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NOTES OF MEETING

PROJECT: GTA West Corridor Terms of Reference
MEETING NO.: Regulatory Agency Advisory Group Meeting #1
FILE NO.: 06-3184
DATE: March 9, 2007 **TIME:** 10:00 a.m.
PLACE: Holiday Inn Select Brampton – Caledon East Ballroom
 30 Peel Centre Drive, Brampton, Ontario

REGULATORY AGENCY REPRESENTATIVES

PRESENT:	Dave Bell	Canadian Environmental Assessment Agency
	Mike Shaw	Environment Canada
	Paul Kerry	Canadian Pacific Railway
	Marion Plaunt	Niagara Escarpment Commission
	Steven Strong	Ministry of Natural Resources
	Mike Kim	Ministry of Public Infrastructure Renewal
	Bruce Singbush	Ministry of Municipal Affairs and Housing
	Michelle Moretti	Ministry of Municipal Affairs and Housing
	Caroline de Groot	MTO Freight Policy Office
	Alfonso Corredor	MTO Freight Policy Office
	Wendy McLandress Stanley	MTO Modal Policy and Partnerships Branch
	Sharon Lingertat	Toronto Region Conservation Authority
	Beth Williston	Toronto Region Conservation Authority
	June Murphy	Toronto Region Conservation Authority
	Kellie McCormack	Conservation Halton
	Liam Marray	Credit Valley Conservation
	Dan Francey	GO Transit
	Marc Turpin	Greater Toronto Airports Authority

PROJECT TEAM

PRESENT:	Jin Wang	MTO - Project Co-ordinator
	Carolyn Southey	MTO - Senior Environmental Planner
	Heide Garbot	MTO - Environmental Coordinator
	Steve Ganesh	MTO - Assistant Project Coordinator
	Pat Griepsma	MTO - Transportation Systems Lead
	Neil Ahmed	MRC - Consultant Project Manager
	Alex Weihing	MRC - Project Engineer
	Mike Bricks	Ecoplans - Lead EA Process, Env Planner
	Amy Didrikson	Ecoplans - Co-ordinator EA Process
	Karin Wall	TSH - Lead Environmental
	Corrine Latimer	TSH - Assistant to Lead Environmental

PURPOSE: Meeting to provide an overview of the EA study approach, details on the draft EA Terms of Reference and an opportunity for preliminary feedback and questions.

ITEM	PROCEEDINGS:	ACTION BY:
1.0	Introduction and Overview and Draft ToR	
1.1	N. Ahmed welcomed everyone to the meeting and initiated roundtable introductions.	
1.2	N. Ahmed, J.Wang and M. Bricks presented an introduction and overview of the EA Study, the draft EA ToR and its components, overview of the local context of the study, and the consultation approach.	
1.3	In reference to Slide 36, and the evaluation criteria proposed, consideration of the “Triple Bottom Line” tool was suggested by TRCA. This evaluation methodology involves demonstrating that the project will result in improvements to the social, economic and environmental factors (an overall net gain in all three areas). The City of Hamilton has created a Tool Kit to implement this approach. The Project Team agreed to look into this approach and consider it as the study moves forward. TRCA agreed to forward information related to the Triple Bottom Line approach to the Project Team.	PT/ TRCA
1.4	N. Ahmed outlined the previous consultation with Municipalities in January 2006 and the incorporation of their input into the current study approach. For example, municipalities requested an accelerated schedule, as well as adequate timelines to report to Councils. The current window for comment the draft Terms of Reference is 9 weeks. Municipalities also requested that consideration of impacts on Greenhouse Gas (GHG) emissions be included in the study. GHG emissions and air quality will be included in the criteria evaluating alternatives to the undertaking and alternative methods. Other elements to be considered as the study moves forward are local transportation studies and tools to protect land for a future corridor.	
1.5	N. Ahmed also described Transportation Modelling that will extend beyond the “Preliminary Study Area”. He emphasized that every mode of transportation will be considered equally in the model.	
1.6	N. Ahmed noted that the current “horizon year” for the project (and demand and growth projections) is 2031, as this is the timeframe examined in the Growth Plan, and the horizon with the best data available.	
2.0	Consultation Approach & Techniques and What’s Next	
2.1	M. Bricks presented the Consultation Approach and Techniques and outlined the Public Information Centres for the draft ToR are scheduled for mid to late April. He noted that municipalities are providing input on appropriate venues and providing the schedules of other local public consultation events to avoid conflicts.	
2.2	In presenting the next study milestones, M. Bricks noted that while the draft ToR will be released for comment in mid-March, there will be a second opportunity for comment during the Minister of the Environment’s public review period. The Minister considers these comments in an approval decision. It was noted that ToR’s are often approved with amendments based on comments and suggestions received during the review period.	

ITEM	PROCEEDINGS:	ACTION BY:
3.0	Question and Answer Session	
	Following the presentation the floor was opened to questions and comments.	
Q.	Will the ToR be identifying a preferred alternative? This was not clear in the presentation.	
A.	Referring to Slide 17, the EA Terms of Reference will outline a process to generate and evaluate alternatives, but a preferred “Alternative to” will not be determined until the decision point following EA Stage I. It was also clarified that all modes of transportation would be considered as part of Stage I. Additional remarks were made regarding the study approach: <i>It is encouraging to see public consultation planned to occur prior to a identifying a preferred route.</i>	
Q.	It is important that the <i>problem</i> is well understood. How will the problem be defined through this study? Where do we want to move goods to and from? A long-term perspective is needed – a 50 year horizon would be advisable. Also, rail transport should be better emphasized.	
A.	The problem will be examined as the study moves forward. This is a key component of the purpose of the EA study: to examine long term transportation problems and opportunities. The Growth Plan provides a projection of anticipated growth: this provides a baseline for the EA study. The GTA West Corridor EA will determine to what <i>extent</i> transportation network improvements are needed. In EA Stage 1, travel demand markets will be examined and quantified. It was noted the planning horizon was to the 2031 timeframe as accurate employment and population projections are only available up to that timeframe consistent with the Growth Plan. However projections will be considered beyond this timeframe. Those longer term projections however will be more of a general context-setting nature rather than fully quantifiable. Additional remarks were made regarding the philosophy of the Growth Plan. <ul style="list-style-type: none"> <li data-bbox="391 1287 1276 1344">• <i>If the Growth Plan is implemented correctly there will be fewer commuters.</i> <li data-bbox="391 1358 1276 1415">• <i>The philosophy of the Growth Plan puts an emphasis on transit first and better live-work relationships.</i> 	
Q.	Will this study recommend funding to Municipalities to implement these solutions?	
A.	Funding arrangements with local municipalities are not within the scope of this study; however, discussions will occur with Municipal stakeholders throughout the study on this issue.	
Q.	You mention a number of adjacent and related studies on Slide 15. How do these studies work together/overlap? It would be helpful to see a map with the study areas defined for each MTO transportation study in the area, as well as local municipal transportation studies.	
A.	We have not developed mapping that would illustrate this, however, the Project Team can circulate mapping of other Provincial studies.	PT
Q.	Does Slide 17 illustrate the typical process that MTO would follow on a study of this size?	
A.	Yes. This is the typical Individual Environmental Assessment process for major infrastructure projects.	

ITEM PROCEEDINGS:**ACTION BY:**

CEAA indicated that the graphic was effective, however, some edits might be required.

Q. You mentioned the consideration of GHG emissions in the evaluation of alternatives. How will GHGs be incorporated into the evaluation and measured?

A. Regional greenhouse gas emissions (i.e. “burden analysis”) would be considered in the “alternatives to” phase of the study. More detailed dispersion modelling would be considered at the alternative methods and concept design stage. MTO mentioned that a protocol was being developed by MTO in conjunction with provincial and federal agencies to consider greenhouse gas emissions.

Q. How will the consideration of Air Quality in this EA study correspond with Federal and Provincial policies on Air Quality?

A. The draft Protocol is being developed in conjunction with provincial and federal agencies and would be employed in the EA study.

Any agency interested in obtaining further information on the Protocol should contact Jin Wang, MTO Project Co-ordinator with the Ministry of Transportation.

There was a subsequent request for a copy of the presentation at the meeting. Ecoplans will e-mail the presentation handout to all attendees as well as those who could not attend the meeting.

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[Post-note: the presentation was sent by e-mail to all attendees as well as the Federal contact list and Provincial contact list on March 12th 2007].

Q. The Preliminary Study Area is too narrow in terms of the north/south boundary. Highway 9 is becoming a major Provincial Route and the Preliminary Study Area should be expanded to include this under the northern boundary. Considering the problem is not well defined, the Preliminary Study Area should include more rather than less of the major Provincial routes.

A. One of the purposes of the study is to address linkages to the *Urban Growth Centres* in the Corridor (e.g. Vaughan, Brampton, Milton and Guelph, as well as numerous rural residential clusters and settlements in Caledon, Halton and Wellington). Since all of these Centres are south of Highway 9 and the Oak Ridges Moraine, alternatives further north (i.e. within the Moraine or to Highway 9) would unlikely address this purpose of the study. It was noted that the transportation modelling work would be carried out in a broader context extending further north.

Q. Will the Preliminary Study Area limit the transportation solutions examined through the EA?

A. The Preliminary Study Area reflects the initial identification of an area expected to experience transportation challenges associated with urban growth. This area will likely be refined as the study progresses. M. Bricks agreed to examine the wording in the draft ToR to ensure there is flexibility in the identification of transportation solutions, i.e. as transportation demand is better understood in the area, the Preliminary Study Area will be adjusted to allow for the appropriate transportation solutions.

PT

Q. Will there be reporting at key stages?

A. Yes. During the EA milestone reports will be prepared to document project milestones. For example a report documenting the generation and evaluation of alternatives will be prepared during EA Stage 1. In addition, the Transportation Needs Assessment will be documented in a Milestone Report.

ITEM PROCEEDINGS:**ACTION
BY:****4.0 General Discussion**

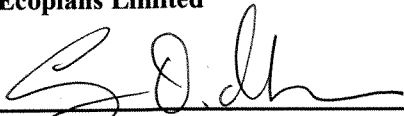
Following the question and answer session J. Wang commented that many of the agencies present are also on the Niagara to GTA Corridor EA study. He enquired whether there was an interest in holding joint meetings, or whether there is a more efficient use of the RA's time. There was agreement that this should be considered as the study progresses.

The meeting adjourned at 12:00 a.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



Amy Didrikson

cc: Attendees
Provincial Contact List
Federal Contact List