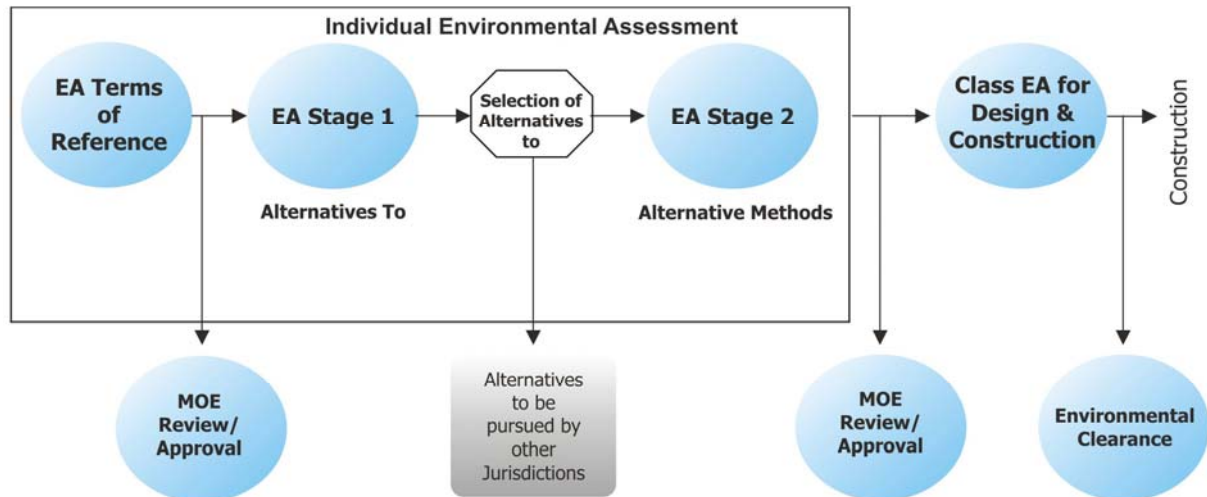
ENVIRONMENTAL ASSESSMENT AS IT APPLIES TO THE GTA WEST CORRIDOR

Transportation planning projects, like the GTA West Corridor, are subject to the Ontario EAA. Given the size and scale of the GTA West Corridor and the potential for a wide range of environmental effects, the Ministry of Transportation is following the Individual EA process. The Terms of Reference (ToR) for this Individual EA was approved by the Minister of the Environment (MOE) on March 4, 2008.

The current EA study is being undertaken in two stages. Stage 1 is examining a full range of options (rail, marine, air, transit and roadways) for increasing transportation capacity in the GTA West Corridor Preliminary Study Area; it is expected to be completed in early 2010. Stage 2 will be initiated only if a new MTO undertaking (such as a highway or transitway, or highway widening) is identified as one of the preferred solutions. If other preferred solutions are identified, these will be pursued with other transportation agencies.

ONTARIO ENVIRONMENTAL ASSESSMENT PROCESS

EA Process for the GTA West Corridor EA Study



STUDY PROCESS FOR THE GTA WEST CORRIDOR EA STUDY

TERMS OF REFERENCE & STAGE 1

1. Preparing of a Terms of Reference (approved in March 2008);
2. Examining transportation problems and opportunities (need for transportation improvements);
3. Screening modal alternatives and assembling combination alternatives (i.e. alternatives to the undertaking);
4. Assessing the alternatives;
5. Identifying preferred alternative(s); and,
6. Recommendations for future study in the GTA West Corridor.

Information on the Ontario Environmental Assessment Act Is available at:
Ministry of the Environment
<http://www.ene.gov.on.ca/envision/ea/index.htm>

Contact Information
GTA West Project Team
www.gta-west.com
Email: project_team@gta-west.com

OAK RIDGES MORaine

Why is the Oak Ridges Moraine Conservation Plan important to the study?

A portion of the GTA West Corridor Preliminary Study Area falls within the area designated under the Oak Ridges Moraine Conservation Plan.

WHAT IS THE OAK RIDGES MORaine?

The Oak Ridges Moraine (ORM) is one of Ontario's most significant landforms - an irregular ridge stretching 160 kilometres from the Trent River in the east to the Niagara Escarpment in the west. Together with the Escarpment, the ORM forms the foundation of south-central Ontario's natural heritage and greenspace systems.

The ORM is a unique concentration of environmental, geological and hydrological features, vital to the ecosystem integrity / health of south central Ontario that includes:

- clean and abundant water resources,
- healthy and diverse plant and animal habitats,
- attractive and distinct landscapes,
- prime agricultural areas, and
- sand and gravel resources.

LEGISLATION

The Oak Ridges Moraine (ORM) Conservation Plan clarifies the long-term protection and management of the 190,000 hectares within the Moraine. All decisions made under the Planning Act, the Condominium Act, or other prescribed matter must conform to the ORM Plan.

The Ministry of Transportation is required to comply with Environmental Protection Requirements for the ORM in the planning, design, construction, operation and maintenance of all highways located in ORM Conservation Plan areas.

The Plan divides the ORM into four land use designations: Natural Core Areas, Natural Linkage Areas, Countryside Areas and Settlement Areas.

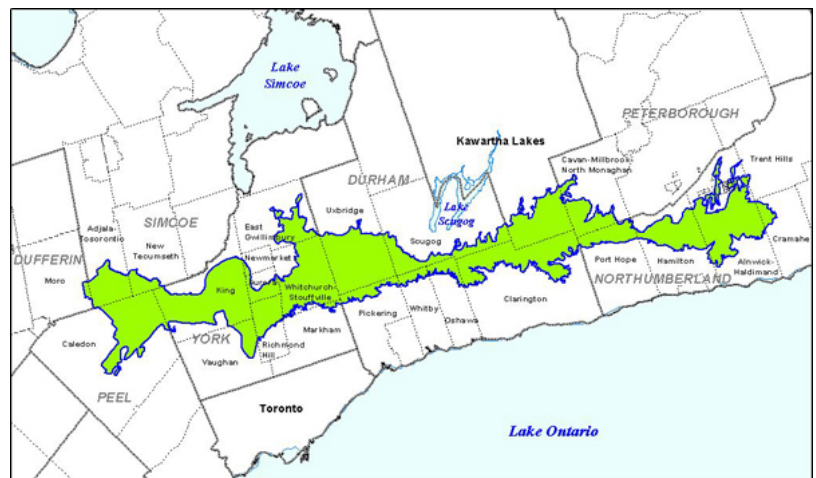
LAND USE DESIGNATION

Natural Core Areas (38%) – are lands with the greatest concentrations of key natural heritage features, which are critical to maintaining the integrity of the Moraine as a whole. Only existing uses and very restricted new resource management, agricultural, low-intensity recreational, home businesses, transportation and utilities are allowed.

Natural Linkage Areas (24%) – are critical natural and open space linkages between Natural Core Areas and along rivers and streams. Allowed uses are consistent with those of Natural Core Areas, plus some aggregate resource operations.

Countryside Areas (30%) – are agricultural and rural transitions /buffers between the Natural Core Areas / Linkage Areas and the urbanized Settlement Areas. Allowed uses are those consistent with those of agricultural and other rural areas.

Settlement Areas (8%) – are a range of existing communities planned by municipalities to reflect community needs and values. Allowed uses: urban uses and development as set out in municipal official plans.



Source: <http://www.mah.gov.on.ca/Asset1873.aspx>

More information on the Oak Ridges Moraine is available at:

<http://www.mah.gov.on.ca/Page322.aspx>

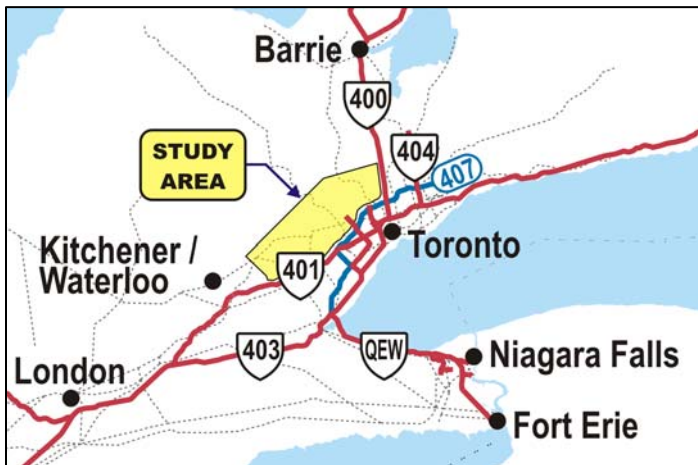
Contact Information

GTA West Project Team

www.gta-west.com

Email: project_team@gta-west.com

TRANSPORTATION PROFILE – GTAW Preliminary Study Area



TRAVEL CHARACTERISTICS

TRANSPORTATION SERVICES

ROAD SYSTEM

Freeways = 625 Lane Km
Highways = 175 Lane Km
Arterials = 2,850 Lane Km

INTER-REGIONAL TRANSIT (RAIL AND BUS)

GO Rail (Georgetown Line)
GO Bus (Hwy 401 / Hwy 407)
Coach Canada
Greyhound (Hwy 401)
VIA (Sarnia & Windsor)

EXISTING TRAVEL CHARACTERISTICS

Many trips occur within local areas and are not inter-regional, particularly for auto trips. The following are some examples:

Municipality	Approximate % of internal trip	% Auto (internal trips)
Waterloo Region	90%	82%
City of Guelph	80%	78%
Wellington County	50%	80%
Halton Region	65%	81%
Town of Caledon	40%	82%
City of Brampton	60%	81%

TRAFFIC CHARACTERISTICS AND GROWTH AT REPRESENTATIVE ROADWAY LOCATIONS

DAILY TRAFFIC FLOW

Location	Number of Vehicles	% Trucks
Hwy 401 at Credit River	175,000	13%
Hwy 7 at Winston Churchill Blvd	22,000	15%
Waterloo Regional Road 24	18,500	8%
Peel Regional Road 50	45,000	10%

HISTORICAL TRAFFIC FLOW

Location	Fold Increase since 1960	% Annual Growth since 1995
Hwy 401 at Credit River	13	5%
Hwy 7 at Winston Churchill Blvd	5	2%
Waterloo Regional Road 24	7	4%
Peel Regional Road 50	20	9%

CONGESTION AREAS

Congestion becomes noticeable when roads are at or approaching capacity (Level of Service E), e.g.:

- Highway 401 at Credit River
- Highway 7 at Winston Churchill Blvd
- Waterloo Regional Road 24

When roads are at capacity, they are generally considered unacceptable by drivers (Level-of-Service F), e.g.:

- Peel Regional Road 50

Contact Information

GTA West Project Team

www.gta-west.com

Email: project_team@gta-west.com

APPENDIX I
COMMUNITY ADVISORY GROUP MEETING
#6 SUMMARY NOTES



G. L. Pothier Enterprises Inc.
2197 Galloway Drive
Oakville, Ontario, Canada L6H 5M1

tel: (905) 844-5174
fax: (905) 844-7368
em: glenn@glpi.com

Summary of:

**GTA West Corridor
Environmental Assessment Study
*Community Advisory Group Meeting #6***

Meeting Date/Location:

May 4, 2010
Four Points at Sheraton, Meadowvale Room
Mississauga, Ontario

Summary of Meeting Highlights

Opening Remarks

Glenn Pothier, the independent meeting facilitator, called the group to order, welcomed and thanked all participants for taking time out of their schedules to attend the session, and encouraged the group to take the opportunity to participate fully in the meeting. He then provided an overview of the meeting's purpose/agenda, noting that the meeting had three main objectives:

1. Update the Community Advisory Group (CAG) on the project's status;
2. Present and get valued feedback on the potential components of the draft Transportation Development Strategy — with particular emphasis on the road widening/new corridor alternatives and the high-level assessments of them; and
3. Outline next steps and share information on what's upcoming at the fourth round of Public Information Centre's (PICs).

At the facilitator's invitation, Project Team members introduced themselves and noted their roles in the study. CAG participants then introduced themselves.

The group was then asked if there were any errors or omissions concerning the November 5, 2009 meeting summary. None were raised, thus the November 5th summary will be considered final.

Observer Comments

G. Pothier reminded the group that in the interest of openness, transparency and accountability, any member of the public can attend a CAG meeting as an observer. He then provided the first of two opportunities for observer comments/questions. The one observer in attendance advised that at this point in the meeting there were no comments or questions.

Overview Presentation: Moving Towards a Draft Transportation Development Strategy

M. Bricks, BPE Inc, and N. Ahmed, MRC, provided a brief overview presentation of the study approach, described the potential components of the draft Transportation Development Strategy (including Optimizing Existing Networks and Adding/Expanding Non-Road Infrastructure initiatives), discussed the analysis/assessment approach for the road alternatives, and presented the road alternatives and their related assessment findings.

The following questions/comments were shared during and after the presentation:

Comment: There are a number of studies taking place in the Guelph-Cambridge-Kitchener/Waterloo area that may be of interest to the Project Team. A study is currently underway involving the Mayors of Guelph, Cambridge,

Kitchener/Waterloo and Brantford and their associated economic Chambers of Commerce that is looking at new north-south transportation linkages. Also, Dillon Consulting is currently completing a study in the area. The study team should consider speaking directly with representatives of the Guelph Junction Railroad.

Response: [Comments noted].

Question: Has the Project Team considered high-speed rail for the corridor?

Response: The Project Team is in contact with the Ontario-Quebec Continental Gateway Study Team. That Study is looking at high-speed rail connections between Quebec and Windsor, and is being conducted as a joint venture between the federal and Ontario government. Due to the nature of high speed rail (it primarily services long distance travel with as few stops as possible) its implementation in the Preliminary Study Area would not help in addressing the transportation problems identified. Investigating bus and rapid transit have thus been the priority for the Project Team.

Question: Is it possible to include high-speed rail in the corridor?

Response: There is some potential, but it could be quite difficult for the reasons mentioned earlier.

Question: As a point of clarification, what do we mean by high-speed rail?

Response: Typically, we're talking about passenger trains moving at speeds in and around 250-300 kilometres an hour.

Question: What is the Ontario-Quebec Continental Gateway Strategy?

Response: Simply put, this strategy is looking at policy incentives and infrastructure to facilitate transportation and goods movement in the corridor. There's much more to it, but that's a high-level overview.

Question/Comment: Has the Project Team assumed that all of the evaluation criteria are equal? If not, how have they been weighted? How the criteria will be weighted should be set before you generate results in order to ensure no bias. With regards to construction costs, were today's dollars used or 2031 dollars?

Response: The evaluation criteria do not have the same weighting. No numerical weights have been applied. The evaluation table was developed by determining the overall significance and magnitude of the effect within each factor area. Although certain criteria may have similar sized dots, that doesn't mean the effects are comparable. Additional explanations of these differences are explained in more detailed assessment tables. It should be

noted that the assessment was completed at a higher/strategic level as the study is not yet at the route planning stage (where specific footprint effects can be measured). Construction costs were calculated in today's dollars.

Question/Comment: Has the safety of each of the alternatives been considered? 'Safety' isn't included as an evaluation criterion. Having a 16-lane highway could be extremely dangerous.

Response: The Traffic Operations criterion accounts for the safety impacts of each of the alternatives.

Question: Who would be responsible for paying for the required widening of 407 ETR?

Response: The responsibility/cost of widening the 407 ETR is an implementation issue that is beyond the scope of the current study. Implementation of the preferred alternatives will be looked at in greater detail in subsequent stages of the EA.

Question: Could the anticipated number of lanes required to accommodate 2031 demand be reduced through the use of contra-flow lanes?

Response: The Project Team analyzed the use of contra-flow lanes as a part of optimizing the existing network. The analysis revealed that implementation of contra-flow lanes would not provide much benefit — though the impacts do vary by area — thus it wasn't carried forward as a preferred optimization tool.

Question: Is the MTO conducting a similar study east of Highway 400, at the eastern boundary of the GTA West Preliminary Study Area?

Response: No. The eastern boundary of the GTA West Preliminary Study Area ends at Highway 400 and a similar study is not being conducted east of that boundary. The Yonge Street corridor is a significant barrier when looking at transportation options east of Highway 400.

Question: How has redundancy been incorporated into the evaluation of the alternatives?

Response: The Transportation Analysis/Performance criterion incorporates the benefits of redundancy for each of the alternatives.

Question: When you did the analysis of natural impacts, did you assume that any option crossing the escarpment would be through a cut gap or through a tunnel?

Response: We assumed the use of a gap, not a tunnel. However, this does not preclude any design solution.

Comment: The Project Team should analyze the available land in the Preliminary Study Area and look for opportunities around abandoned quarries — this could take advantage of land that has already been disturbed without creating a new gap in the escarpment.

Response: Comment noted. The land use map developed by the Project Team shows the location of quarries in the Preliminary Study Area. The actual route of the corridor will be determined during Stage 2 of the Environmental Assessment (EA) – Route Planning.

Comment: The level of analysis between the widening and new corridor options seems inconsistent. There's a need to better understand the more precise magnitude of the impacts in terms of number of properties affected and so on.

Response: That amount of detail is difficult at this higher, strategic study level. The more precise identification of such things as specific property impacts will be addressed at the Route Planning stage — assuming this direction is approved.

More Focused Discussion of the Road Widening and New Corridor Options

Comment: Alternative 4-4 provides a better connection to Guelph, particularly for automobile and related parts manufacturers who would prefer bypassing Toronto. North Guelph will soon be experiencing a lot of economic growth – solar plants and agri-businesses are all moving to the north part of Guelph and to the City's York Innovation District. The other alternatives disadvantage Guelph.

Response: [Comment noted].

Question/Comment: Was a property purchased in Ariss (north of Guelph) 2-3 years ago for this project? A piece of property was bought for a supposed highway termination that seems to line up with where Alternative 4-4 would end.

Response: No. The purchase of that property is not related to this project. The GTA West Corridor EA Study began 3 years ago and there has never been a presupposed solution.

Question: When will the new corridor be built?

Response: Upon seeking input on the draft Transportation Development Strategy at the upcoming fourth round of Public Information Centres, the finalized strategy will be made available publicly by the end of 2010, and

will include the recommended corridor alternative. The recommended corridor alternative will then move on to route planning in Stage 2 of the EA process which can take 3-5 years to complete. Approval from the Minister of the Environment is then needed, which can take from 6 months to a year. Upon approval, detailed design of the new corridor could then take 2-3 years to complete. Property acquisition would have to take place. Therefore, it will take at least 8-10 years to proceed to construction, provided funding is available.

Comment: I'm shocked that the end of the Hanlon will not be connecting with any new GTA West corridor.

Response: [Comment noted].

Comment: As a Marden and Woodlawn property owner with particular interest in the natural environment and community aspects of the study, Alternative 4-4 would have significant effects and is not preferred.

Response: [Comment noted].

Comment: Redundancy and the related issue of economic impact are very important and should be given greater weight in the decision-making. Currently if there is an accident, particularly on Highway 401 towards London, the entire system shuts down. Thus, Alternative 3-1 (only 400-series highway widenings) should not be preferred. Alternative 4-3 could help to create more system redundancy. However, by not building Alternatives 4-4 or 4-5 there will be no system redundancy west of Milton towards Cambridge. By not seriously considering Alternatives 4-4 and 4-5 the Project Team is being short-sighted.

Response: Comments noted. The Transportation Analysis/Performance criterion incorporates the benefits of redundancy for each of the alternatives. The amount of weight to be placed on redundancy is difficult to determine.

Comment: Alternatives 4-4/4-5 will be needed in the future (beyond 2031), so those alternatives should be built/protected for now. MTO has often been criticized for not being timely or visionary – now is the chance to plan things differently. MTO should reconsider recommending Alternatives 4-2 and 4-3, and bite the bullet and build/protect now for the harder alternatives (Alternatives 4-4/4-5). Alternatives 4-4 and 4-5 shouldn't be penalized because they cover greater distances and require more land. The study team is downplaying the commuter/goods movement impacts of not going with 4-4 or 4-5.

Response: Comment noted. The Project Team used the prescribed growth numbers from the Growth Plan, which plans to 2031, in order to comply with current policy and have defensible material for the EA process.

Comment: Business and economic growth is currently focused along the Highway 401 corridor. If a new corridor is built north of Highway 401 (i.e. Alternatives 4-4/4-5) that could stimulate new economic growth further north and create more opportunities. There is a need for a bigger picture, longer time horizon view.

Response: [Comment noted].

Comment: I prefer Alternative 4-3. However, it doesn't provide as much redundancy as the other corridor options. Alternative 4-4 could jeopardize sensitive agricultural and greenbelt lands by providing a new frontier for development. Alternative 4-4 would essentially finish off productive agriculture around Puslinch and Erin — I have grave concerns about that option. It would also create more traffic through the Orangeville, Elora, Clifford and north Wellington County area.

Response: [Comment noted].

Comment: Building Alternative 4-2 or 4-3 will be a waste of money and resources. Alternatives 4-4/4-5 would be a better investment for the future. We'll end-up building them eventually anyway — and it will cost more in the future. We should bite the bullet and do it now.

Response: [Comment noted].

Comment: Alternative 4-3 may be needed in the short-term, but Alternatives 4-4/4-5 will be needed in the future. The land for these corridors should be protected now, even if it isn't built right away.

Response: Comment noted. Under the current process framework, lands cannot be protected without an approved EA. If a route has two different terminus points it would be difficult to protect them both, particularly if there is to be a significant time lapse between their designation and actual construction.

Question: Wasn't the land for the 407 protected for decades before it was required?

Response: First, the 407 lands were part of a Parkway Belt. Then an EA was put in place. It was a different and complex undertaking.

Comment: You should try really hard to protect the land you might possibly want in the future.

Response: [Comment noted.]

Comment: We need connections between urban growth centres that are not Toronto. Businesses are looking for the kinds of connections that alternatives 4-4 and 4-5 could provide.

Response: [Comment noted.]

Question: Was peak oil/the increased cost of petroleum factored into the study?

Response: Yes. The travel demand analysis completed by the Project Team has incorporated the prospect of economic fluctuations, including higher fuel costs. The assumptions made in both the Metrolinx Regional Transportation Plan (RTP) and the component RTP projects were incorporated into the project modeling – such as assuming a 200% increase in auto costs and maintaining transit fares at their current levels.

What's Next

M. Bricks reviewed the next steps in the study and discussed the upcoming fourth round of PICs. The PIC dates and locations were reviewed. CAG Members were encouraged to attend the upcoming PICs and to promote the events to the broader public and the various constituencies that they may represent.

G. Pothier asked CAG Members if they were interested in holding one more CAG meeting after the fourth round of PICs in order to discuss the recommendations presented and the key comments that were voiced at the PICs. The overwhelming consensus of the group was to hold another meeting.

The following questions/comments were shared after the presentation of next steps:

Comment: The Project Team made a presentation to the Niagara Escarpment Commission two months ago, along with the Niagara to GTA (NGTA) Project Team. At this presentation I had hoped to see more innovative alternatives to get people out of their cars, particularly from the NGTA Project Team. The Project Teams should be emphasizing better use of the existing system.

Response: Comments noted. The GTA West Project Team has built upon the optimization and Transportation Demand Management (TDM)/Transportation Systems Management (TSM) outlined by Metrolinx in their Regional Transportation Plan. This includes expansion of the Smart Commute program, expanding the use of bus by-pass shoulders and ramp metering, enhanced incident/congestion management, studying speed harmonization and providing HOV/transit by-pass lanes.

Question: Has the Project Team considered incorporating utilities such as hydro into any of the potential new transportation corridor alternatives?

Response: Yes. The Project Team is currently in discussions with Hydro One about possible coordination. The Ontario Power Authority has identified the location of two potential new hydro corridors that closely align with the Group 4 alternatives.

Open Forum and Observer Comments

G. Pothier asked whether the Project Team or CAG members had any further business to add to the meeting agenda. There were no additions. Observers were then invited to share any additional questions/comments. The following was discussed:

Comment: The City of Vaughan is currently completing their Official Plan review. They are contemplating moving the urban boundary north – will this impact the GTA West Project? Does MTO support the boundary expansion?

Response: Moving the City of Vaughan urban boundary north could impact the project, depending on its location. MTO is working collaboratively with other provincial ministries and municipalities to monitor and address land use pressures in the Preliminary Study Area. Comments regarding the province's opinion on the boundary expansion will be provided through the Ministry of Municipal Affairs and Housing.

Question: How do you count gross jobs?

Response: Person jobs — one person per job.

Closing Remarks

Glenn Pothier thanked the group for their attendance and valued input.

The meeting was formally adjourned (having run from approximately 7:05 pm to 9:20 pm).

Attendance (names listed in no particular order)

CAG Members:

[REDACTED]

Public/Observers:

[REDACTED]

Ontario Ministry of Transportation:

Frank Pravitz

Heide Garbot

Jin Wang

Consultant Team:

Neil Ahmed (McCormick Rankin Corporation)

Mike Bricks (BPE Inc.)

Elizabeth Kim (URS)

Catherine Christiani (Ecoplans Limited)

Independent Facilitator:

Glenn Pothier (GLPi)

APPENDIX J
MUNICIPAL ADVISORY GROUP MEETING #5
PRESENTATION AND SUMMARY NOTES



 **GTA W_{est}**

GTA WEST CORRIDOR PLANNING AND EA STUDY-STAGE 1

Presentation to Agencies

May 2010



Outline of Presentation

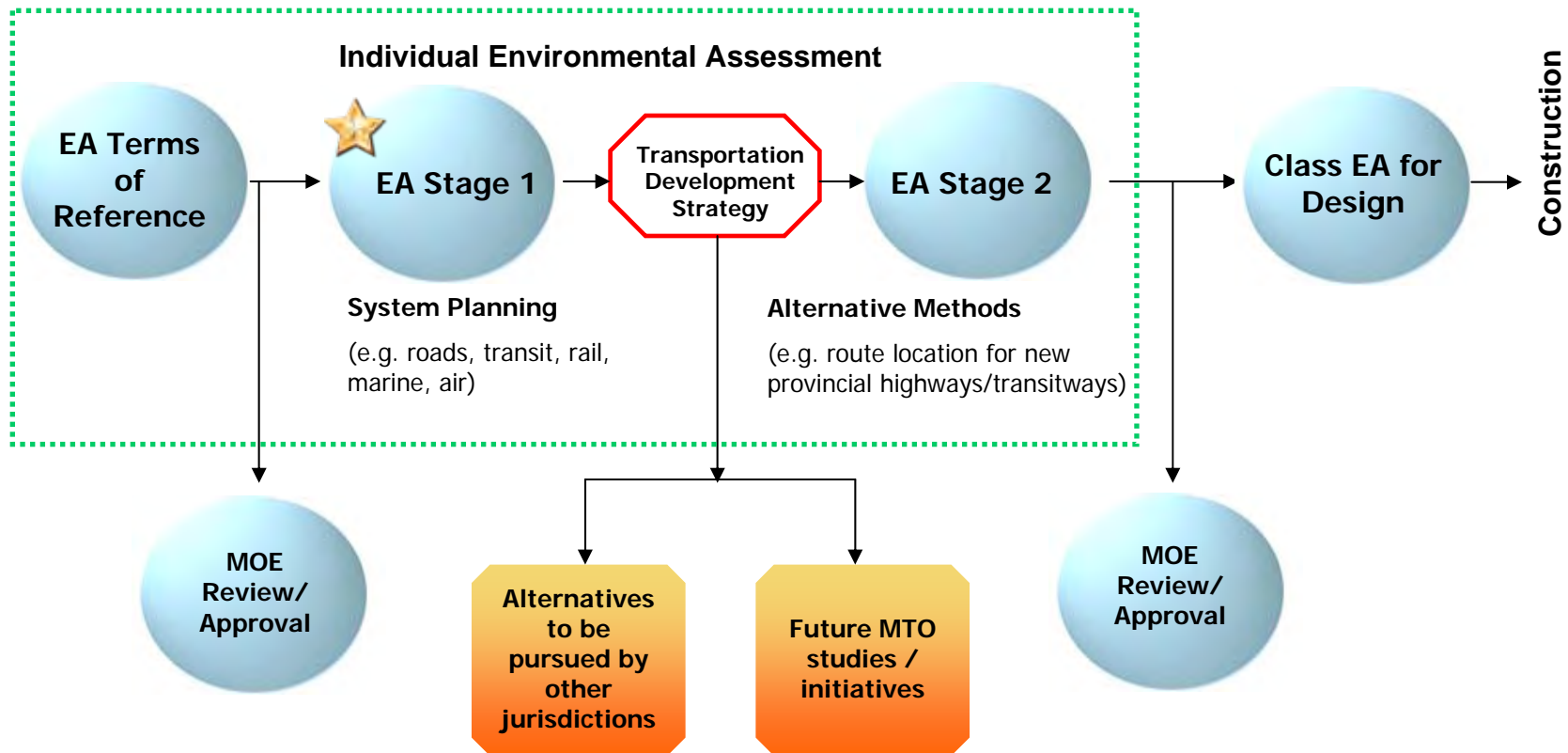
1. Study Background and Process
2. Transportation Development Strategy
 - Group #1 Optimize Existing Networks
 - Group #2 New or Expanded Non-Road Infrastructure
3. Assessment Findings and Trade-Offs
 - Group #3 Widen / Improve Roads
 - Group #4 New Transportation Corridors
4. Next Steps



Study Purpose

- To proactively plan for future infrastructure needs by:
 - Examining long-term transportation problems and opportunities to the year 2031
 - Considering options to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area as identified in the *Growth Plan*, including:
 - Downtown Guelph
 - Downtown Milton
 - Brampton City Centre
 - Vaughan Corporate Centre

EA Study Process



Study Approach - Building Block

STAGE 2: Combination Alternatives

Key Steps:

1 Develop Reasonable Combination Alternatives To Address Problems & Opportunities

2 Assess Combinations to Identify Advantages & Disadvantages





GTA West

Group 1 – Optimize Existing Network

Group 2 – Add / Expand Non-Road Infrastructure



Optimize Existing Networks

Builds upon strategies in the *Regional Transportation Plan (RTP)*, *GO 2020 strategic plan* and municipal transportation master plans:

- Improving access to transit stations - mobility hubs
- Making active transportation viable
- Improving schedule/fare integration
- Providing real time trip information
- Optimizing commuter rail system (longer GO trains – 12 cars)
- More aggressive use of TDM / TSM

Goal: *Active Traffic Management*
strategy aimed at improving performance of existing transportation system by reducing demand and improving system efficiency

- Additional initiatives identified by the study team include:
 - Expanded use of bus bypass shoulders
 - Enhance incident/congestion management
 - Expanded use of ramp metering
 - HOV / Transit bypass lanes
 - Speed harmonization
 - Support Metrolinx and Smart Commute in expanding their TDM Programs



GTA West

Optimize Existing Networks

- Expand Use of Bus Bypass Shoulders

Wide Shoulders are provided to enable buses to bypass queues during congestion





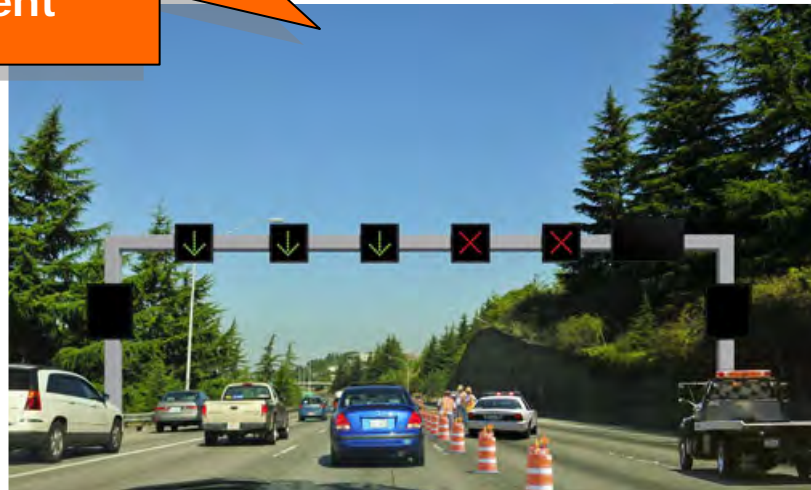
GTA W_{est}

Optimize Existing Networks

- Enhance Incident / Congestion Management

**MTO's COMPASS system
utilizes sensors to transmit
data to Traffic Operations
Centre**

- Incident Management
- Congestion Management



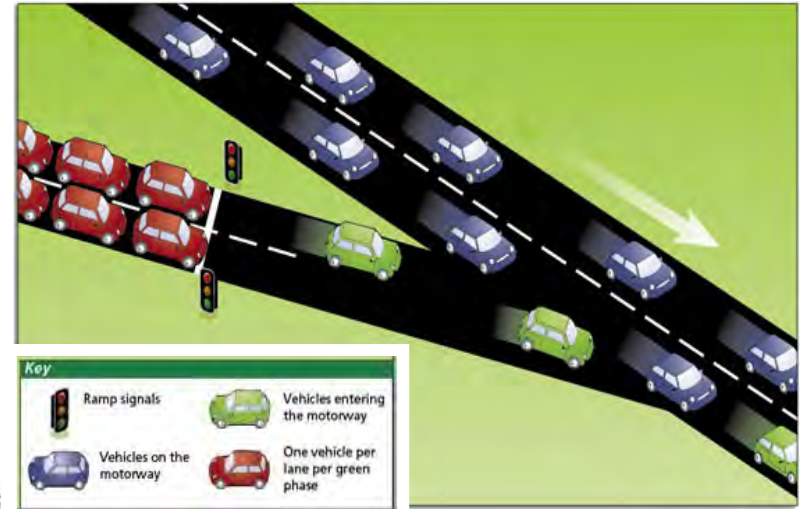


GTA West

Optimize Existing Networks

- Expanded Use of Ramp Metering

Regulated vehicle access to freeway through computer-controlled signals on ramps. End of queue detectors prevent backups





GTA West

Optimize Existing Networks

- HOV / Transit Bypass Lanes

Transit and High
Occupancy Vehicles use
bypass lanes on ramps



Photo by Rob Alexander, Georgia Regional Transportation Authority



GTA West

Optimize Existing Networks

- Speed Harmonization

A traffic management system similar to MTO'S COMPASS system is used to monitor travel data.

- Cameras and sensors below the roadway structure measure traffic flow
- Speed limits are automatically adjusted when congestion thresholds are exceeded
- Maintains a constant flow vs. stop & go



Optimize Existing Network

Support Metrolinx & Smart Commute in Expanding their Programs

Current Operation

- Partnership between Metrolinx and area communities
- Coordinates TDM services throughout GTHA
 - Engages employers to encourage employees to participate in trip reduction programs

How can it be Improved?

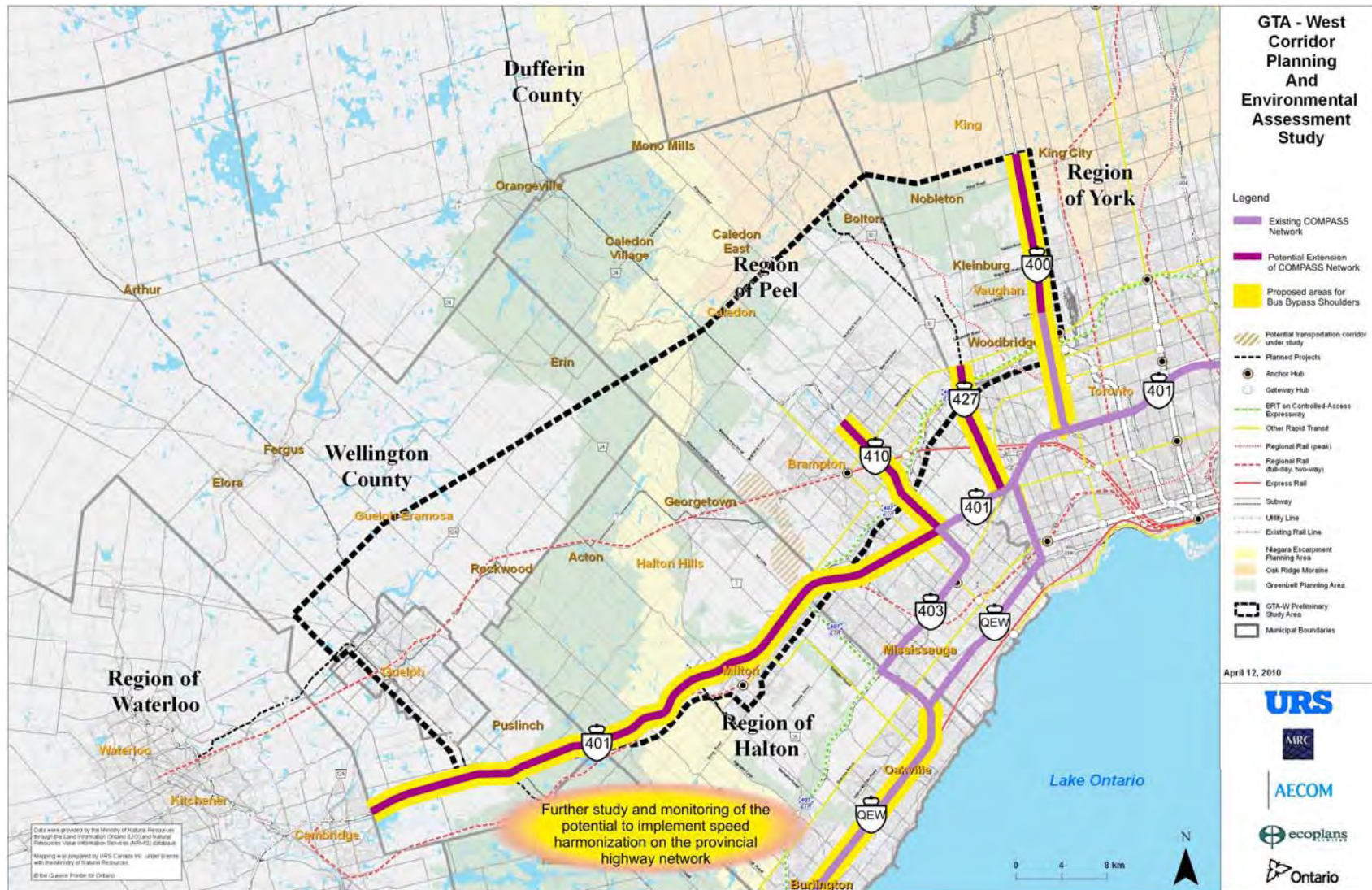
- Support:
 - Enhancements to current programs
 - Expansion of these programs beyond the GTHA
 - Expansion of MTO's Carpool Lot Program
 - Explore opportunities to provide funding assistance
 - Potential to remove policy barriers

Carpool
zone





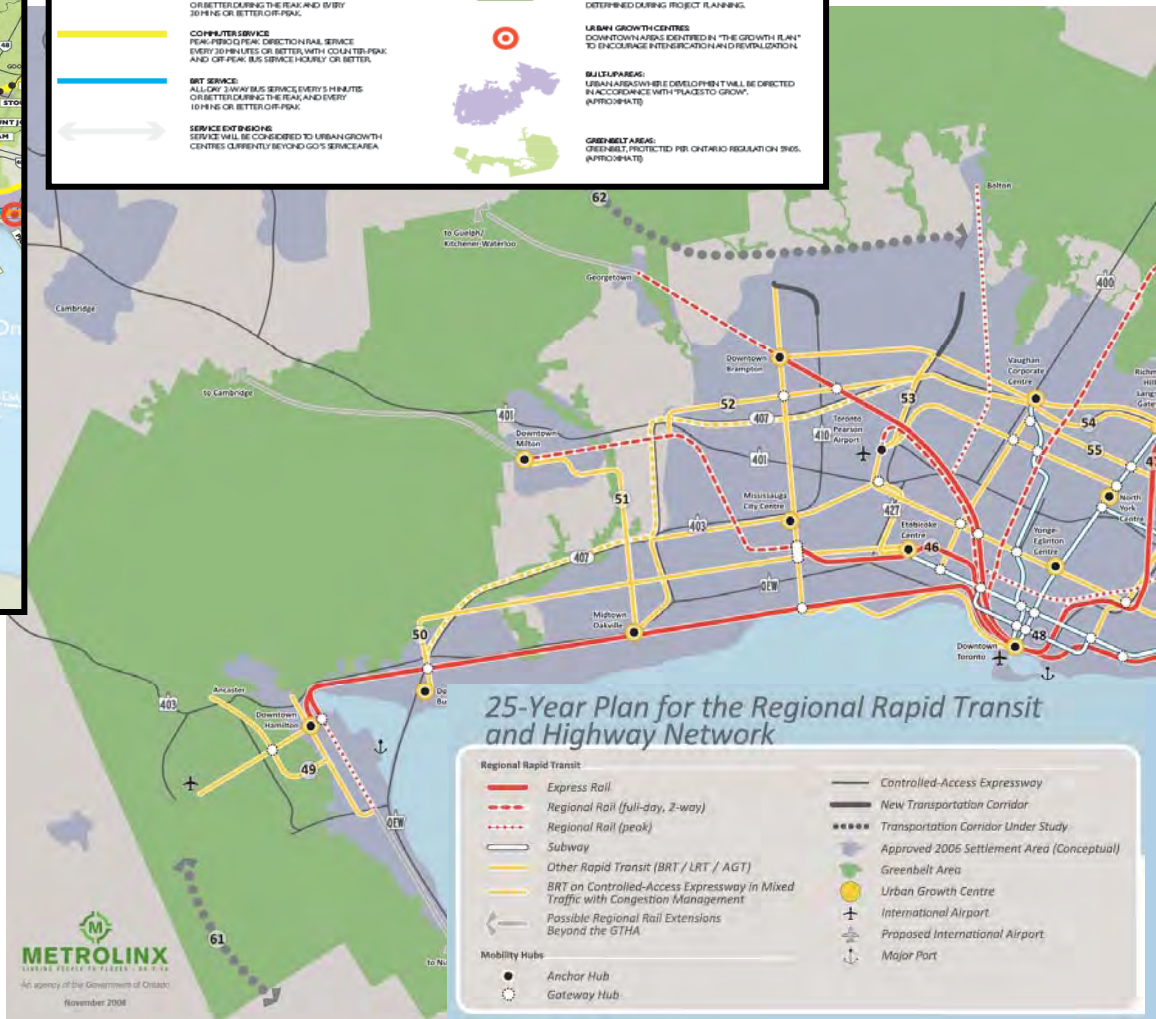
Optimize Existing Network





GTA West

Add / Expand Non-Road Infrastructure



Significant transit service expansion envisioned by the RTP and GO 2020



Add / Expand Non-Road Infrastructure

Goal: focus on improving existing and/or providing new non-road infrastructure and transit, building on the recommendations of the Metrolinx RTP and GO 2020

Additional initiatives recommended by the study team:

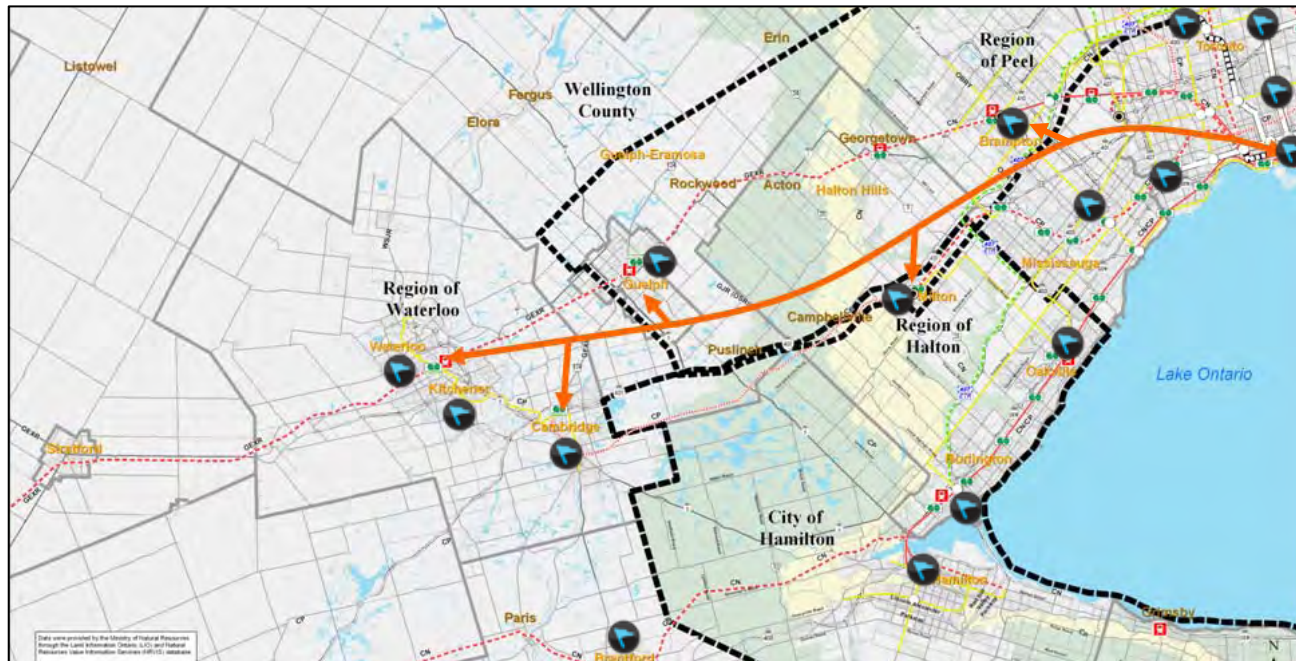
- New / expanded transit connections west of Pearson airport
 - Enhanced transit system servicing areas west of Pearson airport and providing connection to the airport
- New inter-regional transit links between western Urban Growth Centres
 - Potential exists for a “Western Web” transit system utilizing existing rail lines
- Explore revisions to municipal DC policies to support local transit
- Support freight rail and marine goods movement initiatives



GTA West

Add / Expand Non-Road Infrastructure

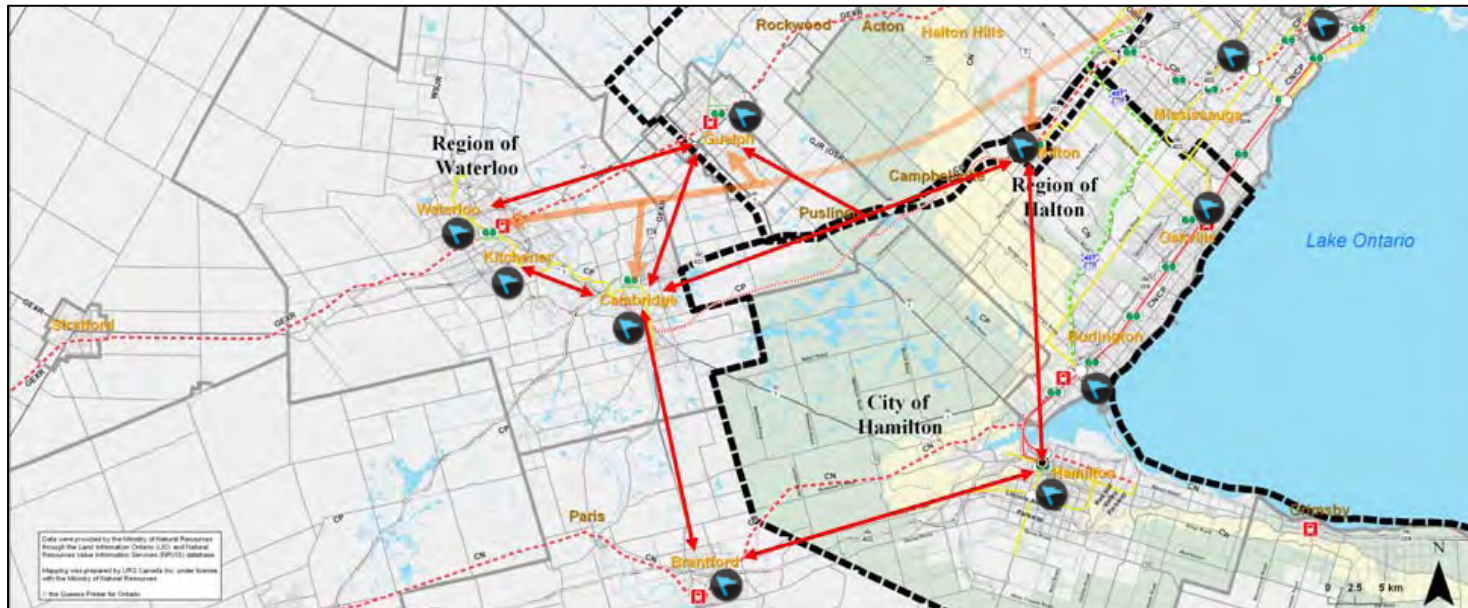
- 1st Principle – Inter-regional Links to Toronto:
 - Enhance “spine” network by connecting UGCs to Toronto
 - Current initiatives:
 - Proposed GO Georgetown Line expansion: Georgetown → Acton → Guelph → Breslau → Kitchener
 - Potential GO Milton Line expansion: Milton → Campbellville → Puslinch → Cambridge
 - Future initiatives: GO 2020 – future potential service extension to Brantford





Add / Expand Non-Road Infrastructure

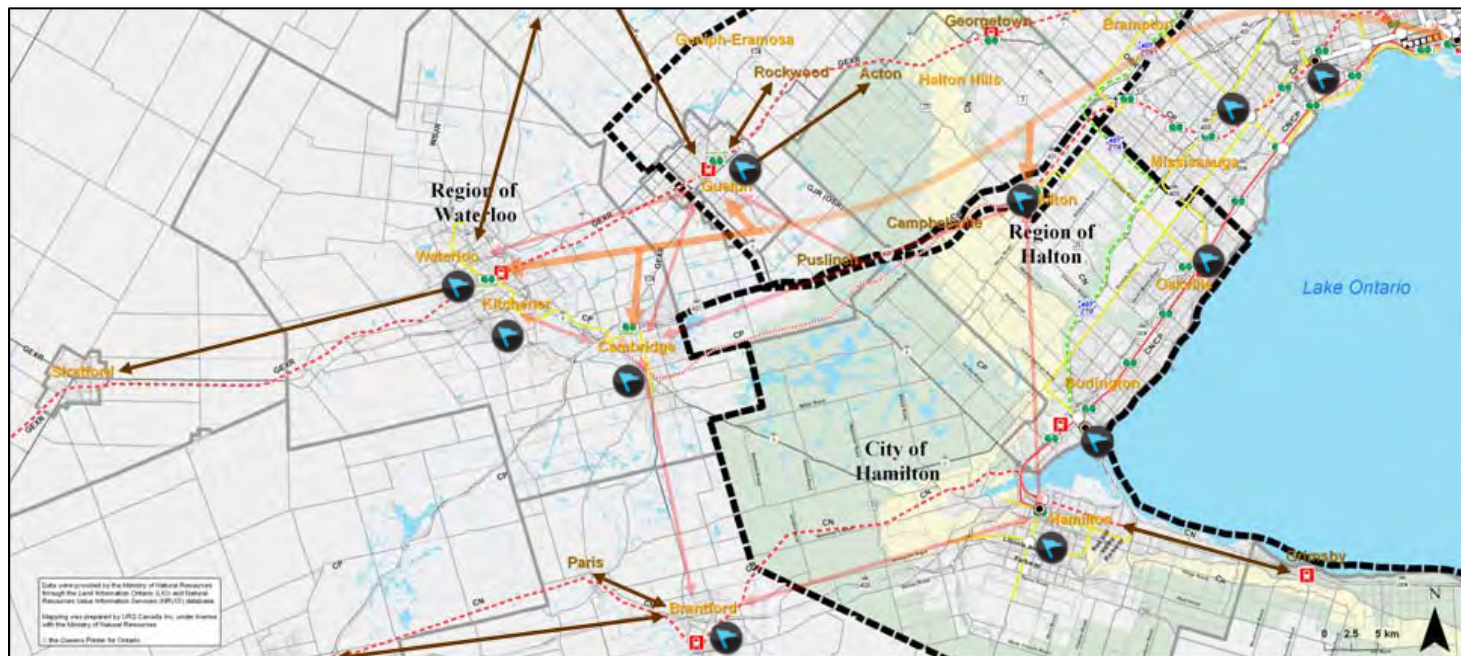
- 2nd Principle – Linking UGCs
 - Develop “web” network by connecting western UGCs to one another
 - Current initiatives:
 - Proposed Waterloo LRT: Rapid transit linking Waterloo, Kitchener, and Cambridge (initially BRT in Cambridge)
 - Potential improvements to the Cambridge to Brantford corridor could present opportunity for rapid transit
 - Future initiatives: potential inter-regional transit connecting UGCs (Inter-Regional Transit Feasibility Study)





Add / Expand Non-Road Infrastructure

- 3rd Principle – UGCs as Gateways
 - Identify rural areas that warrant transit connections and link to “spine” network through UGCs for access to Toronto
 - Current initiatives:
 - GO bus stop in Aberfoyle (in Puslinch)
 - GO rail expansions would service Acton, Breslau, Campbellville, Puslinch
 - GRT bus route to St. Jacobs and Elmira
 - Future initiatives: MTO initiating further area studies with focus on transit



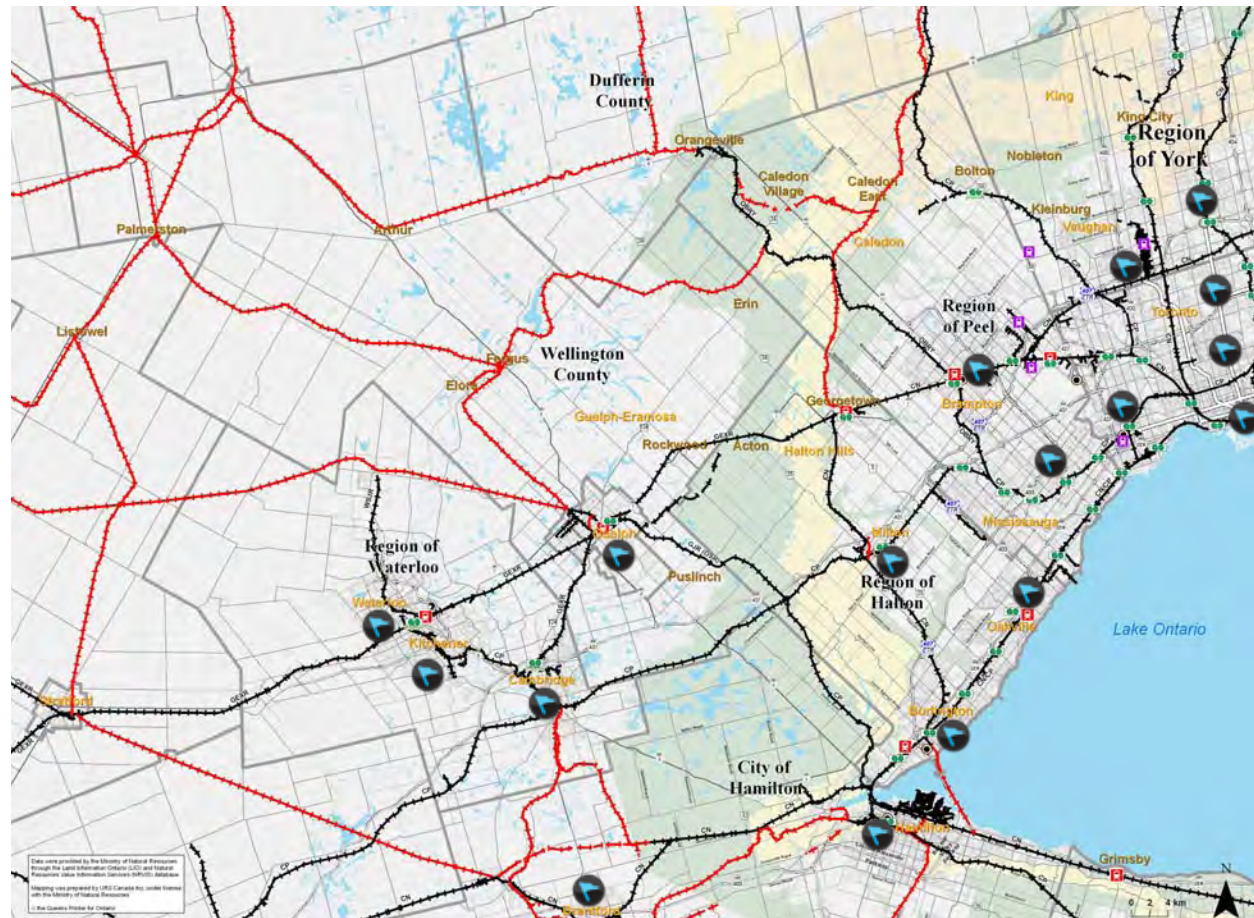


GTA West

Add / Expand Non-Road Infrastructure

Rail Network:

- Several existing and abandoned rail corridors exist beyond study area
- Potential to implement commuter rail transit on existing tracks or on reconstituted abandoned tracks





GTA W_{est}

Add / Expand Non-Road Infrastructure

Support Freight Rail

Current Condition

- Numerous conflicts:
 - passenger rail and freight rail services
 - at-grade road/rail crossings

How can it be improved?

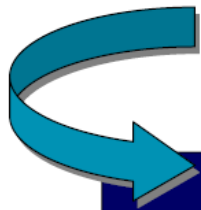
- Removal of constraints to improve freight and passenger rail operations and increase utilization
- Coordinate with CN Rail, CP Rail and Metrolinx to identify conflict points
- Support potential future initiatives to remove freight rail/passenger rail conflicts
- Provide grade separations at road/rail crossings
- Support Ontario-Quebec Continental Gateway strategy





TRANSPORTATION DEVELOPMENT STRATEGY

- Optimize Existing Networks
- Add / Expand Non-Road Infrastructure



MTO is committed to making better use of existing transportation infrastructure and encouraging a "transit first" investment strategy.



~ GROUP #3 & GROUP #4 ANALYSIS STREAMS~

Transportation Analysis
Triple Bottom Line (Environment, Economy, Community)
Cost / Constructability



GTA West

Widen / Improve Roads & New Transportation Corridors

- Analysis has been divided into the following 'work streams':
 - Environment
 - Community
 - Economy
 - Transportation

Triple Bottom Line



Transportation Analysis - Approach

- Key steps in undertaking the transportation analysis included:
 - Update land use assumptions based on recent municipal updates
 - Used most recent update of the GGH model to provide an improved representation of future travel characteristics
 - Analyze future travel demands & deficiencies for Base Case
 - Base Case includes:
 - MTO planned improvements (5 Year Program)
 - Municipal improvements identified in Transportation Master Plans
 - RTP/GO 2020
 - Incorporate auto and truck trip reductions from Group #1 and Group #2 initiatives
 - Develop Group #3 and Group #4 alternatives based on addressing Base Case lane deficiencies
 - Model combinations of NGTA & GTA West Group 3/4 alternatives



Economic Analysis – Approach

- **TREDIS – Transportation Economic Development Impact System**
 - Models the incremental impact of increased transportation capacity on different sectors of the economy, as well as transportation benefits to consumers/companies
 - Transportation benefit: Time savings, incident reductions, reliability
 - Economic Impact: Jobs, Output
 - TREDIS is driven by the transportation modelling – quantifies the economic impact based on the performance of each alternative in the transportation modelling
- **Qualitative assessment:**
 - Support for employment and economic growth patterns
 - How well do options serve economic growth areas
 - How well do they fit with local economic development strategies



Environment and Community – Approach

- Factors and criteria based on approved EA ToR
- Assessment considered potential impacts to:

Natural Environment	Socio-Economic	Cultural Environment
▪ Fish and Fish Habitat	▪ Land Use Planning Policies	▪ Built Heritage
▪ Terrestrial Ecosystems	▪ Land Use / Community	▪ Archaeology
• Groundwater	▪ Noise	▪ Cultural Heritage Landscapes
▪ Surface Water	▪ Air	
• Designated Areas	▪ Land Use / Resources	
	▪ Municipal Services (Utilities)	
	▪ Contaminated Property	



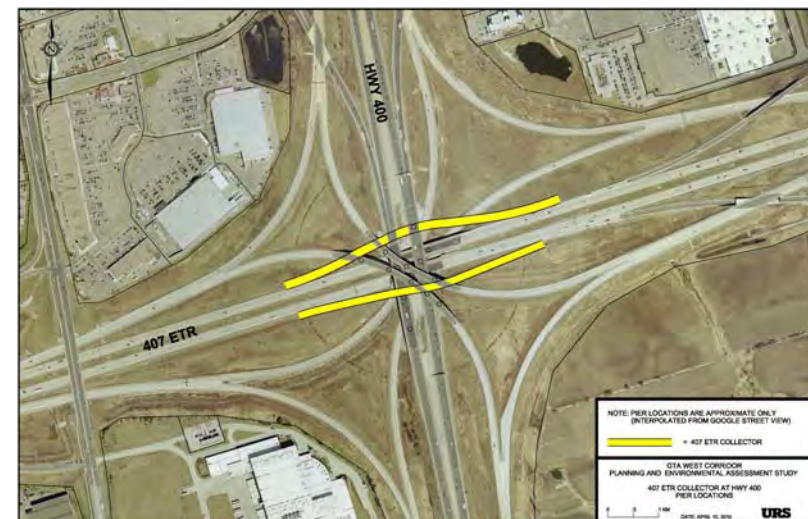
Environment and Community – Approach

- Highway widening impacts have been assessed at a broad level:
 - Translating lane requirements from the transportation analysis to typical widening cross sections, interchange reconfigurations, etc.
 - Developing combined GIS footprint based on typical cross-sections and interchange footprints

Typical Widening Footprint



Typical Interchange Footprint





Environment and Community – Approach

- Additional constructability/costing completed for the following ‘special areas’:
 - Highway 407ETR/400 interchange
 - Highway 407ETR/427 interchange
 - Highway 407ETR/410 interchange
 - Highway 407ETR/401/Proposed BATS Corridor interchange
 - Proposed Highway 407 Transitway
- For the new corridor alternatives (Group #4):
 - Impacts associated with widening were assessed based on similar methodology
 - Impacts for new corridors were assessed based on potential to impact significant environmental and community features
 - Exact location of new corridor is not known
 - Specific impacts would be identified during next phase - if new corridor is recommended



Cost Analysis – Approach

- High level cost estimates for Group #3 and Group #4 alternatives were developed based on:
 - Applying unit costs derived from secondary sources for:
 - typical highway widening cross-sections
 - new interchanges
 - interchange reconfigurations
 - new structures
 - structure widenings
 - structure replacements
 - Developing specific cost estimates for each special area

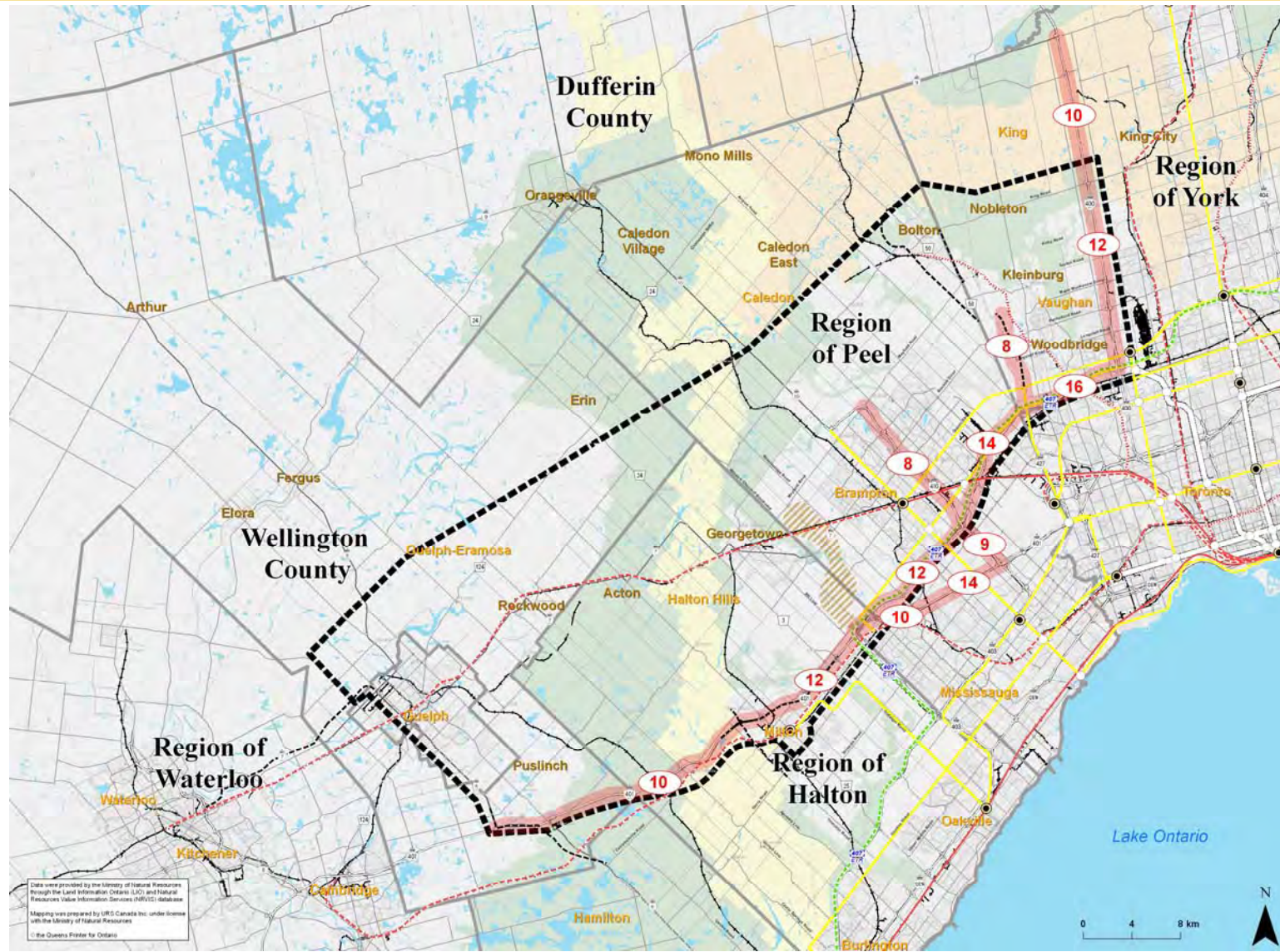


GTA West

Group 3 and Group 4 – Road Alternatives



GTA West Group #3



Legend

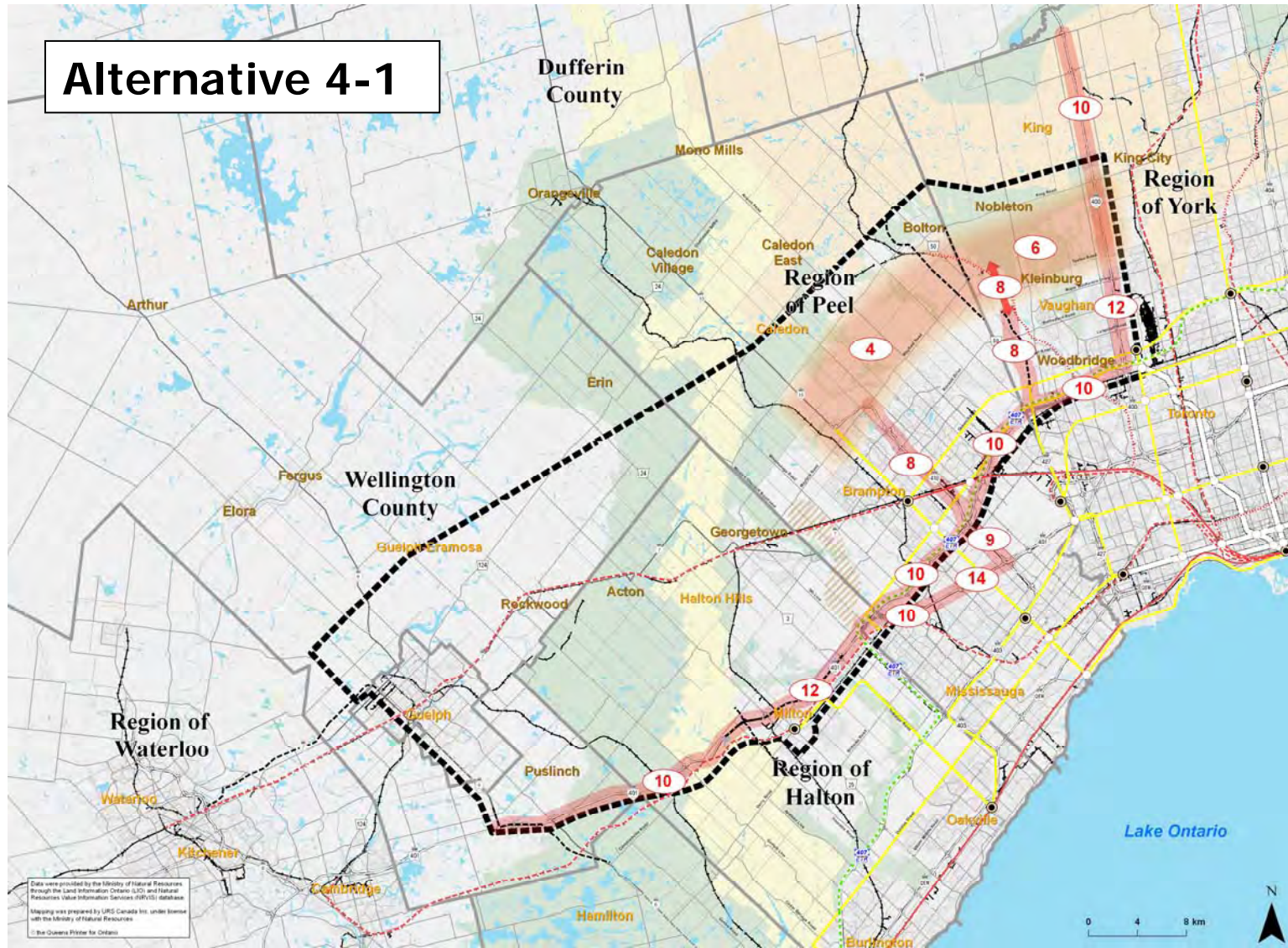
- 12 Ultimate Number of Lanes
- Potential transportation corridor under study
- Planned Projects
- Anchor Hub
- Gateway Hub
- BRT on Controlled-Access Expressway
- Other Rapid Transit
- Regional Rail (peak)
- Regional Rail (full-day, two-way)
- Express Rail
- Subway
- Utility Line
- Existing Rail Line
- Niagara Escarpment Planning Area
- Oak Ridge Moraine
- Greenbelt Planning Area
- GTA-W Preliminary Study Area
- Municipal Boundaries

Data used provided by the Ministry of Natural Resources through the Land Information Ontario (LIO) and Natural Resources Value Information Services (NRVIS) database. Mapping was prepared by URS Canada Inc. under license with the Ministry of Natural Resources. © The Queen's Printer for Ontario.



GTA West Group #4

Alternative 4-1



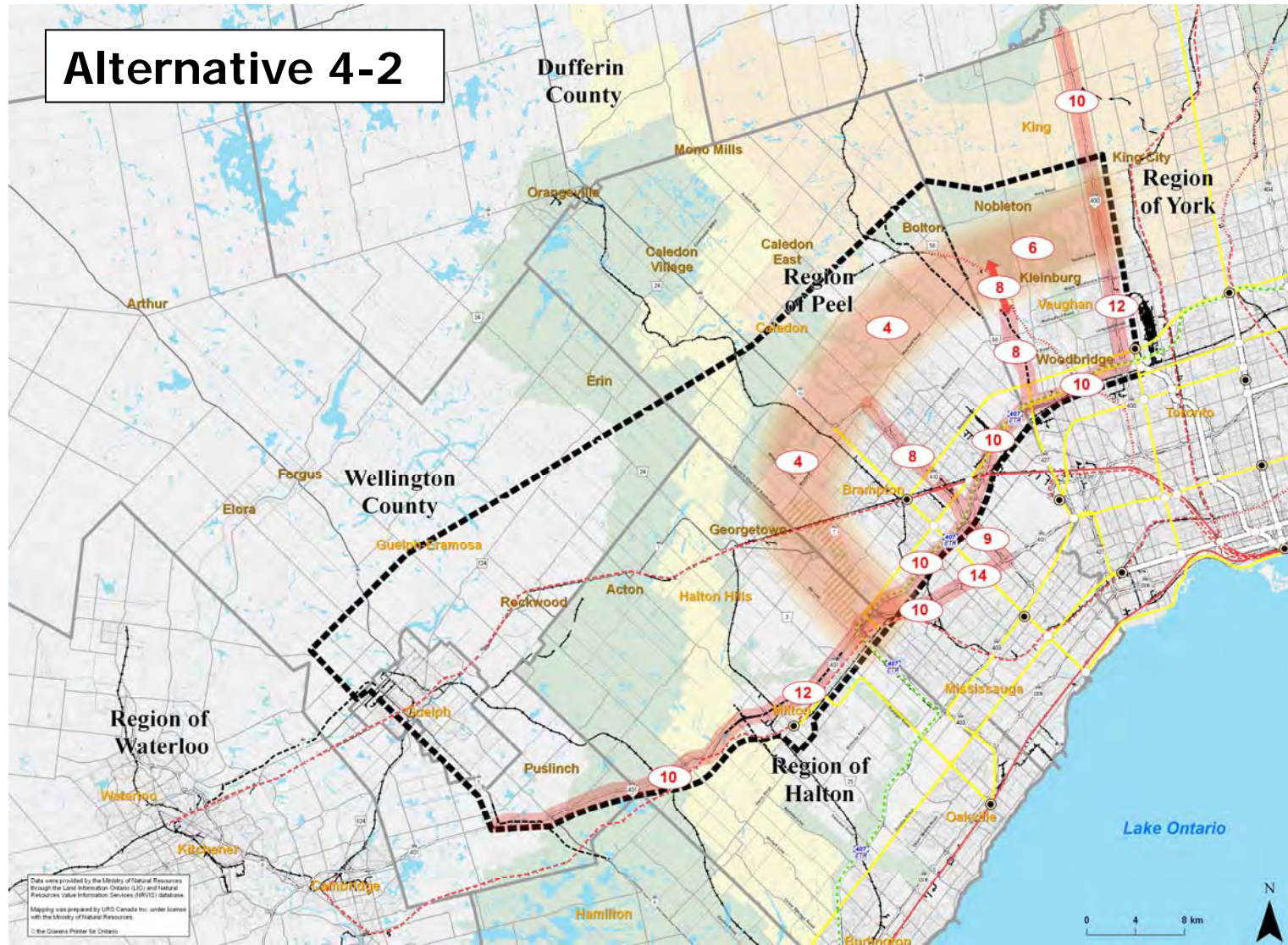
Legend

- New Transportation Corridor (approximate location)
- Ultimate Number of Lanes
- Potential transportation corridor under study
- Planned Projects
- Anchor Hub
- Gateway Hub
- BRT on Controlled-Access Expressway
- Other Rapid Transit
- Regional Rail (peak)
- Regional Rail (full-day, two-way)
- Express Rail
- Subway
- Utility Line
- Existing Rail Line
- Niagara Escarpment Planning Area
- Oak Ridge Moraine
- Greenbelt Planning Area
- GTA-W Preliminary Study Area
- Municipal Boundaries



GTA West Group #4

Alternative 4-2



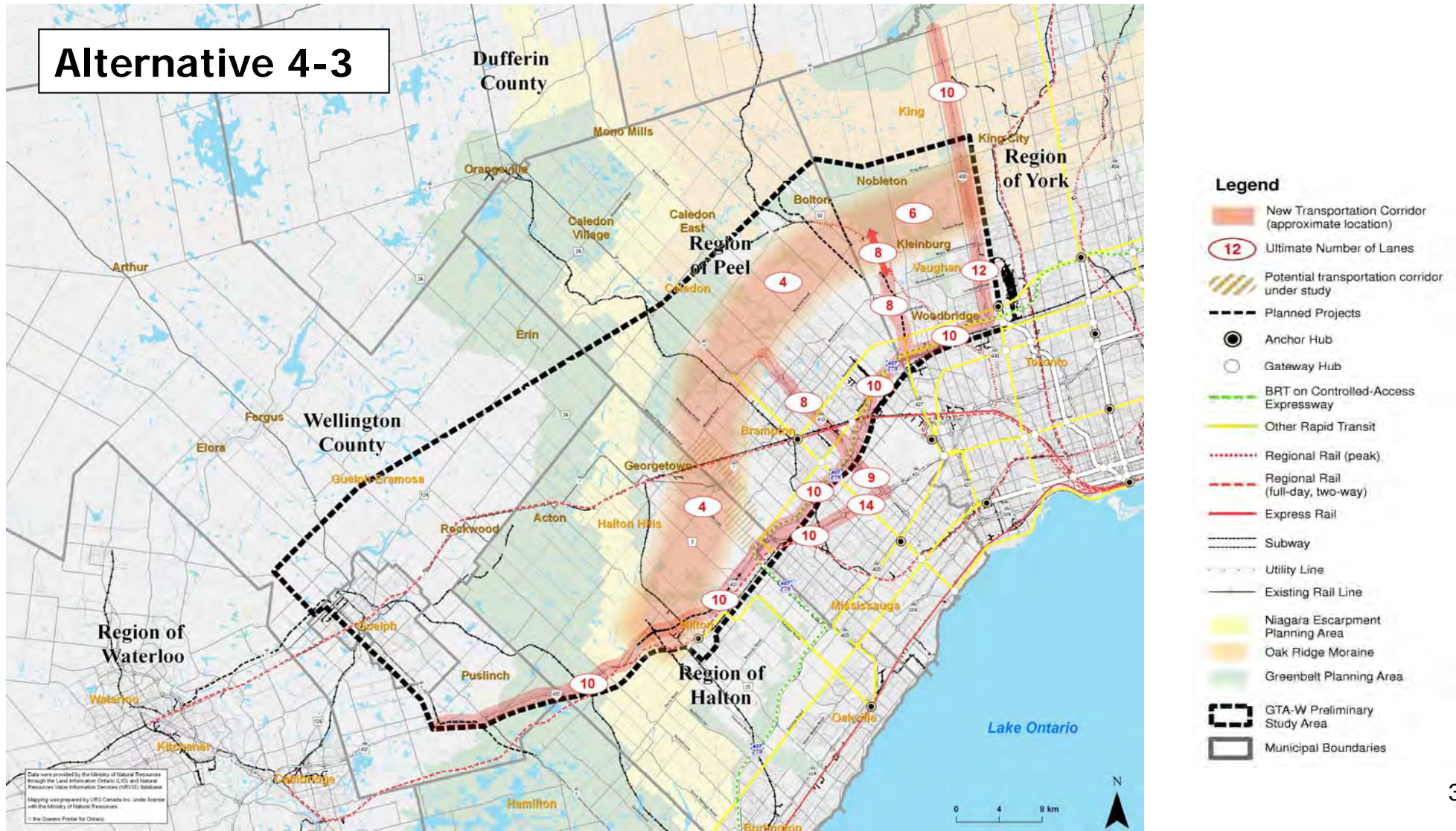
Legend

- New Transportation Corridor (approximate location)
- 12 Ultimate Number of Lanes
- Potential transportation corridor under study
- Planned Projects
- Anchor Hub
- Gateway Hub
- BRT on Controlled-Access Expressway
- Other Rapid Transit
- Regional Rail (peak)
- Regional Rail (full-day, two-way)
- Express Rail
- Subway
- Utility Line
- Existing Rail Line
- Niagara Escarpment Planning Area
- Oak Ridge Moraine
- Greenbelt Planning Area
- GTA-W Preliminary Study Area
- Municipal Boundaries



GTA West Group #4

Alternative 4-3

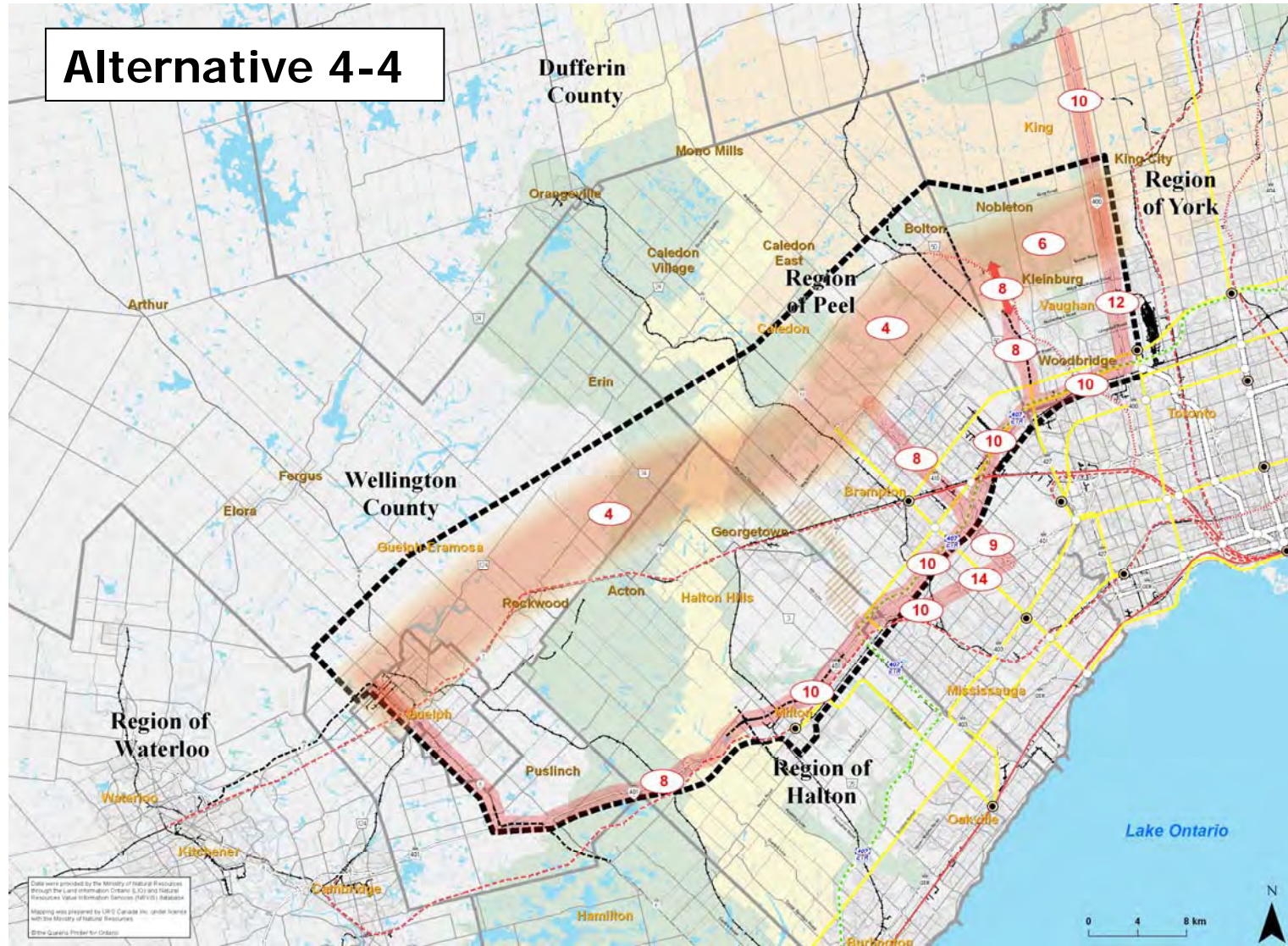




GTA West

GTA West Group #4

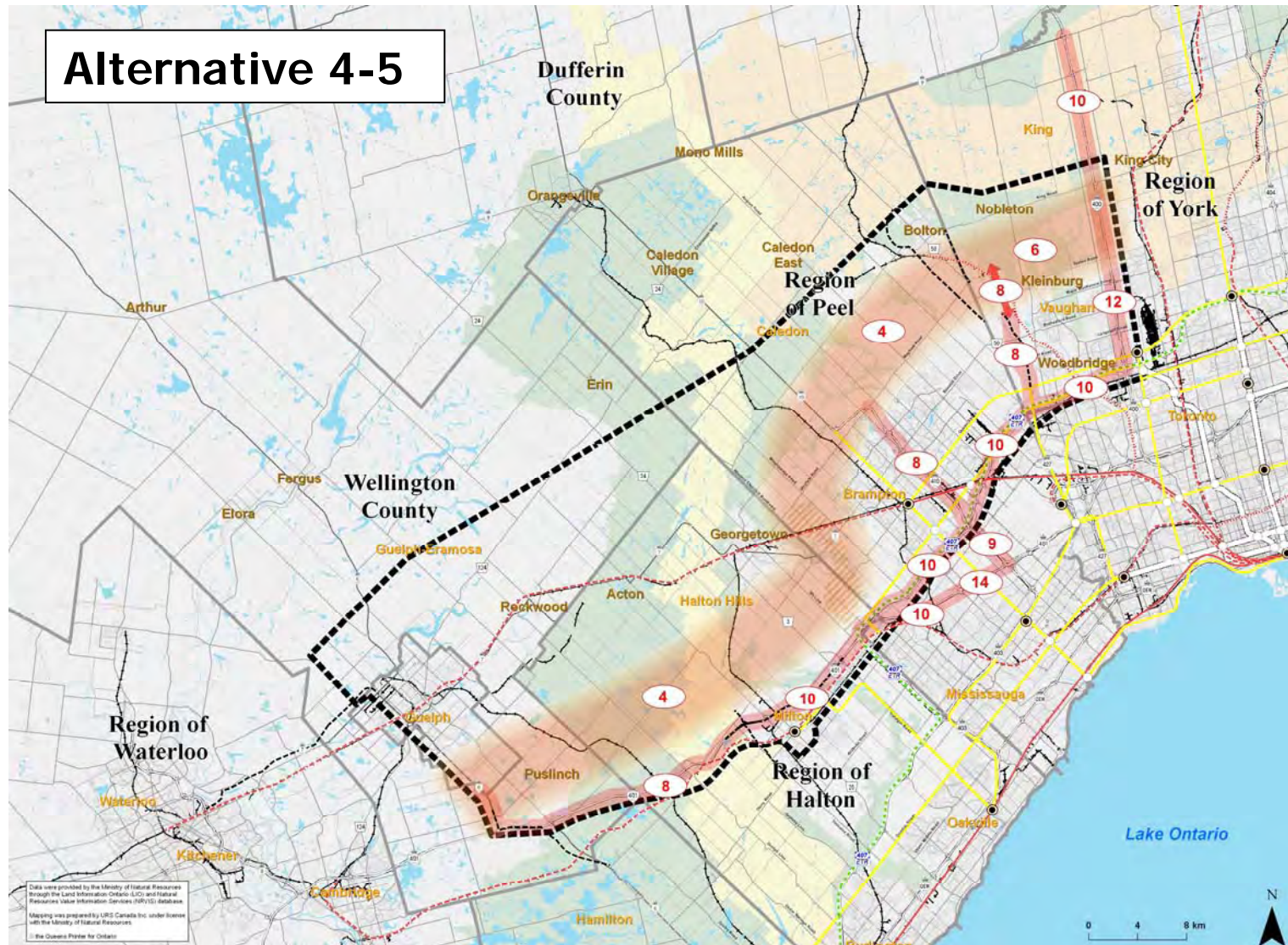
Alternative 4-4





GTA West Group #4

Alternative 4-5



Legend

- New Transportation Corridor (approximate location)
- 12 Ultimate Number of Lanes
- Potential transportation corridor under study
- Planned Projects
- Anchor Hub
- Gateway Hub
- BRT on Controlled-Access Expressway
- Other Rapid Transit
- Regional Rail (peak)
- Regional Rail (full-day, two-way)
- Express Rail
- Subway
- Utility Line
- Existing Rail Line
- Niagara Escarpment Planning Area
- Oak Ridge Moraine
- Greenbelt Planning Area
- GTA-W Preliminary Study Area
- Municipal Boundaries



 **GTA W_{est}**

Road Alternatives and Related Assessment Findings



Transportation Analysis – Findings

- Key findings:
 - Addition of highway capacity in Group #3 and Group #4 will only attract the equivalent of one arterial lane of new auto trips away from transit through Peel Region
 - Minimal change at Wellington and Waterloo boundaries
 - Overall PM Peak **trip containment** and **transit mode split** are not significantly affected – inter-regional commuter trips are a small component of total trips in each municipality
 - Region of Peel 16% Transit Mode Share – reduces to 15% with Group 4 alternatives
 - Region of Halton 11% Transit Mode Share – reduces to 10% with Group 3 and 4 Alternatives



Sensitivity Test – New Corridor as a “Truck Only” Facility

- Tested NGTA Alt 4-3 (connection to 401 West of Milton) in combination with GTAW Alt 4-3 (Connection to 401 West of Milton)
- **For GTA West Study Area –**
 - Increased truck demand on new corridor by 400%
 - Truck volumes range from 1,600 veh/hr/dir to west of Brampton to over 2,200 veh/hr per direction between Highway 427 and 400
 - Equivalent of 3,200 to 4,000 passenger cars per hour (equivalent to 2 Freeway lanes per direction)
 - Most trucks are to/from Hwy 400 (via north), industrial areas via Hwy 400 south, Hwy 427, and Airport Road
 - More analysis required to assess the impact to compare to other alternative

Segment	PM PK Hr Truck Vol (car equivalent)	
	EB	WB
Hwy 401 (W. of Milton) to HP BATS	1660 (3320)	1580 (3160)
HP BATS to Hwy 410	1765 (3530)	1984 (3968)
Hwy 410 to Hwy 427	1700 (3400)	1875 (3750)
Hwy 427 to Hwy 400	2214 (4428)	1690 (3380)



Transportation Analysis – Findings

- Key findings:
 - Overall transportation evaluation also considers other benefits such as
 - Support for inter-regional transit and degree of modal integration
 - Support for goods movement
 - Connectivity between population and employment centres
 - Support for tourism
 - Corridor Alternatives 4-3, 4-4, 4-5 address future capacity needs and provide highest overall transportation benefits
 - Corridor Alternative 4-1 addresses future capacity needs but is too limited in scope to provide significant benefits
 - Widening Alternative (3-1) addresses future capacity needs but does not provide improved network connectivity, significant delay savings, support for transit / tourism, or modal integration benefits
 - Corridor Alternative 4-2 addresses future capacity needs and provides moderate overall transportation benefits

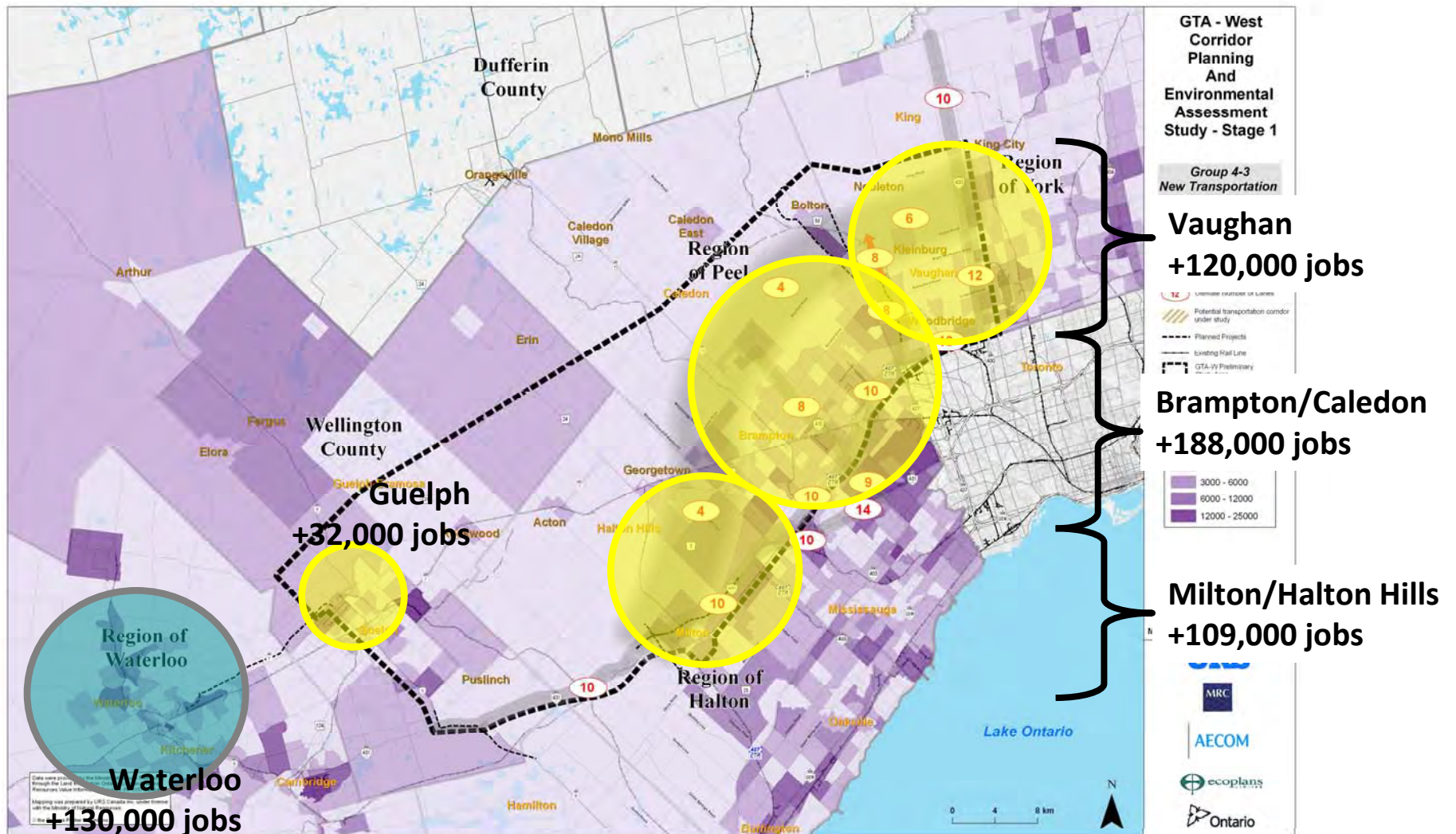


Transportation Analysis – Key Outcomes

- Assessment carried out to date suggests that:
 - Group 4 alternatives (other than 4-1) outperform Group 3 in terms of traffic operations, commuter travel and people movement.
 - Alt 4-1 too limited in scope to perform well in any category
 - Group 4 alternatives perform better for most people movement criteria
 - Provide network redundancy and route/network flexibility
 - Result in lowest amount of inter-regional traffic on local roads
 - Provide better modal integration, balance and choice for movement of people and goods movement (i.e. between communities, transit hubs, terminals and employments centres)
 - Group 4 alternatives (except 4-1) provide good linkages to population and employment centres
 - Alternative 3-1 and Alternatives 4-2 to 4-5 provide similar improvements in auto and transit travel times between Urban Growth Centres
 - Alternative 3-1, however, would not provide a higher order linkage between Urban Growth Centres
 - Alternative 4-3, 4-4 and 4-5 performed well in all factor/criteria areas

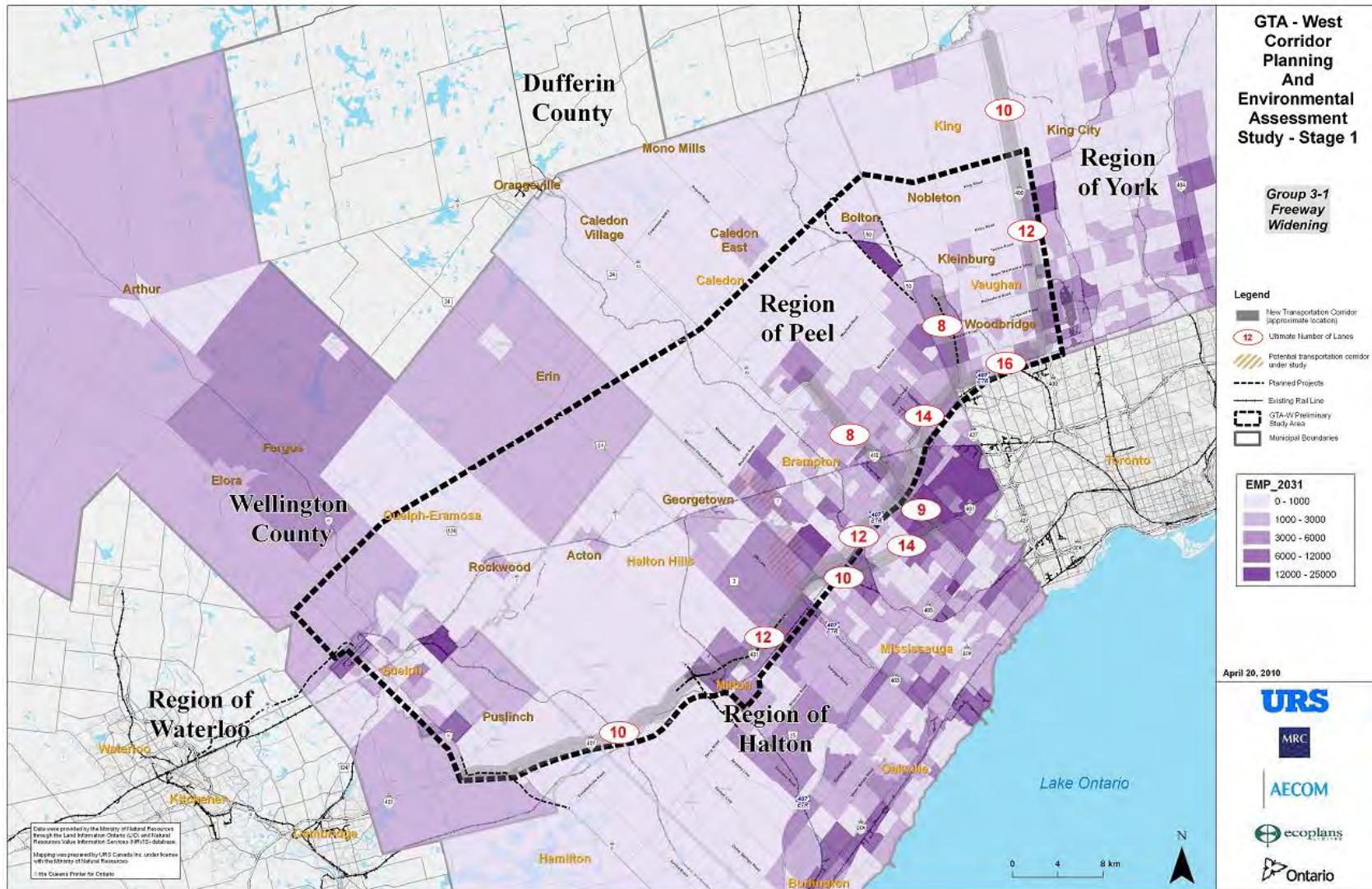


Economic Analysis - Alternative 4-3



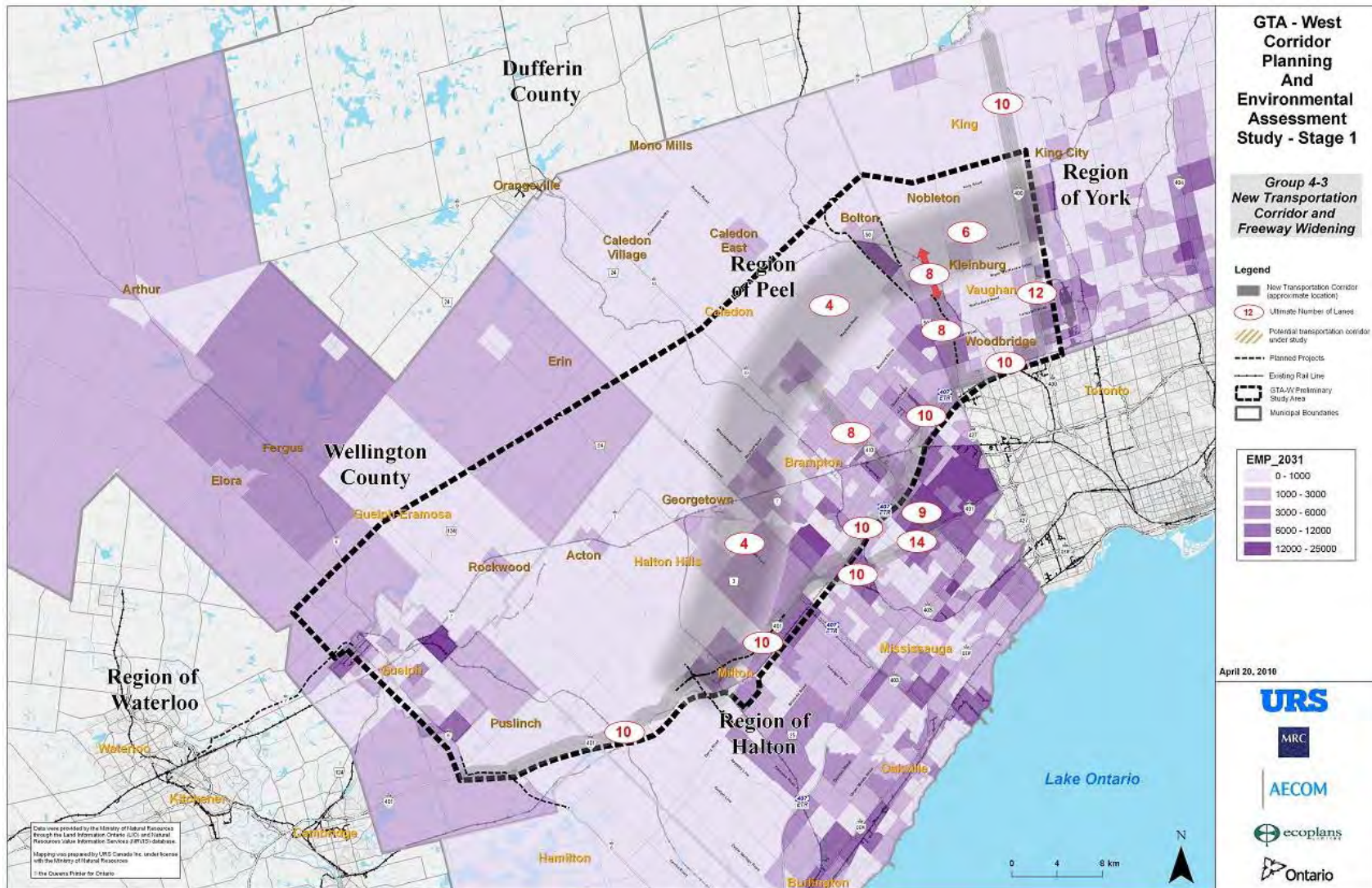


Alternative 3-1





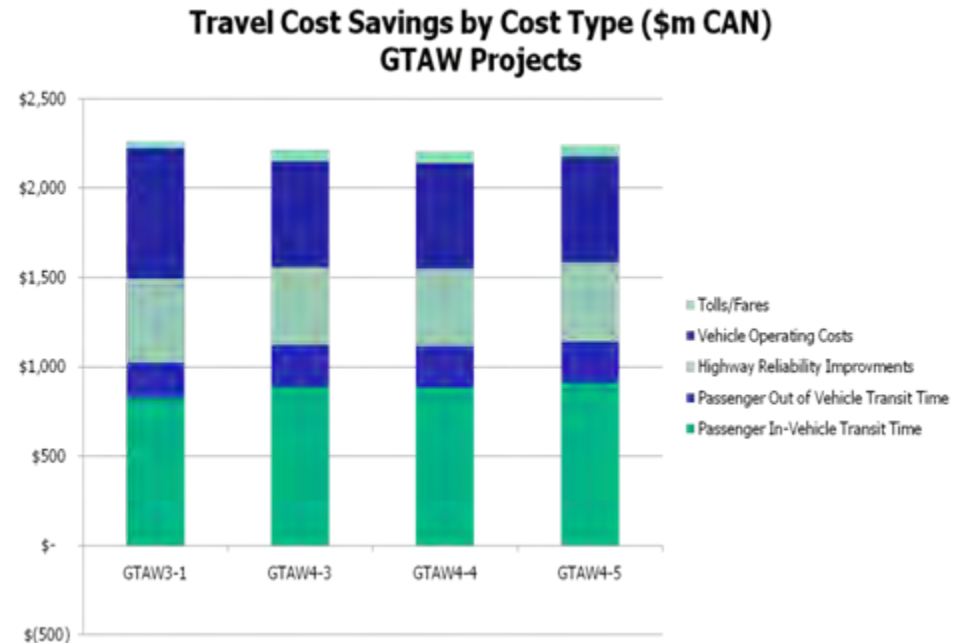
Alternative 4-3





Economic Analysis – Impact Assessment

- An economic benefits analysis was completed to explore:
 - Travel cost savings
 - Long-term economic benefits (jobs and GDP)
- The results demonstrated that all alternatives resulted in similar savings and similar benefits
- Alternative 3-1 produced slightly greater benefits



Sources: Travel demand characteristics of alternatives. Preliminary calculations by EDR Group through Transportation Economic Impact System (TREDIS). Benefit above includes savings of personal time and is not limited to economic impacts.



Economic Analysis – Impact Assessment

Total Economic Impacts in Greater Golden Horseshoe

Alternative	Jobs in GGH	GDP (\$mil) in GGH
GTAW 3-1	12,500	\$1,068
GTAW 4-3	11,700	\$996
GTAW 4-4	11,600	\$990
GTAW 4-5	11,800	\$1,001

Jobs rounded to the nearest 100, GDP in millions \$CDN

Sources: Travel demand characteristics, employment by place of work. Preliminary calculations by EDR Group through Transportation Economic Impact System (TREDIS).



Economic Analysis – Findings

- Group 4 connections among major employment nodes allows for circumferential travel of workers and goods – supports supply chains
 - Transit opportunity for circumferential travel increases labour market mobility to major employment centres, but widenings produce this as well/better
- Widenings serve most growth areas well (if 427 and 410 are extended and Brampton North-South corridor implemented – very well)
- Argument for connection to Guelph does not seem strong from an economic development perspective - stronger from a commuter perspective
- Considerable benefit to Kitchener/Waterloo Region from all alternatives
- Connection to Milton/Halton Hills is important; nature of employment growth is highly dependent on freeway access and capacity, much greater amount of growth
- Economic impact modelling shows strongest output and jobs benefits:
 - To manufacturing sectors, no significant difference among options
 - To distribution/logistics sectors, 3-1 is strongest, followed by 4-3
 - To business/professional services, public sector – 3-1 is strongest, others equal
- New corridors create redundancy, but difficult to quantify value



Economic Analysis – Summary

- Economic Impact:
 - No significant advantage between Group 3 and Group 4 in transportation economic benefits
 - Group 3-1 provides strongest economic impact benefits, but not by much
- Economic Development and Growth Patterns
 - GTAW is the distribution hub of Canada – heavy dependence on timely movement of goods
 - Group 3-1 serves most employment areas well; falls short of some growth areas and does not support circumferential supply chain and distribution relationships
 - Group 4-3 best conforms to growth patterns and provides service to economic growth areas that are most dependent on road network
- Overall
 - Group 4-3 strongest in terms of supporting economic growth patterns; however 3-1 provides stronger economic benefits to some industries



Environment and Community – Approach

- Factors and criteria based on approved EA Terms of Reference
- Assessment considered potential impacts to:

Natural Environment	Socio-Economic	Cultural Environment
▪ Fish and Fish Habitat	▪ Land Use Planning Policies	▪ Built Heritage
▪ Terrestrial Ecosystems	▪ Land Use / Community	▪ Archaeology
• Groundwater	▪ Noise	▪ Cultural Heritage Landscapes
▪ Surface Water	▪ Air	
• Designated Areas	▪ Land Use / Resources	
	▪ Municipal Services (Utilities)	
	▪ Contaminated Property	



Natural Environmental

- New Escarpment crossings and Greenbelt impacts

Group 4 - New Corridor Sections	4-1	4-2	4-3	4-4	4-5
# of New Escarpment Crossings	0	0	0	1	1
Highway Length through Greenbelt (km)	15	19	21	25	31
Approximate Length of New Corridor (km)	27	47	53	72	76

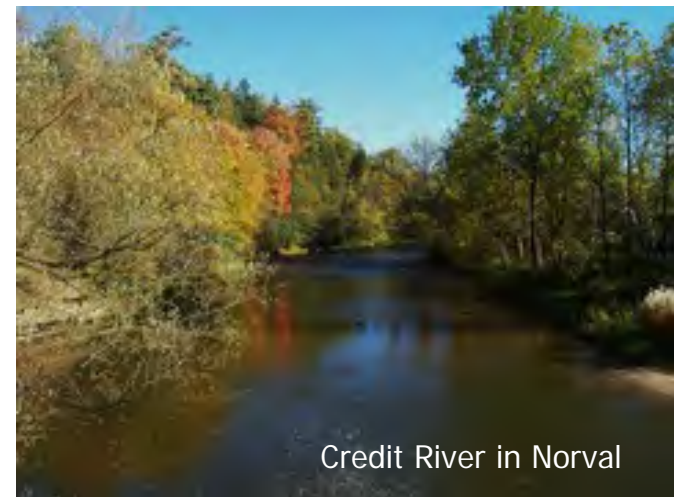
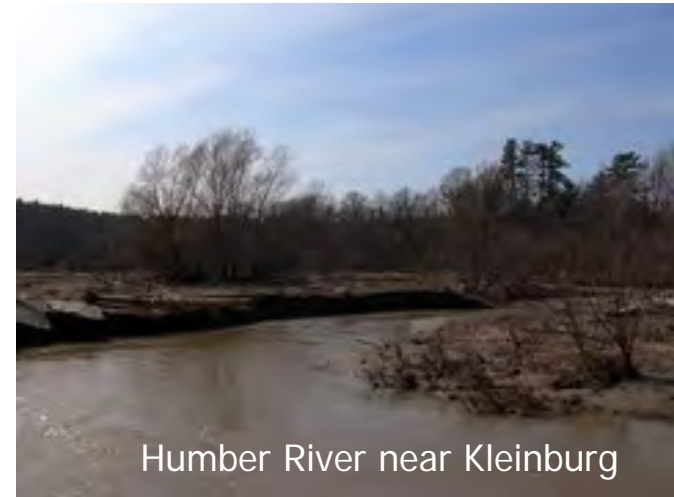
- Sensitive and Significant Features

Group 4 - New Corridor Sections	4-1	4-2	4-3	4-4	4-5
Watercourses	48	93	103	113	118
Evaluated Wetland Complexes	2	7	8	13	15
Designated Features (ESAs, ANSIs, etc.)	4	7	7	14	15
Wildlife Species at Risk (SAR)	8	8	10	19	20
Significant Woodlands (linear distance km)	4	10	13	23	24



Natural Environment

- Group 3-1 has the least amount of impact to natural environment
- All Group 4 alternatives cross Humber River and associated valley, trails, wildlife corridors - impacts of the new crossing can be mitigated through route selection and design
- Group 4-1, 4-2 and 4-3 alternatives have moderate impacts - some can be mitigated through route selection and design





GTA West

Natural Environment

- Groups 4-4 and 4-5 have long sections through the Greenbelt, across the Niagara Escarpment and in rural areas where some sensitive features cannot be avoided because of their size.
- These alternatives have a high potential to impact the natural environment.



Rockwood Conservation Area

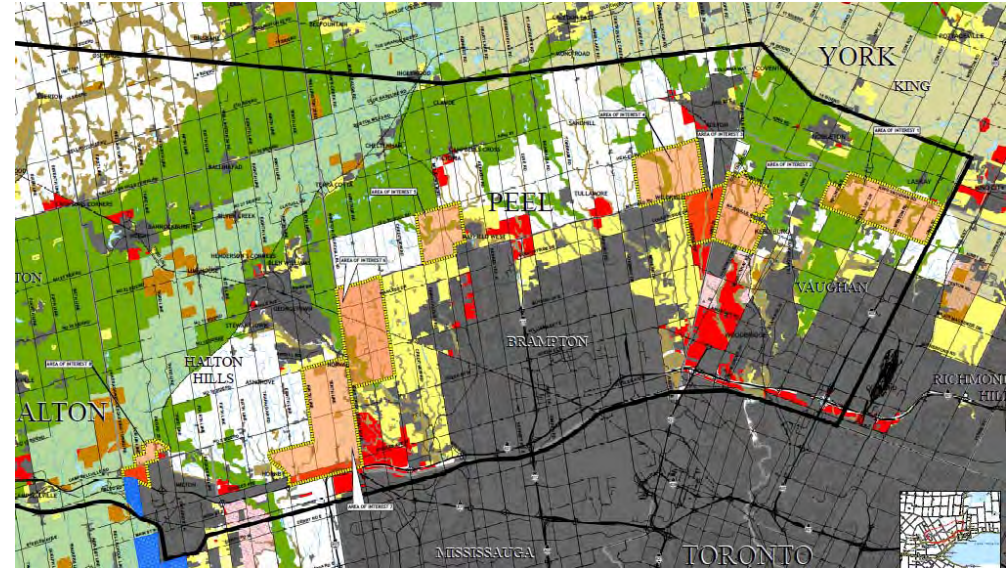


Wolf Lake at
Terra Cotta Conservation Area



Land Use/Social Environment

- Group 3-1 does not provide sufficient support for municipal land use plans and future growth
- Group 3-1 impacts:
 - 43 agricultural properties
 - 23 residential properties
 - 22 industrial properties
 - 20 commercial properties
- Group 3-1 also has significant impacts to municipal infrastructure at Highway 407, east of Highway 427



Groups 4-1, 4-2 and 4-3 alternatives address growth and land use pressures in York, Peel and Halton Regions and are more compatible with municipal planning goals.

Group 4 impacts to residential properties and community features are fewer and can be minimized through the route selection process.



Agriculture

- Impacts to agriculture can be measured through:
 - loss of Class 1 soils
 - potential to fragment large farming operations
- Loss of Class 1 Soils (Linear distance in km)



Group 4 – New Corridor Sections	4-1	4-2	4-3	4-4	4-5
Class 1 Soils (km)	17	27	32	35	26

- Groups 4-4 and 4-5 impact agricultural land uses through the Greenbelt in north Halton and Wellington County and have a higher potential to fragment farming operations, particularly 4-4



Air Quality and GHG's

- Overall, the alternatives are relatively similar
- Alternative 3-1 has slightly lower overall network emissions of both air pollutants and GHG's than the Group 4 alternatives
- Alternative 3-1 has higher traffic volumes on Highways 401, 407 and 400 with potential for increased local air quality impacts
- New corridor sections west of Highway 410 will have no noticeable effect on local air quality in surrounding areas. Minor impacts could occur east of Highway 410, depending on where the route is located.
- The Group 4 alternatives have slightly reduced traffic volumes (compared to Alternative 3-1) on Highways 407 and 400 (potential for slightly reduced local air quality impact), with slightly more volume on Highway 401 (potential for slightly increased local air quality impact)



Cultural Environment

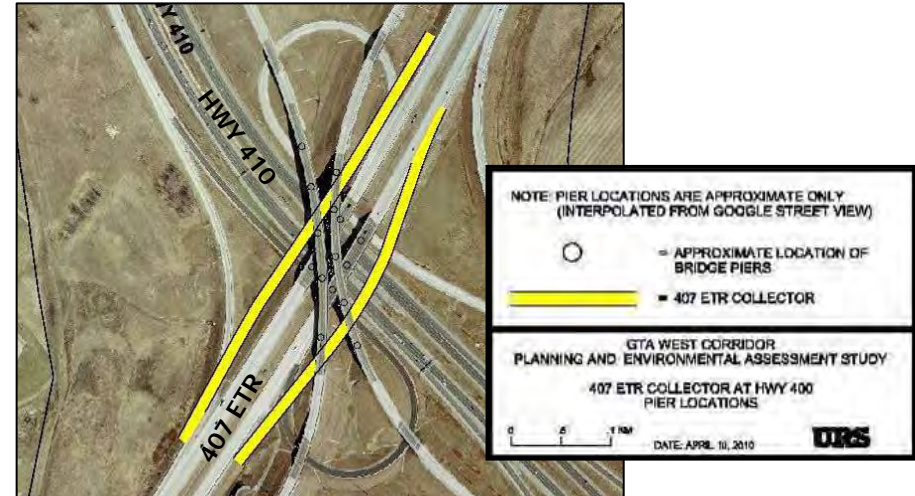
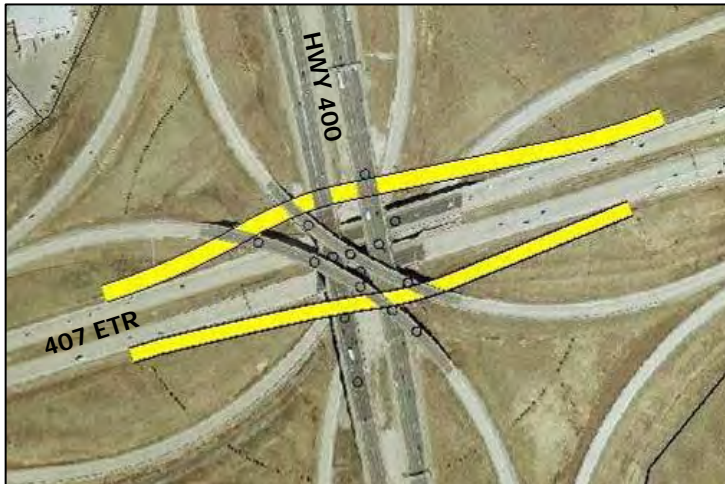
- Includes built heritage features, cultural landscape and archaeological resources
- Group 3-1 - limited potential to impact cultural environment because most areas are previously disturbed either through highway construction or urbanization
- Group 4 alternatives - increased potential to impact cultural environment
- Longest new corridors (Groups 4-4 and 4-5) - have highest potential to impact cultural environment





Constructability Analysis – Special Areas

407 ETR Connections with Existing Highways 400, 427, 410 and 401



There may be difficulty in widening the 407ETR through these interchanges due to the complex layout of ramps and structures (including bridge piers). The yellow lines illustrate the difficulty in adding additional collector lanes in each direction. The circles show the approximate locations of the existing piers. Horizontal and vertical alignment of collector lanes will be constrained by existing bridge piers.

The freeway-to-freeway interchanges may need to be rebuilt to accommodate a core/collector system.

Key challenges:

- Difficulty in construction staging / constructability (detour)
- Impacts during construction
- Impacts to adjacent roadway

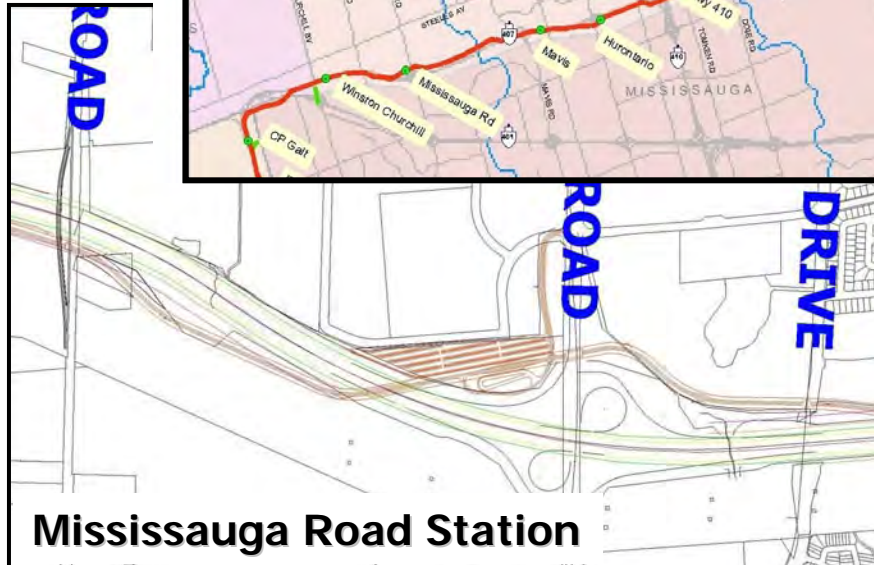


GTA West

Constructability Analysis – Special Areas

HIGHWAY 407 TRANSITWAY:

Widening of 407 ETR beyond 10 lanes (to a core/collector system) has the potential to diminish the viability of implementing the 407 Transitway



Mississauga Road Station



Pine Valley Drive Station



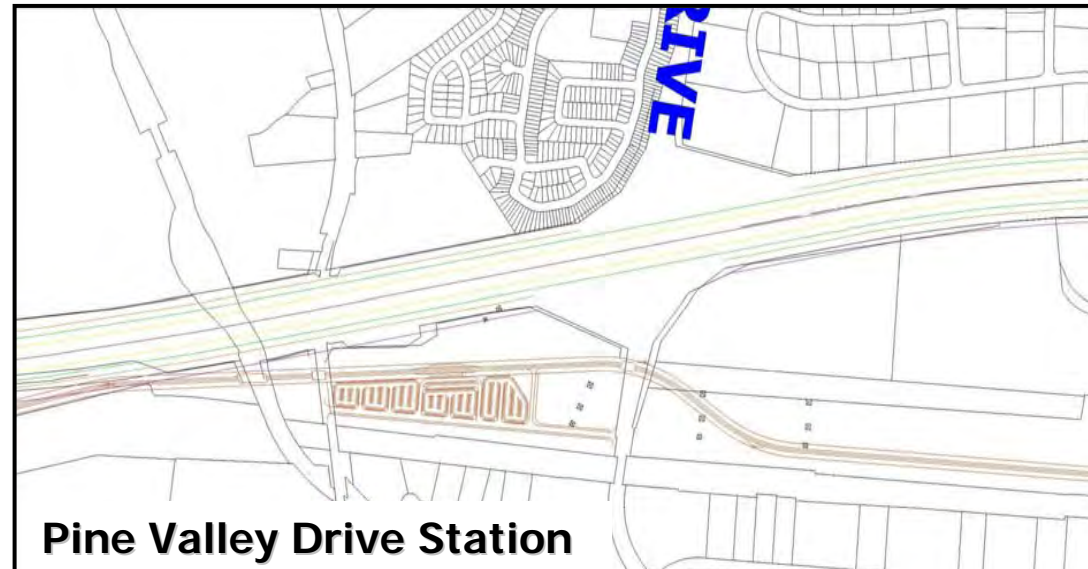
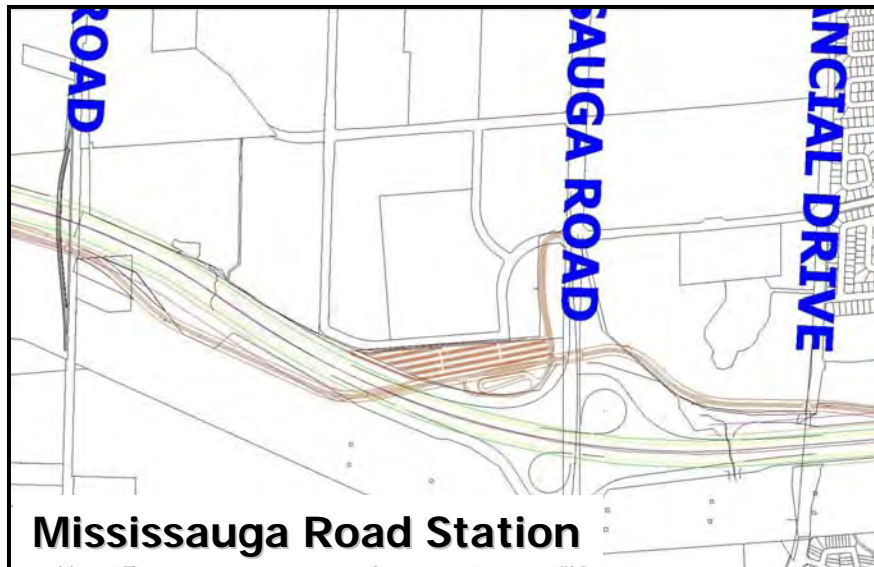
GTA West

Constructability Analysis – Special Areas

HIGHWAY 407 TRANSITWAY:

Key Issues:

- Group 3-1 Alternative may eliminate some transit stations due to tight property limit and access (e.g. at Mississauga Road, Airport Road, Hwy 50, Pine Valley Drive, Weston Road, Highway 27, etc)
- Constructability of the 407 Transitway bridge crossings 407 ETR (4 locations) questionable
- Supporting Transitway infrastructure including Storm Sewer Management may no longer fit
- Other potential impact to Transitway - vertical profile, ramps and structures, grade separations, adjacent arterial roads, access to the stations and parking areas





Constructability and Cost – Findings

- All alternatives have complex constructability issues:
 - **Alternative 3-1: 407 ETR**
 - Replacement of bridges, and realignment of arterial crossings for new bridge to maintain traffic
 - Existing 8 and 10 lane sections will be severely affected by conversion to core/collector system.
 - Reconstruction of freeway to freeway interchanges
 - Constrained in many locations by urban development for widening beyond 10 lanes
 - Rail bridge crossing may require major detour of rail lines, if feasible
 - **Group 4 alternatives: Highway 401**
 - Widening through the Niagara Escarpment / Greenbelt area west of Milton
- Based on a high level analysis of construction costs, Alternative 3-1 cost is between 2-9% higher than Group 4 alternatives







































Overall Assessment

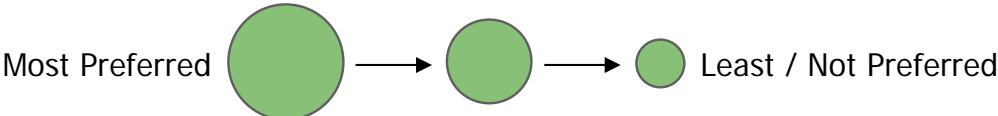
- The following summarizes the GTA West study team's analysis of the Group #3 and Group #4 alternatives:
 - Alternatives 4-3, 4-4 and 4-5 would all provide adequate capacity to address future transportation needs
 - Alternatives 4-4 and 4-5 offer improved connections to support economic growth in Kitchener/Waterloo and Guelph, however, the additional economic benefits over the other alternatives are marginal
 - Alternatives 4-2 and 4-3 provide very good connections among major employment nodes benefiting goods movement and creating opportunities for new inter-regional transit services
 - New corridor alternatives have more significant environmental and community impacts than widening existing highways, particularly 4-4 and 4-5
 - New corridor alternatives avoid some of the significant constructability issues associated with Alternative 3-1
 - All of the new corridor alternatives together with required widenings have similar construction costs
 - Alternative 3-1 is more costly to construct and would have severe constructability issues, severe negative impact on the 407 Transitway, as well as more impact to community and economy during construction



Overall Assessment

GTA West Preliminary Planning Evaluation of Alternatives OVERALL ASSESSMENT

	Group 3-1	Group 4-1	Group 4-2	Group 4-3	Group 4-4	Group 4-5
Natural						
Land Use/Social (includes Air Quality)						
Cultural						
Economic						
Transportation Performance						
Cost and Constructability						





GTA West Draft TDS Elements

- Build on current initiatives of Metrolinx RTP and GO 2020
- Integrate additional inter-regional transit linking western urban centres
- Optimize use of existing transportation infrastructure through TDM and TSM measures
- Encourage means of shipping goods other than by truck
- Widening of area highways to provide additional capacity including HOV and multi-modal uses
- New transportation corridor from Highway 400 westerly





What's Next

- Develop the draft Transportation Development Strategy
- Various stakeholder meetings in May and June 2010
- PIC #4 in June 2010
 - June 14th, 4:00 to 8:00pm – Caledon, Brampton Fairgrounds
 - June 15th, 4:00 to 8:00pm – Woodbridge, Le Jardin Conference and Events Centre
 - June 16th, 4:00 to 8:00pm – Georgetown, Mold Master Sportsplex
 - June 22nd, 4:00 to 8:00pm – Brampton, Snelgrove Community Centre
 - June 24th, 4:00 to 8:00pm – Guelph, River Run Centre



NOTES OF MUNICIPAL ADVISORY GROUP MEETING #5

PROJECT: GTA West Corridor Environmental Assessment

MEETING NO: Municipal Advisory Group Meeting #5

FILE NO.: 06-3184

DATE: May 11, 2010

TIME: 1:30 p.m.

PLACE: Caledon East Ballroom, Holiday Inn Select Brampton, Brampton, ON

PRESENT: Municipalities

Tom AppaRao	Region of Peel
Sabbir Saiyed	Region of Peel
Chris Duyvestyn	City of Brampton
David Kuperman	City of Brampton
Kant Chawla	Town of Caledon
Mary Hall	Town of Caledon
Todd Salter	Town of Caledon
Steve Mota	York Region
Andrew Head	Halton Region
Shelley Partridge	Halton Region
Alana Fulford	Halton Region
Tara Buonpensiero	Town of Halton Hills
Ted Drewlo	Town of Halton Hills
Stephanie Jarvis	Town of Milton
Sally Stull	Town of Erin
Geoffrey Keyworth	Region of Waterloo
Stephen Kitchen	Township of King
Hans Groh	Township of Puslinch
Mark Eby	County of Wellington

MTO

Jin Wang	MTO Provincial and Environmental Planning
Frank Pravitz	MTO Provincial and Environmental Planning

Consultant Joint Venture

(CJV)

Neil Ahmed	MRC
Karin Wall	AECOM
Tim Sorochinsky	URS
Catherine Christiani	Ecoplans Limited

PURPOSE: To present and discuss the proposed elements of the Transportation Development Strategy for Group #1 (Optimize Existing Networks) and Group #2 (New / Expanded Non-Road Infrastructure) as well as the findings of the comparative assessment work undertaken for the Group #3 (Widen / Improve Roads) and Group #4 (New Transportation Corridor) alternatives.

ITEM	PROCEEDINGS:	ACTION BY:
1.0	Welcome and Introductions	
1.1	J. Wang welcomed attendees to the meeting. The project team, presenters and attendees introduced themselves. The meeting purpose was also reviewed.	
2.0	Project Team Presentation	
2.1	N. Ahmed, K. Wall and T. Sorochinsky presented a study update, an overview of the study background and process, reviewed the Group #1 (Optimize Existing Networks) and Group #2 (New / Expand Non-Road Infrastructure) components of the draft Transportation Development Strategy, and reviewed the assessment findings and trade-offs associated with the Group #3 (Widen / Improve Roads) and Group #4 (New Transportation Corridor) alternatives.	
3.0	Discussion	
3.1	The following questions / comments were raised:	
3.1.1	The project team was asked if road / congestion pricing had been considered in the analysis. J. Wang indicated that the project team has not studied or incorporated a toll pricing scheme into the analysis. Tolling is an implementation issue that may be examined at a later stage in the Study. Metrolinx is currently conducting a study on road / congestion pricing.	
3.1.2	The direction in the Metrolinx Regional Transportation Plan (RTP) is “Transit First”. When the project team quotes the term “Transit First” what is implied? J. Wang clarified that the project modelling is based upon the Metrolinx RTP, as it was assumed that all of the improvements in the RTP will be in place by 2031. The project team used a building block approach which looked at optimization and transit solutions before road improvements / new corridors were considered. In terms of investment, it will be recommended that priority be given to the RTP and GO 2020 initiatives in the Preliminary Study Area, prior to any new corridors.	
3.1.3	The project team should provide a schedule outlining the cost and timing of implementation of the Group 1 (Optimize Existing Networks) and Group 2 (New / Expand Non-Road Infrastructure) strategy components. The Group 1 and Group 2 components should be implemented first so that they are established by the time the road widenings / new corridor are in place.	
3.1.4	The project team was asked to clarify the rail corridors map. The project team explained that the rail corridors map presents an inventory of existing rail corridors (in-use and abandoned), and if they are in-use, the type of service they provide. The project team was cautioned about how they have presented information on the map, particularly if the intent is not to take back ownership of abandoned rail corridors. It needs to be made clearer on the map that abandoned rail corridors would need to be bought and reassembled.	
3.1.5	The executive summary of the Area Transportation System Problems and Opportunities Report states that as a principal, improving / building new corridors should not defer from transit use. If a new corridor is built, what will be the effect on transit use in the study area? The project team indicated that	

ITEM PROCEEDINGS:

ACTION BY:

there would be some shifting from transit to auto use if a new corridor is built, however not dramatically due to the anticipated high congestion level. The project team were urged to rephrase the wording in the executive summary in order to clarify what was meant. Further comments on the Area Transportation System Problems and Opportunities Report will be forwarded via email to the project team.

Project Team

3.1.6 A question was asked about the HP-BATS study and whether an HP-BATS facility was assumed to be in place for all of the corridor alternatives. The project team clarified that an HP-BATS facility was assumed in the project modelling. The project team has been working closely with the HP-BATS study and the need for an HP-BATS facility has been determined whether a new GTA West corridor is provided or not. Alternatives 4-3, 4-4 and 4-5 assume a link to HP-BATS as a municipal facility while Alternative 4-2 incorporates the HP-BATS facility.

3.1.7 The project team was asked if HOV lanes have been assumed to be in place in the project modelling. J. Wang indicated that all of the corridor alternatives would include HOV lanes and that any road widenings with the exception of 407ETR were assumed to include HOV lanes prior to having new general purpose lanes.

3.1.8 It was suggested that the project team consider time-restricted general purpose lane use on a truck-only facility. For example, on holidays the truck-only facility would be empty and could be used by the general public. Comment noted. To date, only preliminary modelling analysis work has been done on a potential truck-only facility.

3.1.9 The project team was asked to clarify when the preferred corridor alternative will be presented. J. Wang indicated that the project team will be seeking input on the draft Transportation Development Strategy at a series of Public Information Centres (PICs) in June 2010. The finalized strategy will be made available publicly by the end of 2010, and will include the recommended corridor alternative. The recommended corridor alternative will then move on to route planning in Stage 2 of the Environmental Assessment (EA) process.

3.1.10 A comment was made that the project team is being short-sighted in not considering Alternatives 4-4 and 4-5. These routes may be justified in accommodating need beyond the 2031 timeframe and would better provide system redundancy. The future growth of Kitchener / Waterloo (beyond 2031) may change the modelling results and justify building Alternatives 4-4 or 4-5. The project team should protect for Alternative 4-4 or 4-5, and in the meantime build Alternative 4-3.

Comments noted. The project team's analysis concluded that due to the many complex natural, land use, social and cultural impacts, crossing the Niagara Escarpment with Alternatives 4-4 or 4-5 wasn't justified due to the relatively small transportation and redundancy benefits. Instead, widening Highway 401 provided the needed capacity and reduced impacts. The Project Team used the prescribed 2031 growth numbers from the Growth Plan in order to comply with current policy and have defensible material for the Environmental Assessment (EA) process. Land use / growth data beyond 2031 is not available.

3.1.11 The project team was asked if when calculating loss of Class 1 soils consideration had been given to Class 1 soils in the whitebelt. K. Wall referred

ITEM PROCEEDINGS:

ACTION BY:

- to the project's agricultural map and indicated that effects to Class 1 soils in the greenbelt and whitebelt were considered. The km calculations of lost Class 1 soils were derived by subtracting woodlots and areas designated for future growth from impacted Class 1 soil lands.
- 3.1.12 A question was asked regarding the amount of collaboration there has been with the Niagara to GTA (NGTA) Project Team and if connections to an NGTA facility were modelled, and if so, if that affected the overall assessment results. The GTA West and NGTA studies have been conducted separately since their purposes are distinct and separate, and each are intended to address different sets of transportation problems and opportunities. Highway 401 is the common boundary between the two studies. Both studies have used the same baseline data, assumptions and methodology for demand forecasting, both studies have applied the same process, factors and criteria for the generation, assessment and evaluation of alternatives, and both studies are managed by the same MTO office and consultant consortium. A connection with an NGTA facility at Highway 401, south of Guelph was modelled, however this connection had little impact on GTA West results. If a link to an NGTA facility was there, or not, it was found that this would not change the GTA West project team's evaluation results.
- 3.1.13 The project team was asked to discuss how cost was calculated. T. Sorochinsky indicated that at the upcoming PICs a range of costs will be presented, including major structure costs (ex. Humber River Crossing). A high-level costing analysis has been conducted. Contingency costs have been increased to account for unforeseen impacts. Watercourse crossings have been more accurately estimated with the aid of floodplain mapping.
- 3.1.14 Wellington County has some of the best agricultural land in the province, and is experiencing lots of growth. A corridor needs to be protected for now or there will be nowhere left to build it. Comments noted.
- 3.1.15 The curve of Highway 410 isn't reflected in the project mapping. This should be fixed. Project Team
- 3.1.16 The project shouldn't preclude future extension of Highway 427. Comment noted. Current government policy is to not extend Highway 427 into the Oak Ridges Moraine, however, an extension to a new GTA West corridor could be considered.
- 3.2 J. Wang asked attendees if they saw the need/merit of bringing Alternative 4-2 forward for further consideration, or if just Alternative 4-3 should be brought forward.
- 3.2.1 Halton Region indicated that both Alternatives 4-2 and 4-3 converge in Halton. Due to the work conducted on the HP-BATS study, Alternative 4-2 would be easier to find regional agreement on while Alternative 4-3 would likely get more resistance.
- 3.2.2 Brampton indicated that Alternative 4-2 would allow for more flexibility in the future since it could be extended to create Alternatives 4-3, 4-4 or 4-5.
- 3.2.3 Peel doesn't have a preference regarding Alternative 4-2 vs. 4-3. However, the project team should protect land for a corridor as soon as possible. There is intense development pressure throughout the study area and corridor opportunities could be lost.
- 4.0 What's Next

ITEM PROCEEDINGS:

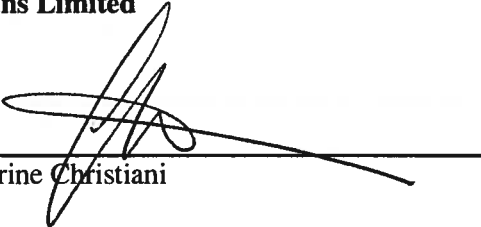
ACTION BY:

- 4.1 N. Ahmed reviewed the upcoming PIC #4 dates and locations.
- 4.2 N. Ahmed thanked attendees for their participation. Any further comments or questions on the presentation material were encouraged to be submitted to the Project Team. MAG Members

The meeting adjourned at 3:30 p.m.

The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes (905-823-4988).

Minutes Prepared by:
Ecoplans Limited



Catherine Christiani

cc: Attendees
Project Team Members
Municipal Advisory Group Contact List

**APPENDIX K
REGULATORY AGENCY ADVISORY
GROUP #5 PRESENTATION AND SUMMARY
NOTES**



 **GTA W_{est}**

GTA WEST CORRIDOR PLANNING AND EA STUDY-STAGE 1

Presentation to Agencies

May 2010



Outline of Presentation

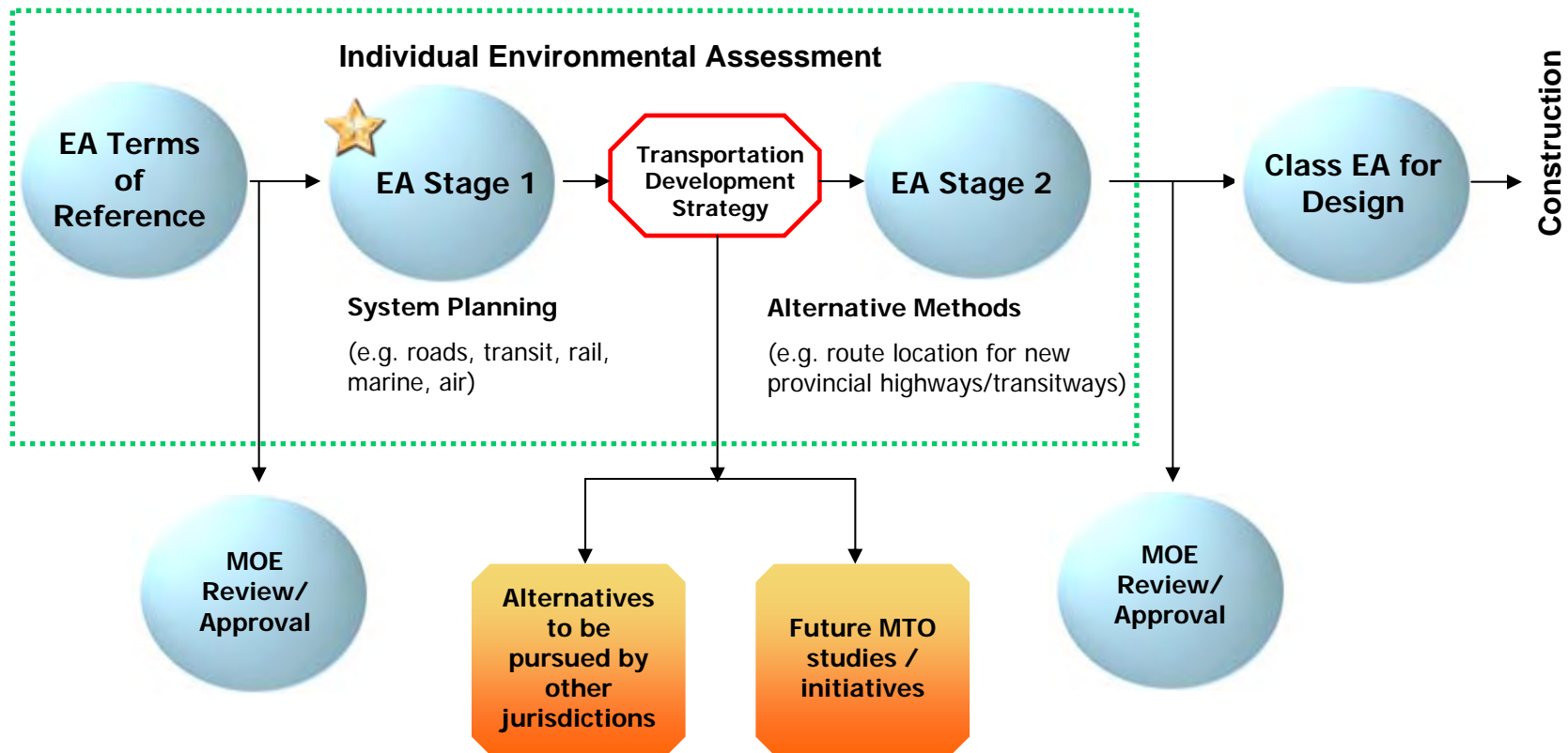
1. Study Background and Process
2. Transportation Development Strategy
 - Group #1 Optimize Existing Networks
 - Group #2 New or Expanded Non-Road Infrastructure
3. Assessment Findings and Trade-Offs
 - Group #3 Widen / Improve Roads
 - Group #4 New Transportation Corridors
4. Next Steps



Study Purpose

- To proactively plan for future infrastructure needs by:
 - Examining long-term transportation problems and opportunities to the year 2031
 - Considering options to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area as identified in the *Growth Plan*, including:
 - Downtown Guelph
 - Downtown Milton
 - Brampton City Centre
 - Vaughan Corporate Centre

EA Study Process



Study Approach - Building Block

STAGE 2: Combination Alternatives

Key Steps:

1 Develop Reasonable Combination Alternatives To Address Problems & Opportunities

2 Assess Combinations to Identify Advantages & Disadvantages





GTA West

Group 1 – Optimize Existing Network

Group 2 – Add / Expand Non-Road Infrastructure



Optimize Existing Networks

Builds upon strategies in the *Regional Transportation Plan (RTP)*, *GO 2020 strategic plan* and municipal transportation master plans:

- Improving access to transit stations - mobility hubs
- Making active transportation viable
- Improving schedule/fare integration
- Providing real time trip information
- Optimizing commuter rail system (longer GO trains – 12 cars)
- More aggressive use of TDM / TSM

Goal: *Active Traffic Management*
strategy aimed at improving performance of existing transportation system by reducing demand and improving system efficiency

- Additional initiatives identified by the study team include:
 - Expanded use of bus bypass shoulders
 - Enhance incident/congestion management
 - Expanded use of ramp metering
 - HOV / Transit bypass lanes
 - Speed harmonization
 - Support Metrolinx and Smart Commute in expanding their TDM Programs



GTA West

Optimize Existing Networks

- Expand Use of Bus Bypass Shoulders

Wide Shoulders are provided to enable buses to bypass queues during congestion





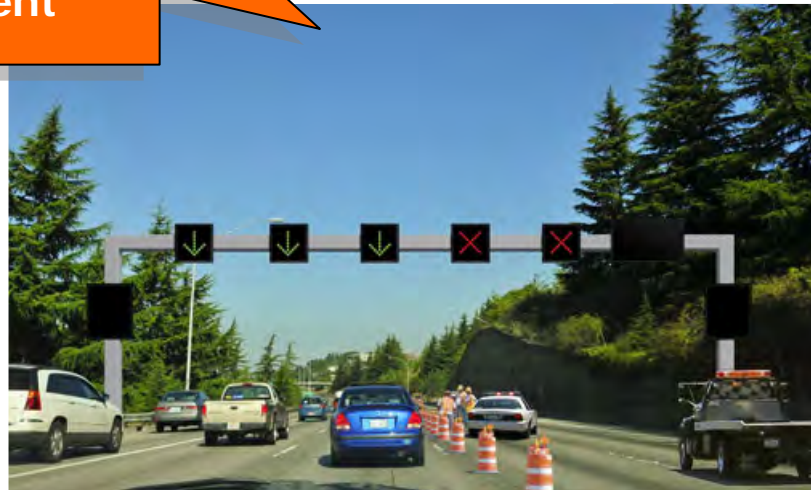
GTA W_{est}

Optimize Existing Networks

- Enhance Incident / Congestion Management

**MTO's COMPASS system
utilizes sensors to transmit
data to Traffic Operations
Centre**

- Incident Management
- Congestion Management



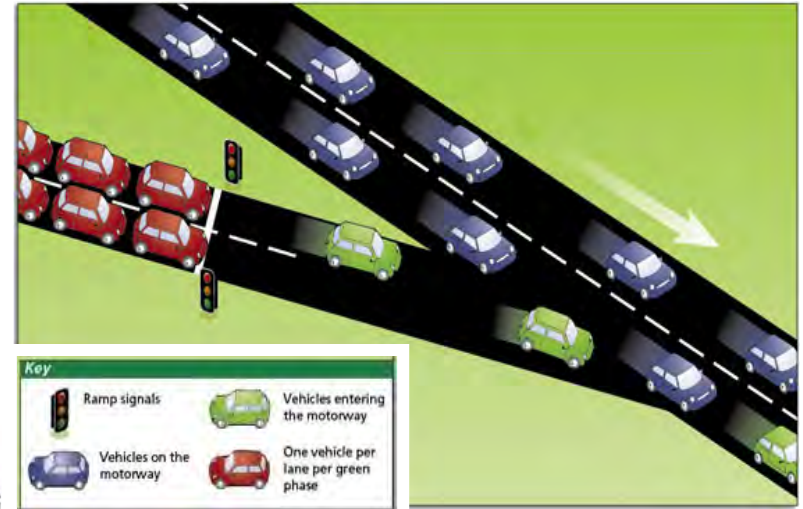


GTA West

Optimize Existing Networks

- Expanded Use of Ramp Metering

Regulated vehicle access to freeway through computer-controlled signals on ramps. End of queue detectors prevent backups





GTA West

Optimize Existing Networks

- HOV / Transit Bypass Lanes

Transit and High
Occupancy Vehicles use
bypass lanes on ramps



Photo by Rob Alexander, Georgia Regional Transportation Authority



GTA West

Optimize Existing Networks

- Speed Harmonization

A traffic management system similar to MTO'S COMPASS system is used to monitor travel data.

- Cameras and sensors below the roadway structure measure traffic flow
- Speed limits are automatically adjusted when congestion thresholds are exceeded
- Maintains a constant flow vs. stop & go



Optimize Existing Network

Support Metrolinx & Smart Commute in Expanding their Programs

Current Operation

- Partnership between Metrolinx and area communities
- Coordinates TDM services throughout GTHA
 - Engages employers to encourage employees to participate in trip reduction programs

How can it be Improved?

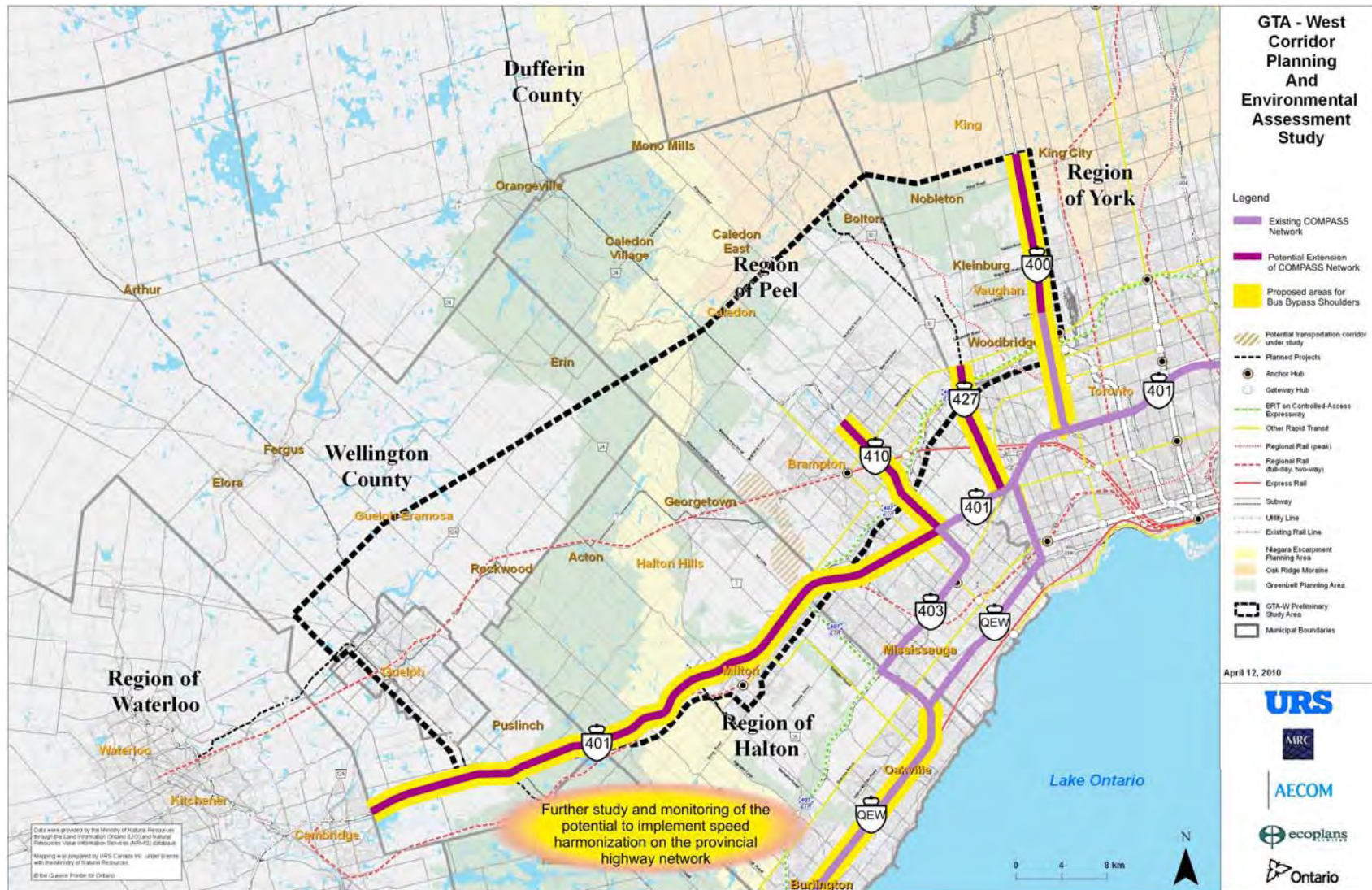
- Support:
 - Enhancements to current programs
 - Expansion of these programs beyond the GTHA
 - Expansion of MTO's Carpool Lot Program
 - Explore opportunities to provide funding assistance
 - Potential to remove policy barriers

Carpool
zone





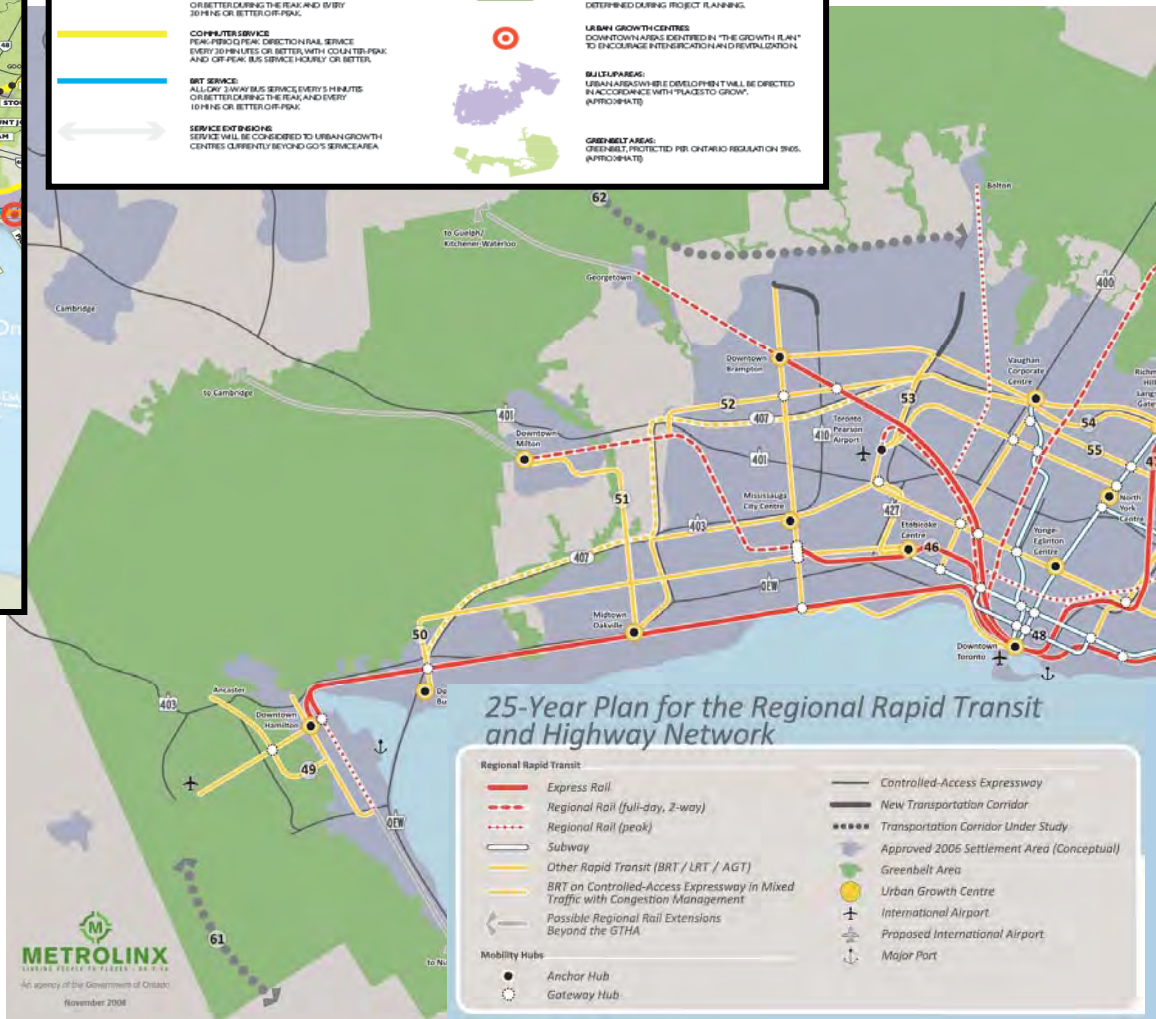
Optimize Existing Network





GTA West

Add / Expand Non-Road Infrastructure



Significant transit service expansion envisioned by the RTP and GO 2020



Add / Expand Non-Road Infrastructure

Goal: focus on improving existing and/or providing new non-road infrastructure and transit, building on the recommendations of the Metrolinx RTP and GO 2020

Additional initiatives recommended by the study team:

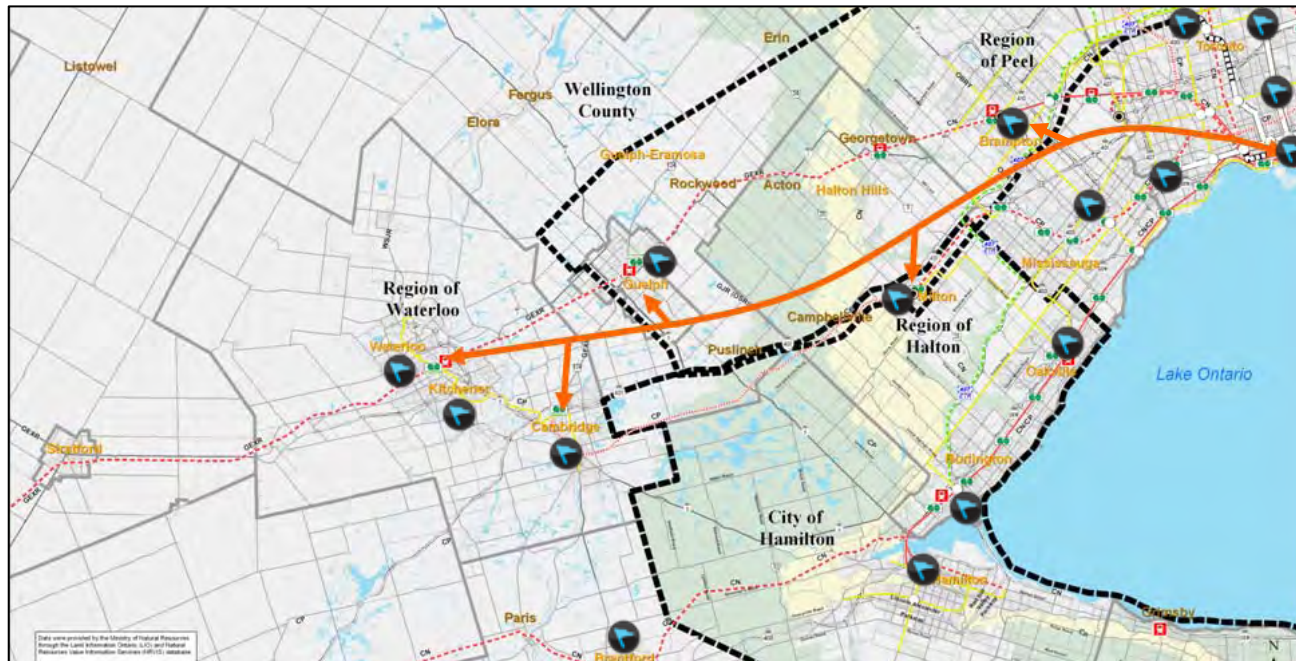
- New / expanded transit connections west of Pearson airport
 - Enhanced transit system servicing areas west of Pearson airport and providing connection to the airport
- New inter-regional transit links between western Urban Growth Centres
 - Potential exists for a “Western Web” transit system utilizing existing rail lines
- Explore revisions to municipal DC policies to support local transit
- Support freight rail and marine goods movement initiatives



GTA West

Add / Expand Non-Road Infrastructure

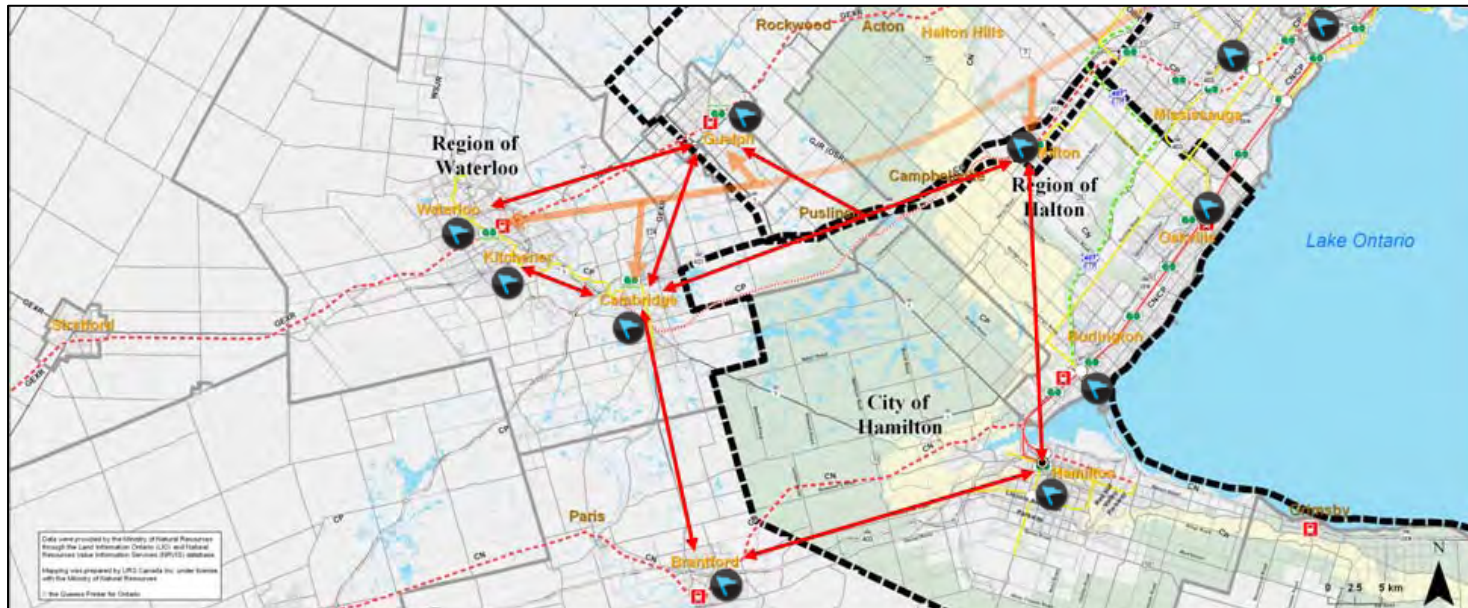
- 1st Principle – Inter-regional Links to Toronto:
 - Enhance “spine” network by connecting UGCs to Toronto
 - Current initiatives:
 - Proposed GO Georgetown Line expansion: Georgetown → Acton → Guelph → Breslau → Kitchener
 - Potential GO Milton Line expansion: Milton → Campbellville → Puslinch → Cambridge
 - Future initiatives: GO 2020 – future potential service extension to Brantford





Add / Expand Non-Road Infrastructure

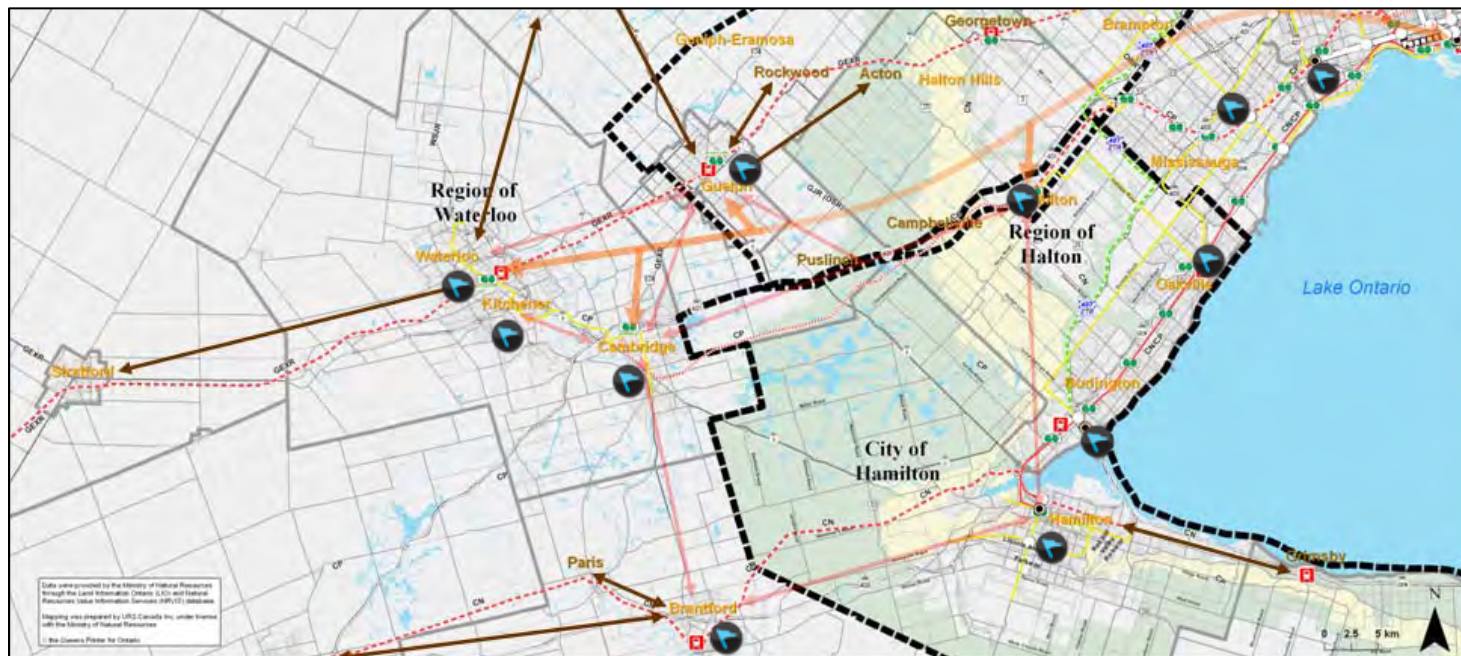
- 2nd Principle – Linking UGCs
 - Develop “web” network by connecting western UGCs to one another
 - Current initiatives:
 - Proposed Waterloo LRT: Rapid transit linking Waterloo, Kitchener, and Cambridge (initially BRT in Cambridge)
 - Potential improvements to the Cambridge to Brantford corridor could present opportunity for rapid transit
 - Future initiatives: potential inter-regional transit connecting UGCs (Inter-Regional Transit Feasibility Study)





Add / Expand Non-Road Infrastructure

- 3rd Principle – UGCs as Gateways
 - Identify rural areas that warrant transit connections and link to “spine” network through UGCs for access to Toronto
 - Current initiatives:
 - GO bus stop in Aberfoyle (in Puslinch)
 - GO rail expansions would service Acton, Breslau, Campbellville, Puslinch
 - GRT bus route to St. Jacobs and Elmira
 - Future initiatives: MTO initiating further area studies with focus on transit



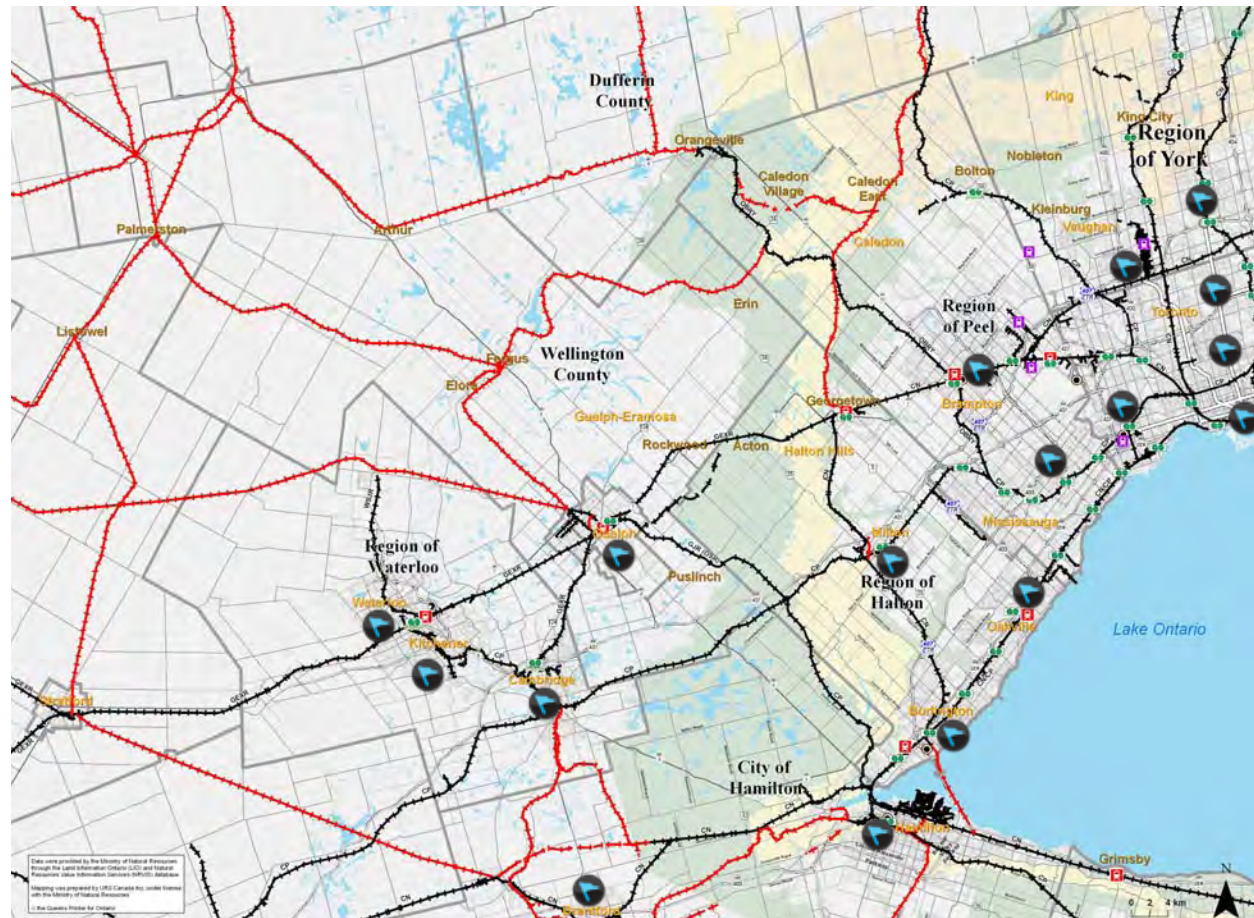


GTA West

Add / Expand Non-Road Infrastructure

Rail Network:

- Several existing and abandoned rail corridors exist beyond study area
- Potential to implement commuter rail transit on existing tracks or on reconstituted abandoned tracks





GTA W_{est}

Add / Expand Non-Road Infrastructure

Support Freight Rail

Current Condition

- Numerous conflicts:
 - passenger rail and freight rail services
 - at-grade road/rail crossings

How can it be improved?

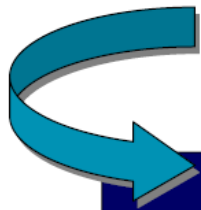
- Removal of constraints to improve freight and passenger rail operations and increase utilization
- Coordinate with CN Rail, CP Rail and Metrolinx to identify conflict points
- Support potential future initiatives to remove freight rail/passenger rail conflicts
- Provide grade separations at road/rail crossings
- Support Ontario-Quebec Continental Gateway strategy





TRANSPORTATION DEVELOPMENT STRATEGY

- Optimize Existing Networks
- Add / Expand Non-Road Infrastructure



MTO is committed to making better use of existing transportation infrastructure and encouraging a "transit first" investment strategy.



~ GROUP #3 & GROUP #4 ANALYSIS STREAMS~

Transportation Analysis
Triple Bottom Line (Environment, Economy, Community)
Cost / Constructability



GTA West

Widen / Improve Roads & New Transportation Corridors

- Analysis has been divided into the following 'work streams':

- Environment
- Community
- Economy
- Transportation

Triple Bottom Line



Transportation Analysis - Approach

- Key steps in undertaking the transportation analysis included:
 - Update land use assumptions based on recent municipal updates
 - Used most recent update of the GGH model to provide an improved representation of future travel characteristics
 - Analyze future travel demands & deficiencies for Base Case
 - Base Case includes:
 - MTO planned improvements (5 Year Program)
 - Municipal improvements identified in Transportation Master Plans
 - RTP/GO 2020
 - Incorporate auto and truck trip reductions from Group #1 and Group #2 initiatives
 - Develop Group #3 and Group #4 alternatives based on addressing Base Case lane deficiencies
 - Model combinations of NGTA & GTA West Group 3/4 alternatives



Economic Analysis – Approach

- **TREDIS – Transportation Economic Development Impact System**
 - Models the incremental impact of increased transportation capacity on different sectors of the economy, as well as transportation benefits to consumers/companies
 - Transportation benefit: Time savings, incident reductions, reliability
 - Economic Impact: Jobs, Output
 - TREDIS is driven by the transportation modelling – quantifies the economic impact based on the performance of each alternative in the transportation modelling
- **Qualitative assessment:**
 - Support for employment and economic growth patterns
 - How well do options serve economic growth areas
 - How well do they fit with local economic development strategies



Environment and Community – Approach

- Factors and criteria based on approved EA ToR
- Assessment considered potential impacts to:

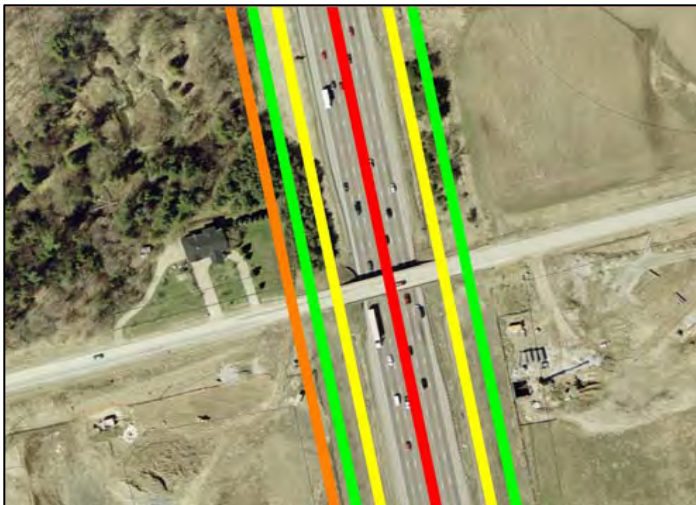
Natural Environment	Socio-Economic	Cultural Environment
▪ Fish and Fish Habitat	▪ Land Use Planning Policies	▪ Built Heritage
▪ Terrestrial Ecosystems	▪ Land Use / Community	▪ Archaeology
• Groundwater	▪ Noise	▪ Cultural Heritage Landscapes
▪ Surface Water	▪ Air	
• Designated Areas	▪ Land Use / Resources	
	▪ Municipal Services (Utilities)	
	▪ Contaminated Property	



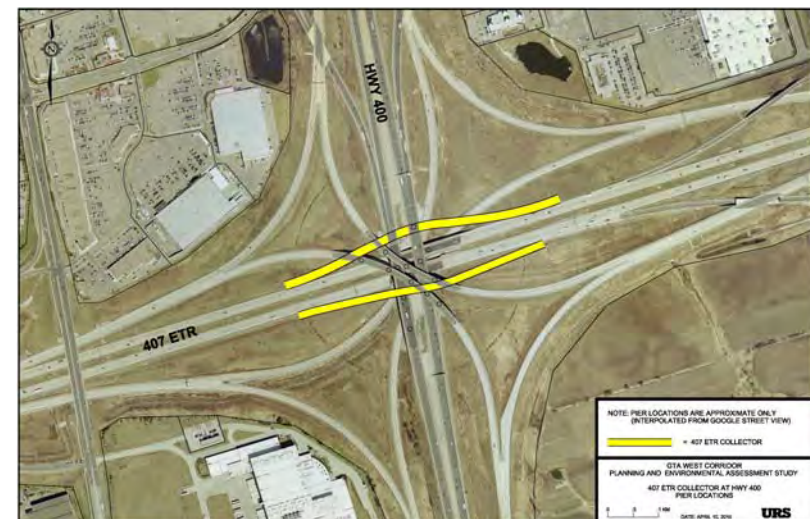
Environment and Community – Approach

- Highway widening impacts have been assessed at a broad level:
 - Translating lane requirements from the transportation analysis to typical widening cross sections, interchange reconfigurations, etc.
 - Developing combined GIS footprint based on typical cross-sections and interchange footprints

Typical Widening Footprint



Typical Interchange Footprint





Environment and Community – Approach

- Additional constructability/costing completed for the following ‘special areas’:
 - Highway 407ETR/400 interchange
 - Highway 407ETR/427 interchange
 - Highway 407ETR/410 interchange
 - Highway 407ETR/401/Proposed BATS Corridor interchange
 - Proposed Highway 407 Transitway
- For the new corridor alternatives (Group #4):
 - Impacts associated with widening were assessed based on similar methodology
 - Impacts for new corridors were assessed based on potential to impact significant environmental and community features
 - Exact location of new corridor is not known
 - Specific impacts would be identified during next phase - if new corridor is recommended



Cost Analysis – Approach

- High level cost estimates for Group #3 and Group #4 alternatives were developed based on:
 - Applying unit costs derived from secondary sources for:
 - typical highway widening cross-sections
 - new interchanges
 - interchange reconfigurations
 - new structures
 - structure widenings
 - structure replacements
 - Developing specific cost estimates for each special area

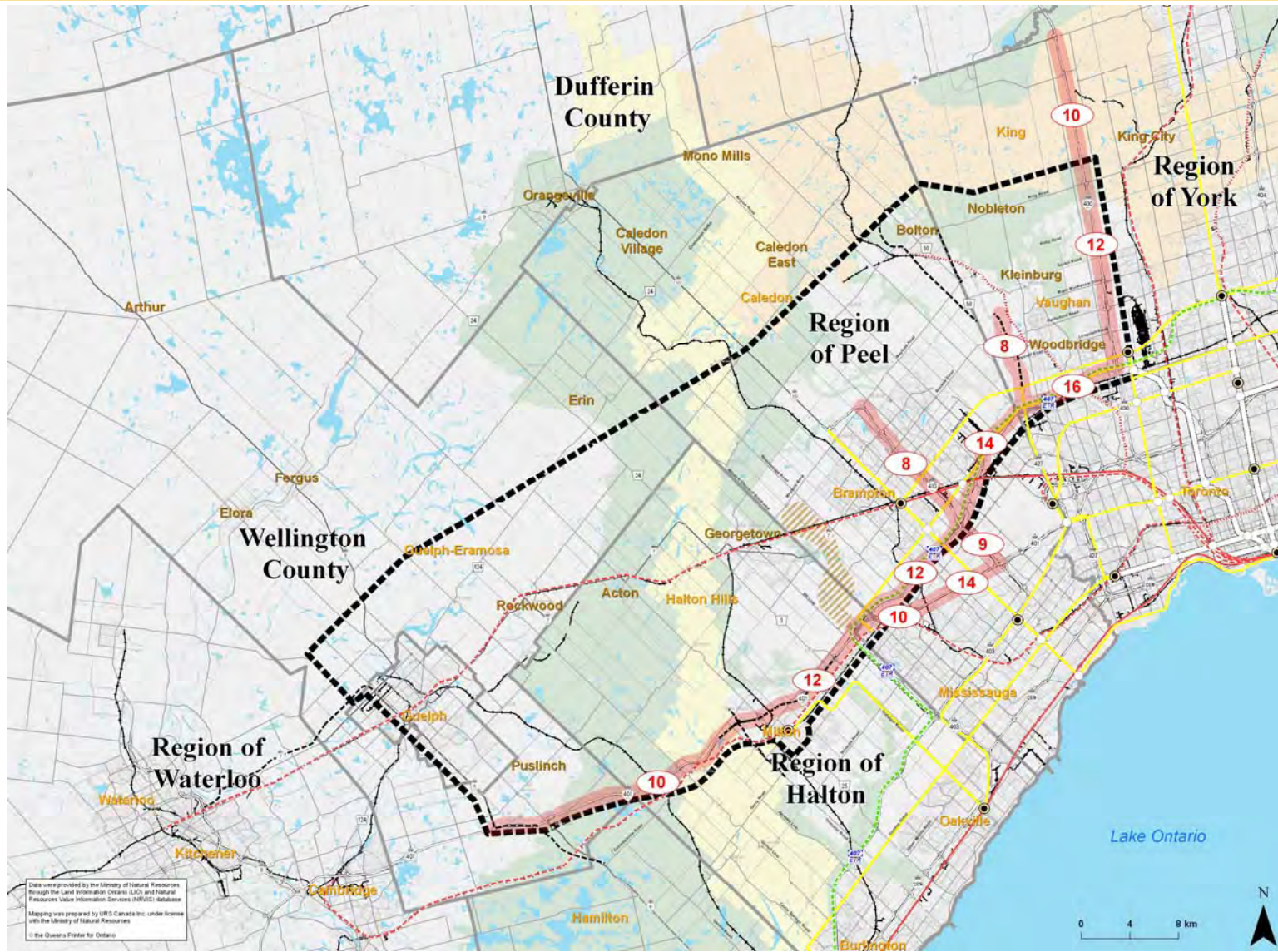


GTA West

Group 3 and Group 4 – Road Alternatives



GTA West Group #3



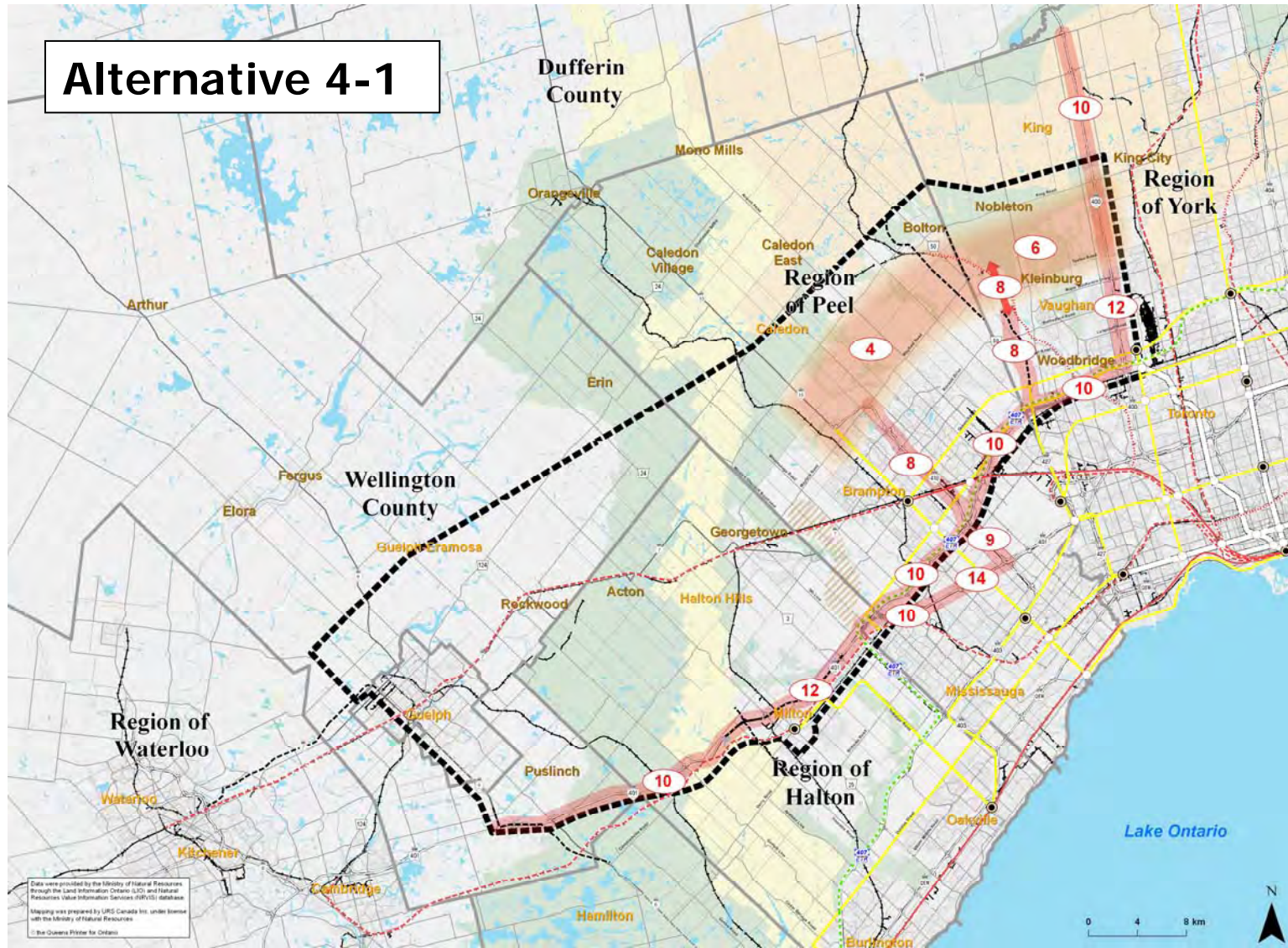
Legend

- 12 Ultimate Number of Lanes
- Potential transportation corridor under study
- Planned Projects
- Anchor Hub
- Gateway Hub
- BRT on Controlled-Access Expressway
- Other Rapid Transit
- Regional Rail (peak)
- Regional Rail (full-day, two-way)
- Express Rail
- Subway
- Utility Line
- Existing Rail Line
- Niagara Escarpment Planning Area
- Oak Ridge Moraine
- Greenbelt Planning Area
- GTA-W Preliminary Study Area
- Municipal Boundaries



GTA West Group #4

Alternative 4-1



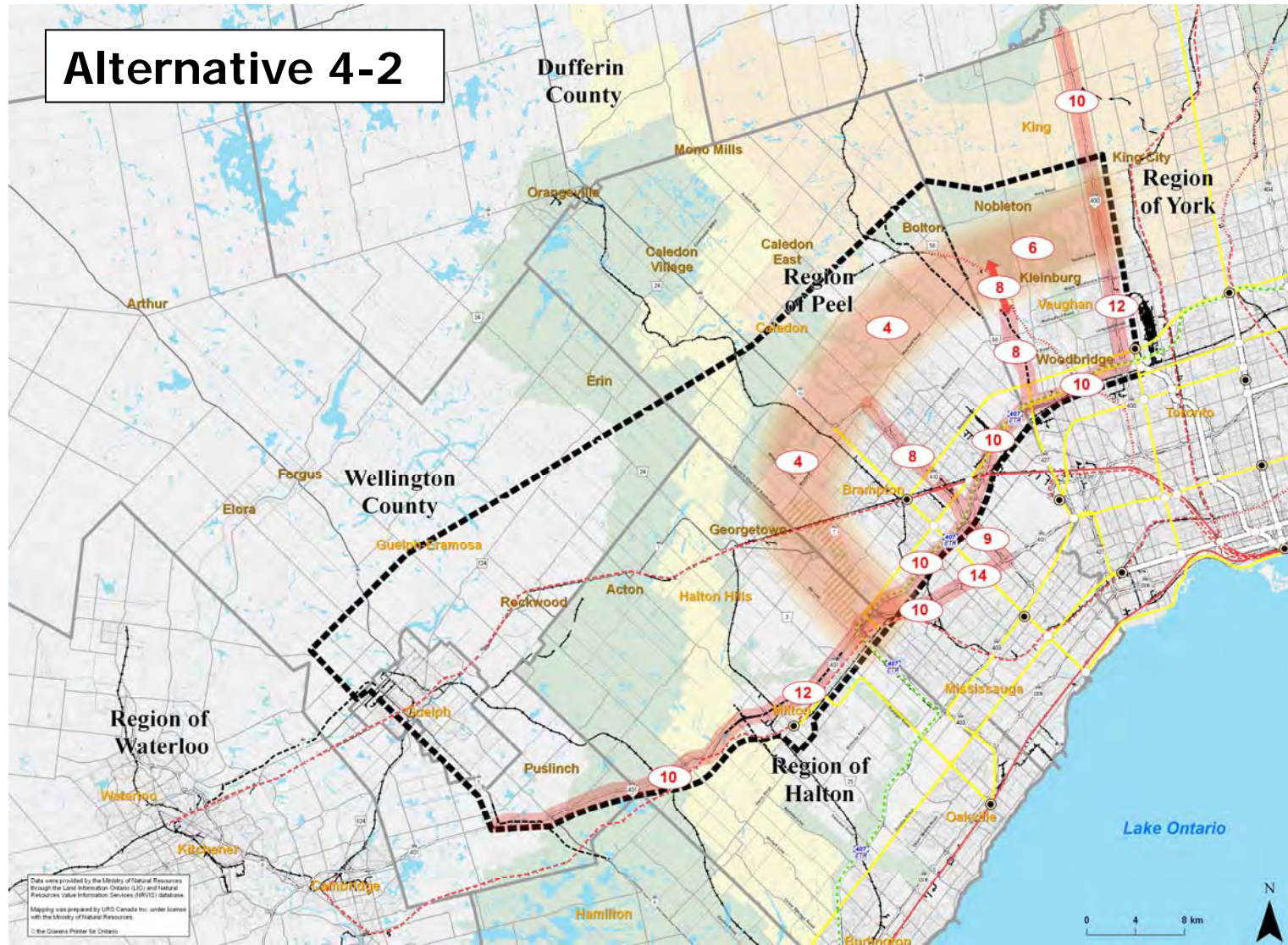
Legend

- New Transportation Corridor (approximate location)
- Ultimate Number of Lanes
- Potential transportation corridor under study
- Planned Projects
- Anchor Hub
- Gateway Hub
- BRT on Controlled-Access Expressway
- Other Rapid Transit
- Regional Rail (peak)
- Regional Rail (full-day, two-way)
- Express Rail
- Subway
- Utility Line
- Existing Rail Line
- Niagara Escarpment Planning Area
- Oak Ridge Moraine
- Greenbelt Planning Area
- GTA-W Preliminary Study Area
- Municipal Boundaries



GTA West Group #4

Alternative 4-2



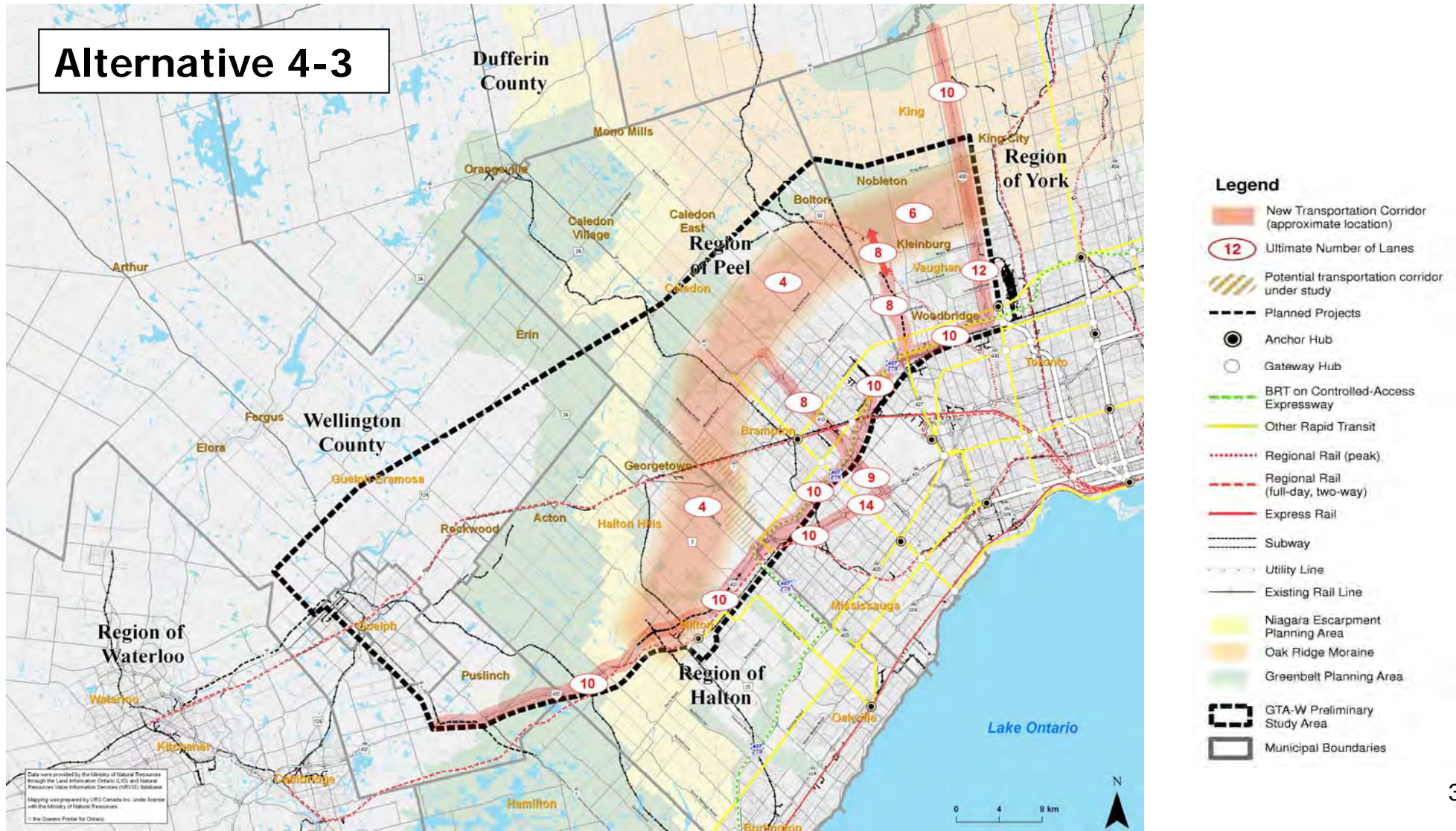
Legend

- New Transportation Corridor (approximate location)
- 12 Ultimate Number of Lanes
- Potential transportation corridor under study
- Planned Projects
- Anchor Hub
- Gateway Hub
- BRT on Controlled-Access Expressway
- Other Rapid Transit
- Regional Rail (peak)
- Regional Rail (full-day, two-way)
- Express Rail
- Subway
- Utility Line
- Existing Rail Line
- Niagara Escarpment Planning Area
- Oak Ridge Moraine
- Greenbelt Planning Area
- GTA-W Preliminary Study Area
- Municipal Boundaries



GTA West Group #4

Alternative 4-3

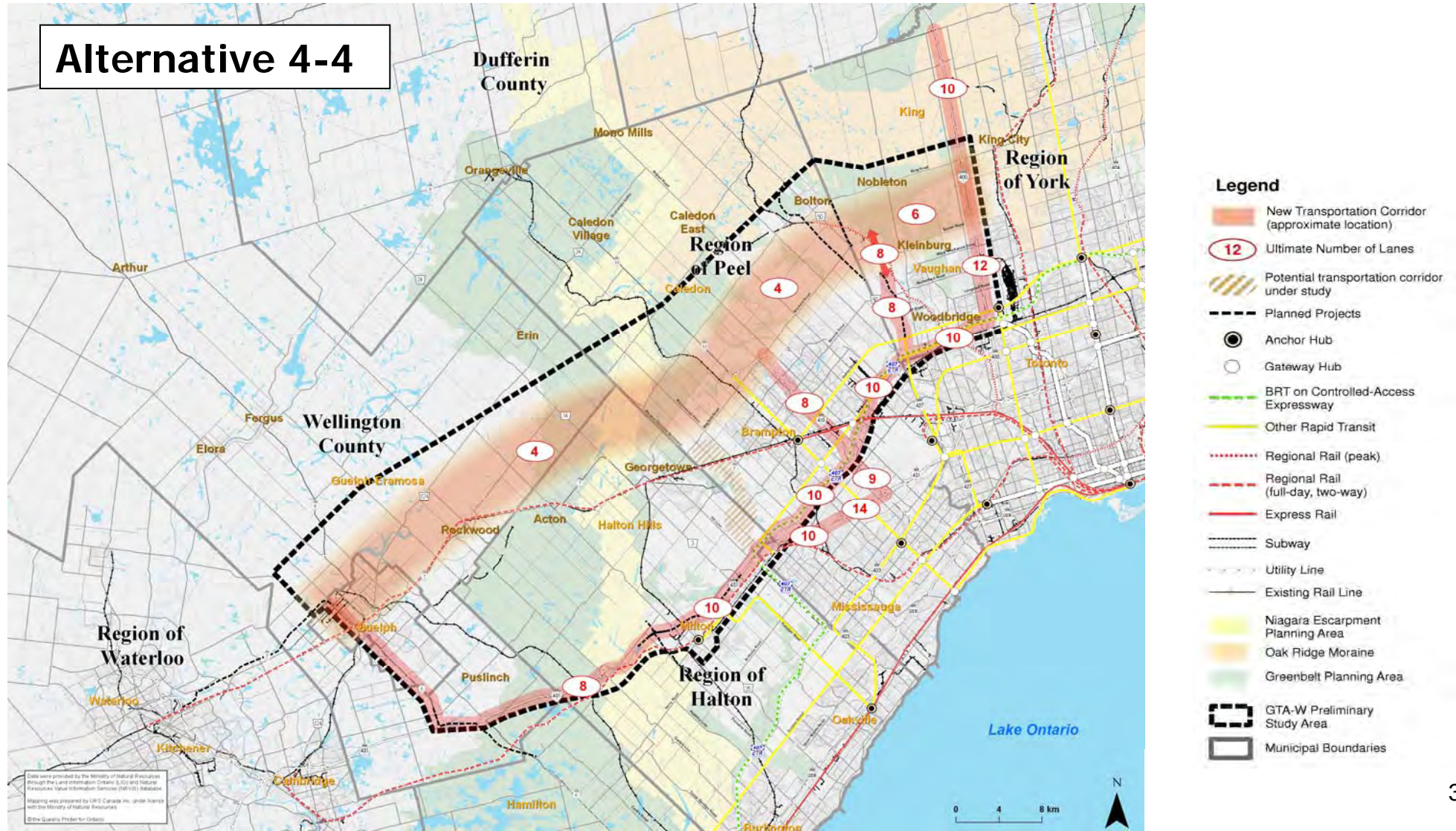




GTA West

GTA West Group #4

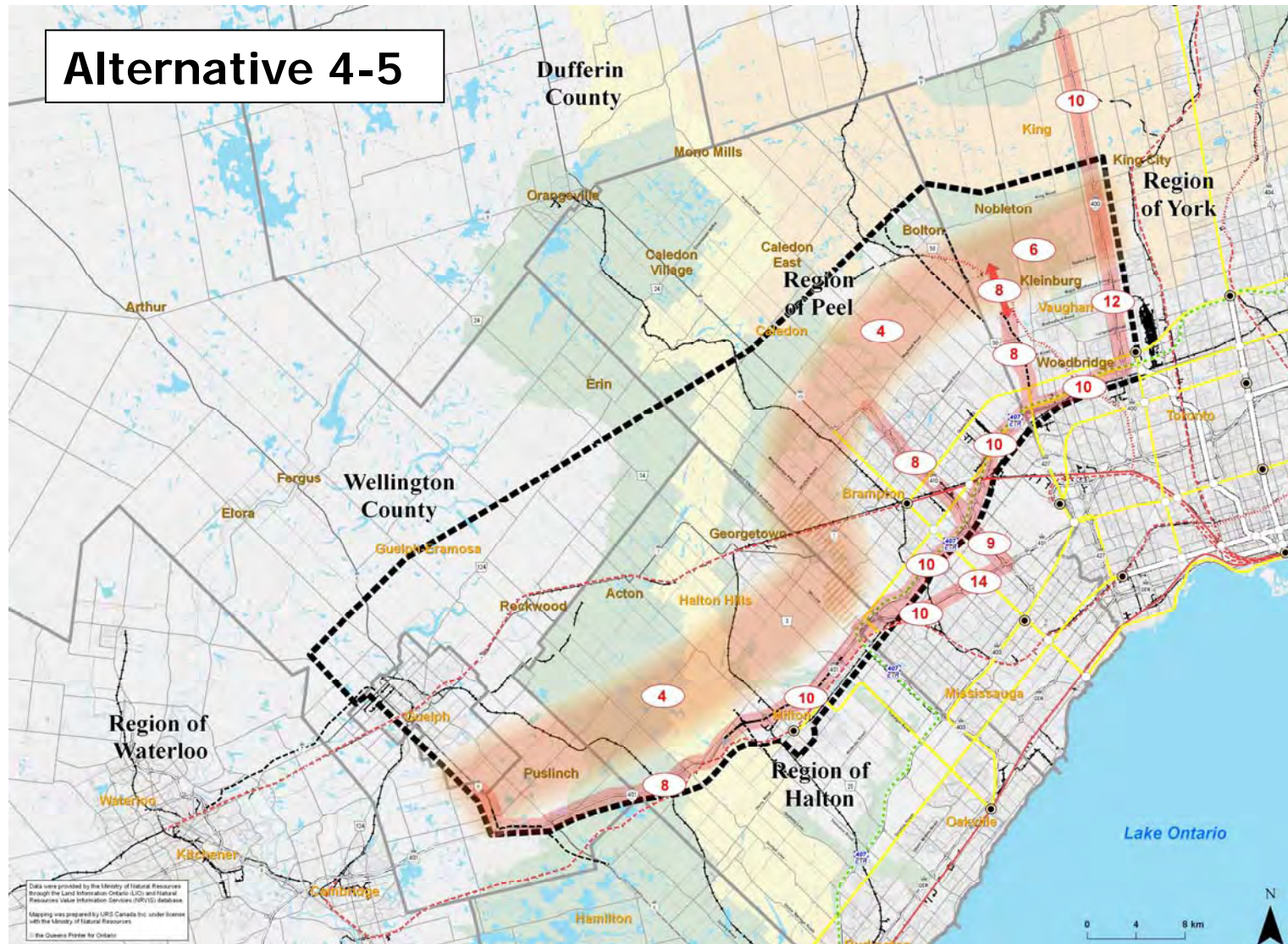
Alternative 4-4





GTA West Group #4

Alternative 4-5



Legend

- New Transportation Corridor (approximate location)
- 12 Ultimate Number of Lanes
- Potential transportation corridor under study
- Planned Projects
- Anchor Hub
- Gateway Hub
- BRT on Controlled-Access Expressway
- Other Rapid Transit
- Regional Rail (peak)
- Regional Rail (full-day, two-way)
- Express Rail
- Subway
- Utility Line
- Existing Rail Line
- Niagara Escarpment Planning Area
- Oak Ridge Moraine
- Greenbelt Planning Area
- GTA-W Preliminary Study Area
- Municipal Boundaries



GTA W_{est}

Road Alternatives and Related Assessment Findings



Transportation Analysis – Findings

- Key findings:
 - Addition of highway capacity in Group #3 and Group #4 will only attract the equivalent of one arterial lane of new auto trips away from transit through Peel Region
 - Minimal change at Wellington and Waterloo boundaries
 - Overall PM Peak **trip containment** and **transit mode split** are not significantly affected – inter-regional commuter trips are a small component of total trips in each municipality
 - Region of Peel 16% Transit Mode Share – reduces to 15% with Group 4 alternatives
 - Region of Halton 11% Transit Mode Share – reduces to 10% with Group 3 and 4 Alternatives



Sensitivity Test – New Corridor as a “Truck Only” Facility

- Tested NGTA Alt 4-3 (connection to 401 West of Milton) in combination with GTAW Alt 4-3 (Connection to 401 West of Milton)
- **For GTA West Study Area –**
 - Increased truck demand on new corridor by 400%
 - Truck volumes range from 1,600 veh/hr/dir to west of Brampton to over 2,200 veh/hr per direction between Highway 427 and 400
 - Equivalent of 3,200 to 4,000 passenger cars per hour (equivalent to 2 Freeway lanes per direction)
 - Most trucks are to/from Hwy 400 (via north), industrial areas via Hwy 400 south, Hwy 427, and Airport Road
 - More analysis required to assess the impact to compare to other alternative

Segment	PM PK Hr Truck Vol (car equivalent)	
	EB	WB
Hwy 401 (W. of Milton) to HP BATS	1660 (3320)	1580 (3160)
HP BATS to Hwy 410	1765 (3530)	1984 (3968)
Hwy 410 to Hwy 427	1700 (3400)	1875 (3750)
Hwy 427 to Hwy 400	2214 (4428)	1690 (3380)



Transportation Analysis – Findings

- Key findings:
 - Overall transportation evaluation also considers other benefits such as
 - Support for inter-regional transit and degree of modal integration
 - Support for goods movement
 - Connectivity between population and employment centres
 - Support for tourism
 - Corridor Alternatives 4-3, 4-4, 4-5 address future capacity needs and provide highest overall transportation benefits
 - Corridor Alternative 4-1 addresses future capacity needs but is too limited in scope to provide significant benefits
 - Widening Alternative (3-1) addresses future capacity needs but does not provide improved network connectivity, significant delay savings, support for transit / tourism, or modal integration benefits
 - Corridor Alternative 4-2 addresses future capacity needs and provides moderate overall transportation benefits

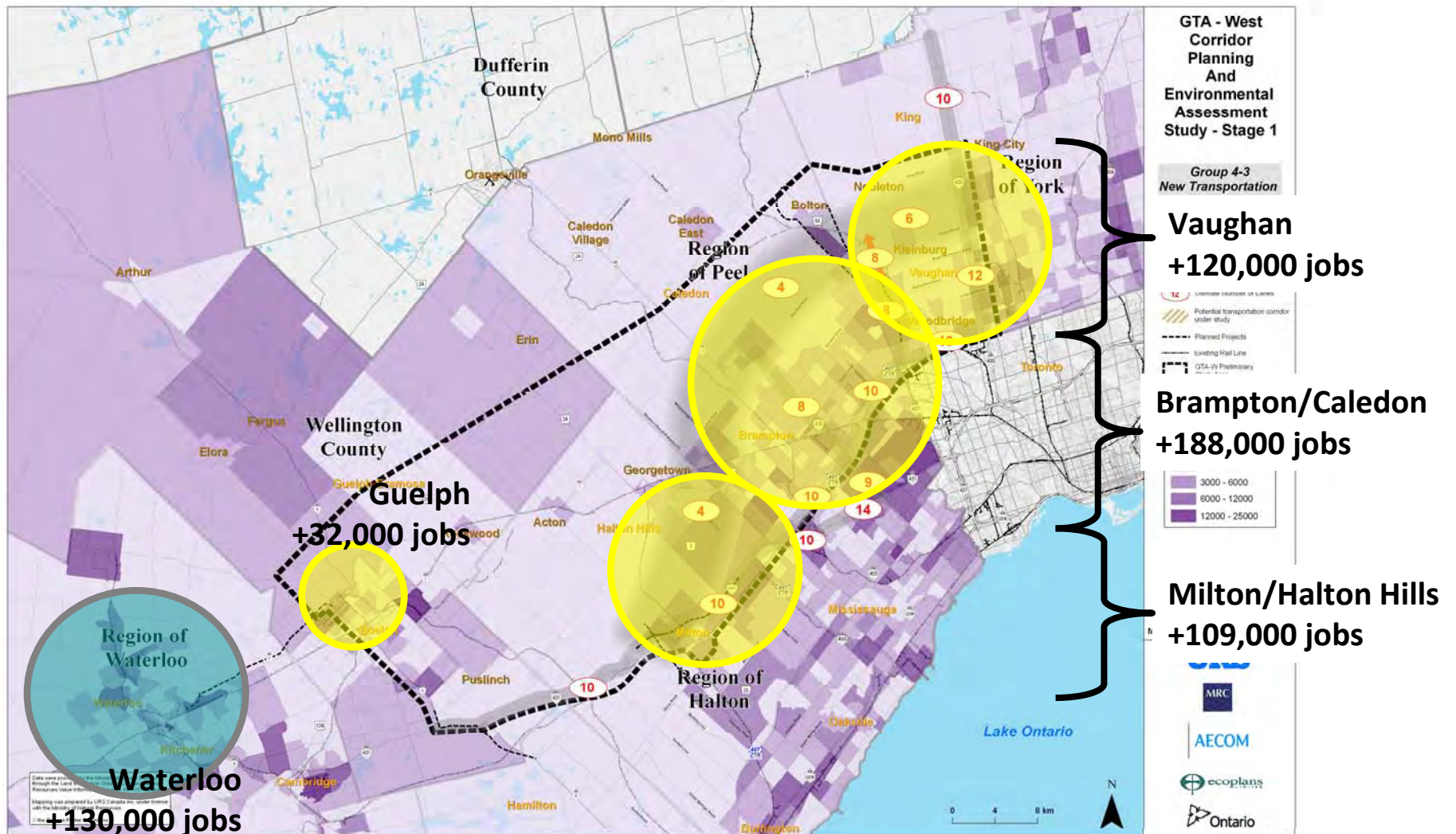


Transportation Analysis – Key Outcomes

- Assessment carried out to date suggests that:
 - Group 4 alternatives (other than 4-1) outperform Group 3 in terms of traffic operations, commuter travel and people movement.
 - Alt 4-1 too limited in scope to perform well in any category
 - Group 4 alternatives perform better for most people movement criteria
 - Provide network redundancy and route/network flexibility
 - Result in lowest amount of inter-regional traffic on local roads
 - Provide better modal integration, balance and choice for movement of people and goods movement (i.e. between communities, transit hubs, terminals and employments centres)
 - Group 4 alternatives (except 4-1) provide good linkages to population and employment centres
 - Alternative 3-1 and Alternatives 4-2 to 4-5 provide similar improvements in auto and transit travel times between Urban Growth Centres
 - Alternative 3-1, however, would not provide a higher order linkage between Urban Growth Centres
 - Alternative 4-3, 4-4 and 4-5 performed well in all factor/criteria areas

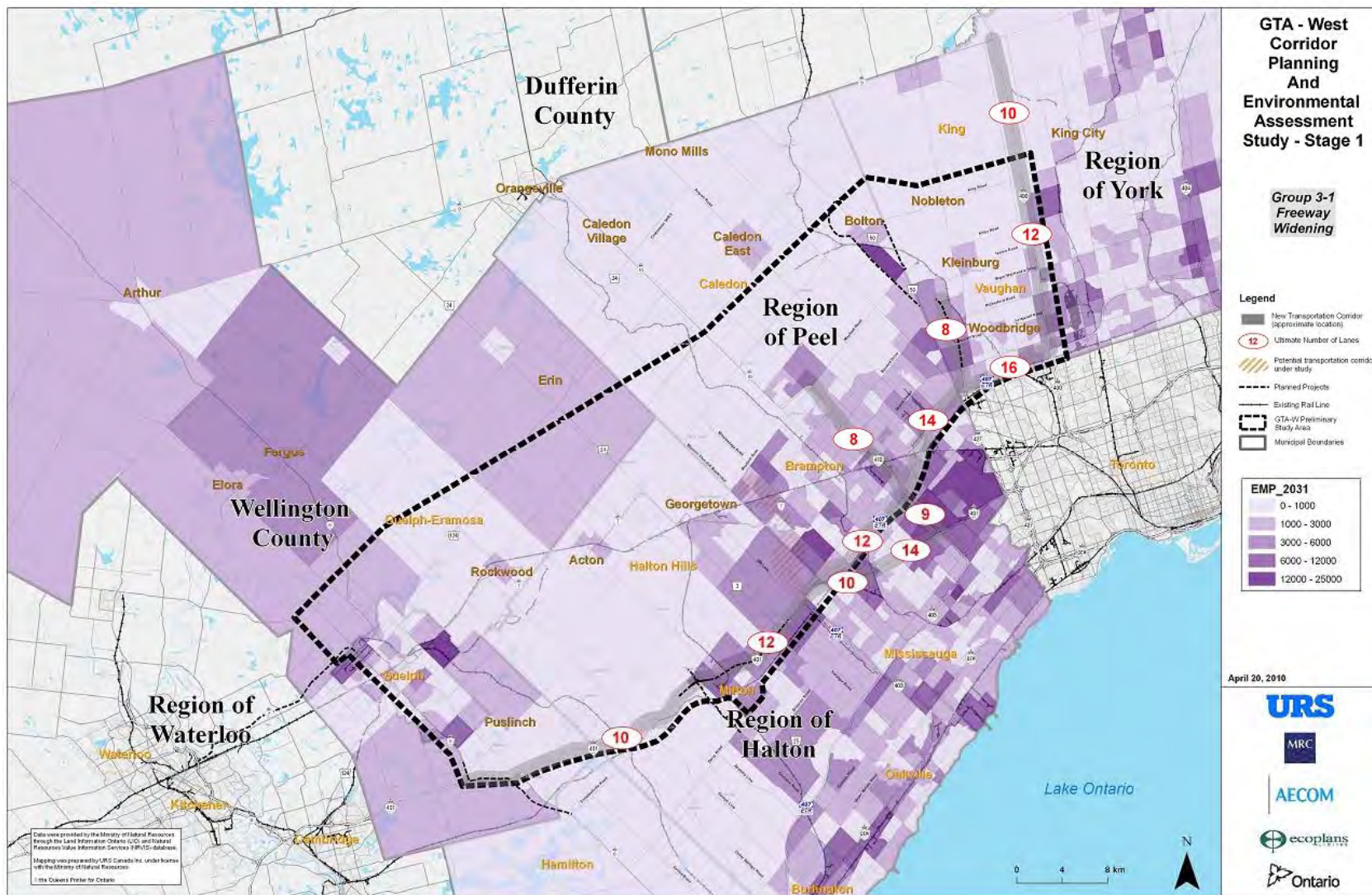


Economic Analysis - Alternative 4-3



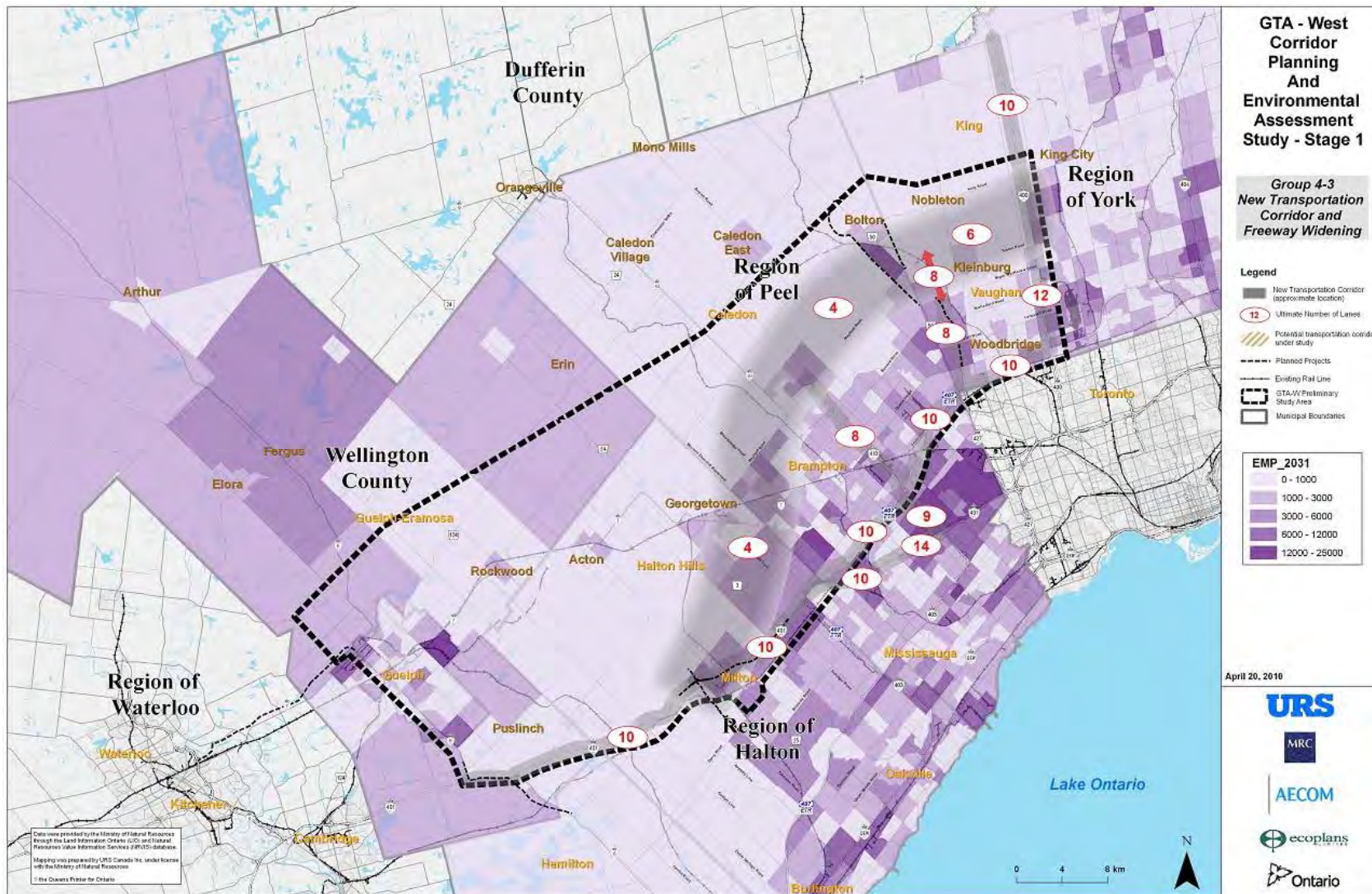


Alternative 3-1





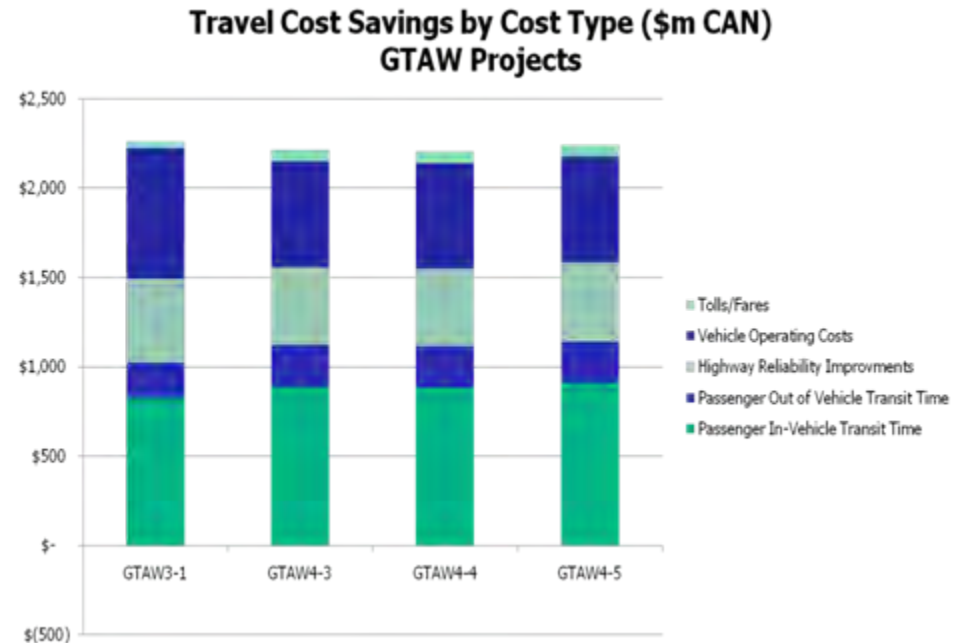
Alternative 4-3





Economic Analysis – Impact Assessment

- An economic benefits analysis was completed to explore:
 - Travel cost savings
 - Long-term economic benefits (jobs and GDP)
- The results demonstrated that all alternatives resulted in similar savings and similar benefits
- Alternative 3-1 produced slightly greater benefits



Sources: Travel demand characteristics of alternatives. Preliminary calculations by EDR Group through Transportation Economic Impact System (TREDIS). Benefit above includes savings of personal time and is not limited to economic impacts.



Economic Analysis – Impact Assessment

Total Economic Impacts in Greater Golden Horseshoe

Alternative	Jobs in GGH	GDP (\$mil) in GGH
GTAW 3-1	12,500	\$1,068
GTAW 4-3	11,700	\$996
GTAW 4-4	11,600	\$990
GTAW 4-5	11,800	\$1,001

Jobs rounded to the nearest 100, GDP in millions \$CDN

Sources: Travel demand characteristics, employment by place of work. Preliminary calculations by EDR Group through Transportation Economic Impact System (TREDIS).



Economic Analysis – Findings

- Group 4 connections among major employment nodes allows for circumferential travel of workers and goods – supports supply chains
 - Transit opportunity for circumferential travel increases labour market mobility to major employment centres, but widenings produce this as well/better
- Widenings serve most growth areas well (if 427 and 410 are extended and Brampton North-South corridor implemented – very well)
- Argument for connection to Guelph does not seem strong from an economic development perspective - stronger from a commuter perspective
- Considerable benefit to Kitchener/Waterloo Region from all alternatives
- Connection to Milton/Halton Hills is important; nature of employment growth is highly dependent on freeway access and capacity, much greater amount of growth
- Economic impact modelling shows strongest output and jobs benefits:
 - To manufacturing sectors, no significant difference among options
 - To distribution/logistics sectors, 3-1 is strongest, followed by 4-3
 - To business/professional services, public sector – 3-1 is strongest, others equal
- New corridors create redundancy, but difficult to quantify value



Economic Analysis – Summary

- Economic Impact:
 - No significant advantage between Group 3 and Group 4 in transportation economic benefits
 - Group 3-1 provides strongest economic impact benefits, but not by much
- Economic Development and Growth Patterns
 - GTAW is the distribution hub of Canada – heavy dependence on timely movement of goods
 - Group 3-1 serves most employment areas well; falls short of some growth areas and does not support circumferential supply chain and distribution relationships
 - Group 4-3 best conforms to growth patterns and provides service to economic growth areas that are most dependent on road network
- Overall
 - Group 4-3 strongest in terms of supporting economic growth patterns; however 3-1 provides stronger economic benefits to some industries



Environment and Community – Approach

- Factors and criteria based on approved EA Terms of Reference
- Assessment considered potential impacts to:

Natural Environment	Socio-Economic	Cultural Environment
▪ Fish and Fish Habitat	▪ Land Use Planning Policies	▪ Built Heritage
▪ Terrestrial Ecosystems	▪ Land Use / Community	▪ Archaeology
• Groundwater	▪ Noise	▪ Cultural Heritage Landscapes
▪ Surface Water	▪ Air	
• Designated Areas	▪ Land Use / Resources	
	▪ Municipal Services (Utilities)	
	▪ Contaminated Property	



Natural Environmental

- New Escarpment crossings and Greenbelt impacts

Group 4 - New Corridor Sections	4-1	4-2	4-3	4-4	4-5
# of New Escarpment Crossings	0	0	0	1	1
Highway Length through Greenbelt (km)	15	19	21	25	31
Approximate Length of New Corridor (km)	27	47	53	72	76

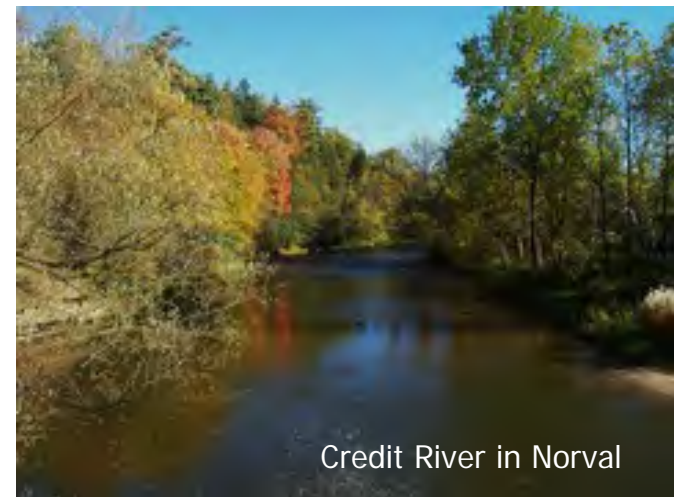
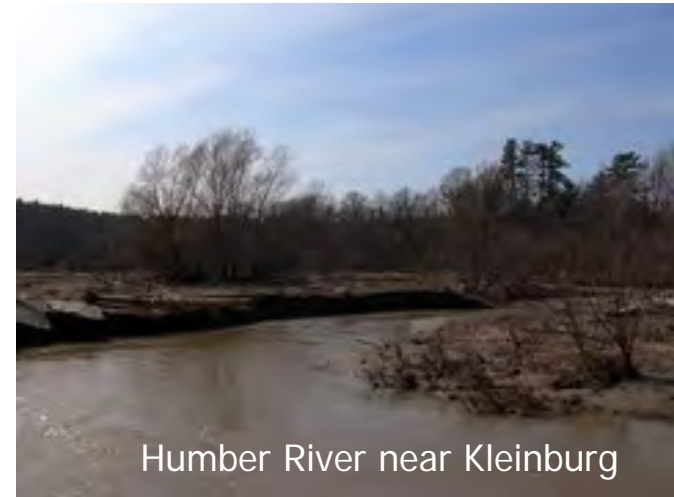
- Sensitive and Significant Features

Group 4 - New Corridor Sections	4-1	4-2	4-3	4-4	4-5
Watercourses	48	93	103	113	118
Evaluated Wetland Complexes	2	7	8	13	15
Designated Features (ESAs, ANSIs, etc.)	4	7	7	14	15
Wildlife Species at Risk (SAR)	8	8	10	19	20
Significant Woodlands (linear distance km)	4	10	13	23	24



Natural Environment

- Group 3-1 has the least amount of impact to natural environment
- All Group 4 alternatives cross Humber River and associated valley, trails, wildlife corridors - impacts of the new crossing can be mitigated through route selection and design
- Group 4-1, 4-2 and 4-3 alternatives have moderate impacts - some can be mitigated through route selection and design





GTA West

Natural Environment

- Groups 4-4 and 4-5 have long sections through the Greenbelt, across the Niagara Escarpment and in rural areas where some sensitive features cannot be avoided because of their size.
- These alternatives have a high potential to impact the natural environment.



Rockwood Conservation Area

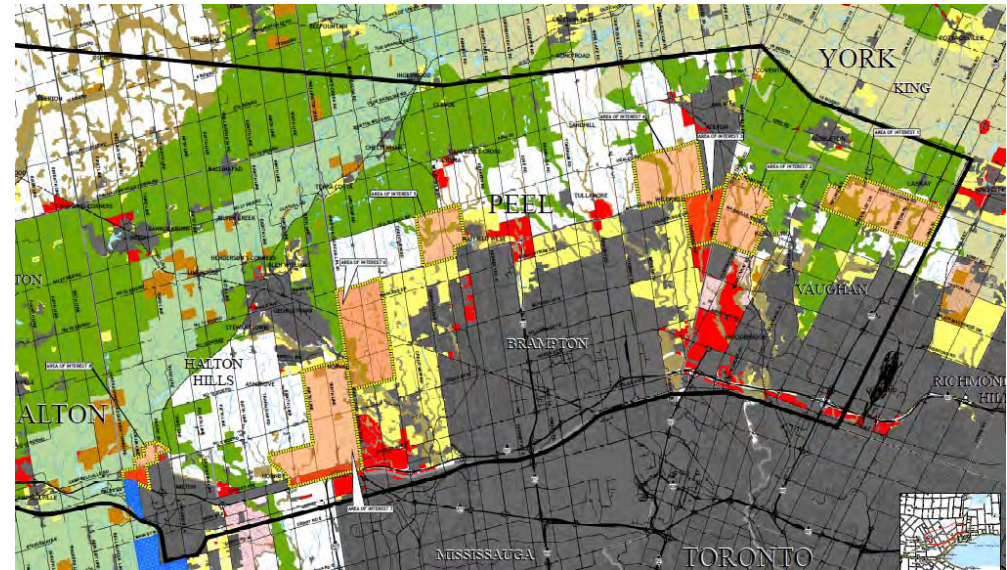


Wolf Lake at
Terra Cotta Conservation Area



Land Use/Social Environment

- Group 3-1 does not provide sufficient support for municipal land use plans and future growth
- Group 3-1 impacts:
 - 43 agricultural properties
 - 23 residential properties
 - 22 industrial properties
 - 20 commercial properties
- Group 3-1 also has significant impacts to municipal infrastructure at Highway 407, east of Highway 427



Groups 4-1, 4-2 and 4-3 alternatives address growth and land use pressures in York, Peel and Halton Regions and are more compatible with municipal planning goals.

Group 4 impacts to residential properties and community features are fewer and can be minimized through the route selection process.



Agriculture

- Impacts to agriculture can be measured through:
 - loss of Class 1 soils
 - potential to fragment large farming operations
- Loss of Class 1 Soils (Linear distance in km)



Group 4 – New Corridor Sections	4-1	4-2	4-3	4-4	4-5
Class 1 Soils (km)	17	27	32	35	26

- Groups 4-4 and 4-5 impact agricultural land uses through the Greenbelt in north Halton and Wellington County and have a higher potential to fragment farming operations, particularly 4-4



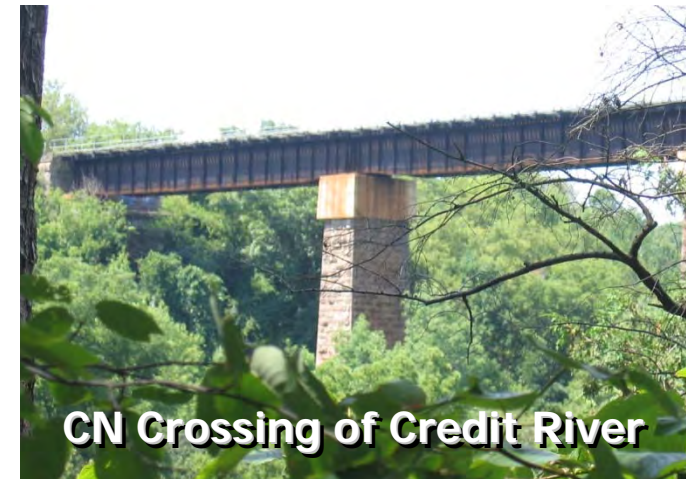
Air Quality and GHG's

- Overall, the alternatives are relatively similar
- Alternative 3-1 has slightly lower overall network emissions of both air pollutants and GHG's than the Group 4 alternatives
- Alternative 3-1 has higher traffic volumes on Highways 401, 407 and 400 with potential for increased local air quality impacts
- New corridor sections west of Highway 410 will have no noticeable effect on local air quality in surrounding areas. Minor impacts could occur east of Highway 410, depending on where the route is located.
- The Group 4 alternatives have slightly reduced traffic volumes (compared to Alternative 3-1) on Highways 407 and 400 (potential for slightly reduced local air quality impact), with slightly more volume on Highway 401 (potential for slightly increased local air quality impact)



Cultural Environment

- Includes built heritage features, cultural landscape and archaeological resources
- Group 3-1 - limited potential to impact cultural environment because most areas are previously disturbed either through highway construction or urbanization
- Group 4 alternatives - increased potential to impact cultural environment
- Longest new corridors (Groups 4-4 and 4-5) - have highest potential to impact cultural environment



CN Crossing of Credit River

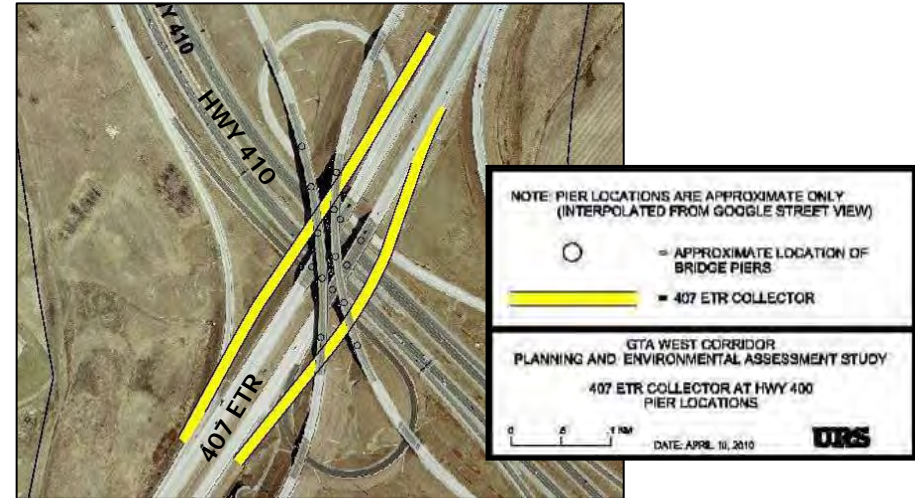
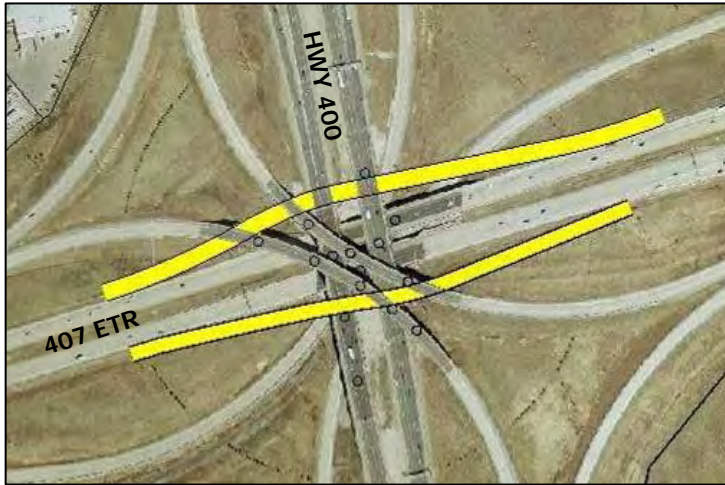


Highway 10 South of Claude



Constructability Analysis – Special Areas

407 ETR Connections with Existing Highways 400, 427, 410 and 401



There may be difficulty in widening the 407ETR through these interchanges due to the complex layout of ramps and structures (including bridge piers). The yellow lines illustrate the difficulty in adding additional collector lanes in each direction. The circles show the approximate locations of the existing piers. Horizontal and vertical alignment of collector lanes will be constrained by existing bridge piers.

The freeway-to-freeway interchanges may need to be rebuilt to accommodate a core/collector system.

Key challenges:

- Difficulty in construction staging / constructability (detour)
- Impacts during construction
- Impacts to adjacent roadway

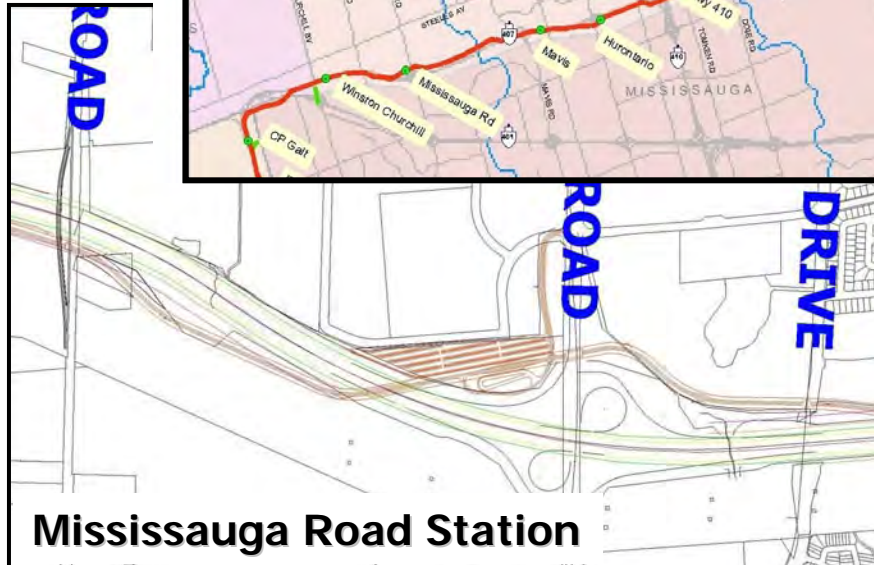


GTA West

Constructability Analysis – Special Areas

HIGHWAY 407 TRANSITWAY:

Widening of 407 ETR beyond 10 lanes (to a core/collector system) has the potential to diminish the viability of implementing the 407 Transitway



Mississauga Road Station



Pine Valley Drive Station



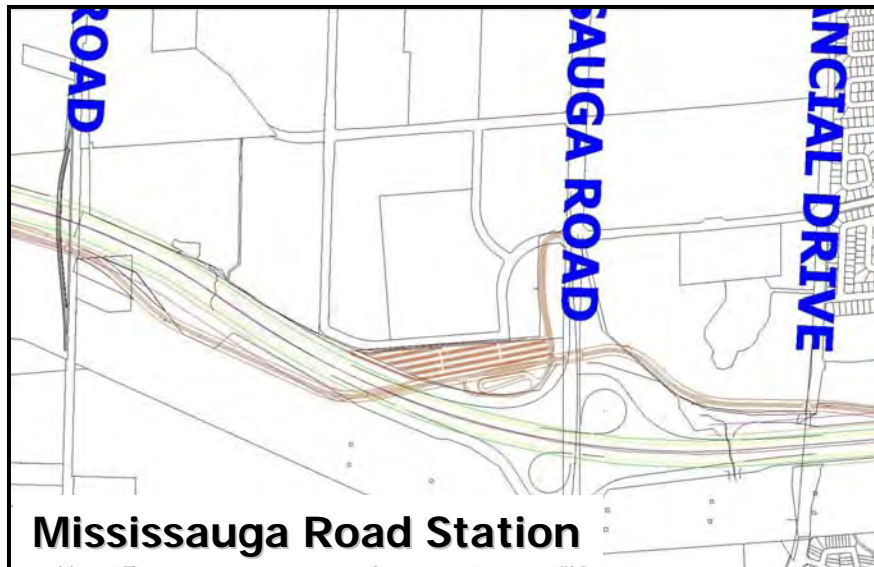
GTA West

Constructability Analysis – Special Areas

HIGHWAY 407 TRANSITWAY:

Key Issues:

- Group 3-1 Alternative may eliminate some transit stations due to tight property limit and access (e.g. at Mississauga Road, Airport Road, Hwy 50, Pine Valley Drive, Weston Road, Highway 27, etc)
- Constructability of the 407 Transitway bridge crossings 407 ETR (4 locations) questionable
- Supporting Transitway infrastructure including Storm Sewer Management may no longer fit
- Other potential impact to Transitway - vertical profile, ramps and structures, grade separations, adjacent arterial roads, access to the stations and parking areas





Constructability and Cost – Findings

- All alternatives have complex constructability issues:
 - **Alternative 3-1: 407 ETR**
 - Replacement of bridges, and realignment of arterial crossings for new bridge to maintain traffic
 - Existing 8 and 10 lane sections will be severely affected by conversion to core/collector system.
 - Reconstruction of freeway to freeway interchanges
 - Constrained in many locations by urban development for widening beyond 10 lanes
 - Rail bridge crossing may require major detour of rail lines, if feasible
 - **Group 4 alternatives: Highway 401**
 - Widening through the Niagara Escarpment / Greenbelt area west of Milton
- Based on a high level analysis of construction costs, Alternative 3-1 cost is between 2-9% higher than Group 4 alternatives







































Overall Assessment

- The following summarizes the GTA West study team's analysis of the Group #3 and Group #4 alternatives:
 - Alternatives 4-3, 4-4 and 4-5 would all provide adequate capacity to address future transportation needs
 - Alternatives 4-4 and 4-5 offer improved connections to support economic growth in Kitchener/Waterloo and Guelph, however, the additional economic benefits over the other alternatives are marginal
 - Alternatives 4-2 and 4-3 provide very good connections among major employment nodes benefiting goods movement and creating opportunities for new inter-regional transit services
 - New corridor alternatives have more significant environmental and community impacts than widening existing highways, particularly 4-4 and 4-5
 - New corridor alternatives avoid some of the significant constructability issues associated with Alternative 3-1
 - All of the new corridor alternatives together with required widenings have similar construction costs
 - Alternative 3-1 is more costly to construct and would have severe constructability issues, severe negative impact on the 407 Transitway, as well as more impact to community and economy during construction



Overall Assessment

GTA West Preliminary Planning Evaluation of Alternatives OVERALL ASSESSMENT

	Group 3-1	Group 4-1	Group 4-2	Group 4-3	Group 4-4	Group 4-5
Natural						
Land Use/Social (includes Air Quality)						
Cultural						
Economic						
Transportation Performance						
Cost and Constructability						

Most Preferred  →  →  Least / Not Preferred



GTA West Draft TDS Elements

- Build on current initiatives of Metrolinx RTP and GO 2020
- Integrate additional inter-regional transit linking western urban centres
- Optimize use of existing transportation infrastructure through TDM and TSM measures
- Encourage means of shipping goods other than by truck
- Widening of area highways to provide additional capacity including HOV and multi-modal uses
- New transportation corridor from Highway 400 westerly





What's Next

- Develop the draft Transportation Development Strategy
- Various stakeholder meetings in May and June 2010
- PIC #4 in June 2010
 - June 14th, 4:00 to 8:00pm – Caledon, Brampton Fairgrounds
 - June 15th, 4:00 to 8:00pm – Woodbridge, Le Jardin Conference and Events Centre
 - June 16th, 4:00 to 8:00pm – Georgetown, Mold Master Sportsplex
 - June 22nd, 4:00 to 8:00pm – Brampton, Snelgrove Community Centre
 - June 24th, 4:00 to 8:00pm – Guelph, River Run Centre



NOTES OF REGULATORY AGENCY ADVISORY GROUP MEETING #5

PROJECT: GTA West Corridor Environmental Assessment
MEETING NO: Regulatory Agency Advisory Group Meeting #5 (Joint session with NGTA)

FILE NO.: 05-3184

DATE: May 7, 2010 **TIME:** 1:00 p.m.

PLACE: Burlington Holiday Inn, Harvester North Room

PRESENT: **Agencies**
Julia Salvini Metrolinx, Policy and Planning
Karyn McAlpine MAH, Provincial Planning Policy Branch
Dan Delaquis MOE
Bohdan Kowalyk MNR, Aurora District Forester
Mike Kim Ontario Growth Secretariat (*via teleconference*)
Rami Migally Ontario Power Authority
Paul Kerry CPR
Liam Marray Credit Valley Conservation
Sharon Lingertat Toronto and Region Conservation Authority
Michael Baran Niagara Escarpment Commission

MTO
Jin Wang MTO Provincial and Environmental Planning
Frank Pravitz MTO Provincial and Environmental Planning
Heide Garbot MTO Provincial and Environmental Planning
Terry Hilditch MTO Provincial and Environmental Planning

Consultant Joint Venture (CJV)
Tim Sorochinsky URS
Neil Ahmed MRC
Mike Bricks BPE Inc.
Sandy Nairn Ecoplans Limited
Catherine Christiani Ecoplans Limited

Independent Facilitator
Glenn Pothier GLPi

PURPOSE: To present and discuss the proposed elements of the Transportation Development Strategy for Group #1 (Optimize Existing Networks) and Group #2 (New / Expanded Non-Road Infrastructure) as well as the findings of the comparative assessment work undertaken for the Group #3 (Widen / Improve Roads) and Group #4 (New Transportation Corridor) alternatives.

NOTE – this meeting was held in the afternoon as a follow-on from the NGTA RAAG held in the morning with several of the same attendees.

ITEM	PROCEEDINGS:	ACTION BY:
-------------	---------------------	-------------------

1.0	Welcome and Introductions	
------------	----------------------------------	--

1.1	G. Pothier welcomed attendees to the meeting. The project team, presenters and attendees introduced themselves.	
-----	---	--

1.2	G. Pothier outlined the objectives of the meeting: <ol style="list-style-type: none">1. To provide an update on the study's progress;2. To provide an overview of the Group #1 (Optimize Existing Networks) and Group #2 (New / Expanded Non-Road Infrastructure) components of the Draft Transportation Strategy;3. To present the assessment findings and trade-offs associated with the Group #3 (Widen / Improve Roads) and Group #4 (New Transportation Corridor) alternatives; and,4. To provide an update on upcoming public consultation events.	
-----	---	--

2.0	Project Team Presentation	
------------	----------------------------------	--

2.1	N. Ahmed, M. Bricks and T. Sorochinsky presented a study update, an overview of the study background and process, reviewed the Group #1 (Optimize Existing Networks) and Group #2 (New / Expand Non-Road Infrastructure) components of the draft Transportation Development Strategy, and reviewed the assessment findings and trade-offs associated with the Group #3 (Widen / Improve Roads) and Group #4 (New Transportation Corridor) alternatives. Similarities to the a.m. session were noted.	
-----	--	--

2.2	The following questions / comments were raised during the presentation:	
-----	---	--

2.2.1	J. Salvini (Metrolinx) asked what the estimated costs of the alternatives are. T. Sorochinsky indicated that each of the Group #4 alternatives is estimated to cost within the range of 4 to 5 billion dollars.	
-------	---	--

3.0	Discussion	
------------	-------------------	--

3.1	The following questions / comments were raised:	
-----	---	--

3.1.1	B. Kowalyk (MNR) asked what the circles in the overall assessment table represent and if there is quantitative data to support the findings. M. Bricks clarified that there is a full set of background assessment tables that document potential effects. It was noted that the background tables clearly identify the overall significance / magnitude of the effect within each factor area and the relative difference among factor areas when comparing among the alternatives to better explain the 'circles'.	
-------	--	--

M. Bricks further explained that the assessment was completed at a higher/strategic level as the study is not yet at the route planning stage (where specific footprint effects can be measured).

3.1.2	M. Baran (NEC) indicated that the NEC appreciates that Group 4-2 and Group 4-3 are the preferred alternatives, particularly since they avoid impacts to the	
-------	---	--

ITEM PROCEEDINGS:

ACTION BY:

Niagara Escarpment.

M. Baran asked if the Project Team has considered the potential expropriation costs associated with each of the alternatives. T. Sorochinsky clarified that property costs were included in the estimated cost of each of the alternatives.

3.1.3 K. McAlpine (MAH) encouraged the Project Team to reduce as much as possible the amount of Greenbelt and watercourse crossings.

3.1.4 S. Lingertat (TRCA) indicated that since all of the Group #4 alternatives begin in the same area, all of the alternatives would have the same implications for the TRCA's jurisdiction. S. Lingertat encouraged the Project Team to mitigate potential impacts to valleylands and floodplains. In future, the TRCA would encourage the use of large span infrastructure in order to minimize impacts on sensitive features.

3.1.5 M. Kim (OGS), participating via teleconference, requested a copy of the presentation.
[A copy of the presentation was sent via email on May 11, 2010.]

CJV

3.1.6 L. Marray (CVC) asked the Project Team how they have been coordinating with the Halton-Peel Boundary Area Transportation Study (HP-BATS), particularly since Alternatives 4-2 and 4-3 appear to overlap/connect with it. The Project Team indicated that they have been working with the HP-BATS Project Team and that the HP-BATS study is at a similar stage as the GTA West Study. The next stage of the EA (Stage 2 - Route Planning) may offer further opportunities for coordination between the studies. This will ensure that two similar or duplicate transportation facilities won't be built roughly along the same corridor or alignment.

3.1.7 L. Marray (CVC) asked how many crossings of the Credit River are anticipated for each alternative. M. Bricks indicated that details such as river crossings will be determined during the next stage of the EA (Stage 2 – Route Planning), however Alternative 4-2 would likely only cross the river once, while Alternative 4-3 could possibly have more than one crossing.

3.1.8 The Project Team were asked if the new transportation corridors will be freeways or tolled facilities. MTO indicated that tolling is an implementation issue that may be examined at a later stage in the Study.

4.0 What's Next

4.1 N. Ahmed reviewed the upcoming Public Information Centre #4 dates and locations.

4.2 G. Pothier thanked attendees for their participation. Any further comments or questions on the presentation material were encouraged to be submitted to the Project Team.

ITEM PROCEEDINGS:

ACTION BY:

The meeting adjourned at 3:00 p.m.

The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes (905-823-4988).

Minutes Prepared by:
Ecoplans Limited

Catherine Christiani

cc: Attendees
Project Team Members
Regulatory Agency Advisory Group Contact List

**APPENDIX L
UPPER-TIER MUNICIPAL AND COMMITTEE
MEETING SUMMARY NOTES**

**GTA West Corridor Planning and EA Study
Niagara to GTA Corridor Planning and EA Study**

**Summary of Joint Presentation to
Halton Region Planning and Public Works Committee
June 16, 2010, 9:30am**

Attendees:

Chair T. Adams
Regional Chair G. Carr
Commissioner M. Zamojc
Clerk K. Kiele
Staff M. Meneray
T. Dennis
R. Glenn

Committee R. Bonnette
J. Dennison
A. Elgar
R. Burton (alternate for A. Johnston)
B. Lee
J. Taylor
C. Best (arrived at 10:20am, left at 10:50am)

MTO Frank Pravitz
Roger Ward
Will Mackenzie

Consultant Mike Bricks
Patrick Puccini
Paul Hudspith

Notes:

Mike and Patrick made a 20-minute joint overview presentation providing an update on the study's progress. Following the presentation, Committee members asked questions and made comments that the project team addressed, which lasted about 40 minutes. Paul Hudspith assisted in the responses to some questions.

Topics of questions and comments included:

COUNCILOR	QUESTIONS/COMMENTS	RESPONSE
Councilor Taylor	<ul style="list-style-type: none">• City of Burlington - Would you be prepared to present NGTA project to City of Burlington Staff and council?	<ul style="list-style-type: none">• Yes, the NGTA study team would be pleased to meet and present this information to City staff and Council.
Councilor Taylor	<ul style="list-style-type: none">• Niagara Escarpment – The GTA West corridor made an important decision to not make a new crossing of the Niagara escarpment. NGTA in west section, is proposing a new crossing of the Niagara escarpment, but compared to the	<ul style="list-style-type: none">• Both studies have been focused on looking at transportation solutions using all modes of transportation through a “building block” approach (beginning by optimizing the existing network and maximizing non-road infrastructure before considering

COUNCILOR	QUESTIONS/COMMENTS	RESPONSE
	<p>2002 study there is no middle component. That section includes regular highway widening, however there is no connection. What caused you to recommend a new crossing of Niagara escarpment? We are repeating history here and could be heading towards conflict.</p>	<p>road widenings and/or new corridors). This is a new way of thinking.</p> <ul style="list-style-type: none"> • NGTA: One of the key reasons for recommending a new corridor in the west end of the study area area is that it would avoid the significant community and environmental impacts of widening Highway 403 through Hamilton.
Councilor Best	<ul style="list-style-type: none"> • Timing - When do you anticipate these projects being completed? 	<ul style="list-style-type: none"> • Currently, the study teams are seeking input on their draft Transportation Development Strategy at a series of Public Information Centres. The draft strategies will be documented and it is envisioned that these reports will be made available for public review in Fall 2010. • The recommended corridor alternatives in each strategy will then move on to route planning in Stage 2 of the Environmental Assessment (EA) process.
Councilor Best	<ul style="list-style-type: none"> • Right of Way - What will the width of the right-of-way (ROW) be? 	<ul style="list-style-type: none"> • ROW width would be determined during EA Stage 2 (Route Planning).
Councilor Best	<ul style="list-style-type: none"> • Railway - Have you looked at the possibility of using the CN corridor in Burlington, Milton, and Georgetown with a connection to CP lines? 	<ul style="list-style-type: none"> • Yes. Improvements to all modes of transportation have been considered, including improvements to freight and passenger rail. It is envisioned that all of the new corridors would be multi-use corridors that could potentially incorporate other modes of transportation such as high speed rail.
Councilor Lee	<ul style="list-style-type: none"> • Alternate Applications - Has any consideration been given to alternative solutions, i.e. a bridge crossing Lake Ontario? 	<ul style="list-style-type: none"> • Yes. During the alternatives generation stage, the Project Team's specialists generated a long list of multi-modal transportation alternatives that were not influenced by preconceived notions or existing policy constraints. Included in this list was the concept of a new crossing of Lake Ontario. The long list was then reduced to a short list based on feasibility and the ability of each alternative to meaningfully address the future transportation needs. • With regard to the concept of crossing Lake Ontario, the key

COUNCILOR	QUESTIONS/COMMENTS	RESPONSE
		issue with this alternative relates to the existing and projected origins and destinations. Very few of the trips that originate in the Niagara area are destined for downtown Toronto. Many of the trips are destined for other parts of the GTA. As such, this alternative wouldn't have a significant effect in terms of addressing future travel demands.
Mayor Bonnette	<ul style="list-style-type: none"> Prime Agriculture Land – GTA West Alternative 4-2 is shown as having reduced impacts on prime agriculture areas, similar to Alternative 4-3, however Alternative 4-3 seems to cross through more prime agriculture land than Alternative 4-2. 	<ul style="list-style-type: none"> Comment noted. These statements were in relations to Alternatives 4-4 and 4-5.
Mayor Bonnette	<ul style="list-style-type: none"> Cultural - What do you mean by cultural environment impacts? 	<ul style="list-style-type: none"> Cultural environment impacts include potential for impacts to archaeological finds, heritage sites, cultural landscapes, natural character of area, Greenbelt and/or Niagara Escarpment impacts.
Mayor Bonnette	<ul style="list-style-type: none"> Cost – Costs have not been mentioned. Have costs been considered? 	<ul style="list-style-type: none"> A preliminary cost analysis has been completed. Costs are within \$4-5 billion range for new corridor + upgrades with existing facilities (401/407 etc).
Councilor Elgar	<ul style="list-style-type: none"> Project Traffic Volume – It was mentioned that 2.9 million people can be expected in the GGH by 2031. Roads are gridlocked now. What are the anticipated future traffic volumes? 	<ul style="list-style-type: none"> Projected traffic volumes were presented at PIC 2 and are available in the Problems and Opportunities Report prepared for each study. The lane requirements for each of the alternatives are based on addressing the future additional traffic demands that are anticipated.
Councilor Taylor	<ul style="list-style-type: none"> Written Justifications – With regards to the NGTA PIC on June 23rd in Burlington, will you have a written justification for the positions you've reached that I can share with my constituents ahead of the PIC so that they are better informed. 	<ul style="list-style-type: none"> The first NGTA PIC will be held in Welland tomorrow. Tomorrow afternoon the display panels will be available to the public on the project website.
Councilor Taylor	<ul style="list-style-type: none"> Highway 6 – In 2002, it was pointed out that expanding Highway 403 would have huge impacts. Why not use Highway 6 as a main corridor? Then make new improvements that were talked about for years to avoid the 	<ul style="list-style-type: none"> Highway 6 improvements have been considered. A connection to Highway 6 would require significant upgrades to Highway 6 between Highway 403 and Highway 401, which would have significant environmental and

COUNCILOR	QUESTIONS/COMMENTS	RESPONSE
	small town of Morriston.	community impacts. In addition, it is anticipated that Highway 6 would be utilized to a similar extent as a new corridor connecting to Highway 401, which would not serve to alleviate future congestion on Highway 403 through Hamilton as well as the connection to Highway 407.
Councilor Dennison	<ul style="list-style-type: none"> • PIC Boards – Why are they not available today? 	<ul style="list-style-type: none"> • PIC materials are released in conjunction with the timing of the PIC. An overview of the material was presented today due to time constraints.
Councilor Taylor	<ul style="list-style-type: none"> • Process - I agree with the NGTA process much better this time. Want to make sure the conclusions you have reached are justified, such as the team's decision to cross the Niagara Escarpment, since the GTA West Team avoided this completely and explored using Highway 6. 	<ul style="list-style-type: none"> • Comment noted.
Chair	<ul style="list-style-type: none"> • Toll Roads – Have toll roads been considered? 	<ul style="list-style-type: none"> • Tolling/Road pricing on existing highways is outside of the scope of both projects as it would require a significant policy change.
Chair	<ul style="list-style-type: none"> • Urban Sprawl – Has consideration been given to the pressure these new corridors might have on encouraging growth and urban sprawl? 	<ul style="list-style-type: none"> • Both projects are being undertaken in support of the Growth Plan for the Greater Golden Horseshoe, which aims to curb urban sprawl, and includes these new multi-modal transportation corridors as part of the future transportation network. • The intention is not to create corridors that will promote urban sprawl but to protect corridors that may be needed in the future while at the same time allowing for the land use objectives of the Growth Plan, and initiatives such as the Metrolinx RTP and GO 2020 Strategic Plan to take hold and flourish.
Pat Moyle	<ul style="list-style-type: none"> • Funding – Who will be responsible for funding the new corridors? Will local municipalities be asked to fund these projects? 	<ul style="list-style-type: none"> • It has been assumed that municipalities would be responsible for the municipal initiatives. Optimization of the existing provincial highway network, highway widenings, etc. are provincial issues.

Tim Dennis, Director of Transportation, reported that staff will analyze information from the public consultation process and documentation of the preferred transportation solution for report back to Planning and Public Works Committee. A meeting of the Transportation Advisory Committee will also be held to ensure that stakeholders have an opportunity to comment on the current study phase.

GTA West Corridor Planning and EA Study – Stage 1

Summary of Presentation to York Region Planning and Economic Development Committee

June 16, 2010

Committee Room A, York Region, 1:00 pm – 1:30 pm

ATTENDEES:

Chair: Town of East Gwillimbury Mayor J. Young

Vice-Chair

Town of Newmarket Regional Councillor J. Taylor

City of Vaughan	Regional Councillor M. Ferri
Town of Richmond Hill	Regional Councillor B. Hogg
Town of Markham	Regional Councillor J. Jones
Town of Aurora	Mayor P. Morris
City of Vaughan	Regional Councillor G. Rosati
Town of Richmond Hill	Regional Councillor V. Spatafora
Town of Georgina	Regional Councillor D. Wheeler
Town of Georgina	Mayor R. Grossi
Township of King	Mayor M. Black

MTO	Jin Wang
Consultant	Neil Ahmed, Catherine Christiani

Agenda Item B1

In a 5-minute PowerPoint presentation, Neil Ahmed provided an overview of the progress of the GTA West Corridor Study. Following the presentation, there was an approximately 15-minute period of questions and comments by members of the Committee. The following summarizes key comments by the Councillors and the corresponding responses by Jin and Neil.

Hardcopies of the presentation were provided to the Clerk's Department for distribution to the Committee prior to the presentation.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
Regional Councillor V. Spatafora	<ul style="list-style-type: none">• Like that the study has looked at improving east-west linkages.• Has the study looked at east-west linkages east of Highway 400?	<ul style="list-style-type: none">• The GTA West Study has not looked at linkages east of the Highway 400. The GTA West Preliminary Study Area's easterly boundary is Highway 400. The Preliminary Study Area was developed based on the direction of the provincial Growth Plan.• East of Highway 400/Yonge Street is entirely built up.
Regional Councillor D. Wheeler	<ul style="list-style-type: none">• How will the new corridor tie into York Region roads? Will the new corridor dump traffic onto York Region roads around Highway 400?	<ul style="list-style-type: none">• If the GTA West Corridor is a freeway facility, it would directly connect to Highway 400.
	<ul style="list-style-type: none">• What are the study's next steps?	<ul style="list-style-type: none">• Currently, the Project Team is seeking input on the draft Transportation Development Strategy at a series of Public Information Centres. The finalized strategy will be made available publicly by the end of 2010, and will include the recommended corridor alternative.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
		<ul style="list-style-type: none"> The recommended corridor alternative will then move on to route planning in Stage 2 of the Environmental Assessment (EA) process.
Mayor R. Grossi	<ul style="list-style-type: none"> Will there be a GTA North corridor? Have connections further north, around Highway 400, been looked at? 	<ul style="list-style-type: none"> North-south linkages within the GTA West Preliminary Study Area were analyzed, and the widening of Highway 400 south of the Oak Ridges Moraine will likely be a part of the final Transportation Development Strategy. The widening of Highway 400 would then be subject to the EA process. Linkages north of the Oak Ridges Moraine have not been looked at as they are outside of the Preliminary Study Area and road expansion through the Oak Ridges Moraine is not in keeping with current government policy.
Mayor P. Morris	<ul style="list-style-type: none"> Where will the corridor begin and end? 	<ul style="list-style-type: none"> The beginning and end points of the corridor will be determined during Stage 2 of the EA – Route Planning. Access to the facility will also be determined in EA Stage 2.

York Region staff were requested by the Chair to take the comments received by the Committee and develop a report to be forwarded to the Project Team summarizing concerns.

The Chair tabled a motion for the Project Team to consider expansion of the Preliminary Study Area east, beyond Highway 400. This motion was carried.

GTA West Corridor Planning and EA Study – Stage 1

Summary of Presentation to Peel Council – General Committee

June 17, 2010

Council Chamber, Region of Peel, 9:30 am – 12:00 pm

ATTENDEES:

Regional Chair Emil Kolb
Deputy Regional Clerk Jeff Payne

Caledon

Mayor Marolyn Morrison
Regional Councillors Allan Thompson
 Annette Groves
 Richard Whitehead

Brampton

Regional Councillors Grant Gibson
 Elaine Moore
 John Sprovieri
 Paul Palleschi

Mississauga

Mayor Hazel McCallion
Regional Councillors George Carlson
 Carmen Corbasson
 Maja Prentice
 Katie Mahoney
 Eve Adams
 Patricia Mullin
 Carolyn Parrish
 Pat Saito

Staff Tom AppaRao (Peel), Damian (Peel), Steve (Brampton)

Media Bill Rea (Simcoe-York Group of Newspapers, ie. King Township Sentinel, New Tecumseth Times, Caledon Citizen, Innisfil Scope)

MTO Jin Wang
Consultant Neil Ahmed, Catherine Christiani

NOTES:

Agenda Item D3

In a 10-minute PowerPoint presentation, Jin and Neil provided an overview of the progress of the GTA West Study. Following the presentation, there was an approximately 45-minute period of questions and comments by members of Committee. The following summarizes key comments by the Committee and the corresponding responses by Jin and Neil.

Copies of the presentation were provided to the Clerks Department for distribution to Council prior to the presentation.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
------------	--------------------	----------

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
Regional Councillor A. Thompson	<ul style="list-style-type: none"> The work completed on the alternatives, particularly the transit alternatives, is impressive 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> What is the study timeline/estimated time of construction? 	<ul style="list-style-type: none"> Currently, the Project Team is seeking input on the draft Transportation Development Strategy at a series of Public Information Centres. The finalized strategy will be made available publicly by the end of 2010, and will include the recommended corridor alternative. The recommended corridor alternative will then move on to route planning in Stage 2 of the Environmental Assessment (EA) process. It will take 8 to 10 years to proceed to construction, provided funding is available.
	<ul style="list-style-type: none"> Alternatives 4-2 and 4-3 are too short. By not building a corridor to Guelph (i.e. Alternatives 4-4 and 4-5) the Project Team is being short-sighted. The Project Team should give more thought to providing a corridor through the Niagara Escarpment. There is a lack of routes in the area for truck traffic, particularly the aggregate trucking industry. 	<ul style="list-style-type: none"> Comments noted.
	<ul style="list-style-type: none"> Moving forward, the Project Team should consider working directly with local farmers and the agricultural community in order to have an understanding of their issues and concerns. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Has the Project Team considered a truck-only facility? 	<ul style="list-style-type: none"> Yes, Alternative 4-3 was modeled as a truck-only corridor. The analysis results were positive therefore the truck-only corridor will be looked at in further detail moving forward.
Mayor H. McCallion	<ul style="list-style-type: none"> How much will the project cost? Who will be paying for the projects? 	<ul style="list-style-type: none"> The Regional Chair responded by indicating that due to the complexity of the questions, MTO should respond in their next report to the Committee.
	<ul style="list-style-type: none"> The widening of Highway 401 through Mississauga was studied years ago, with the same conclusions as the current study. 	
	<ul style="list-style-type: none"> When will policy changes regarding the integration of Mississauga Transit and the Toronto Transit Commission (TTC) be implemented? 	
	<ul style="list-style-type: none"> There doesn't appear to be a connection or integration between Metrolinx, MTO planning, the Growth 	

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
	Plan and transportation planning.	
	<ul style="list-style-type: none"> There is a fast-tracked Environmental Assessment (EA) process for transit projects but not for roads. When will this be done? A shorter EA process for roads/roadway improvements is needed. 	
Regional Councillor P. Palleschi	<ul style="list-style-type: none"> Are there any Metrolinx initiatives from the GTA to the Guelph area? 	<ul style="list-style-type: none"> In the Metrolinx Regional Transportation Plan (RTP), there is a long-term plan to extend GO Transit service to the Guelph/Kitchener-Waterloo area. All of the initiatives in the Metrolinx RTP have been incorporated into the GTA West Study.
	<ul style="list-style-type: none"> The HP-BATS study is ready to begin the EA process, however this can't be initiated until the results of the GTA West Study are known. 	<ul style="list-style-type: none"> Comment noted.
Regional Councillor P. Saito	<ul style="list-style-type: none"> Rush hour conditions on Highway 401 to Guelph are now all day, not just at the peak morning and afternoon periods. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> General clarification questions were asked and answered by the Project Team regarding the alternatives figures. 	
	<ul style="list-style-type: none"> How much control does MTO have over suggesting widenings to the 407 ETR? 	<ul style="list-style-type: none"> 407 ETR has an agreement with the province which outlines the maximum amount of lanes (10) that the highway can be widened to.
	<ul style="list-style-type: none"> The 407 Transitway isn't shown on the alternatives mapping. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Like Alternative 4-2, however due to the potential impacts on agricultural lands the Project Team should engage the agricultural community as soon as possible. When Highway 407 was built farmers weren't treated well during the planning, land severance and compensation study stages. This time, things should be differently. 	<ul style="list-style-type: none"> Comments noted.
Mayor M. Morrison	<ul style="list-style-type: none"> How much will the project cost? What will be the cost if we don't implement the elements of the strategy now? 	<ul style="list-style-type: none"> Comments noted.
	<ul style="list-style-type: none"> Planning to 2031 is short-sighted. The province needs to plan 50 to 75 years in advance. 	
Regional Councillor E. Adams	<ul style="list-style-type: none"> Time spent in congestion has its price. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Is Highway 401 being widened to Mavis Rd? 	<ul style="list-style-type: none"> MTO will look into this and get back to regional staff/Councillor Adams.
	<ul style="list-style-type: none"> Could you provide an update on the Niagara to GTA (NGTA) Corridor Study? 	<ul style="list-style-type: none"> The NGTA Study is at the same stage in their EA process as the GTA West Study, and they are also conducting a series of Public

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
		Information Centres over the next two weeks. Committee members were encouraged to consult the NGTA project website for more information about the study's progress.
Regional Councillor P. Saito	<ul style="list-style-type: none"> Can MTO confirm that the new corridor be built and managed by MTO? 	<ul style="list-style-type: none"> The Regional Chair responded by indicating that due to the complexity of the answer, MTO should respond to this question in their next report to the Committee.

The Regional Chair reiterated at the end of the question period that a report should be brought to the Committee by the Project Team with answers to the complex questions asked regarding cost, construction and management responsibility.

GTA West Corridor Planning and EA Study

Summary of Presentation to City of Brampton – Planning, Design and Development Committee June 21, 2010 Council Chamber, City of Brampton, 1:00 pm

ATTENDEES:

Vice Chair: Regional Councillor P. Palleschi (Wards 2 and 6)

Members: Regional Councillor J. Sanderson (Wards 3 and 4)
Regional Councillor J. Sprovieri (Wards 9 and 10)
City Councillor J. Hutton (Wards 2 and 6)
City Councillor B. Callahan (Wards 3 and 4)
City Councillor S. Hames (Wards 7 and 8)
City Councillor V. Dhillon (Wards 9 and 10)

City Manager
City Clerk

MTO Frank Pravitz
Consultant Neil Ahmed, Katherine Jim

NOTES:

Agenda Item D - Delegations

In a 15-minute PowerPoint presentation, Frank and Neil provided an overview of the progress of the GTA West Study, including the draft Transportation Development Strategy, as well as informing the members of the Committee that the Brampton PIC is being held on June 22, 2010 at the Snelgrove Community Centre. There was a compatibility issue with the presentation file and computer system – animated slides did not come in properly; however committee members had a copy for reference. Following the presentation, there was an approximately 15-minute period of questions and comments by members of the Committee. The following summarizes key comments by the Councillors and responses by Frank and Neil.

Copies of the presentation were provided by the Clerks Department for distribution to the Councillors prior to the presentation.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
Regional Councillor P. Palleschi	<ul style="list-style-type: none">How were the PICs advertised? It is the first time that Council has been informed of the PIC in Brampton.	<ul style="list-style-type: none">Those who provided comments have been added to the study mailing list and would be informed of the PICs. Representatives of municipalities were also notified via written correspondence. The PIC Notice (a general notice for all 5 PICs) was posted in various newspapers.<i>[Subsequent to the meeting, City staff clarified that the PIC Notice was distributed to members of the Council in late May].</i>
	<ul style="list-style-type: none">What is the timing of the Highway 401 EA Study (Trafalgar Road to RR 25)?	<ul style="list-style-type: none">The EA study is ongoing; timing of completion is unclear, but will likely

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
		be completed in the short term.
	<ul style="list-style-type: none"> The N-S corridor in H-P BATS identified protection for an 8 lane roadway (2 of which are HOV lanes). The City is planning on proceeding with the EA portion of the study inside Brampton in order to move forward with the planning in northwest Brampton. It appears that the Credit River crossing would be the same in Alternatives 2 and 3. 	<ul style="list-style-type: none"> Comment noted. The GTA West Project Team is aware of the location of the H-P BATS corridor. Should Alternative 2 be identified as the preferred alternative, the H-P BATS corridor could be considered for integration as part of the GTA West corridor as a provincial facility.
City Councillor B. Callahan	<ul style="list-style-type: none"> Who owns the right-of-way on Highway 407? A response to an earlier request was never received. 	<ul style="list-style-type: none"> The right-of-way of Highway 407 is owned by the Province. <i>[Post Meeting Note – an MTO response was received by staff and forwarded to Council.]</i>
	<ul style="list-style-type: none"> Is the 407 extension to the east going to be a tolled road? 	<ul style="list-style-type: none"> Yes. While no final decision has been made, the 407 extension may not be owned by the current owner (either by the Province or a new owner)
	<ul style="list-style-type: none"> The growth is happening faster than the construction of road infrastructure. There should be high speed rail on all 400 series highway. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> The Brampton Zum bus should be light rail instead on Highway 10. 	<ul style="list-style-type: none"> Comment noted.
City Councillor S. Hames	<ul style="list-style-type: none"> The corridor in Alternative 2, is that the same corridor that City of Brampton preserve? 	<ul style="list-style-type: none"> The H-P BATS corridor is integrated into the GTA West corridor. Further work would be required to illustrate the requirement for the geometric requirement, interchange configuration, transitway and location of river crossing and other land use issues.
Regional Councillor J. Sanderson	<ul style="list-style-type: none"> You noted that Highway 401 would function sufficiently with additional lanes? 	<ul style="list-style-type: none"> Highway 401 through the Niagara Escarpment (west of Milton) would provide sufficient level of service with the planned improvement for the widening to 10 / 12 lanes. <i>[It was noted earlier in the presentation that this would be less intrusive to the Niagara Escarpment compared to Alternatives 4 and 5].</i>

GTA West Corridor Planning and EA Study – Stage 1

Summary of Presentation to Caledon Council

June 22, 2010

Town of Caledon, 10:30 am – 11:30 am

COUNCILLORS ATTENDED:

Mayor Marolyn Morrison
Councillors Richard Paterak (Ward 1)
Doug Beffort (Ward 1)
Allan Thompson (Ward 2)
Gord McClure (Ward 2)
Nick deBoer (Ward 3 & 4)
Annette Groves (Ward 5)
Jason Payne (Ward 5)

PROJECT TEAM STAFF

MTO Jin Wang
Consultant Neil Ahmed, Catherine Christiani

TOWN STAFF

Kant Chawla

MEDIA

Bill Rea (Simcoe-York Group of Newspapers, ie. King
Township Sentinel, New Tecumseth Times, Caledon
Citizen, Innisfil Scope)

NOTES:

In a 15-minute PowerPoint presentation, Jin and Neil provided an overview of the progress of the GTA West Study. Following the presentation, there was an approximately 45-minute period of questions and comments by the Caledon Councillors, chaired by Mayor Marolyn Morrison. The following summarizes key comments by the Councillors and responses by Jin and Neil.

An electronic copy of the presentation was provided to the Town in advance of the meeting for distribution to Councillors and meeting attendees.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
Mayor Morrison	<ul style="list-style-type: none">Reiterated comments from Peel General Committee presentation: Planning to 2031 is short-sighted. The province needs to plan 50 to 75 years in advance.	<ul style="list-style-type: none">Comments noted. The Project Team used the prescribed growth numbers from the Growth Plan in order to comply with current policy and have defensible material for the Environmental Assessment (EA) process.
	<ul style="list-style-type: none">The Mayor recently spoke with Minister Wynn regarding her concerns about the length of current provincial long-term planning, and the Minister was informed that a letter detailing these concerns would be forwarded to her by the Town of Caledon.	<ul style="list-style-type: none">Comment noted.
Councillor Paterak	<ul style="list-style-type: none">Noted that he saw this presentation at the Niagara Escarpment Commission (NEC)	<ul style="list-style-type: none">Comment noted.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
	meeting on June 17, along with a presentation by the Niagara to GTA (NGTA) Project Team. Councillor Paterak indicated that the NGTA Draft Transportation Development Strategy isn't favorable, since it includes 3 unconnected corridor solutions that funnel traffic to the QEW.	
	<ul style="list-style-type: none"> Alternatives 4-2 and 4-3 are too short. By not building a corridor to Guelph (i.e. Alternatives 4-4 and 4-5) the Project Team is being short-sighted. Decisions shouldn't be made based on money or political will. The Project Team should give more thought to providing a corridor through the Niagara Escarpment. By not doing this a strategic mistake is being made. The agricultural community would like a new corridor there. A grid system of highways is needed in order to provide redundancy, like the interstate system in the United States, and Alternatives 4-2 and 4-3 do not achieve this. 	<ul style="list-style-type: none"> All of the recommendations made by the Project Team have been based on extensive technical analysis and evaluation. The widening of Highway 401 to Guelph can accommodate future capacity needs to 2031, thus avoiding the significant impacts to the Niagara Escarpment and Greenbelt. The Project Team's evaluation found that the transportation benefits of crossing the Niagara Escarpment and Greenbelt didn't outweigh the negative impacts to natural features.
Councillor Thompson	<ul style="list-style-type: none"> Agrees with Councillor Paterak's and Mayor Morrison's comments. Highway 401 is a vital economic corridor. Where will the necessary aggregate come from to build the new corridor? Likely the Niagara Escarpment. 	<ul style="list-style-type: none"> Comments noted.
	<ul style="list-style-type: none"> What is the study timeline/estimated time of construction? Residents of Caledon, particularly local farmers, want to know. 	<ul style="list-style-type: none"> Currently, the Project Team is seeking input on the draft Transportation Development Strategy at a series of Public Information Centres. The finalized strategy will be made available publicly by the end of 2010, and will include the recommended corridor alternative. The recommended corridor alternative will then move on to route planning in Stage 2 of the Environmental Assessment (EA) process, which can take 3-5 years to complete. Approval from the Minister of the Environment is then needed, which can take 1-1.5 years. Upon approval, detailed design of the new corridor could then take 2-3 years to complete. Therefore, it will take at least 8 to 10 years to proceed to construction, provided funding is available.
	<ul style="list-style-type: none"> Moving forward, the Project Team should 	<ul style="list-style-type: none"> Comments noted.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
	<p>consider working directly with local farmers and the agricultural community in order to have an understanding of their issues and concerns.</p> <ul style="list-style-type: none"> The farming community should be involved throughout the planning of the new corridor in order to mitigate effects to agricultural lands and farming operations. When Highway 401 and 407 ETR were built, there were multiple negative impacts to farming and agricultural lands, particularly the splitting of farms. MTO should learn from their mistakes and this time farmers should be better involved. 	
Councillor McClure	<ul style="list-style-type: none"> Agree with Councillor Thompson's comments. Like Alternatives 4-2 and 4-3, and the initiative to increase the amount of HOV lanes. 	<ul style="list-style-type: none"> Comments noted.
	<ul style="list-style-type: none"> Is it true that the new corridor will not be crossing through the Greenbelt? 	<ul style="list-style-type: none"> The recommended new corridor would still impact parts of the Greenbelt in the east. The Project Team will be avoiding the Greenbelt as much as possible.
	<ul style="list-style-type: none"> Will the new corridor also be a hydro corridor? The health effects associated with close proximity to a hydro corridor should be considered. 	<ul style="list-style-type: none"> The Project Team is currently in discussions with Hydro One in order to determine if hydro will be incorporated into the corridor.
Councillor Beffort	<ul style="list-style-type: none"> The only thing people want to know is where the new corridor route is going to be. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> What is the difference between a transportation corridor and a highway? He was under the impression that the planning for this study would be different, but it seems as though only a highway is being recommended. 	<ul style="list-style-type: none"> Provisions for a transitway will be incorporated into the new corridor. The Project Team is recommending a full transportation plan for the GTA West Preliminary Study Area, not just a new corridor. Rail initiatives such as investigating the use of abandoned or underused railway corridors is an integral part of the plan, in addition to the initiatives outlined in the Metrolinx Regional Transportation Plan and GO 2020 Strategy.
	<ul style="list-style-type: none"> The traffic management strategies outlined in the plan are impressive, and should be done now. The Project Team should look into implementing initiatives such as removing trucks off of 400-series highways during peak hours and ensuring that just-in-time delivery vehicles use the 400-series highways and not local roads. 	<ul style="list-style-type: none"> Comments noted.
Councillor	<ul style="list-style-type: none"> Discussed the impacts of the Highway 427 	<ul style="list-style-type: none">

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
Groves	extension on Caledon, particularly the increased traffic and truck traffic that will result. Highway 427 should have gone to Highway 9. <ul style="list-style-type: none"> • Planning to 2031 is short-sighted. • By the time the corridor is ready to be built, roads will be at capacity and the lands required will be unavailable. 	
	<ul style="list-style-type: none"> • Has the Project Team looked into conducting a pilot program with Long Combination Vehicles (LCVs)? 	<ul style="list-style-type: none"> • The study is currently at the system planning level of detail. LCVs were considered at the planning level in the demand forecasting modeling.
Councillor Deboer	<ul style="list-style-type: none"> • Believes politics has gotten involved in the engineering behind the project. The Town should draft a letter outlining their concerns and forward this to the Minister. 	<ul style="list-style-type: none"> • Comment noted by Mayor Morrison.
Councillor Payne	<ul style="list-style-type: none"> • Alternatives 4-4 and 4-5 are needed. • A new corridor is needed that will enhance current transportation infrastructure since Highway 401 and the QEW are at capacity. 	<ul style="list-style-type: none"> • Comments noted.

The Mayor tabled a motion for the Town to send a letter to Minister Wynn outlining their concerns. The motion was carried.

GTA West Corridor Planning and EA Study

Summary of Presentation to Wellington County Council

June 24, 2010

Council Chamber, Wellington County, 10:00 am – 10:30 am

ATTENDES:

Warden Joanne Ross-Zuj

Towns

Erin	Mayor Rod Finnie
Minto	Mayor David Anderson

Townships

Mapleton	Mayor John Green
Wellington North	Mayor Mike Broomhead
Guelph / Eramosa	Mayor Chris White
Puslinch	Mayor Brad Whitcombe

County Ward Councillors

County Ward 1	Mark MacKenzie
County Ward 2	Carl Hall
County Ward 3	Walter Trachsel
County Ward 4	Lynda White
County Ward 5	Jean Innes
County Ward 6	Robert Wilson
County Ward 7	Barb McKay
County Ward 8	Gordon Tosh
County Ward 9	Lou Maieron

MTO	Jin Wang
Consultant	Neil Ahmed, Katherine Jim

NOTES:

Agenda Item 6

In a 10-minute PowerPoint presentation, Neil provided an overview of the progress of the GTA West Study, including the draft Transportation Development Strategy. Following the presentation, there was an approximately 5-minute period of questions and comments by members of the Council. The following summarizes key comments by the Councillors and responses by Jin and Neil.

Copies of the presentation were provided to the Clerk's Department for distribution to the Councillors prior to the presentation.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
County Ward 6 Councillor Robert Wilson	<ul style="list-style-type: none">When will the study be completed and moved forward?	<ul style="list-style-type: none">Current stage of the EA Study will be completed before the end of this year.
County Ward 8 Councillor Gordon Tosh	<ul style="list-style-type: none">In Alternative 3, it also identified improvements of other roadways. For example, Highway 7 will become a major corridor that connects Guelph to Georgetown. It is important	<ul style="list-style-type: none">The improvements to local roadways within and beyond the study area will be looked at.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
	that improvements to local roadways be addressed at the same time.	
County Ward 9 Councillor Lou Maieron	<ul style="list-style-type: none"> In Alternatives 2 and 3, they identified improvements to Highway 401 but are not proposing any new infrastructure connecting into Wellington. The County would like to have financial assistance from the Province for County roads improvements. Please forward this message to the Ministry of Transportation. 	<ul style="list-style-type: none"> Comments noted.

The Warden thanked Jin and Neil for the presentation and indicated that they look forward to subsequent update.

APPENDIX M
FIRST NATIONS NOTIFICATION MATERIALS

**Ministry of
Transportation**

**Ministère des
Transports**

**Policy and Planning Division
Transportation Planning Branch
Provincial Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2098
Fax. (905) 704-2007**



April 16, 2010

Chief William Montour
Six Nations of the Grand River Territory
P.O. Box 5000
Ohsweken, Ontario
N0A 1H0

Dear Chief Montour:

**RE: GTA West Corridor Environmental Assessment Study and Niagara to GTA
Corridor Environmental Assessment Study**

Draft Area Transportation System Alternatives Reports

I am pleased to inform you of the release of the Draft Area Transportation Systems Alternatives Reports for both the GTA West and the Niagara to GTA Corridor Environmental Assessment studies. A CD-ROM containing the reports is enclosed.

The reports summarize the process and methodology that was used to develop a broad range of Area Transportation System Alternatives for each of the studies and documents the key findings of this work. They provide an overview of the assessment process and the groups of network alternatives recommended to be carried forward for more detailed evaluation. This information was presented at the third round of Public Information Centres held in November / December 2009.

The reports can be downloaded from the study websites at: www.gta-west.com or www.niagara-gta.com. The websites feature the most up-to-date information on the study schedule, reports and outreach events held up to now. If you wish to receive paper copies, please do not hesitate to contact either of the Project Coordinators (see contact information below).

If you have any questions or would like additional information, either of the Project Coordinators would be pleased to assist you. For the GTA West, please contact Jin Wang at 905-704-2117; and for the Niagara to GTA, please contact Roger Ward at 905-704-2214.

.../2

We would appreciate receiving your comments on these reports. Written comments can be sent to either of the Project Coordinators or Project Teams. Also, if you, Council or other members of your community would like to meet with us to discuss the contents of the reports, or if you require clarification, please do not hesitate to get in touch with us.

In closing, we thank you for your on-going interest in these studies, and look forward to your comments and / or discussing the reports with you.

Sincerely,



Joe Perrotta
Manager

Encl.

- c. Lonny Bomberly, Six Nations of the Grand River Territory
- Joanne Thomas, Six Nations of the Grand River Territory
- Jin Wang, MTO
- Roger Ward, MTO
- Heide Garbot, MTO
- Neil Ahmed, McCormick Rankin Corporation
- Paul Hudspith, URS Canada Inc.

NGTA Contacts

Roger Ward, Project Coordinator
Provincial Planning Office
Ministry of Transportation
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario
L2R 7R4
Tel: (905) 704-2214
E-mail: roger.a.ward@ontario.ca

NGTA Project Team
Email: project_team@n-gta.com

GTA-West Contacts

Jin Wang, Project Coordinator
Provincial Planning Office
Ministry of Transportation
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario
L2R 7R4
Tel: (905) 704-2117
E-mail: jjin.wang@ontario.ca

GTA West Project Team
Email: project_team@gta-west.com

Policy and Planning Division
Transportation Planning Branch
Provincial Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2098
Fax. (905) 704-2007



April 16, 2010

Chief Kris Nahrgang
Kawartha Nishnawbe First Nation
257 Big Cedarlake Road
Burleigh Falls, Ontario
K0L 2H0

Dear Chief Nahrgang:

**RE: GTA West Corridor Environmental Assessment Study
Draft Area Transportation System Alternatives Report**

I am pleased to inform you of the release of the Draft Area Transportation Systems Alternatives Report for the GTA West Corridor Environmental Assessment Studies. A CD-ROM containing the report is enclosed.

The report summarizes the process and methodology that was used to develop a broad range of Area Transportation System Alternatives for the study and documents the key findings of this work. It provides an overview of the assessment process and the groups of network alternatives recommended to be carried forward for more detailed evaluation. This information was presented at the third round of Public Information Centres held in November / December of 2009.

The report can be downloaded from the study website at: www.gta-west.com. The website features the most up-to-date information on the study schedule, reports and outreach events held up to now. If you wish to receive 1 paper copies, please do not hesitate to contact Jin Wang, Project Coordinator (contact information provided below).

Also, if you have any questions or would like additional information, Jin would be pleased to assist you. Jin can be reached at 905-704-2117 or at the address below.

.../2

We would appreciate receiving your comments on this report. Written comments can be sent to the Project Coordinator or the Project Team. Also, if you, Council or other members of your community would like to meet with us to discuss the contents of the report, or if you require clarification, please do not hesitate to get in touch with us.

In closing, we thank you for your on-going interest in this study, and look forward to your comments and / or discussing the report with you.

Sincerely,



Joe Perrotta
Manager

Encl.

- c. Jin Wang, MTO
Heide Garbot, MTO
Neil Ahmed, McCormick Rankin Corporation

GTA-West Contacts

Jin Wang, Project Coordinator
Provincial Planning Office
Ministry of Transportation
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario
L2R 7R4
Tel: (905) 704-2117
E-mail: jin.wang@ontario.ca

GTA West Project Team
Email: project_team@gta-west.com

Ministry of
Transportation

Ministère des
Transports

Policy and Planning Division
Transportation Planning Branch
Provincial Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2098
Fax. (905) 704-2007



April 16, 2010

Leroy Hill
Haudenosaunee Confederacy Council
Haudenosaunee Resource Centre
2634 6th Line, R.R. #2
Ohsweken, Ontario
N0A 1M0

Dear Mr. Hill:

**RE: GTA West Corridor Environmental Assessment Study and Niagara to GTA
Corridor Environmental Assessment Study**

Draft Area Transportation System Alternatives Reports

I am pleased to inform you of the release of the Draft Area Transportation Systems Alternatives Reports for both the GTA West and the Niagara to GTA Corridor Environmental Assessment studies. A CD-ROM containing the reports is enclosed.

The reports summarize the process and methodology that was used to develop a broad range of Area Transportation System Alternatives for each of the studies and documents the key findings of this work. They provide an overview of the assessment process and the groups of network alternatives recommended to be carried forward for more detailed evaluation. This information was presented at the third round of Public Information Centres held in November / December 2009.

The reports can be downloaded from the study websites at: www.gta-west.com or www.niagara-gta.com. The websites feature the most up-to-date information on the study schedule, reports and outreach events held up to now. If you wish to receive paper copies, please do not hesitate to contact either of the Project Coordinators (see contact information below).

If you have any questions or would like additional information, either of the Project Coordinators would be pleased to assist you. For the GTA West, please contact Jin Wang at 905-704-2117; and for the Niagara to GTA, please contact Roger Ward at 905-704-2214.

.../2

We would appreciate receiving your comments on these reports. Written comments can be sent to either of the Project Coordinators or Project Teams. Also, if you, Council or other members of your community would like to meet with us to discuss the contents of the reports, or if you require clarification, please do not hesitate to get in touch with us.

In closing, we thank you for your on-going interest in these studies, and look forward to your comments and / or discussing the reports with you.

Sincerely,



Joe Perrotta
Manager

Encl.

- c. Jin Wang, MTO
- Roger Ward, MTO
- Heide Garbot, MTO
- Neil Ahmed, McCormick Rankin Corporation
- Paul Hudspith, URS Canada Inc.

NGTA Contacts

GTA-West Contacts

Roger Ward, Project Coordinator
Provincial Planning Office
Ministry of Transportation
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario
L2R 7R4
Tel: (905) 704-2214
E-mail: roger.a.ward@ontario.ca

Jin Wang, Project Coordinator
Provincial Planning Office
Ministry of Transportation
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario
L2R 7R4
Tel: (905) 704-2117
E-mail: jin.wang@ontario.ca

NGTA Project Team
Email: project_team@n-gta.com

GTA West Project Team
Email: project_team@gta-west.com

**Ministry of
Transportation**

**Ministère des
Transports**

Policy and Planning Division
Transportation Planning Branch
Provincial Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2098
Fax. (905) 704-2007



April 16, 2010

Chief Bryan LaForme
Mississaugas of the New Credit First Nation
2789 Mississauga Road
R.R. #6
Hagersville, Ontario
N0A 1H0

Dear Chief LaForme:

**RE: GTA West Corridor Environmental Assessment Study and Niagara to GTA
Corridor Environmental Assessment Study**

Draft Area Transportation System Alternatives Reports

I am pleased to inform you of the release of the Draft Area Transportation Systems Alternatives Reports for both the GTA West and the Niagara to GTA Corridor Environmental Assessment studies. A CD-ROM containing the reports is enclosed.

The reports summarize the process and methodology that was used to develop a broad range of Area Transportation System Alternatives for each of the studies and documents the key findings of this work. They provide an overview of the assessment process and the groups of network alternatives recommended to be carried forward for more detailed evaluation. This information was presented at the third round of Public Information Centres held in November / December 2009.

The reports can be downloaded from the study websites at: www.gta-west.com or www.niagara-gta.com. The websites feature the most up-to-date information on the study schedule, reports and outreach events held up to now. If you wish to receive paper copies, please do not hesitate to contact either of the Project Coordinators (see contact information below).

If you have any questions or would like additional information, either of the Project Coordinators would be pleased to assist you. For the GTA West, please contact Jin Wang at 905-704-2117; and for the Niagara to GTA, please contact Roger Ward at 905-704-2214.

.../2

We would appreciate receiving your comments on these reports. Written comments can be sent to either of the Project Coordinators or Project Teams. Also, if you, Council or other members of your community would like to meet with us to discuss the contents of the reports, or if you require clarification, please do not hesitate to get in touch with us.

In closing, we thank you for your on-going interest in these studies, and look forward to your comments and / or discussing the reports with you.

Sincerely,



Joe Perrotta
Manager

Encl.

- c. Margaret Sault, Mississaugas of the New Credit First Nation
- Jin Wang, MTO
- Roger Ward, MTO
- Heide Garbot, MTO
- Neil Ahmed, McCormick Rankin Corporation
- Paul Hudspith, URS Canada Inc.

NGTA Contacts

GTA-West Contacts

Roger Ward, Project Coordinator
Provincial Planning Office
Ministry of Transportation
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario
L2R 7R4
Tel: (905) 704-2214
E-mail: roger.a.ward@ontario.ca

Jin Wang, Project Coordinator
Provincial Planning Office
Ministry of Transportation
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario
L2R 7R4
Tel: (905) 704-2117
E-mail: jjin.wang@ontario.ca

NGTA Project Team
Email: project_team@n-gta.com

GTA West Project Team
Email: project_team@gta-west.com

Provincial Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2098
Fax. (905) 704-2007



May 26, 2010

Chief Kris Nahrgang
Kawartha Nishnawbe First Nation
257 Big Cedarlake Road
Burleigh Falls, Ontario
K0L 2H0

Dear Chief Nahrgang:

**RE: GTA West Corridor Planning and EA Study
Notice of Public Information Centre #4**

I am pleased to inform you that the fourth round of Public Information Centres (PICs) for the above-noted study has been arranged. The focus of this round of PICs is to provide the public with the opportunity to review and comment on the draft multi-modal Transportation Development Strategy that has been developed as the final deliverable for Stage 1 of this study.

The dates, time and locations of PIC #4 are:

Monday, June 14, 2010 4:00 p.m. to 8:00 p.m. Brampton Fairgrounds Hall 12942 Heart Lake Road Caledon	Tuesday, June 15, 2010 4:00 p.m. to 8:00 p.m. Le Jardin Special Events Centre Venetian Room 8440 Highway 27 Woodbridge	Wednesday, June 16, 2010 4:00 p.m. to 8:00 p.m. Mold-Master Sportsplex Icepac A 221 Guelph Street Georgetown
Tuesday, June 22, 2010 4:00 p.m. to 8:00 p.m. Snelgrove Community Centre 11692 Hurontario Street Brampton	Thursday, June 24, 2010 4:00 p.m. to 8:00 p.m. River Run Centre Canada Company Hall 35 Woolwich Street Guelph	

Please be advised that Council and staff are invited to an advance showing of the PIC exhibits. Study team members will be available at 3:00 p.m. to accompany interested participants around the display material; answer questions; receive comments; and discuss next steps. At your earliest convenience, an indication of your intention to attend, and the venue(s) likely to be visited would be greatly appreciated. Please respond to Jin Wang, GTA West Project Coordinator whose contact information can be found below. Thank you in advance.

Also note that the material presented at the PICs will be available on the study website (www.gta-west.com) where comments may also be submitted. A copy of the Ontario Government Notice (OGN) that will be appearing in local newspapers (including The Turtle Island News and Tekawennake News) is attached for your reference.

If you, your Council or other members of your community would like to meet with us, or require further information, please feel free to contact me (416-585-7255, joe.perrotta@ontario.ca) or Jin Wang, GTA West Project Coordinator at 905-704-2117 or jin.wang@ontario.ca.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joe Perrotta', with a stylized flourish at the end.

Joe Perrotta, MCIP, R.P.P.
Manager

Attach.

c. Jin Wang - MTO
Neil Ahmed – MRC

Provincial Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2098
Fax. (905) 704-2007

May 26, 2010

Chief Bryan LaForme
Mississaugas of the New Credit First Nation
2789 Mississauga Road
R.R. #6
Hagersville, Ontario
N0A 1H0

Dear Chief LaForme:

**RE: Niagara to GTA and GTA West Corridor Planning and EA Studies
Notice of Public Information Centre #4**

I am pleased to inform you that the fourth round of Public Information Centres (PICs) for the above-noted studies has been arranged. The focus of this round of PICs is to provide the public with the opportunity to review and comment on the draft multi-modal Transportation Development Strategy that has been developed as the final deliverable for Phase 1 of these studies.

The dates, time and locations of PIC #4 are:

GTA West Corridor Planning and EA Study:

Monday, June 14, 2010 4:00 p.m. to 8:00 p.m. Brampton Fairgrounds Hall 12942 Heart Lake Road Caledon	Tuesday, June 15, 2010 4:00 p.m. to 8:00 p.m. Le Jardin Special Events Centre Venetian Room 8440 Highway 27 Woodbridge	Wednesday, June 16, 2010 4:00 p.m. to 8:00 p.m. Mold-Master Sportsplex Icepad A 221 Guelph Street Georgetown
Tuesday, June 22, 2010 4:00 p.m. to 8:00 p.m. Snelgrove Community Centre 11692 Hurontario Street Brampton	Thursday, June 24, 2010 4:00 p.m. to 8:00 p.m. River Run Centre Canada Company Hall 35 Woolwich Street Guelph	

Niagara to GTA Corridor Planning and EA Study

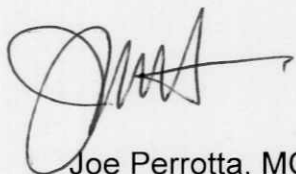
Thursday June 17th, 2010 4:00 p.m. to 8:00 p.m. Royal Canadian Legion Upstairs Hall 383 Morningstar Avenue Welland	Monday June 21st, 2010 4:00 p.m. to 8:00 p.m. Ancaster Fairgrounds 630 Trinity Road, RR. #1 Jerseyville	Wednesday June 23rd, 2010 4:00 p.m. to 8:00 p.m. Holiday Inn Burlington Halton Hall 3063 South Service Road Burlington
--	--	--

Please be advised that Council and staff are invited to an advance showing of the PIC exhibits. Study team members will be available at 3:00 p.m. to accompany interested participants around the display material; answer questions; receive comments; and discuss next steps. At your earliest convenience, an indication of your intention to attend, and the venue(s) likely to be visited would be greatly appreciated. Please respond to the respective MTO Project Coordinators whose contact information can be found below. Thank you in advance.

Also note that the material presented at the PICs will be available on the study websites (www.niagara-gta.com and www.gta-west.com) where comments may also be submitted. A copy of the Ontario Government Notice (OGN) that will be appearing in local newspapers (including The Turtle Island News and Tekawennake News) is attached for your reference.

If you, your Council or other members of your community would like to meet with us, or require further information, please feel free to contact me (416-585-7255, joe.perrotta@ontario.ca) or my staff (Roger Ward, NGTA Project Coordinator at 905 704-2214 or roger.a.ward@ontario.ca ; Jin Wang, GTA West Project Coordinator at 905-704-2117 or jin.wang@ontario.ca).

Sincerely,



Joe Perrotta, MCCP, R.P.P.
Manager

Attach.

- c. Roger Ward - MTO
- Jin Wang - MTO
- Paul Hudspith – URS
- Neil Ahmed – MRC

Provincial Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2098
Fax. (905) 704-2007

May 26, 2010

Chief William Montour
Six Nations of the Grand River Territory
P.O. Box 5000
Ohsweken, Ontario
N0A 1M0

Dear Chief Montour:

**RE: Niagara to GTA and GTA West Corridor Planning and EA Studies
Notice of Public Information Centre #4**

I am pleased to inform you that the fourth round of Public Information Centres (PICs) for the above-noted studies has been arranged. The focus of this round of PICs is to provide the public with the opportunity to review and comment on the draft multi-modal Transportation Development Strategy that has been developed as the final deliverable for Phase 1 of these studies.

The dates, time and locations of PIC #4 are:

GTA West Corridor Planning and EA Study:

Monday, June 14, 2010 4:00 p.m. to 8:00 p.m. Brampton Fairgrounds Hall 12942 Heart Lake Road Caledon	Tuesday, June 15, 2010 4:00 p.m. to 8:00 p.m. Le Jardin Special Events Centre Venetian Room 8440 Highway 27 Woodbridge	Wednesday, June 16, 2010 4:00 p.m. to 8:00 p.m. Mold-Master Sportsplex Icepad A 221 Guelph Street Georgetown
Tuesday, June 22, 2010 4:00 p.m. to 8:00 p.m. Snelgrove Community Centre 11692 Hurontario Street Brampton	Thursday, June 24, 2010 4:00 p.m. to 8:00 p.m. River Run Centre Canada Company Hall 35 Woolwich Street Guelph	

Niagara to GTA Corridor Planning and EA Study

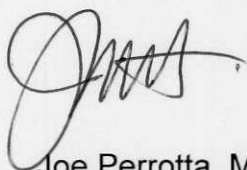
Thursday June 17th, 2010 4:00 p.m. to 8:00 p.m. Royal Canadian Legion Upstairs Hall 383 Morningstar Avenue Welland	Monday June 21st, 2010 4:00 p.m. to 8:00 p.m. Ancaster Fairgrounds 630 Trinity Road, RR. #1 Jerseyville	Wednesday June 23rd, 2010 4:00 p.m. to 8:00 p.m. Holiday Inn Burlington Halton Hall 3063 South Service Road Burlington
--	--	--

Please be advised that Council and staff are invited to an advance showing of the PIC exhibits. Study team members will be available at 3:00 p.m. to accompany interested participants around the display material; answer questions; receive comments; and discuss next steps. At your earliest convenience, an indication of your intention to attend, and the venue(s) likely to be visited would be greatly appreciated. Please respond to the respective MTO Project Coordinators whose contact information can be found below. Thank you in advance.

Also note that the material presented at the PICs will be available on the study websites (www.niagara-gta.com and www.gta-west.com) where comments may also be submitted. A copy of the Ontario Government Notice (OGN) that will be appearing in local newspapers (including The Turtle Island News and Tekawennake News) is attached for your reference.

If you, your Council or other members of your community would like to meet with us, or require further information, please feel free to contact me (416-585-7255, joe.perrotta@ontario.ca) or my staff (Roger Ward, NGTA Project Coordinator at 905-704-2214 or roger.a.ward@ontario.ca ; Jin Wang, GTA West Project Coordinator at 905-704-2117 or jin.wang@ontario.ca).

Sincerely,



Joe Perrotta, MCIP, R.P.P.
Manager

Attach.

- c. Roger Ward - MTO
- Jin Wang - MTO
- Paul Hudspith – URS
- Neil Ahmed – MRC

Provincial Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2098
Fax. (905) 704-2007



May 26, 2010

Mr. Leroy Hill
Haudenosaunee Confederacy Council
Haudenosaunee Resource Centre
2634 6th Line, R.R. #2
Ohsweken, Ontario
N0A 1M0

Dear Mr. Hill:

**RE: Niagara to GTA and GTA West Corridor Planning and EA Studies
Notice of Public Information Centre #4**

I am pleased to inform you that the fourth round of Public Information Centres (PICs) for the above-noted studies has been arranged. The focus of this round of PICs is to provide the public with the opportunity to review and comment on the draft multi-modal Transportation Development Strategy that has been developed as the final deliverable for Phase 1 of these studies.

The dates, time and locations of PIC #4 are:

GTA West Corridor Planning and EA Study:

Monday, June 14, 2010 4:00 p.m. to 8:00 p.m. Brampton Fairgrounds Hall 12942 Heart Lake Road Caledon	Tuesday, June 15, 2010 4:00 p.m. to 8:00 p.m. Le Jardin Special Events Centre Venetian Room 8440 Highway 27 Woodbridge	Wednesday, June 16, 2010 4:00 p.m. to 8:00 p.m. Mold-Master Sportsplex Icepad A 221 Guelph Street Georgetown
Tuesday, June 22, 2010 4:00 p.m. to 8:00 p.m. Snelgrove Community Centre 11692 Hurontario Street Brampton	Thursday, June 24, 2010 4:00 p.m. to 8:00 p.m. River Run Centre Canada Company Hall 35 Woolwich Street Guelph	

Niagara to GTA Corridor Planning and EA Study

Thursday June 17th, 2010 4:00 p.m. to 8:00 p.m. Royal Canadian Legion Upstairs Hall 383 Morningstar Avenue Welland	Monday June 21st, 2010 4:00 p.m. to 8:00 p.m. Ancaster Fairgrounds 630 Trinity Road, RR. #1 Jerseyville	Wednesday June 23rd, 2010 4:00 p.m. to 8:00 p.m. Holiday Inn Burlington Halton Hall 3063 South Service Road Burlington
--	--	--

Please be advised that Council and staff are invited to an advance showing of the PIC exhibits. Study team members will be available at 3:00 p.m. to accompany interested participants around the display material; answer questions; receive comments; and discuss next steps. At your earliest convenience, an indication of your intention to attend, and the venue(s) likely to be visited would be greatly appreciated. Please respond to the respective MTO Project Coordinators whose contact information can be found below. Thank you in advance.

Also note that the material presented at the PICs will be available on the study websites (www.niagara-gta.com and www.gta-west.com) where comments may also be submitted. A copy of the Ontario Government Notice (OGN) that will be appearing in local newspapers (including The Turtle Island News and Tekawennake News) is attached for your reference.

If you, your Council or other members of your community would like to meet with us, or require further information, please feel free to contact me (416-585-7255, joe.perrotta@ontario.ca) or my staff (Roger Ward, NGTA Project Coordinator at 905 704-2214 or roger.a.ward@ontario.ca ; Jin Wang, GTA West Project Coordinator at 905-704-2117 or jin.wang@ontario.ca).

Sincerely,



Joe Perrotta, MCIP, R.P.P.
Manager

Attach.

- c. Roger Ward - MTO
- Jin Wang - MTO
- Paul Hudspith – URS
- Neil Ahmed – MRC