
NOTES OF MUNICIPAL ADVISORY GROUP MEETING #6

PROJECT: GTA West Corridor Environmental Assessment
MEETING NO.: Municipal Advisory Group Meeting #6
FILE NO.: 06-3184
DATE: April 20, 2011 **TIME:** 1:30 p.m.
PLACE: Caledon Centre Ballroom, Holiday Inn Select Brampton, Brampton, ON

PRESENT:

Municipalities

Brian Lakeman	Region of Peel
Sabbir Saiyed	Region of Peel
Wayne Chan	Region of Peel
Steve Ganesh	City of Mississauga
Chris Duyvestyn	City of Brampton
David Kuperman	City of Brampton
Henrik Zbogor	City of Brampton
David Waters	City of Brampton
Khurram Tunio	City of Brampton
Kant Chawla	Town of Caledon
Mary Hall	Town of Caledon
Steve Mota	York Region
Tony Iacobelli	City of Vaughan
Roy McQuillin	City of Vaughan
Andrew Pearce	City of Vaughan
Andrew Head	Halton Region
Karyn Poad	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
Gwen Zhang	City of Guelph

MTO

Jin Wang	MTO Provincial and Environmental Planning
Frank Pravitz	MTO Provincial and Environmental Planning
George Ivanoff	MTO Provincial and Environmental Planning
Trevor Greenman	MTO Provincial and Environmental Planning
Joachim Tsui	MTO Provincial and Environmental Planning

Consultant Joint Venture

(CJV)

Neil Ahmed	MRC
Mike Bricks	BPE Inc.

Kevin Jones	AECOM
Tim Sorochinsky	URS
Jim Dymont	Meridian Planning
Catherine Christiani	Ecoplans Limited

PURPOSE: To present and discuss the recently released Draft Transportation Development Strategy (TDS) Report, with particular focus on the proposed new transportation corridor, in order to facilitate municipal review of the report. Provide an opportunity to receive and discuss preliminary municipal comments on the report.

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 and M. Bricks presented a study update, an overview of the study background and process, the key elements of the recommended Draft Transportation Development Strategy (including the new transportation corridor and north-south link), the key factors of the recommendation and summary of the additional analysis conducted. They also reviewed the preliminary route planning study area and outlined the study's next steps.

3.0 Discussion

3.1 The following questions / comments were raised after the presentation:

3.1.1 *Comment:* Although only a small portion of the City of Mississauga is in the study area, this area bears the brunt of a lot of the transportation demand.

Response: Comment noted.

3.1.2 *Question:* How does the Project Team see the recent Transportation Development Strategy (TDS) results' fitting in with the Metrolinx RTP's for project prioritization?

Response: 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. The project team anticipates that the Metrolinx RTP will be built out by 2031 (in advance of the construction of the new corridor) and supports the plan's early wins.

3.1.3 *Question:* Does MTO foresee any opportunities for partnerships with regional municipalities regarding road improvements needed in the interim, before the corridor is built?

Answer: MTO recognizes that there will be short-term pressure on local roads however the GTA West project is focused on long-term transportation solutions.

3.1.4 *Question:* When will Stage 2 of the EA be initiated?

Answer: This will ultimately be a government decision, based on the input

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- received from the public and stakeholders. Our goal is to address comments and concerns and finalize the strategy within a 90 day timeframe.
- 3.1.5 *Question:* Will all comments need to be received within the 90 day timeline? Some municipalities may not be able to send comments within that period.
Answer: The Project Team is trying to be flexible and stated in all materials that at a minimum there will be a 90 day review period. Advance notice should be given to the Project Team if it is anticipated that comments will not be submitted by the 90 day deadline.
- 3.1.6 *Question:* How will the Project Team respond to the comments? With just written responses, or will meetings also be proposed?
Answer: In all cases a written response will be provided. Where appropriate, meetings will be proposed. The Project Team wants to address all comments prior to moving into Stage 2 of the EA.
- 3.1.7 *Question:* Has MTO considered advancing route planning in key areas?
Answer: The decision to advance route planning in any area will be tied to the Minister's decision to implement Stage 2 of the EA. The data and information required to advance route planning has not yet been collected. Some modifications to the Preliminary Route Planning Study Area may be made now based on current information and input received during the comment period. Prior to route planning beginning, another round of consultant acquisition will need to take place which could take 6-12 months.
- 3.1.8 *Question:* How will the HP-BATS coordination work?
Answer: MTO recognizes that there are both provincial and local functions with a North-South Link in the area and MTO will need to work together with local municipalities to determine what EA process will be used to facilitate working together (ie. Province could take over HP-BATS component, or HP-BATS could be pursued through other EA options). Discussions need to occur between MTO, MOE and the local municipalities on how to pursue this.
- 3.1.9 *Comment:* The City of Brampton will be proceeding with secondary planning in north Brampton, around Heritage Heights and Area 47, which is to include the completion of transportation studies. MTO will be invited to attend as a stakeholder to these discussions, and is encouraged to participate.
Answer: Comment noted.
- 3.1.10 *Question:* The Preliminary Route Planning Study Area does not include the current termination point of Highway 410. Any solution should begin at the current termination point of Highway 410, not Mayfield Road.
Answer: It was envisioned that there would be two options in this area – upgrade the existing Highway 410/10 corridor to provide a connection or construct a new corridor located within the Preliminary Route Planning Study Area. This was not communicated well in the draft TDS and the Project Team will be looking for ways to improve this in the final TDS,
Follow-up Comment: Dixie Road should also be considered as a connection point.
Answer: Comment noted.
- 3.1.11 *Question:* In Stage 2 of the EA will connections to the regional road network with interchanges, be considered?
Answer: Yes.
- 3.1.12 *Question:* The draft TDS mentions that analysis was completed and that the transportation corridor could be a truck-only facility.
Answer: Further study needs to be done. The initial analysis completed by the

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Project Team revealed many benefits to having a truck-only facility, however further analysis is required to assess the impacts. Some stakeholders have shown an interest in having a truck-only facility and/or truck-only lanes.

3.1.13 *Question:* The Region of Waterloo's comments on the draft TDS can be found through review of the current Regional Council report, recently forwarded to the Project Team. Waterloo has recommended that the Project Team protect for Alternatives 4-4 or 4-5 in the future (beyond 2031), due to the strategy's possible creation of a Milton bottleneck. Another criterion should be added which allows for the future incorporation of connections to new facilities.

Answer: Alternative 4-4 was not recommended because the preferred alternative can provide similar transportation benefits with a better balance of effects to the natural environment and individual property owners. The recommended alternative has been found to be able to address the transportation demands west of Milton through the widening Highway 401, while avoiding the significant effects and costs associated with impacts to agricultural lands, cultural features, and crossing the Niagara Escarpment, the Greenbelt and other environmentally sensitive features. It is less intrusive to expand a current facility across the Niagara Escarpment, then create a new one. It is hard to predict future targets and predictions beyond the currently prescribed horizon year of 2031. The draft TDS also includes better transit connections and TDM/TSM to the Guelph-Wellington-Waterloo area, not just the expanded Highway 401.

3.1.14 *Comment:* The model used by the Project Team was based on old travel patterns. Beyond 2031, travel patterns will be different. Also, once the GTA West corridor is available, it may alter travel patterns. Has this been considered?

Answer: The Project Team used the Ontario Ministry of Transportation's (MTO) current Greater Golden Horseshoe Model (GGH Model) to forecast future travel demands for the transportation analysis. The model utilizes a detailed transportation network including both transit and roadway, and forecasts trip-making by all modes of travel based on forecasts of population and employment growth, land use densities, socio-economic and demographic information, current and future transportation costs (representing fuel costs, tolls, parking costs, transit fares, vehicle operating costs, etc.) and transportation network performance for all travel modes. A balance of trip patterns should occur over time throughout the study area, including increased self-containment. All of the modelling results are detailed in the draft TDS and a corresponding modelling report.

3.1.15 *Comment:* It would be useful for the Project Team to show the traffic projections both east and west of Milton, in order to show how it differs.

Answer: Comment noted.

3.1.16 *Question:* Does the MTO see itself as a possible proponent in the HP-BATS study?

Answer: There is a provincial transportation function related to long-distance north-south movement in the area. See response to 3.1.8 for additional details.

3.1.17 *Comment:* A link between the GTA West corridor and Niagara to GTA (NGTA) corridor is not shown.

Answer: The GTA West and NGTA studies are separate as their purposes are distinct and separate, and each is intended to address different sets of transportation problems and opportunities. There has been a high level of

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coordination between the two studies, including a highly coordinated modelling approach and traffic analysis. Preliminary work has shown that there isn't a benefit to directly connecting the two corridors. The NGTA Project Team is still working to finalize their recommended TDS, however at the moment the GTA West corridor could connect to the NGTA corridor through either Highways 401 or 407.

- 3.1.18 *Question:* The Region of York and City of Vaughan are concerned about the effect the Preliminary Route Planning Study Area will have on development lands. The City of Vaughan would like the Project Team to present to the Committee of the Whole. Both York and Vaughan would like to have separate meetings with the Project Team to discuss issues. Is there any further information the Project Team can provide, beyond what is in the TDS?

Answer: Comment noted. The requested meetings and presentation will be planned. The Project Team has done some high-level feasibility work on the crossings at the Humber River, which could be brought to an internal meeting for discussion. In addition, the Project Team has met with the Nashville developers (on May 2nd). The results of that meeting could also be discussed.

- 3.1.19 *Comment:* It would be appropriate to start the Stage 2 work as soon as possible, even without the official commencement of the job. The Stage 2 work needs to be expedited.

Answer: Comments noted. The Project Team recognizes the need to start Stage 2 of the EA as soon as possible. Those comments need to come to the attention of the Minister's Office, and should be communicated through any Council/Staff comments on the draft TDS. MTO will be working with MMAH and municipalities to protect corridor lands.

- 3.1.20 *Comment:* A liaison group with MTO Central Region should be created.

Answer: Comment noted.

- 3.1.21 *Comment:* Refinements to the Preliminary Route Planning Study Area need to be made, prior to any Stage 2 work commencing. This should be discussed at individual municipal meetings. The Preliminary Route Planning Study Area includes lands which already have established plans.

Answer: Comment noted. The Project Team needs flexibility for various options to be considered, however clarity in certain key areas also needs to be established.

- 3.1.22 *Question:* What opportunities will there be to initiate preliminary Stage 2 work if there is no committed budget?

Answer: MTO needs to complete the consultant procurement process, prior to beginning any Stage 2 work. It is hoped that by next Spring this work can begin.

- 3.1.23 *Comment:* All of the municipalities would like to see the corridor alignment better defined through development pressure areas.

Answer: If this is a common sentiment, it needs to be communicated to the Project Team so the Minister can consider accelerating the Stage 2 procurement and begin this work.

Follow-up Comment: It is incumbent upon the municipalities to help each other by voicing this opinion to the Minister.

- 3.1.24 *Question:* How long will Stage 2 of the EA take?

Answer: Stage 2 of the EA, Route Planning and Preliminary Design, will be a multi-year process. In the meantime, development will not be frozen. Given the geography, technical work and consultation required, Stage 2 will likely

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- take between 3 and 5 years to complete. It will then likely take MOE 1-2 years to review the EA.
- 3.1.25 *Question:* How will lands be protected while Stage 2 is being completed?
Answer: MTO and the Project Team will continue to work with municipalities throughout the planning process. Development applications within the study area will be reviewed on a case-by-case basis to ensure that the planning and implementation of the new transportation corridor is not compromised.
- 3.1.26 *Question:* The draft TDS mentions that a new hydro corridor could be incorporated into the transportation corridor. Will this undertaking be conducted as a separate EA or in conjunction with the study?
Answer: The Project Team has had meetings with Hydro One and Ontario Power Generation (OPG), and there is interest in coordinating with the GTA West study. The incorporation of hydro facilities would increase the ROW by approximately 30m. Hydro One and OPG will be at the RAAG Meeting on April 29, 2011 and further meetings are planned with them to determine the future scope of coordinated EA processes.
- 3.1.27 *Comment:* MTO should extend HOV lanes on Highway 401, west of Milton. There shouldn't be a gap between areas where HOV lanes are provided.
Answer: Comment noted.
- 3.1.28 *Comment:* Given the current high levels of congestion, projects along the 400 series highways should be accelerated. The capacity is needed.
Answer: Comment noted.

4.0 What's Next

- 4.1 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.

Note that a copy of the presentation is available on the project website.

Post Meeting Note: In response to input received on the draft GTA West Corridor Transportation Development Strategy, the ministry has decided to carry out additional analysis and consultation to further examine the recommendations in the Halton area. The additional work will be carried out over the Fall and Winter and is expected to be completed by Spring 2012. The ministry will consult with all stakeholders on the results of the additional work before any decision on next steps is taken.

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