



GTA West Corridor Environmental Assessment Planning and Environmental Assessment Study – Stage 1

Public Information Centre #2 Consultation Record

April 2009

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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 (ToR) was submitted to the Ontario Ministry of the Environment on July 15, 2007 and was approved on March 4, 2008. A first round of Public Information Centres (PICs) was held in order to provide the public with an opportunity to review the draft ToR, provide comments and discuss issues with representatives of the Project Team. The approved ToR serves as the framework for the EA Study to develop and select transportation alternatives.

Since ToR approval, the Project Team has been:

- Developing project-specific goals and objectives in the context of government policies;
- Developing Travel Demand Forecasting approaches with two information sessions conducted in June 2008;
- Exploring existing and future transportation-related conditions with two draft working papers released in Summer 2008 – “Overview of Transportation & Economic Conditions”, and “Overview of Environmental Conditions and Constraints”.; and
- Identifying specific inter-regional transportation problems and opportunities in the Preliminary Study Area.

A second round of PICs was held in March 2009 in order 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.

This Report outlines the results of the second round of PICs and all of the consultation events that occurred in advance of the PICs (since the initiation of the ToR).

2. CONSULTATION OVERVIEW

Since Terms of Reference (ToR) approval, the GTA West Corridor Planning and Environmental Assessment (EA) Study Project Team has been:

- Developing project-specific goals and objectives in the context of government policies;
- Developing Travel Demand Forecasting approaches with two information sessions conducted in June 2008;
- Exploring existing and future transportation-related conditions with two draft working papers released in Summer 2008 – “Overview of Transportation & Economic Conditions”, and “Overview of Environmental Conditions and Constraints”; and
- Identifying specific inter-regional transportation problems and opportunities in the Preliminary Study Area.

The second round of Public Information Centres (PICs) was held at 5 venues within the Preliminary Study Area between March 4th and March 12th, 2009 to present the public with an update on the Study progress and to provide the public with the opportunity to comment on maps and displays depicting the problems and opportunities identified within the GTA West Corridor.

Prior to the PICs, meetings were held with the GTA West Regulatory Agency Advisory Group, Municipal Advisory Group and the Community Advisory Group. These meetings served a similar purpose - to update members on the progress made since the Terms of Reference (ToR) was approved and to provide the opportunity for feedback and questions on the problems and opportunities identified within the GTA West Corridor Preliminary Study Area. The Project Team also met with upper-tier municipalities and committees, Business and Commercial Stakeholders, Transportation Service Providers, and held Municipal Corridor Protection Workshops.

All comments received during the second round of PICs from the general public, interest groups, agencies and municipalities were considered by the Project Team. The upcoming release of the Draft Area Transportation System Problems and Opportunities Report in May 2009 will be a reflection of this consultation effort.

A list of stakeholders consulted during the second 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 #2

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. In addition, the PIC display material package, study brochure and project video were made available for the public to download.

A copy of the project website pages is included in **Appendix C**. The project video script is included in **Appendix D**.

3.2 Newspaper Notifications

A notice was published in 17 newspapers with circulation across the Preliminary Study Area. The notices provided an update on the Study progress since the Terms of Reference approval, notification of the second 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 E** and was published as outlined below.

Notice of Public Information Centre #2

A notice announcing the second 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 February 21, 2009 | |
| 2. The Guelph Mercury | Sat February 21, 2009 | Sat February 28, 2009 |

TRI-WEEKLY NEWSPAPERS

- | | | |
|----------------------|-----------------------|-----------------------|
| 3. Mississauga News | Sun February 22, 2009 | Fri February 27, 2009 |
| 4. Brampton Guardian | Wed February 18, 2009 | Wed February 25, 2009 |

BI-WEEKLY NEWSPAPERS

- | | | |
|-----------------------------------|-------------------------|-------------------------|
| 5. Caledon Enterprise | Sat February 21, 2009 | Sat February 28, 2009 |
| 6. Vaughan Citizen | Thurs February 19, 2009 | Thurs February 26, 2009 |
| 7. Guelph Tribune | Fri February 20, 2009 | Fri February 27, 2009 |
| 8. Georgetown Acton Independent | Wed February 18, 2009 | Fri February 27, 2009 |
| 9. Milton – The Canadian Champion | Fri February 20, 2009 | Wed February 25, 2009 |

WEEKLY NEWSPAPERS

- | | | |
|-------------------------------------|-------------------------|-------------------------|
| 10. Caledon Citizen | Thurs February 19, 2009 | Thurs February 26, 2009 |
| 11. King Township Sentinel | Wed February 18, 2009 | Wed February 25, 2009 |
| 12. The Erin Advocate | Wed February 18, 2009 | Wed February 25, 2009 |
| 13. Le Metropolitain (French) | Wed February 18, 2009 | Wed February 25, 2009 |
| 14. Turtle Island News | Wed February 18, 2009 | Wed February 25, 2009 |
| 15. Tekawennake New Credit Reporter | Wed February 18, 2009 | Wed February 25, 2009 |
| 16. The Halton Compass | Thurs February 19, 2009 | Thurs February 26, 2009 |
| 17. Wellington Advertiser | Fri February 27, 2009 | |

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. Those who signed in at the first PIC were also added to the study mailing list. Once stakeholders were 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. This list will be updated and refined throughout the Study.

The current public mailing list includes approximately 570 names and the interest group mailing list includes approximately 159 groups.

Email / Letter Notification of Transportation Demand Forecasting Information Sessions

On June 2, 2008, individuals on the Study mailing list were invited by e-mail / letter (depending on their preferred method of contact) to attend Transportation Demand Forecasting Information Sessions. The sessions, held on June 23rd and June 26th, 2008, focused on providing a general non-technical overview of how transportation forecasting was to be conducted and how it relates to the identification of transportation problems and opportunities.

A copy of the Transportation Demand Forecasting Information Sessions Summary Report has been compiled under separate cover.

E-mail / Letter Notification of Study Progress Update

On November 10, 2008, individuals on the Study mailing list were notified by e-mail / letter (depending on their preferred method of contact) with a Study progress and schedule update. The e-mail / letter described the Study's progress since the last round of PICs for the EA Terms of Reference and explained the revised overall Study schedule. Copies of the Study Progress Update notification materials are included in **Appendix F**.

E-mail / Letter Notification of Public Information Centre #2

On February 13, 2009, PIC #2 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 to approximately 159 interest groups. MPP's within the Preliminary Study Area were notified via mail on March 2, 2009.

Individuals on the Study mailing list, including those who requested to be added to the Study mailing list through webform, e-mail, fax, telephone or letter, were also sent a letter / email on February 13, 2009, depending on the preferred method of contact. The public mailing list currently includes approximately 570 people. Copies of the PIC #2 notification materials are included in **Appendix G**.

3.4 Public Information Centre #2

The second round of Public Information Centres (PICs) was held to provide the public with an opportunity to review the problems and opportunities identified within the GTA

West Corridor, provide comments and discuss issues with representatives of the Project Team.

Ministry of Transportation (MTO) and Consultant representatives of the Project Team attended. The PICs were held as drop-in centres with display panels presenting maps and displays illustrating the problems and opportunities and information for providing comments. The Project Team participated in discussions with the attendees to address questions and concerns.

The PICs were held as follows:

Wednesday March 4, 2009	Thursday March 5, 2009
River Run Centre Canada Company Hall 35 Woolwich Street Guelph, ON	Brampton Fairgrounds Hall 12942 Heart Lake Road Brampton, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.
Monday March 9, 2009	Wednesday March 11, 2009
Mold Master Sportsplex Alcott Hall 221 Guelph Street Georgetown, 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.
Thursday March 12, 2009	
Pearson Convention Center Hall C 2638 Steeles Avenue East Brampton, 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

Welcome and Study Context

- Study Purpose
- Study Process
- Focus of Public Information Centre #2
- Greenbelt Plan
- Growth Plan for the Greater Golden Horseshoe
- Context of Major Federal, Provincial and Regional Transportation Initiatives
- Grouping of PIC Content

GROUP 2

PIC #2 Summary

- Study Background and Existing Conditions
- Predicting Future Transportation Problems
- Future Transportation Problems
- Strategies to Protect Corridor Opportunities
- Next Steps

GROUP 3

Study Background & Existing Conditions

- Study Background and Purpose
- Existing Environmental Conditions
- Existing Transportation Conditions and Studies
 - Inter-regional Transit
 - Roads and Highways
 - Rail
 - Air
 - Relevant Transportation Studies
 - Metrolinx and GO Transit

GROUP 4

Predicting Future Transportation Conditions

- Factors Influencing Transportation Demand
 - The Inter-Regional Transportation System
 - Policy
 - Economy and Trade
 - Tourism and Recreation
- Problem Identification Process
 - Forecasting Approach
 - Model Inputs
 - Model Inputs – Greater Golden Horseshoe (GGH) Model
 - Model Forecast Outputs 2031 – Greater Golden Horseshoe (GGH) Model

GROUP 5

Future Transportation Problems

- Future Commuter Transportation Problems
 - Context for Commuters
 - Auto Commuters
 - Transit Commuters

- Future Goods Movement Transportation Problems
 - Context for Goods Movement
 - Commercial Vehicle Transportation
 - Rail, Marine, Air Transportation
- Future Tourism and Recreation Transportation Problems
 - Context for Tourism and Recreation
 - Existing Conditions
 - Future Conditions
- Future Transportation Opportunities
 - Goals and Objectives
 - Strategies for Corridor Protection

First Nations

- Williams Treaty First Nations
- Six Nations of the Grand River Territory
- Mississaugas of the New Credit First Nations

Community Advisory Group (CAG)

- CAG Roles and Responsibilities
- Applying for CAG Membership

Next Steps

- Next Steps
- Options
- Ongoing Consultation Framework

Refer to **Appendix H** for copies of the display panels presented at the PICs.

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)
- *The Big Move - Metrolinx Regional Transportation Plan* (November 2008)
- *GO 2020 Strategic Plan* (December 2008)
- *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)

A Study brochure and several factsheet hand-outs were also made available to all 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 I**.

3.4.3 Attendance / Summary of Comments

A total of 338 members of the public signed the Visitor's Register for the five Public Information Centres.

In addition to verbal comments, the 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 (April 3, 2009) by e-mail, fax or mail to the Project Team.

At the PICs, 37 written comment sheets were collected. In addition, 15 comments were received via webform, e-mail, fax or mail by the comment deadline. The following is a breakdown of attendance and number of comments submitted by PIC date/venue

Date / Location	Recorded Attendance	Written Comments Received
March 4 2009, Guelph	94	14
March 5 2009, Caledon	125	11
March 9 2009, Georgetown	69	2
March 11 2009, Woodbridge	34	5
March 12 2009, Brampton	16	5
Total Comment Forms Received at the PIC		37
Total CAG Application Forms Received		7

Date / Location	Recorded Attendance	Written Comments Received
Total Comment Forms received via fax, mail, e-mail or webform		8
Total	338	52

The Project Team responded to all written comments received by fax, e-mail, webform, letter, and at the PICs. 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 table summarizes the key comments, issues and concerns raised during the second round of PICs:

Summary of Written Comments Submitted	#
Preliminary Study Area	
• Extend the Preliminary Study Area to the north (i.e. towards Highway 9, Caledon Village)	2
• The Preliminary Study Area boundaries miss the linkages between Guelph and Kitchener-Waterloo and Guelph and the GTA	1
• The Preliminary Study Area is too small	1
Timeframe / Scope of the Study	
• Plan route as soon as possible	3
• Is the purpose of the Study to build Highway 413?	1
Transportation Problems and Opportunities	
• Community planning has been handled poorly. It currently encourages the use of the car and has promoted poor infrastructure.	2
• Consider north/south connections	1
• Analyze each building block with a matrix, similar to how the Goals and Objectives were evaluated	1
• Highways 401 and 407 can't accommodate any further traffic growth	1
• There is truck infiltration along Highway 7	1
• Air travel from Hamilton / Kitchener-Waterloo is faster and less stressful than from Toronto	1
• Heavy truck traffic and congestion on Nashville Rd., particularly between Highway 27, 50 and the CP rail yard	1
Travel Demand Analysis / Modelling	
• Data and figures appear to be outdated and/or unrealistic (i.e. population and employment growth projections, tourism impacts, energy/gas prices, cross boundary commuting)	4
• Consider current economic situation in data/modelling	2
• Look into the effects that truck accident delays on Highway 400 can have on the road system	1
• Would a new highway create more traffic?	1
• The Project Team should be commended on their depth of analysis	1
Alternatives	
• Prefer rail transportation solutions / improve rail transportation	8
• Prefer public transit transportation solutions / Improve public transit	6
• Consider alternatives to a new road / A highway is not wanted	4

Summary of Written Comments Submitted	#
• Where is the corridor / road going? What are the alternatives?	3
• Transit travel times should be comparable to auto travel times	2
• Focus on improving existing infrastructure	2
• More transportation hubs are required. Union Station shouldn't be the only major hub in the region	2
• Use bold/visionary transportation solutions	2
• Incorporate green principles into the plan	2
• Rail should be the preferred alternative for moving goods / industry, particularly long haul trips	1
• Increase the frequency of GO Transit in the study area	1
• Increase the amount of parking at the King City GO Station	1
• Prefer transportation demand management solutions (i.e. improved public transit, infrastructure for cyclists, and pedestrians)	1
• Provide an express by-pass route	1
• Extend Highway 427 north to at least Highway 9	1
• Consider Highway 9 as a potential east-west corridor	1
• Bicycle lane from Highway 6/Woodlawn Rd. to Conservation Rd.	1
• No route through Bolton	1
• Reduce speed limit along Highway 6	1
• Create ramps for Nobelton and King Township from Highway 404	1
• King Township does not require new road infrastructure	1
• If a new road is needed, put it no farther north than the King/Vaughan Line.	1
• Direct intra-city traffic around Guelph as opposed to thru it (i.e. Highway 7)	1
• Extend Highway 407 west	1
• Create a highway linking Barrie with Guelph, which continues south to the Niagara Border	1
• Create pull-over areas along Highway 401	1
• Speed limiters on trucks	1
• Buy back Highway 407 and remove the tolls	1
• Double tracked rail corridor from Georgetown to Kitchener	1
• Build light rail from Barrie to Toronto along Highway 400	1
• Add new tracks along the Guelph/Toronto rail line for the exclusive use of freight	1
• Add GO Trains to and from King City and Barrie	1
• Ensure trucks use weigh stations along Highway 400	1
• Compensate fire and emergency response costs for villages that have to service Highway 400	1
• Dedicated tracks for Passenger rail on GO Transit lines	1
• Light rail elevated above freight tracks through congested yards, particularly those near Toronto	1
• Widen Highway 7 immediately	1
• Eliminate all level grade rail crossings	1
• Reroute Highway 7 north and link to new highway to Kitchener	1
• Public participation in evaluating and amending alternatives must be assured	1
• The alternatives portion of the Study process must be particularly comprehensive and transparent	1
Environmental Effects / Evaluation of Alternatives	
• Protect natural recreation areas (i.e. Bruce Trail, rural hiking trails)	3
• Protect features of the natural environment (i.e. groundwater, air quality, climate change, environmentally sensitive areas)	3
• Protect conservation areas (i.e. the Oak Ridges Moraine, the Greenbelt, and	2

Summary of Written Comments Submitted	#
the Niagara Escarpment)	
• Protect agricultural lands/ agricultural operations, and the interests of farmers and rural landowners	2
• Concerned about the negative effects associated with a new Highway / transportation by single-occupancy vehicles (i.e. disruption of environmentally sensitive areas, air quality concerns, human health)	1
• Protect features of the socio-economic environment (i.e. noise, human health, established communities, property expropriation)	1
• Will an air quality study be conducted?	1
• Consider each alternatives carbon footprint (i.e. the social, economic and environmental costs of emissions)	1
• Consider the migration routes of local species, particularly amphibians	1
Corridor Protection / Strategies to Protect Corridor Options	
• Concerned with lands from Highway 401 to the Guelph City Limit that are within Area of Interest #7	1
• Expedite planning in the Highway 400 area before development occurs	1
• The Areas of Interest in Vaughan and Peel are experiencing intense development pressure	1
Public Consultation	
• PIC displays were well presented and informative; staff were helpful	3
• Provide a larger Study area map	1
• Hold sessions in less expensive venues (i.e. arenas, libraries, school gyms)	1
• Despite the intense growth in Woodbridge, few people attended the PIC. Why?	1
• Hardcopies of the display materials should be made available	1
• A PIC should be held in Bolton	1
• How have the Town of Caledon been involved in commenting on the Study?	1
Alterations to / Accuracy of Public Information Centre #2 Display Materials	
• Goals and Objectives figure should incorporate Mobility/Accessibility as a goal	1
• Goals and Objectives figure should be modified so that the Environment is shown to contain the Economy and Community	1
• Display congestion and commuter/goods movement data for outside of the Preliminary Study Area (ie. Durham Region, west towards London)	1
• The stream designations in Figure 3.4.1 are incorrect. Marden Creek is a coldwater creek (under rehab), the Speed Headwaters are cold water and Hanlon Creek is missing entirely.	1
Greenbelt Plan	
• Is the possibility of new towns developing along new highways covered in the Greenbelt Plan?	1
• The Study should incorporate the proposal to increase the Greenbelt perimeter	1
Other Studies/ Resources to Consider	
• Consider transportation solutions and case studies from other jurisdictions / internationally	3
• The regional rail system proposed by Metrolinx should be designed to be easily upgraded to express rail	1
• The Metrolinx Study area is too small. It omits the linkage between the GTA and Guelph	1
General	
• It is obvious that the corridor will be a road	1
• Growth will occur – we need to do it right	1
Requests for More Information	
• Please add me to the mailing list / keep me informed	6
• Please provide me with copies of Area of Interest #7 maps / More information	2

Summary of Written Comments Submitted	#
on Area of Interest #7	
• Please provide a copy of the PIC display material	1
• Please keep me informed about anything that involves the lands in the Highway 400 Corridor at Kirby Road (Area of Interest #1)	1
• Please provide me with more information about the infiltration of truck traffic on Highway 7	1
• Who owns the rail line between Georgetown and Maple?	1
• Who owns the rail line along Highway 7 to Guelph?	1
Requests for More Information on other MTO Studies	
• Is there a GTA East Study? If so, please provide more information on the study.	1

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 December 4, 2008, the second meeting of the CAG was held in order to discuss the specific types of transportation problems in the Preliminary Study Area and review the Project Team's consultation approach for PIC #2.

On February 5, 2009, a third CAG meeting was held to further discuss the transportation problems in the Preliminary Study Area. Both meetings provided the opportunity for preliminary feedback and questions. The summary notes from these meetings are provided in **Appendix J**.

At the second round of PICs the purpose and role of the CAG was described on a display panel and application forms were made available for individuals to fill out and submit to the Project Team. In total, 6 applications were received at the PICs, and an additional application was received after the PICs via fax. A copy of the CAG application form is included in **Appendix K**.

3.6 Consultation with Business and Commercial Stakeholders and Transportation Service Providers

From April to August 2008, the Project Team consulted with Business and Commercial Stakeholders (BCS) and Transportation Service Providers (TSP) in order to better understand people and goods movement within the Preliminary Study Area and to obtain valuable anecdotal information. BCS and TSP stakeholders were consulted via letter / e-questionnaire, face-to-face interviews or one-on-one phone interviews.

A copy of the Business and Commercial Stakeholders & Transportation Service Providers Problems and Opportunities Consultation Summary Report has been compiled under separate cover.

4. CONSULTATION WITH MUNICIPALITIES AND AGENCIES DURING PUBLIC INFORMATION CENTRE #2

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 February 3, 2009, the second meeting of the MAG was held prior to the second round of PICs, to discuss transportation problems and opportunities in the Preliminary Study Area. The meeting provided the opportunity for preliminary feedback and questions on the problems and opportunities material.

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

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 February 12, 2009, the second meeting of the RAAG was held prior to the second round of PICs, to discuss transportation problems and opportunities in the Preliminary Study Area. The meeting provided the opportunity for preliminary feedback and questions on the problems and opportunities material.

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

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 in order to provide an overview of the progress of the Study since Terms of Reference approval. The presentations were held as follows:

- Halton Region – Planning and Public Works Committee.....February 4, 2009
- Peel Region – General CommitteeFebruary 5, 2009
- County of Wellington/City of Guelph* – Council..... February 26, 2009
- York Region – Planning and Economic Development Committee.....March 4, 2009

*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 N**.

4.4 Municipal Corridor Protection Workshops

The Project Team held Municipal Corridor Protection Workshops with municipal representatives from within each Region/County in order to discuss corridor protection issues, review areas of interest identified by the Project Team, discuss opportunities to refine these areas, and identify any additional areas known by municipalities. The meetings were held as follows:

- Halton Region Workshop February 23, 2009
- Peel Region Workshop..... February 24, 2009
- York Region Workshop February 24, 2009

- Wellington County/Guelph Workshop March 2, 2009

The summary notes from these meetings are provided in **Appendix O**. A Municipal Corridor Protection Discussion Paper was drafted after the meetings and is to be forwarded to municipalities. A copy of the Discussion Paper has been compiled under separate cover.

5. CONSULTATION WITH FIRST NATIONS

Following the EA Terms of Reference, MTO continued to engage the First Nations groups / committees including: the Six Nations of the Grand River Elected Council, the Haudenosaunee Confederacy Council, the Mississaugas of the New Credit and the Kawartha Nishnawbe First Nations.

Letters were sent by MTO to the four groups on February 4, 2009 inviting them to attend PIC #2 in order to review and comment on the materials presented. Notice of PIC #2 was also advertised in the following weekly newspapers:

- | | | |
|------------------------------------|-----------------------|-----------------------|
| 1. Turtle Island News | Wed February 18, 2009 | Wed February 25, 2009 |
| 2. Tekawennake New Credit Reporter | Wed February 18, 2009 | Wed February 25, 2009 |

In addition to inviting the First Nations community members to PIC #2, MTO made suggestions to meet and present the information to First Nations communities and/or councils.

At PIC #2 a First Nations display panel was presented which outlined the following:

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

A copy of the display panel is enclosed in **Appendix H**. The invitation letters are included in **Appendix P**. 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.