



# GTA West – A Short History

- 2008:** Terms of Reference was approved March 2008
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- 2008 to 2012:** Stage 1 of the GTA West Study (Systems Planning) involved identifying transportation problems and opportunities, evaluating transportation system alternatives, and recommending a Transportation Development Strategy (TDS)
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- 2014 to 2015:** Stage 2 of the GTA West Study (Route Planning and Preliminary Design of a multimodal transportation corridor component of the TDS) involved identifying features and constraints, and developing and evaluating route and interchange alternatives
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- December 2015:** The GTA West Study was suspended
- Prior to the study suspension, the GTA West Project Team had identified a Technically Preferred Route, but had not yet presented the route to the public
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- Spring 2016:** An independent Advisory Panel was asked to assess the GTA West Study in light of changes in government policies since 2008 and new transportation technologies
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- February 2018:** Advisory Panel report was released  
The former government announced that the province would not proceed with the GTA West Study
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- February 2018:** MTO and the Independent Electricity System Operator (IESO), with support from the Ministry of Energy, initiated a study called the Northwest GTA Corridor Identification Study to identify and protect lands for a multipurpose linear infrastructure corridor
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- November 2018:** The government’s 2018 Fall Economic Statement noted that Ontario is doing the work necessary to resume the Environmental Assessment for the GTA West multimodal transportation corridor
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- June 2019:** On June 19, 2019, the government announced that the Environmental Assessment (EA) for the GTA West Corridor will be resumed from its point of suspension in 2015
- The GTA West Study will protect lands for a future multimodal transportation corridor
  - With the resumption of the GTA West EA, the Northwest GTA Corridor Identification Study will not be proceeding
  - The Ministry of Energy, Northern Development and Mines and Independent Electricity System Operator have initiated a new separate study to identify an adjacent electricity transmission corridor



# Planning with Vision, Planning for People

- The Greater Golden Horseshoe (GGH) is an economic driver for the province and addressing transportation needs in the GGH is essential to the competitiveness of our economy
- The need for the GTA West Study remains and is strengthened by the GGH population and employment growth forecasts, reflecting more people and jobs by 2041
- Protecting a multimodal transportation corridor supports growing communities – it is good practice to do long-range planning for areas under development pressure
- More broadly, the ministry is working to develop an integrated multi-modal transportation plan for the GGH. The goal of this plan is to provide a long-term vision for transportation in the GGH (to 2051), and an integrated future multimodal transportation network for people and goods movement.

**The Project Team remains focused on delivering on commitments and providing recommendations that are strategically sound, evidence-based and that reflect the complexity of the initiative**



# What Has Been Done To Resume The Study?

- To select the Technically Preferred Route in 2015, lead environmental and transportation specialists had completed a comprehensive evaluation of each short list route alternative
- Following the recent resumption of the GTA West Study, the evaluation was updated including a review of more recent policies and plans, including, but not limited to:
  - The Growth Plan for the Greater Golden Horseshoe (2019)
  - Greenbelt Plan (2017)
  - Source Protection Plans for Credit Valley, Halton and Toronto and Region Conservation Authority Areas (2017)
  - Municipal Official Plans and Transportation Master Plan updates
  - Municipal Secondary Plans including existing and proposed developments
  - General changes in land use and existing conditions since 2015
  - Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017) and MTO Supplement for the TAC Geometric Design Guide for Canadian Roads (2017)
  - Updates to secondary source natural environment data, as applicable and publicly available
- Following Public Information Centre #2, the Preferred Route will be reviewed and confirmed based on feedback and the continued collection of relevant data

The Technically Preferred Route identified in 2015 remains the same following the 2019 evaluation review