

Community Engagement Webinar #1 Summary Report

GTA West Transportation Corridor Route Planning,
Preliminary Design and Environmental Assessment Study –
Stage 2

September 2021



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1. Introduction

The Ontario Ministry of Transportation (MTO) is currently undertaking Stage 2 of the GTA West Transportation Corridor Route Planning, Preliminary Design, and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations, and complete the preliminary design for a new highway and transit corridor within the Route Planning Study Area.

The proposed GTA West highway and transit corridor will include a 400-series highway, transitway, and potential goods movement priority features. The study continues to follow the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change of Canada designated the GTA West Study under the Federal *Impact Assessment Act* (IAA). The Project Team is working with the Impact Assessment Agency of Canada on the next steps.

The GTA West highway and transit corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2019)*, and will deliver multiple benefits including:

- Greater connectivity between urban growth centres;
- Enhanced people and goods movement;
- Improved commuting; and
- Greater economic vitality.

1.1 Previous Stage 2 Public Engagement Events

As part of Stage 2 of the GTA West EA Study, the Project Team has held 2 Public Information Centers (PICs), 3 Community Value Plan (CVP) Meetings and 1 Community Engagement Webinar (CEW).

PICs are an important part of the study process and are held at key project milestones to present key study information and obtain input from the public. The first round of PICs (PIC #1) was held in November and December 2014 to present the study background and process, existing conditions within the study area, development and screening of the long list of route alternatives, identification of the short list of route alternatives and

potential interchange locations, the Focused Analysis Area (FAA), as well as factors and criteria for evaluating the short list of route alternatives.

The second round of PICs (PIC #2) was held in September and October 2019 and presented the study process, the Draft Technically Preferred Route and the Draft 2019 FAA for comment, and introduced the opportunity to participate in developing Community Value Plans for the GTA West Study. A CVP incorporates public input into the design of the proposed highway and transit corridor. The CVP process takes a collaborative approach to develop a highway and transit corridor that respects its physical setting, local resources and community values, while optimizing safety and mobility. A station at PIC #2 represented CVP Meeting #1 and presented information on the CVP process. The station included CVP comment sheets and featured an interactive area where stakeholders could add sticky notes and comments directly onto a Draft Technically Preferred Route map corresponding to their cultural, social, historical and/or environmental features of interest. Stakeholders who expressed an interest in participating in a CVP Team were encouraged to fill out an application form.

The second CVP Meeting was held in November 2020 via the Zoom Platform, due to COVID-19 pandemic restrictions. The meeting provided a venue for members of the CVP Team to recommend design elements that reflected the social, cultural, historical, and environmental interests of their communities. During the meeting, technical specialists presented examples of design elements for comment for the following themes, which were identified on the CVP comment sheets by members of the public at CVP Meeting #1: Noise, Aesthetics, Greenbelt and Natural Environment, Connectivity, and Agriculture, Tourism and the Local Economy.

The third CVP Meeting was held in May 2021 via the Zoom Platform. CVP Meeting #3 provided an overview of the potential mitigation measures and enhancement strategies (CVP Toolkit) as well as the draft Straw Model Designs illustrating these enhancement measures and mitigation strategies. The final CVP will be presented to the public for comment at CVP Meeting #4, which will be held at a future PIC.

2. Purpose of Community Engagement Webinar #1

The purpose of Community Engagement Webinar #1 (CEW #1) was to meet the public's needs and address community questions, as well as provide an opportunity to allow for stakeholders and the public to understand more about the project and its ongoing development. CEW #1 was offered as an additional public engagement event and does not replace any future planned events as part of the GTA West Study. CEW #1 was held on Wednesday, July 28, 2021 from 6:00 p.m. to 8:15 p.m. Public and Project Team member health and safety is of utmost importance, and given the current COVID-19 pandemic, CEW #1 was conducted as an online session hosted through the Zoom Platform, attendees could call into the event as well.

The format of CEW #1 comprised of a brief overview of the project, followed by a question and answer period where attendees could write their questions in a Q&A box (see **Appendix D. Summary of Questions Received During CEW #1 and Responses**). The Project Team, including expert panelists from a variety of disciplines, were in attendance to answer questions. As an interactive approach to collect and present information, 10 polling questions were also used during the presentation, with results being shared instantaneously on the screen.

Prior to the Webinar taking place, the GTA West Consultation Team had been working diligently to record and respond to as many requests, questions, and comments that were received through the toll-free telephone line, webforms from the *Contact Us* page on the study website, as well as the Project Team email address. To ensure that as many community questions, and the most frequently asked questions, were answered during the Webinar, members of the public were invited to submit questions prior to the event. The top three most frequently asked questions were compiled by the GTA West Consultation Team during the weeks leading up to the Webinar and were answered at the outset of the CEW #1 presentation (refer to **Table 3: CEW #1 Frequently Asked Questions** for the top common questions received and the Project Team responses).

3. Notification of Community Engagement Webinar #1

Primary notification of CEW #1 was delivered by means of publishing Ontario Government Notices in newspapers, mailing of notices to the public, stakeholders and Indigenous communities on the contact list (direct hard copy mailing or email), unaddressed Canada Post brochure delivery and updates on the project website.

3.1 Newspaper Notices

An Ontario Government Notice (OGN) was published in the following English and French newspapers:

Table 1: Newspapers and Publication Dates of the OGN

Newspaper	Publication Date
Turtle Island News	Wednesday, July 14, 2021
Two Row Times	Wednesday, July 14, 2021
Mississauga/Toronto Le Métropolitain*	Thursday, July 15, 2021
Mississauga News	Thursday, July 15, 2021
Caledon Citizen	Thursday, July 15, 2021
Vaughan Citizen	Thursday, July 15, 2021
King Township Sentinel	Thursday, July 15, 2021
Georgetown Acton Independent Free Press	Thursday, July 15, 2021
Milton Canadian Champion	Thursday, July 15, 2021
Guelph Tribune	Thursday, July 15, 2021
Erin Advocate	Thursday, July 15, 2021
(Bolton) Caledon Enterprise	Thursday, July 15, 2021
Brampton Guardian	Thursday, July 15, 2021
Toronto L'express*	Friday, July 16, 2021
Toronto Star	Saturday, July 17, 2021

**Published in French*

3.2 Addressed Mailing

Approximately 6,000 contacts on the GTA West Study mailing list, including members of the public, staff from interest groups, municipalities, agencies, utility companies and businesses, as well as members of the GTA West Advisory Groups (Community Advisory Group, Greenbelt Transportation Advisory Group, Municipal Advisory Group, Regulatory Agency Advisory Group, Municipal Executive Advisory Group) and the Community Value Plan Team were notified of CEW #1 via regular addressed mail or email on July 9, 2021. Members of Parliament and Members of Provincial Parliament were notified via email on July 2, 2021. Notification to Indigenous Communities was provided on July 9, 2021.

The OGN and addressed letters provided a quick overview of the study, a map of the GTA West Route Planning Study Area, the purpose of the CEW #1, as well as information on how to register for the Webinar and how to submit questions in advance of the event. Copies of the OGN and templates of the addressed letters are provided in **Appendix A**.

3.3 Canada Post Delivery

A total of 28,300 brochures containing the English and French OGN of CEW #1 were delivered via Canada Post's unaddressed admail service to all postal walks within the GTA West Route Planning Study Area starting July 9, 2021.

3.4 Website

On July 8, 2021, prior to the public mailing and newspaper publishing of the OGN, the Consultation Tab on the project website was updated to include the following information:

*"The next public meeting has been scheduled for **July 28, 2021 from 6:00 – 8:00 p.m.** The project team is hosting a Community Engagement Webinar via the Zoom platform. Expert panelists from a variety of disciplines will be in attendance to answer your questions. To register for the Webinar, please click on the following Zoom registration link: https://us02web.zoom.us/webinar/register/WN_1VlpZJUbsWWayDMAorhXiAg. If you have accessibility requirements, please leave a message at the toll-free telephone line at 1-877-522-6916.*

*If you have questions that you would like answered during the Community Engagement Webinar, please submit them to the GTA West Project Team in advance of the Webinar. Please e-mail them to **project_team@gta-west.com**, submit them through the contact form on the project website at **www.gta-west.com/contactus/** or call the toll-free telephone line at 1-877-522-6916. You can also submit questions during the Community Engagement Webinar through the Zoom platform.”*

4. Attendance and Input

CEW #1 was held on Wednesday, July 28, 2021 via the Zoom Platform from 6:00 p.m. to 8:15 p.m. A total of 740 individuals registered for CEW #1, and 457 unique users logged into the event. A total of 265 comments and/or questions were submitted through the Q&A box. The Q&A box was only visible to panelists on the Project Team, allowing public information to remain anonymous. **Table 2** lists the CEW #1 Project Team attendees and Independent Facilitator.

Table 2: Project Team Attendees and Independent Facilitator

Representative	Organization
Glenn Pothier	GLPi, Independent Facilitator
Amanda Naylor	MTO, Project Manager
Hossein Hosseini	MTO, Project Manager
Chris Barber	MTO, Senior Environmental Planner
Keith Cherneski	MTO, Senior Environmental Planner
Martin Michalek	MTO, Head of Major Planning Projects
Leslie Currie	MTO, Indigenous Liaison Specialist (Central)
Linda Fischer	MTO, Head of Environmental Delivery (Central)
Mara Bullock	WSP, Project Manager
Jay Goldberg	WSP, Deputy Project Manager
Sandy Nairn	WSP, Environment Lead
Christa Beard	WSP, Environmental Planner
Nadia Diczki	WSP, Highway Design
Jim Dowell	WSP, Highway Design
Patrick Malloy	WSP, Transit Design
Jenny Enoae	WSP, Fish and Fish Habitat

Representative	Organization
Rebecca Hay	WSP, Terrestrial Ecosystems
Madhav Baral	WSP, Drainage
Natalia Codoban	WSP, Groundwater
Derek Stewart	WSP, Contamination and Waste Management
James Sherlock	WSP, Structural
Britta Patkowski	AECOM, Communications and Consultation Lead
Christine Green	AECOM, Communications and Consultation
Jessica Kaatz	AECOM, Communications and Consultation
Tim Sorochinsky	AECOM, Highway Design Lead
Gary Epp	AECOM, Ecology Lead
Rhonneke Van Riezen	AECOM, Fluvial Geomorphology
Kathryn Ross	AECOM, Communications and Consultation
Brian Richert	AECOM, Drainage
Tara Jenkins	AECOM, Built Heritage & Cultural Heritage
Samantha Markham	AECOM, Archaeology
Derek Weckers	AECOM, Landscape Composition
David Leblanc	AECOM, Structural
Ryan Lavender	AECOM, Communications and Consultation
Riyaz Sheikh	AECOM, Highway Design
Jim Dymont	Municipal Planning Consultants Inc., Land Use
Slavi Grozev	RWDI, Noise and Air Quality
Dave Hodgson	DBH Soil Services, Agriculture

The meeting commenced with an Independent Facilitator; G. Pothier, who introduced the technical points of the Webinar, including an overview of how the meeting will proceed, opening remarks and introductions of the GTA West Project Team, technical features of the Zoom Platform, agenda items and roles and responsibilities of attendees (refer to **Appendix B** for a copy of the CEW #1 presentation slide deck). Key members of the GTA West Project Team who would be speaking at the Webinar (panelists) were then given a chance to introduce themselves and provide insight on the need for the Webinar and the chance to connect with stakeholders and the public during this process.

B. Patkowski then provided information on the polling functions that would take place during the Webinar, which allowed for an interactive session to gather and share information with attendees. There were 10 polling questions that occurred throughout the Webinar session. Participation in the polling questions was optional and all responses remained anonymous. Please refer to **Appendix C** for all polling related information including questions and the percentages of responses received.

Prior to the overview of the GTA West Project, Project Manager A. Naylor presented a Frequently Asked Question slide, in which the top 3 most submitted questions were answered. These questions were selected by the GTA West Consultation Team in advance of the Webinar based on the questions received through email, webform, and toll-free telephone line (refer to **Table 3: CEW #1 Frequently Asked Questions**).

Table 3: CEW #1 Frequently Asked Questions

Frequently Asked Questions	Response from GTA West Project Team
<p>1. Has the GTA West Project team considered the 407 ETR as an alternative to the GTA West highway? Should we build truck priority lanes, subsidize tools, or buy back the 407 ETR to encourage its use?</p>	<p>The 407 is not a realistic option if we want to reduce congestion and keep goods moving. There will be a significant increase in highway usage in the next few decades, especially given the expected population growth in the Greater Golden Horseshoe (GGH). The 407 ETR alone is not enough to meet this expected population surge.</p> <p>By 2031, we would be back in the same spot we are today and suffer from the same congestion problems we currently have, even if we fully build out the 407ETR, subsidize tolls and build truck priority features. Even with all currently planned transportation initiatives, congestion will continue to increase across the GGH, and by 2051 the average travel speed is expected to be 16% slower than what we were experiencing in 2016. Our traffic modelling also projected that the level of congestion in the GGH by 2041 will be doubled.</p> <p>These facts were confirmed during our Stage 1 part of the GTA West Study, which also included finding opportunities to optimize existing transportation networks, including expanding the 407 to 10 lanes. A new highway corridor is still required to address the future transportation demands facing the region.</p>

2. Is the GTA West corridor needed if more people will be working from home in the future?

Even if more people work from home long-term and there are less passenger vehicles on the roads, the GTA West highway will still benefit goods movement in the province. More than \$785 million worth of goods move through Ontario every day.

The trucking industry accounts for four per cent of Ontario’s Gross Domestic Product (GDP) and relies on a strong transportation and highway network. Trucking is a vital component of the ecommerce network and growth in this sector means more “last mile” trips to urban areas, which are short-haul trips from the distribution centre to the customer.

The GTA West highway and transit corridor will run through Halton, Peel, and York regions. These are known hubs for trucking and logistics activity, with Peel Region itself being home to an estimated 2,000 trucking companies, and in 2012 accounted for about 36 per cent of provincial truck trips. Ontario’s trucking industry accounts for approximately 40 per cent of jobs in the transportation sector, representing a significant portion of this area alone.

The GTA West highway will save trucks that travel the entire distance during rush hour about 30 minutes compared to Highways 401 and 400. Not only does it provide time savings, it also provides a vital alternative to the existing 400-series corridor, allowing goods to continue to move in the event of an accident or closure.

<p>3. Has any construction started related to the GTA West corridor? If not, when will it start?</p>	<p>Construction has not started on the GTA West highway or transit corridor. The GTA West Environmental Assessment is currently in its planning and preliminary design phase, which represents an early stage in the overall process.</p> <p>Currently there is no commitment to a timeline for Detail Design and Construction. The timing and duration of the highway construction depends on a number of factors, including the size and complexity of the project, available funding, our procurement methods, and timing of our environmental clearances and permits.</p>
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Subsequently, the project overview portion of the Webinar commenced, in which panelists from the Project Team provided information regarding different aspects of the project. Key points included:

- Overview of the focuses of Stages 1 and 2 of the study;
- The Federal Impact Assessment;
- The need for the GTA West Project highway and transit corridor;
- The general cross-sections for the highway and transit corridor;
- Potential goods movement priority features and how the corridor will be future-ready;
- Preferred Route (PR);
- Focused Analysis Area (FAA);
- Confirmation that the Northwest GTA Transmission Corridor Identification Study is a separate study;
- Overview of engineering and environmental studies as well as field investigations to inventory that natural, social, cultural and other infrastructure features in the area;
- Study process and consultation efforts;

- Summary of past Community Value Plan (CVP) meetings; and
- Next steps in the study.

The next section of the Webinar was the Question and Answer period, in which the public and stakeholders were given the opportunity to type their questions and comments into the Zoom Q&A box. The Project Team worked diligently in the background to select frequently asked questions and our Independent Facilitator posed these questions to the appropriate panelist from the Project Team. Comments and questions generally included the following topics:

- **Highway Specifics:**
 - Tolling decisions;
 - Cost of the study and construction;
 - Construction timelines;
 - Consideration of the City of Brampton's Heritage Heights Boulevard Concept;
 - Carpooling Facilities;
 - Truck inspection facilities; and
 - Increase in traffic and congestion.
- **Agriculture:**
 - Consideration of agricultural lands in the study;
 - Food security in Ontario and Canada; and
 - Compensation and mitigation for agricultural lands.
- **Consultation with the Public and Indigenous Communities:**
 - Consultation undertaken to date;
 - Scheduling of the next PIC;
 - Joining the CVP Team;
 - How to contact the Project Team regarding specific property inquiries;

- Incorporation of Indigenous artwork along the highway; and
- Next Steps for the designation under the Federal *Impact Assessment Act* (IAA).
- **Environmental Impacts & Climate Change:**
 - Air quality impacts;
 - Impacts from salt runoff;
 - Calculation of Greenhouse Gas Emissions;
 - Climate change emergency declaration;
 - Impacts to the Greenbelt lands and other natural areas; and
 - Noise impacts and noise barrier walls.
- **Property Expropriation:**
 - Hearings of Necessity;
 - Compensation details;
 - Adjacent property impacts;
 - Notices of expropriation; and
 - Communication on next steps from the Project Team.
- **Species at Risk**
 - How are the Rapids Clubtail, Western Chorus Frog and Red Headed Woodpecker being considered during the Environmental Assessment?
 - Mitigation measures for the species noted above; and
 - Wildlife passages.

A full summary of the questions asked by stakeholders, consolidated into themes, and the Project Team's responses are available in **Appendix D**.

On the week of August 9, 2021, the CEW #1 presentation slides and video recording were published on the study website under the Consultation page for public viewing.

5. Next Steps

Meaningful consultation with stakeholders plays an important role in supporting the consideration of natural, socio-economic/land use, cultural environment and transportation related opportunities and impacts, as well as providing a medium to communicate the Project Team's findings to the public and stakeholders.

The GTA West Project Team reviewed and consolidated all comments and questions received prior to and during CEW #1, including the questions that were unable to be answered live due to time constraints. A full summary of the questions raised by stakeholders related to CEW #1 are available in **Appendix D**.

The GTA West Project Team will host a second CEW in Fall 2021 as a courtesy for any stakeholders who were unable to attend CEW #1. CEW #2 will provide the same overview of the project as was presented at CEW #1, followed by a similar style question and answer period.

Feedback can be provided to the Project Team at any time via email (project_team@gta-west.com), toll-free telephone line (1-877-522-6916) or the project website (<https://www.gta-west.com/contactus/>). Comments and input regarding the study are encouraged and will be collected to assist the GTA West Project Team. 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 Ontario *Environmental Assessment 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, all comments will become part of the public record.

The GTA West Project Team will also continue working with the Impact Assessment Agency of Canada to clarify next steps in the Federal *Impact Assessment Act* process.

A

Invitations to CEW #1



ONTARIO GOVERNMENT NOTICE
INVITATION TO A COMMUNITY ENGAGEMENT WEBINAR ABOUT THE GTA WEST HIGHWAY AND
TRANSIT CORRIDOR ENVIRONMENTAL ASSESSMENT STUDY

THE STUDY: The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change determined that the GTA West Study also warrants designation under the Federal Impact Assessment Act. More information is available on the project website at www.gta-west.com/processandtimeline.

COMMUNITY ENGAGEMENT WEBINAR:

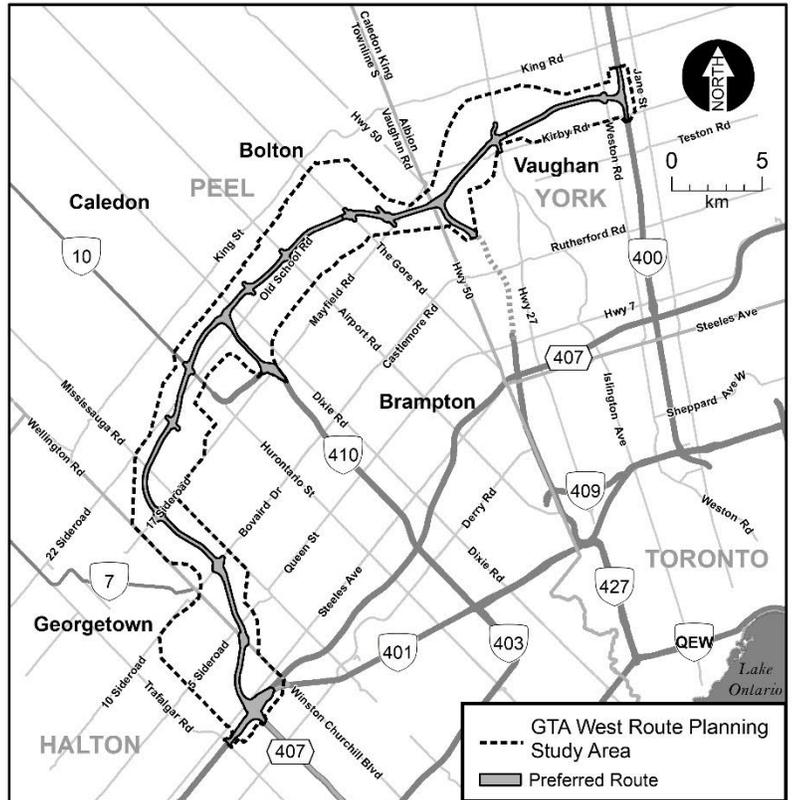
To further meet the public's needs and address community questions, the GTA West Project Team is hosting a Community Engagement Webinar where the public and stakeholders can understand more about the project and have their questions answered.

You are invited to attend the Community Engagement Webinar hosted by the GTA West Project Team on July 28, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project

Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines (e.g. noise, air quality, fisheries, archaeology, etc.) will be in attendance to answer your questions. Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform. For the best experience, we encourage you to join the Webinar on Zoom through an electronic device. If you don't have access to an electronic device, you can listen to the Webinar through your telephone. If you join by telephone, please submit your questions in advance. A recording of the event will be posted on the project website.

To register for the Community Engagement Webinar, please visit the project website at www.gta-west.com/consultation-2 and click on the Zoom registration link under the *Upcoming Opportunities for Input* section. If you have accessibility requirements, please leave a message at the toll-free telephone line at 1-877-522-6916. If you have questions that you would like to submit to the GTA West Project Team in advance of the Webinar, please e-mail them to project_team@gta-west.com, submit them through the contact form on the project website at www.gta-west.com/contactus/ or call the toll-free telephone line at 1-877-522-6916.

COMMENTS: As always, comments and input regarding the study are encouraged. 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 Ontario 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, all comments will become part of the public record. If you have any accessibility requirements to participate in this project, please contact the Project Team at the e-mail address or telephone line listed above. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).



AVIS DU GOUVERNEMENT DE L'ONTARIO
INVITATION À UN WEBINAIRE DE PARTICIPATION COMMUNAUTAIRE SUR L'ÉVALUATION ENVIRONNEMENTALE DU CORRIDOR DE TRANSPORT MULTIMODAL OUEST DE LA RGT

L'ÉTUDE : Le ministère des Transports de l'Ontario (MTO) a entrepris la phase 2 de l'étude de planification et d'évaluation environnementale (EE) pour le corridor de transport ouest de la RGT. Après avoir confirmé l'itinéraire privilégié et la zone d'analyse localisée de 2020 le 7 août 2020 (veuillez consulter le plan clé ci-joint ou la cartographie au www.gta-west.com), l'équipe de projet RGT ouest a commencé à concevoir l'itinéraire privilégié à un niveau de détail préliminaire.

L'étude du projet RGT ouest a été entreprise comme une EE individuelle conformément à la *Loi sur les évaluations environnementales* de l'Ontario et au cadre de référence de l'EE du corridor ouest de la RGT, qui a été approuvé par le ministre de l'Environnement de l'Ontario le 4 mars 2008. Le 3 mai 2021, le ministre fédéral de l'Environnement et du Changement climatique a déterminé qu'une étude en vertu de la *Loi sur l'évaluation d'impact* était justifiée pour le projet de transport RGT Ouest. Vous trouverez de plus amples renseignements sur le site Web du projet à l'adresse www.gta-west.com/processusetchronologie/.

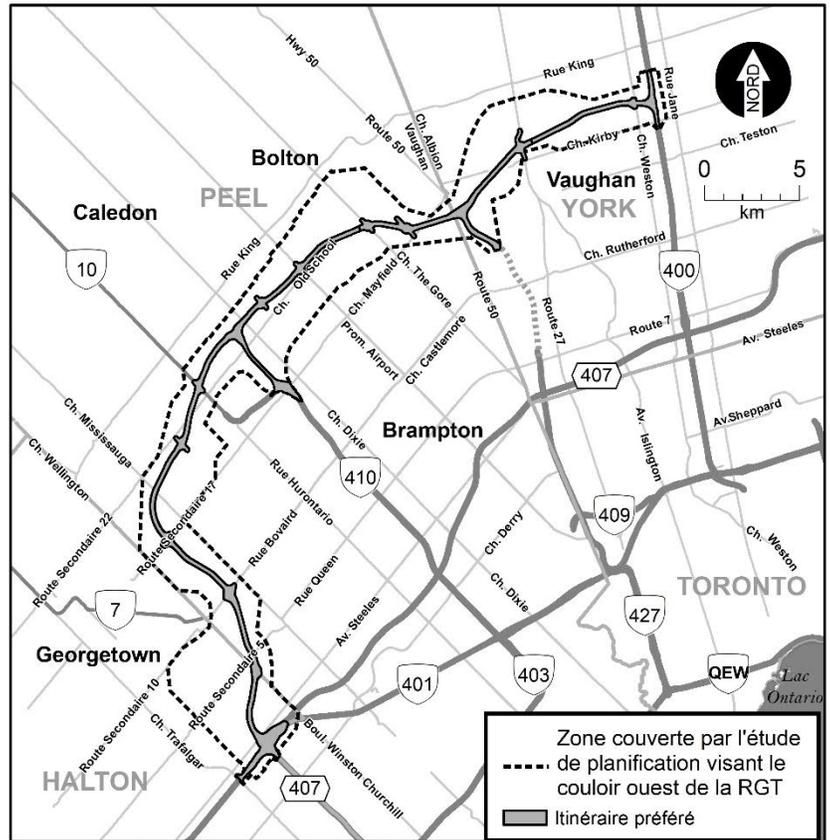
WEBINAIRE DE PARTICIPATION COMMUNAUTAIRE :

Afin de répondre aux besoins du public et aux questions des membres de la collectivité, l'équipe du projet RGT ouest tiendra un webinaire de participation communautaire qui permettra aux membres du public et aux parties prenantes de mieux comprendre le projet et d'obtenir des réponses à leurs questions. **Vous êtes invité à participer au webinaire de participation communautaire, organisé par l'équipe du projet RGT ouest, qui aura lieu le**

28 juillet 2021, de 18 h à 20 h. L'équipe du projet RGT ouest fera un survol du projet, puis lancera une période de questions et réponses. Des experts de diverses disciplines (p. ex. bruit, qualité de l'air, pêches, archéologie, etc.) seront là pour répondre à vos questions. La santé et la sécurité des membres du public et des membres de l'équipe de projet revêtent la plus grande importance. Compte tenu de la pandémie actuelle de COVID-19, ce webinaire se tiendra en ligne sur la plateforme Zoom. Nous vous encourageons à utiliser un appareil électronique pour participer au webinaire sur Zoom. Si vous n'avez accès à aucun appareil électronique, vous pouvez écouter le webinaire sur votre téléphone. Si vous comptez prendre part au webinaire par téléphone, veuillez soumettre vos questions à l'avance. L'événement sera enregistré. Cet enregistrement sera ensuite publié sur le site Web du projet.

Pour vous inscrire au webinaire de participation communautaire, veuillez visiter le site Web du projet à l'adresse www.gta-west.com/consultationpublique/ et cliquer sur le lien d'inscription Zoom qui se trouve sous la section *Prochaines occasions de s'exprimer*. Si vous avez des exigences en matière d'accessibilité, veuillez composer (sans frais) le 1-877-522-6916 et laisser un message. Vous aimeriez soumettre des questions à l'équipe du projet RGT ouest avant le webinaire? Veuillez envoyer un courriel à l'adresse project_team@gta-west.com, les soumettre par l'entremise du formulaire de contact qui se trouve sur le site Web du projet à l'adresse www.gta-west.com/nousjoindre/ ou composer (sans frais) le 1-877-522-6916.

COMMENTAIRES : Comme toujours, nous vous encourageons à soumettre vos commentaires et vos observations relatifs à l'étude. Ils seront également conservés pour référence au cours du projet et peuvent être inclus aux documents de projet pour répondre aux exigences de la *Loi sur les évaluations environnementales* de l'Ontario. Les renseignements recueillis seront utilisés en conformité avec la *Loi sur l'accès à l'information et la protection de la vie privée* et la *Loi sur l'accès à l'information*. Mis à part les renseignements personnels, tous les commentaires feront partie des dossiers publics. Si vous avez besoin de mesures d'accessibilité pour prendre part à ce projet, veuillez communiquer avec l'équipe de projet à l'adresse courriel ou au numéro de téléphone indiqués ci-dessus. Vous trouverez les renseignements sur l'étude sur le site Web du projet : www.gta-west.com. Des renseignements sont disponibles en français au 289-835-2484 (Yannick Garnier).



July 2, 2021

Addressed Letter Template (MP&MPP)

«Salutation_» «First_Name» «Last_Name»
 «Job_Title»
 «Riding»
 «Email»

Invitation to an Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change determined that the GTA West Study also warrants designation under the Federal Impact Assessment Act. More information is available on the project website at www.gta-west.com/processandtimeline.

This letter is to notify you that a Community Engagement Webinar has been scheduled for this study. To further meet the public’s needs and address community questions, a Webinar will be hosted by the GTA West Project Team on July 28, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines (e.g. noise, air quality, fisheries, archaeology, etc.) will be in attendance to answer questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform. For the best experience, we are encouraging the public and stakeholders to join the Webinar on Zoom through an electronic device.

To register for the Community Engagement Webinar, please visit the project website at www.gta-west.com/consultation-2 from July 12, 2021 onward and click on the Zoom registration link under the *Upcoming Opportunities for Input* section. If you have accessibility requirements, please leave a message at the toll-free telephone line at 1-877-522-6916. If members of the public have questions that they would like to submit to the GTA West Project Team in advance of the Webinar, they are being asked to e-mail them to project_team@gta-west.com, submit them through the contact form on the project website at www.gta-west.com/contactus/ or call the toll-free telephone line at 1-877-522-6916.

The enclosed notice will be published in English and French, as noted, in the following regional and local newspapers:

Newspapers	Publication Date
Turtle Island News	Wednesday July 14, 2021
Two Row Times	Wednesday July 14, 2021

Newspapers	Publication Date
Mississauga/Toronto Le Metropolitain *	Thursday July 15, 2021
Mississauga News	Thursday July 15, 2021
Caledon Citizen	Thursday July 15, 2021
Vaughan Citizen	Thursday July 15, 2021
King Township Sentinel	Thursday July 15, 2021
Georgetown Acton Independent Free Press	Thursday July 15, 2021
Milton Canadian Champion	Thursday July 15, 2021
Guelph Tribune	Thursday July 15, 2021
Erin Advocate	Thursday July 15, 2021
(Bolton) Caledon Enterprise	Thursday July 15, 2021
Brampton Guardian	Thursday July 15, 2021
Toronto L'express*	Friday July 16, 2021
Toronto Star	Saturday July 17, 2021

* **Published in French**

As always, comments and input regarding the study are encouraged. 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 *Ontario 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, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team at the e-mail address or telephone line listed above. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

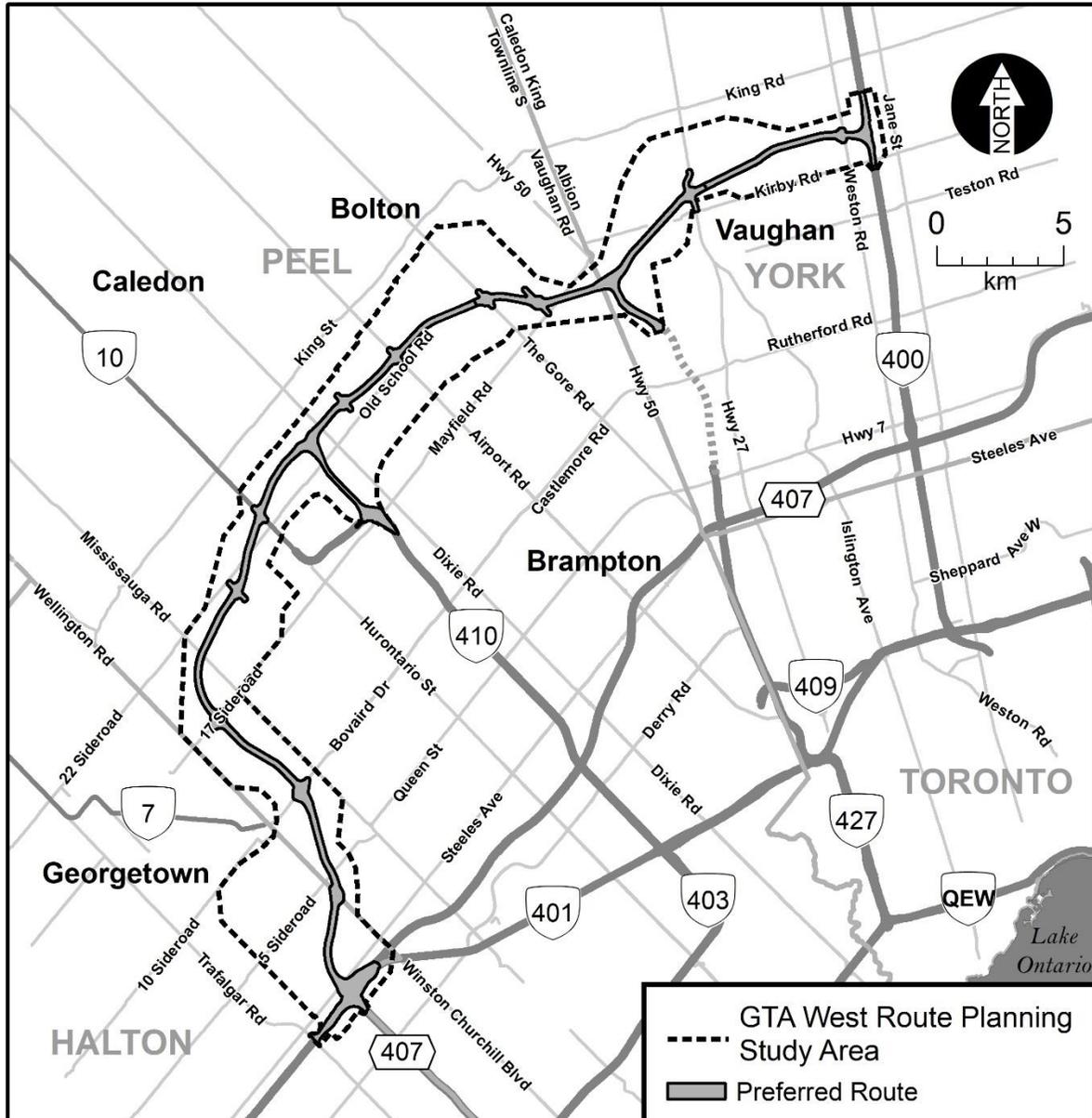
Sincerely,

Amanda Naylor, P.Eng.
 MTO Project Manager
 Email: project_team@gta-west.com
 Toll-Free: 1-877-522-6916
 Website: www.gta-west.com
 Twitter: @GTAWestStudy

cc: Hossein Hosseini (MTO), Chris Barber (MTO), Keith Cherneski (MTO), Mara Bullock (WSP), Britta Patkowski (AECOM)

Encl. GTA West Route Planning Study Area Map with the Preferred Route Overlay
 Ontario Government Notice

GTA West Route Planning Study Area with the Preferred Route Overlay



July 9, 2021

Addressed Letter Template (English)

«First_Name» «Last_Name»
«Job_Title»
«CompanyOrg»
«Address»
«City», «Prov» «Postal_code»

Invitation to a Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change determined that the GTA West Study also warrants designation under the Federal Impact Assessment Act. More information is available on the project website at www.gta-west.com/processandtimeline.

To further meet the public's needs and address community questions, the GTA West Project Team is hosting a Community Engagement Webinar where the public and stakeholders can understand more about the project and have their questions answered. **You are invited to attend the Community Engagement Webinar hosted by the GTA West Project Team on July 28, 2021 from 6:00 p.m. to 8:00 p.m.** The GTA West Project Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines (e.g. noise, air quality, fisheries, archaeology, etc.) will be in attendance to answer your questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform. For the best experience, we encourage you to join the Webinar on Zoom through an electronic device. If you don't have access to an electronic device, you can listen to the Webinar through your telephone. If you join by telephone, please submit your questions in advance. A recording of the event will be posted on the project website.

To register for the Webinar, please visit the project website at www.gta-west.com/consultation-2 and click on the Zoom registration link under the *Upcoming Opportunities for Input* section. If you have accessibility requirements, please leave a message at the toll-free telephone line at 1-877-522-6916.

If you have questions that you would like to submit to the GTA West Project Team in advance of the Webinar, please e-mail them to project_team@gta-west.com, submit them through the contact form on the project website at www.gta-west.com/contactus/ or call the toll-free telephone line at 1-877-522-6916.

As always, comments and input regarding the study are encouraged. 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 *Ontario 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, all comments will become part of the public record. If you have any accessibility requirements to participate in this project, please contact the Project Team at the e-mail address or telephone line listed above. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

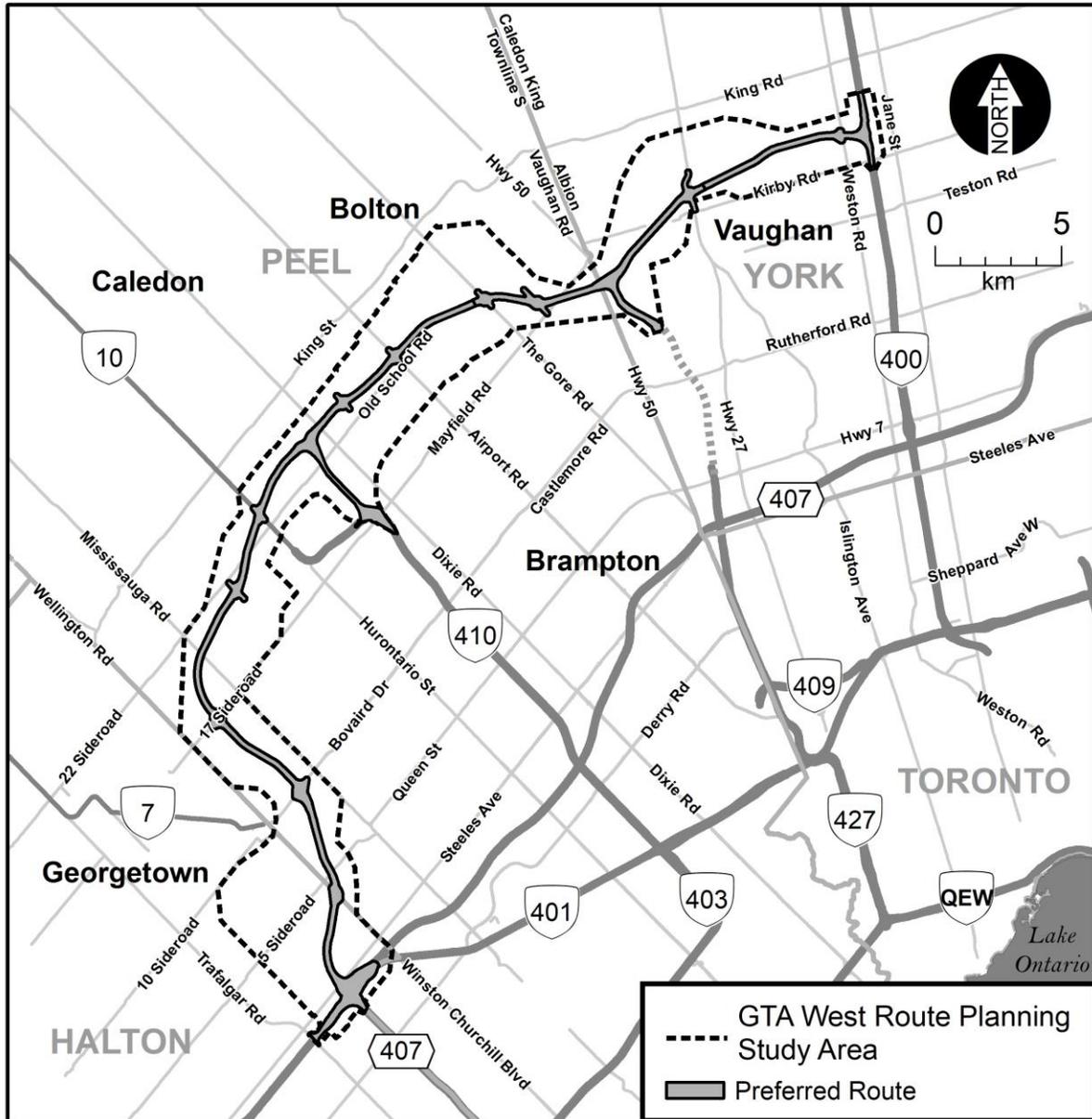
Sincerely,

Amanda Naylor
MTO Project Manager
GTA West Project Team
Email: project_team@gta-west.com
Toll-Free: 1-877-522-6916
Website: www.gta-west.com
Twitter: @GTAWestStudy

cc: Hossein Hosseini (MTO), Chris Barber (MTO), Keith Cherneski (MTO), Mara Bullock (WSP)

Encl. GTA West Route Planning Study Area Map with the Preferred Route Overlay

GTA West Route Planning Study Area with the Preferred Route Overlay



9 juillet 2021

Addressed Letter Template (French)

Invitation à un webinaire de participation communautaire sur l'évaluation environnementale du corridor de transport multimodal ouest de la RGT

Le ministère des Transports de l'Ontario (MTO) a entrepris la phase 2 de l'étude de planification et d'évaluation environnementale (EE) pour le corridor de transport ouest de la RGT. Après avoir confirmé l'itinéraire privilégié et la zone d'analyse localisée de 2020 le 7 août 2020 (veuillez consulter le plan clé ci-joint ou la cartographie détaillée au www.gta-west.com), l'équipe de projet RGT ouest a commencé à concevoir l'itinéraire privilégié à un niveau de détail préliminaire.

L'étude du projet RGT ouest a été entreprise comme une EE individuelle conformément à la *Loi sur les évaluations environnementales* de l'Ontario et au cadre de référence de l'EE du corridor ouest de la RGT, qui a été approuvé par le ministre de l'Environnement de l'Ontario le 4 mars 2008. Le 3 mai 2021, le ministre fédéral de l'Environnement et du Changement climatique a déterminé qu'une étude en vertu de la *Loi sur l'évaluation d'impact* était justifiée pour le projet de transport RGT Ouest. Vous trouverez de plus amples renseignements sur le site Web du projet à l'adresse <https://www.gta-west.com/processusetchronologie>.

Afin de répondre aux besoins du public et aux questions des membres de la collectivité, l'équipe du projet RGT ouest tiendra un webinaire de participation communautaire qui permettra aux membres du public et aux parties prenantes de mieux comprendre le projet et d'obtenir des réponses à leurs questions. **Vous êtes invité à participer au webinaire de participation communautaire, organisé par l'équipe du projet RGT ouest, qui aura lieu le 28 juillet 2021, de 18 h à 20 h.** L'équipe du projet RGT ouest fera un survol du projet, puis lancera une période de questions et réponses. Des experts de diverses disciplines (p. ex. bruit, qualité de l'air, pêches, archéologie, etc.) seront là pour répondre à vos questions.

La santé et la sécurité des membres du public et des membres de l'équipe de projet revêtent la plus grande importance. Compte tenu de la pandémie actuelle de COVID-19, ce webinaire se tiendra en ligne sur la plateforme Zoom. Nous vous encourageons à utiliser un appareil électronique pour participer au webinaire sur Zoom. Si vous n'avez accès à aucun appareil électronique, vous pouvez écouter le webinaire sur votre téléphone. Si vous comptez prendre part au webinaire par téléphone, veuillez soumettre vos questions à l'avance. L'événement sera enregistré. Cet enregistrement sera ensuite publié sur le site Web du projet.

Pour vous inscrire au webinaire, veuillez visiter le site Web du projet à l'adresse <https://www.gta-west.com/consultationpublique/> et cliquer sur le lien d'inscription Zoom qui se trouve sous la section *Prochaines occasions de s'exprimer*. Si vous avez des exigences en matière d'accessibilité, veuillez composer (sans frais) le 1-877-522-6916 et laisser un message.

Vous aimeriez soumettre des questions à l'équipe du projet RGT ouest avant le webinaire? Veuillez envoyer un courriel à l'adresse project_team@gta-west.com, les soumettre par l'entremise du formulaire de contact qui se trouve sur le site Web du projet à l'adresse <https://www.gta-west.com/nousjoindre/> ou composer (sans frais) le 1-877-522-6916.

Comme toujours, nous vous encourageons à soumettre vos commentaires et vos observations relatifs à l'étude. Ils seront également conservés pour référence au cours du projet et peuvent

être inclus aux documents de projet pour répondre aux exigences de la *Loi sur les évaluations environnementales de l'Ontario*. Les renseignements recueillis seront utilisés en conformité avec la *Loi sur l'accès à l'information et la protection de la vie privée* et la *Loi sur l'accès à l'information*. Mis à part les renseignements personnels, tous les commentaires feront partie des dossiers publics. Si vous avez besoin de mesures d'accessibilité pour prendre part à ce projet, veuillez communiquer avec l'équipe de projet à l'adresse courriel ou au numéro de téléphone indiqués ci-dessus. Vous trouverez les renseignements sur l'étude sur le site Web du projet : www.gta-west.com. Des renseignements sont disponibles en français au 289-835-2484 (Yannick Garnier).

Meilleures salutations,

Amanda Naylor

Chef de projet MTO

Membre de l'équipe de projet RGT ouest

Courriel : project_team@gta-west.com

Sans frais : 1-877-522-6916

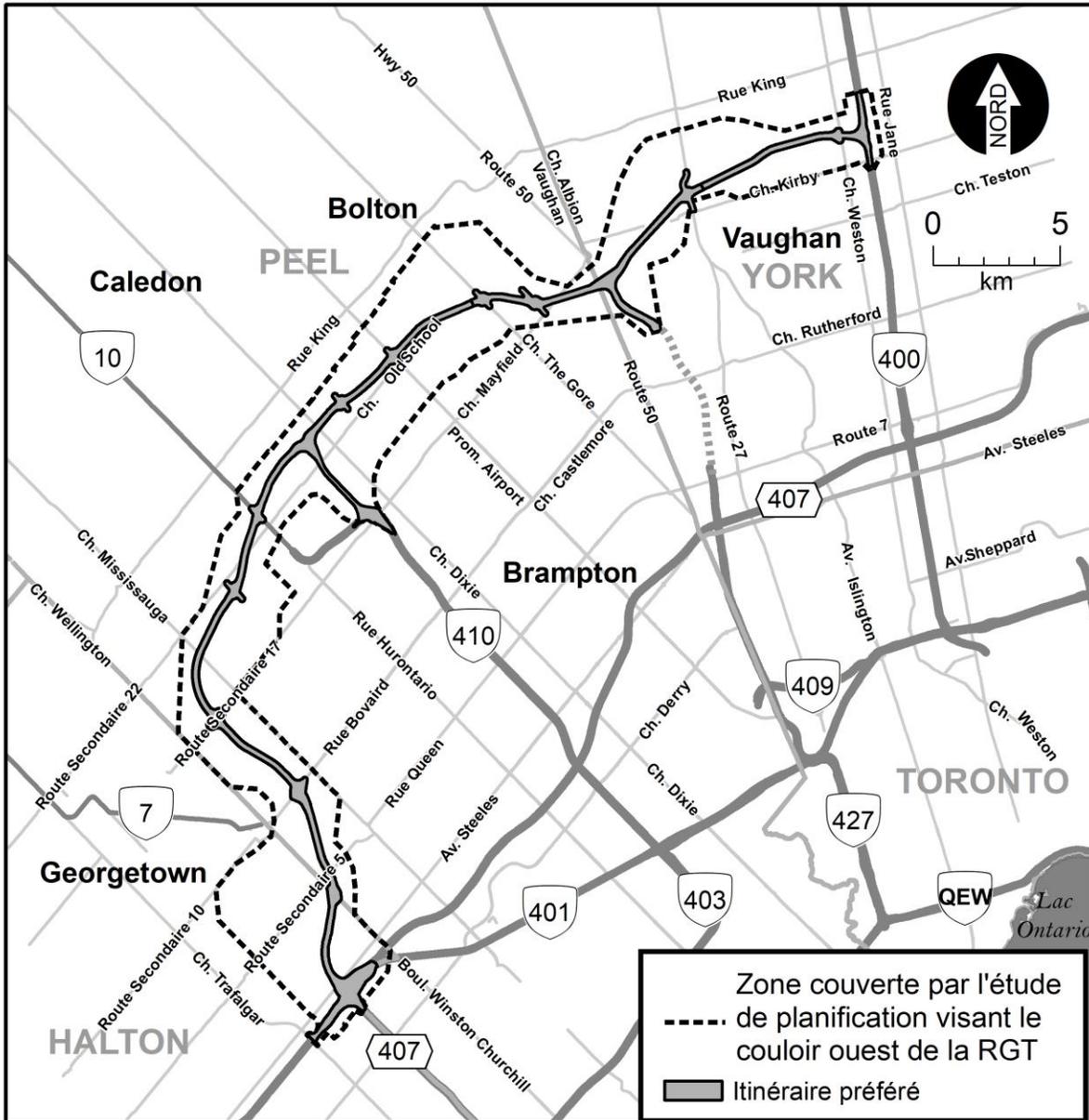
Site Web : www.gta-west.com

Twitter : @GTAWestStudy

C.c. : Hossein Hosseini (MTO), Chris Barber (MTO), Keith Cherneski (MTO), Mara Bullock (WSP)

Pièce jointe : Carte de la zone couverte par l'étude de planification visant le couloir ouest de la RGT avec superposition de l'itinéraire privilégié

Carte de la zone couverte par l'étude de planification visant le couloir ouest de la RGT avec superposition de l'itinéraire privilégié



July 9, 2021

Addressed Letter Template (Kawartha Nishnawbe First Nation)

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change determined that the GTA West Study also warrants designation under the Federal Impact Assessment Act. More information is available on the project website at www.gta-west.com/processandtimeline.

To further meet needs of the public and address community questions, the **GTA West Project Team is hosting a Community Engagement Webinar on July 28, 2021 from 6:00 p.m. to 8:00 p.m., which is open to all individuals on the project mailing list.** The GTA West Project Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines will be in attendance to answer questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Kawartha Nishnawbe First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.

With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

We welcome your comments and input regarding the study. 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 *Ontario 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, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at **519-852-2975** or **amanda.naylor@ontario.ca**. Study information is available on the project website: www.gta-west.com.

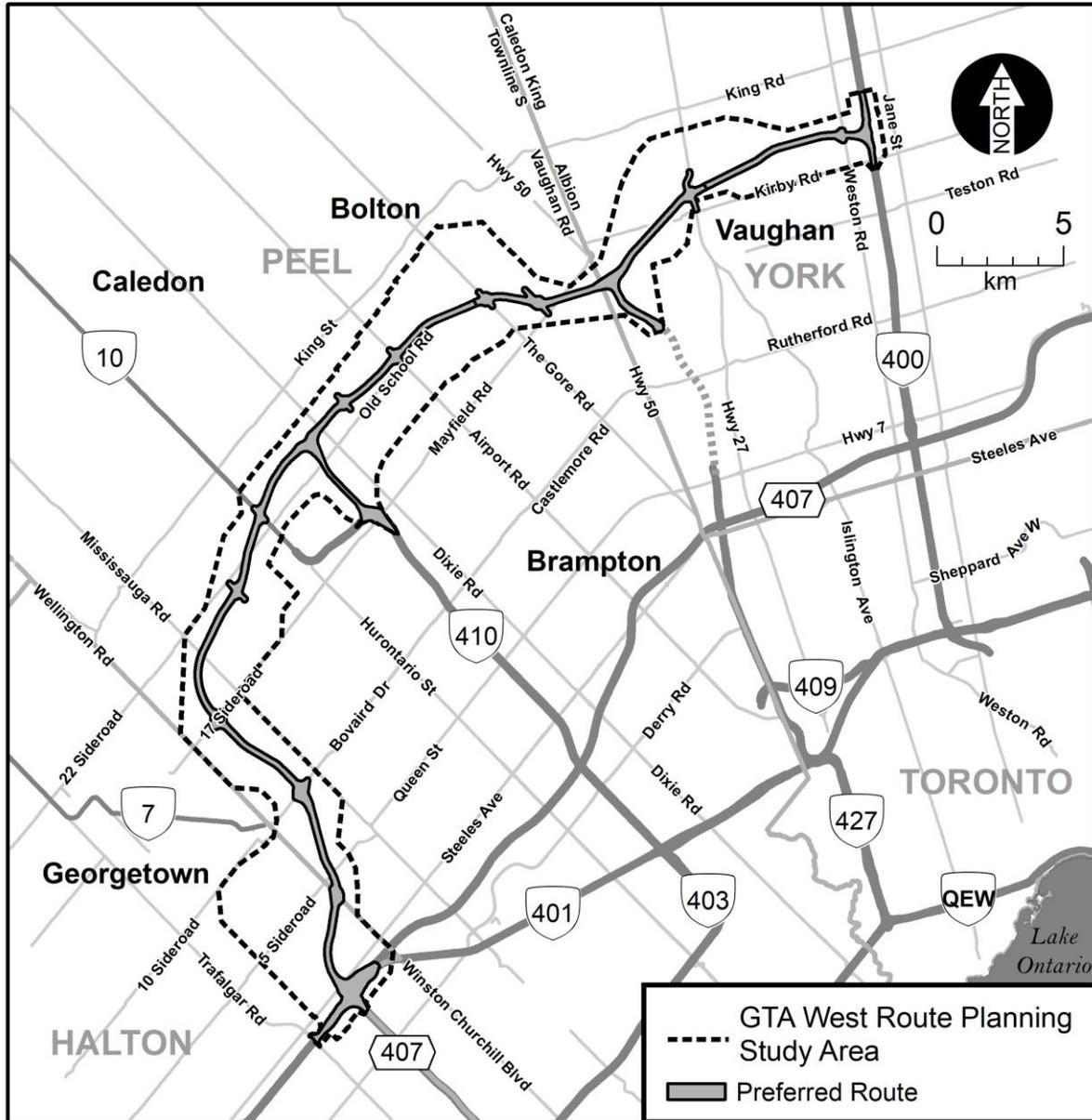
Thank you for your cooperation and assistance.

Sincerely,

Amanda Naylor
MTO Project Manager

cc: Hossein Hosseini, MTO
Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM

GTA West Route Planning Study Area with the Preferred Route Overlay



July 9, 2021

Addressed Letter Template (Mississaugas of the Credit First Nation)

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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To further meet needs of the public and address community questions, the **GTA West Project Team is hosting a Community Engagement Webinar on July 28, 2021 from 6:00 p.m. to 8:00 p.m., which is open to all individuals on the project mailing list.** The GTA West Project Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines will be in attendance to answer questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Mississaugas of the Credit First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

- 1. Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
- 2. Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
- 3. Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.

With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

We welcome your comments and input regarding the study. 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 *Ontario 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, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at **519-852-2975** or amanda.naylor@ontario.ca. Study information is available on the project website: www.gta-west.com.

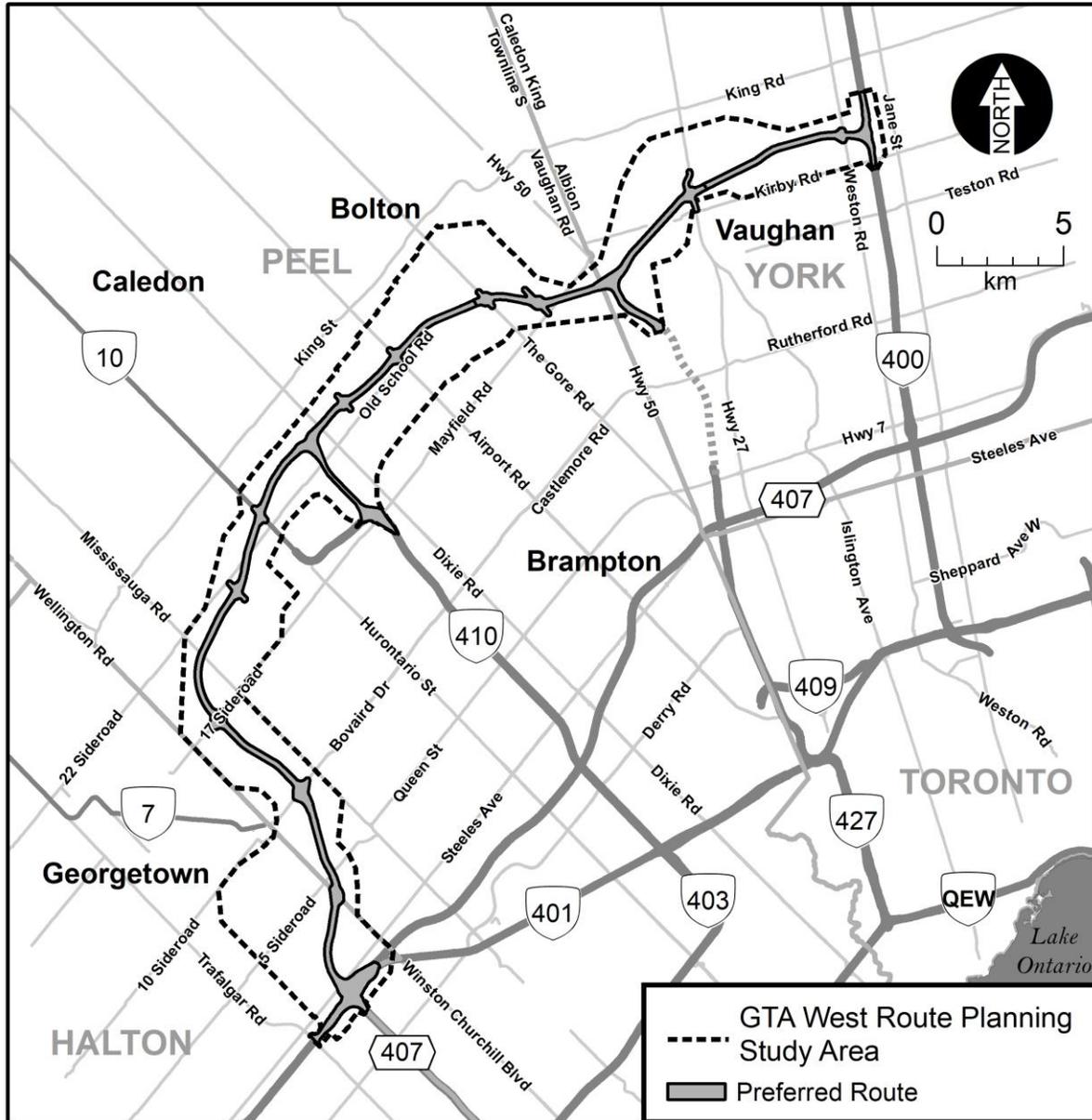
Thank you for your cooperation and assistance.

Sincerely,

Amanda Naylor
MTO Project Manager

cc: Hossein Hosseini, MTO
Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM

GTA West Route Planning Study Area with the Preferred Route Overlay



July 9, 2021

Addressed Letter Template (Alderville First Nation)

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change determined that the GTA West Study also warrants designation under the Federal Impact Assessment Act. More information is available on the project website at www.gta-west.com/processandtimeline.

To further meet needs of the public and address community questions, the **GTA West Project Team is hosting a Community Engagement Webinar on July 28, 2021 from 6:00 p.m. to 8:00 p.m., which is open to all individuals on the project mailing list.** The GTA West Project Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines will be in attendance to answer questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Alderville First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

- 1. Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
- 2. Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
- 3. Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.

With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

We welcome your comments and input regarding the study. 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 *Ontario 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, all comments will become part of the public record.

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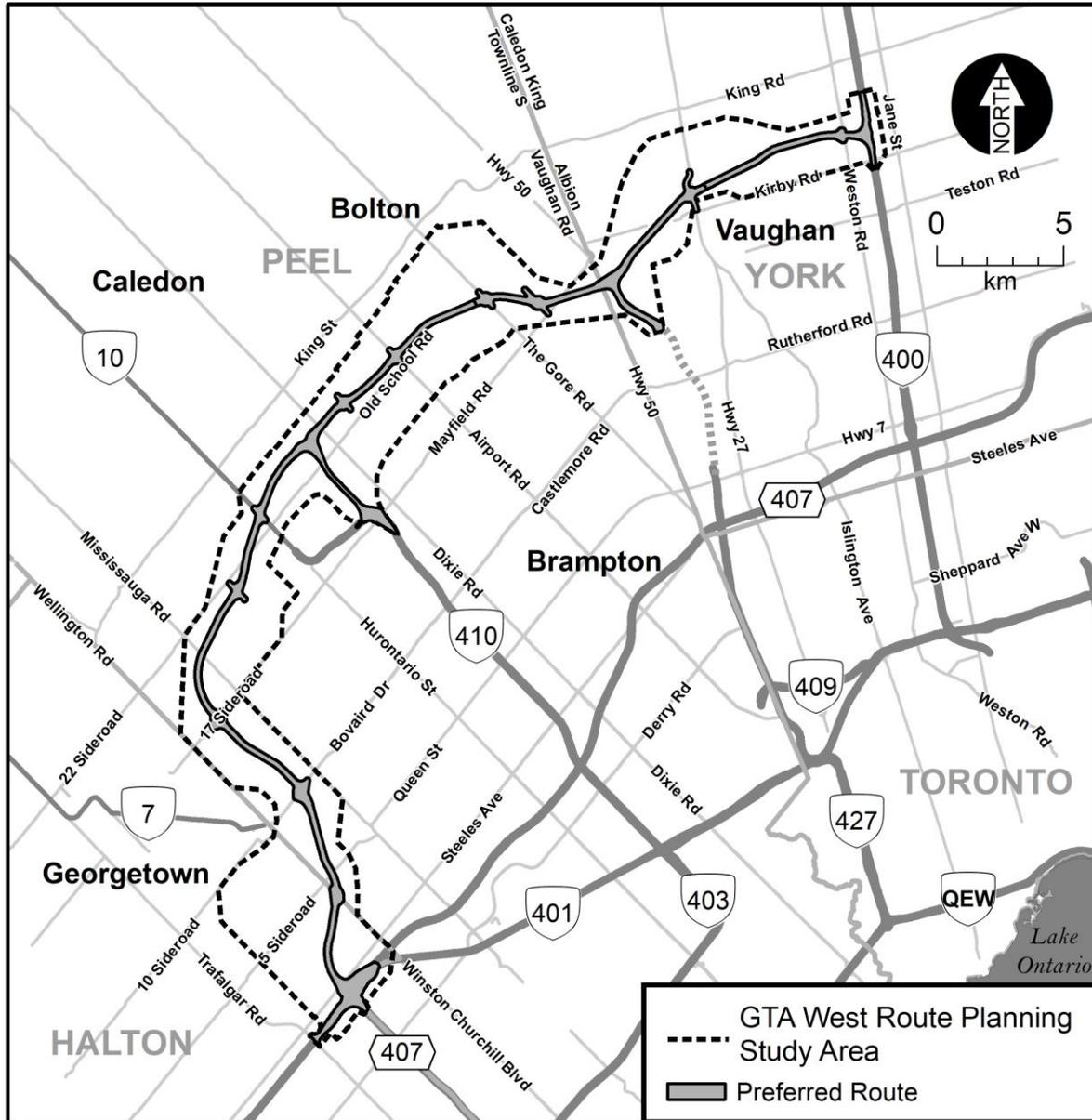
Thank you for your cooperation and assistance.

Sincerely,

Amanda Naylor
MTO Project Manager

cc: Hossein Hosseini, MTO
Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

GTA West Route Planning Study Area with the Preferred Route Overlay



July 9, 2021 **Addressed Letter Template (Haudenosaunee Development Institute)**

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change determined that the GTA West Study also warrants designation under the Federal Impact Assessment Act. More information is available on the project website at www.gta-west.com/processandtimeline.

To further meet needs of the public and address community questions, the **GTA West Project Team is hosting a Community Engagement Webinar on July 28, 2021 from 6:00 p.m. to 8:00 p.m., which is open to all individuals on the project mailing list.** The GTA West Project Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines will be in attendance to answer questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Haudenosaunee Development Institute to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

- 1. Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
- 2. Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
- 3. Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.

With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

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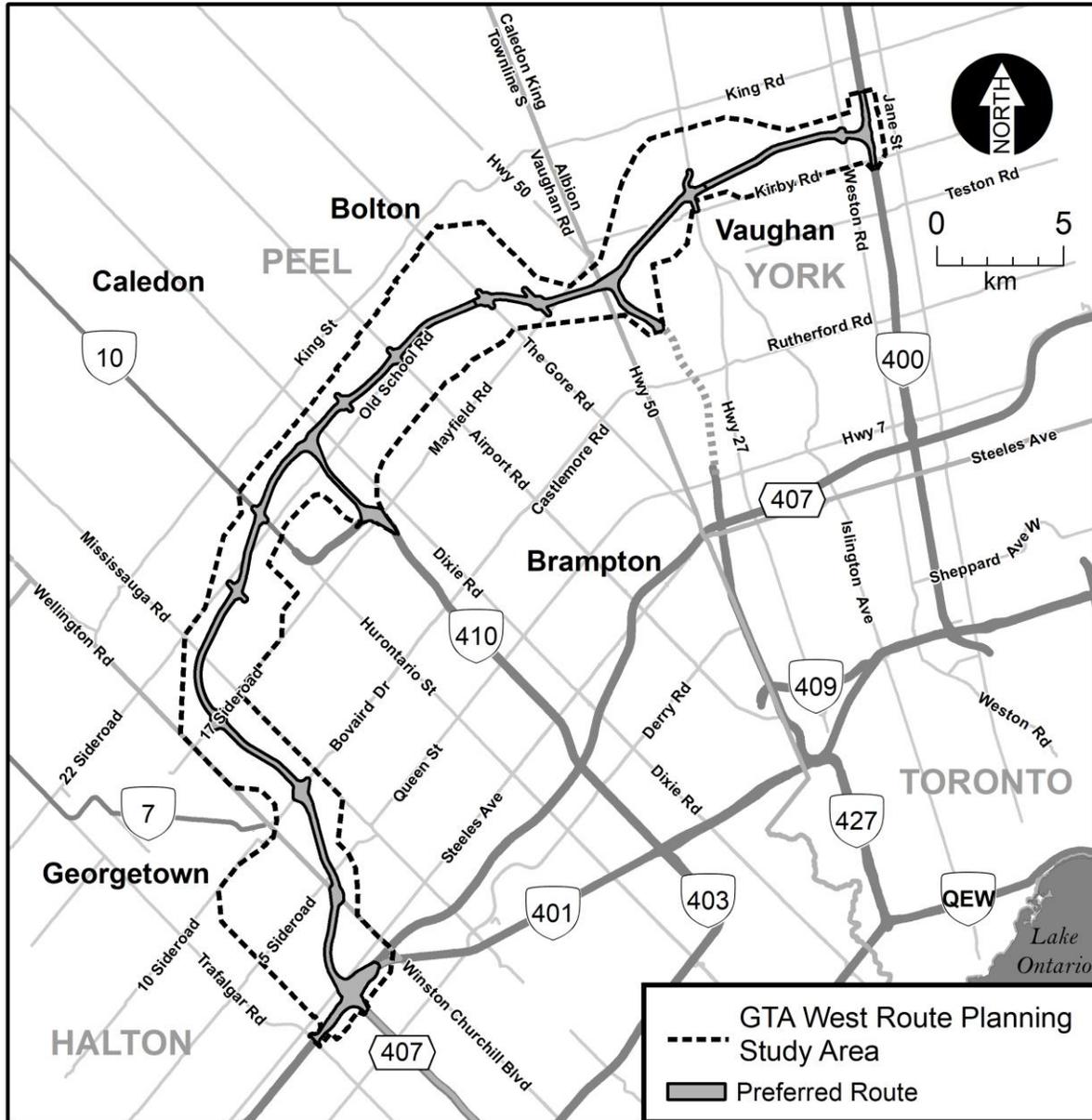
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MTO Project Manager

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Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM

GTA West Route Planning Study Area with the Preferred Route Overlay



July 9, 2021

Addressed Letter Template (Huron-Wendat Nation)

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Huron-Wendat Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

- 1. Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
- 2. Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
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Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.

With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

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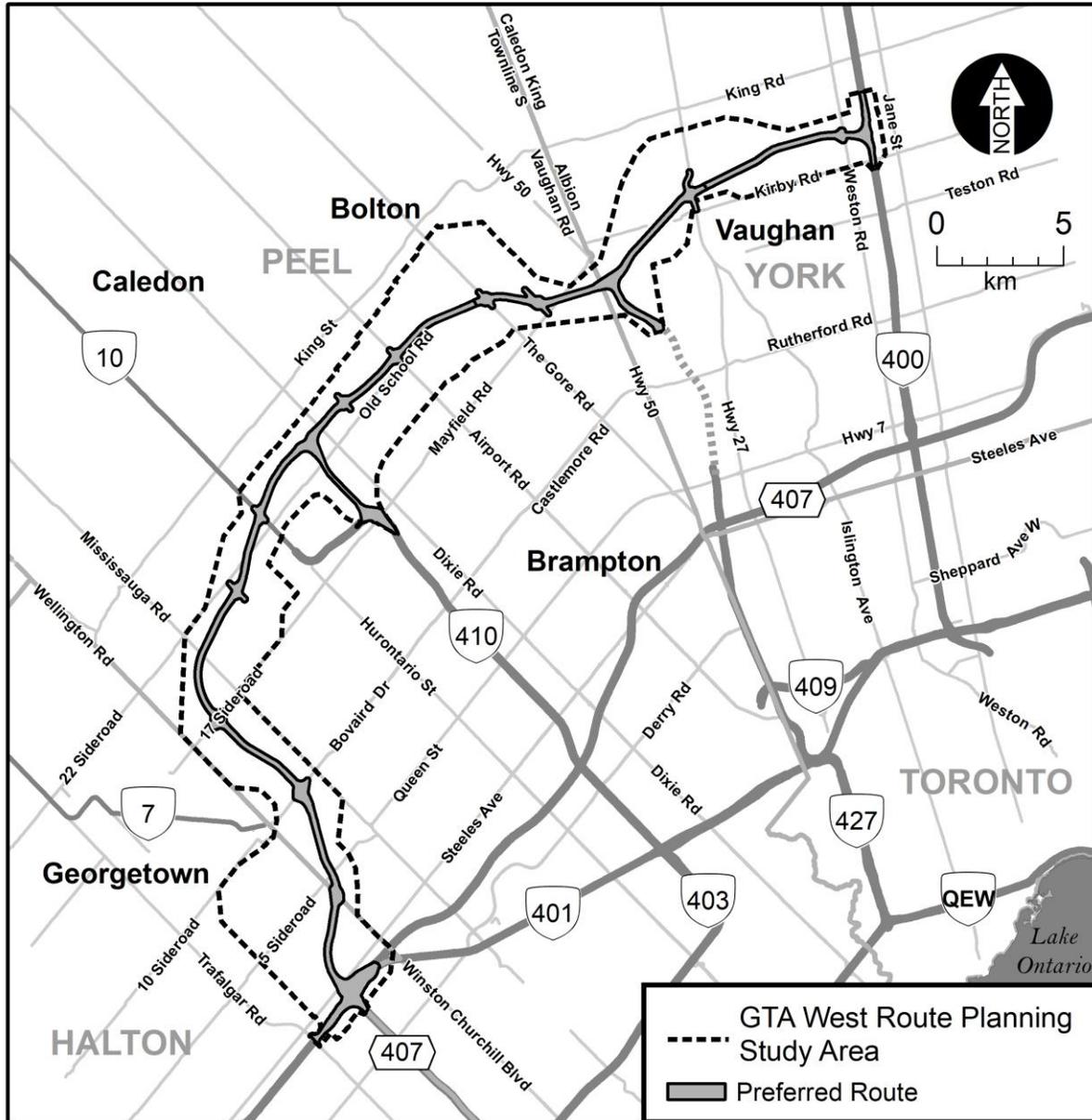
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Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM

GTA West Route Planning Study Area with the Preferred Route Overlay



July 9, 2021

Addressed Letter Template (Six Nations of the Grand River)

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Six Nations of the Grand River to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

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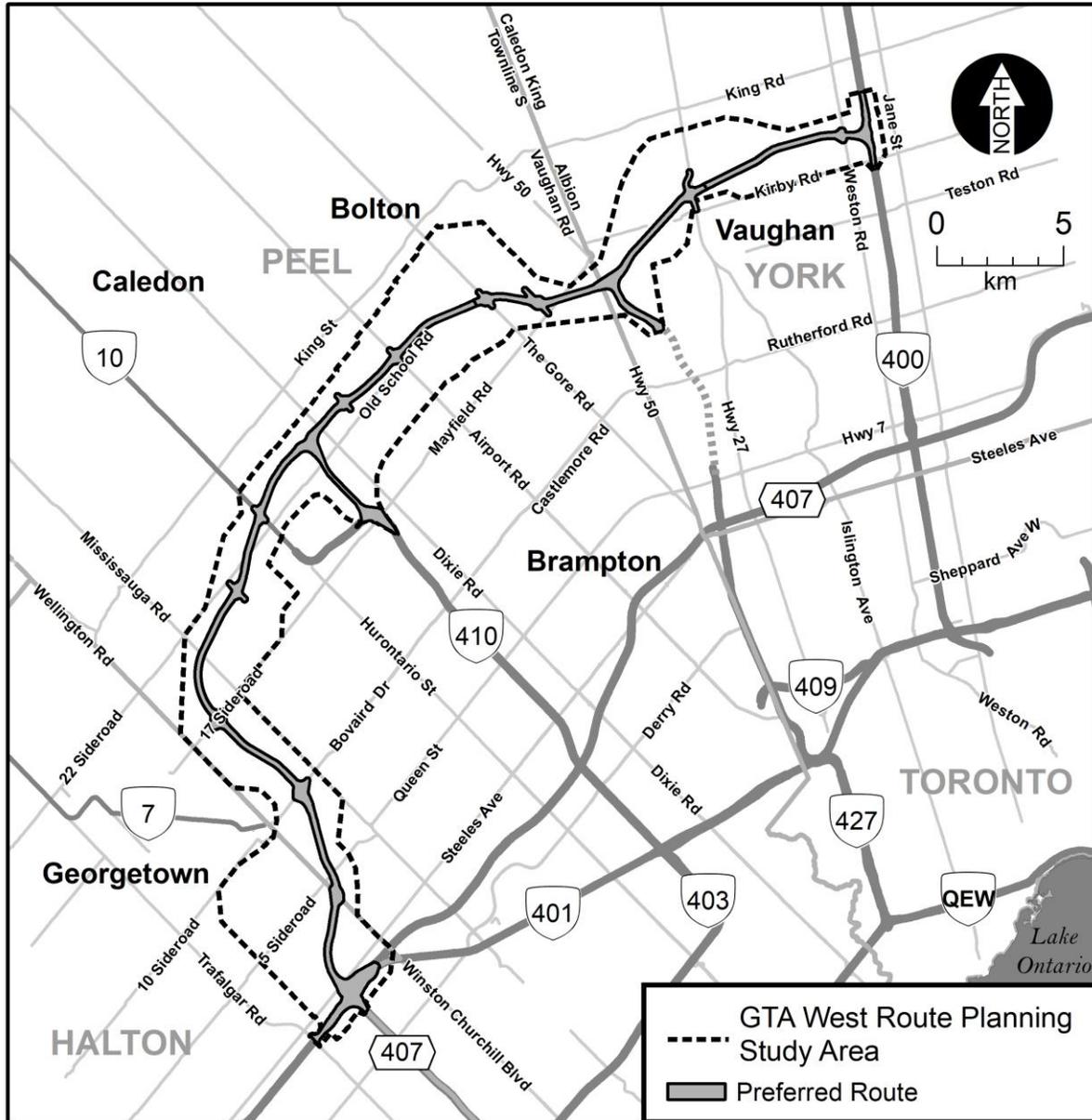
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GTA West Route Planning Study Area with the Preferred Route Overlay



B

CEW #1 Presentation Slides



GTA West Transportation Corridor Route Planning, Preliminary Design and EA Study – Stage 2

Community Engagement Webinar

July 28, 2021

Agenda

- Welcome and introductions.
- Overview of the GTA West Study.
- Preferred Route and 2020 Focused Analysis Area (FAA).
- Preliminary Design activities.
- Summary of Community Value Plan Meeting #3.
- Next steps.
- Question and answer period.
- Meeting close.

Housekeeping

- You can control the features you see (video, speaker view or full screen view, etc.).
- All attendees' web cameras and microphones will be turned off.
- To ask a question or provide a comment, please use the Q&A box.
- This event is being recorded.
- Questions submitted through the Q&A box tonight may be addressed later in the Q&A portion of this meeting and all questions asked in the Q&A box pertaining to the GTA West will be documented and responded to after the Webinar.

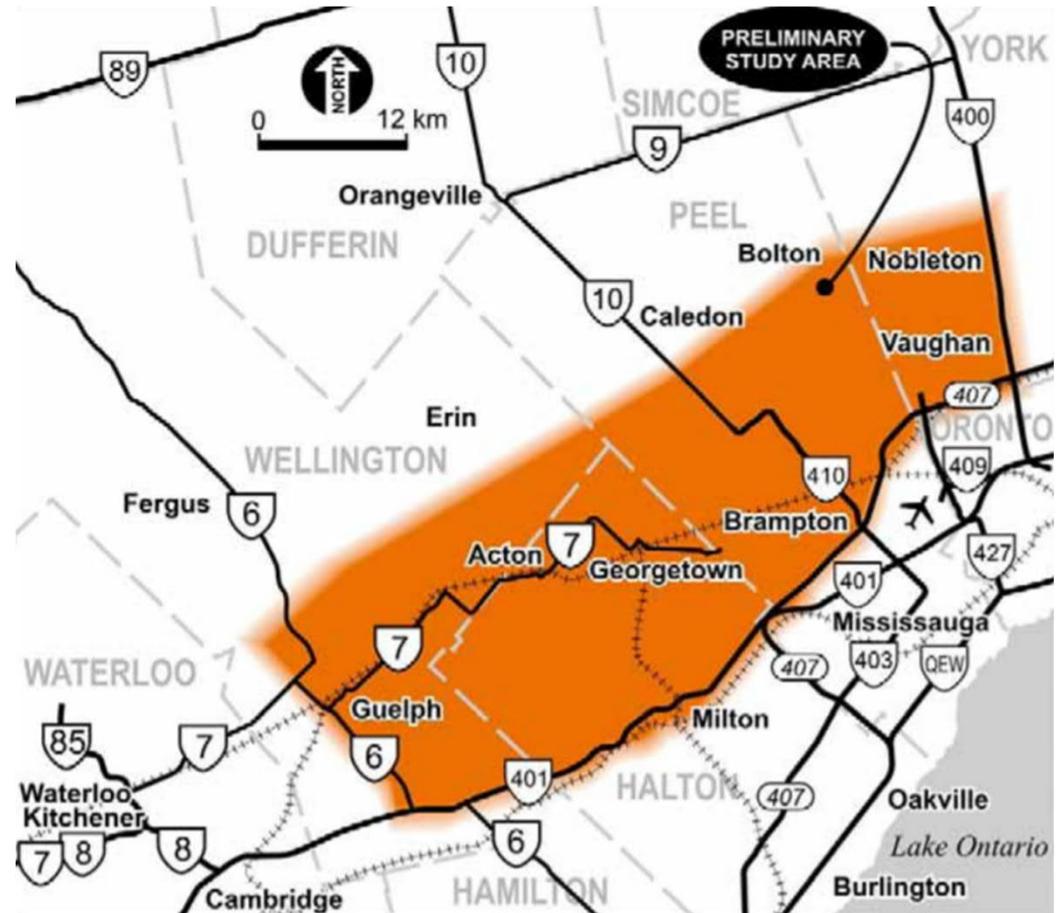
Polling Questions

Introductory Questions

- 1) Have you considered the 407ETR as an alternative to a new highway? You should build truck priority lanes, subsidize tolls or buy back the 407ETR to encourage use.
- 2) Is the GTA West corridor needed if more people will be working from home in the future?
- 3) Has any construction started related to the GTA West corridor? If not, when will it start?

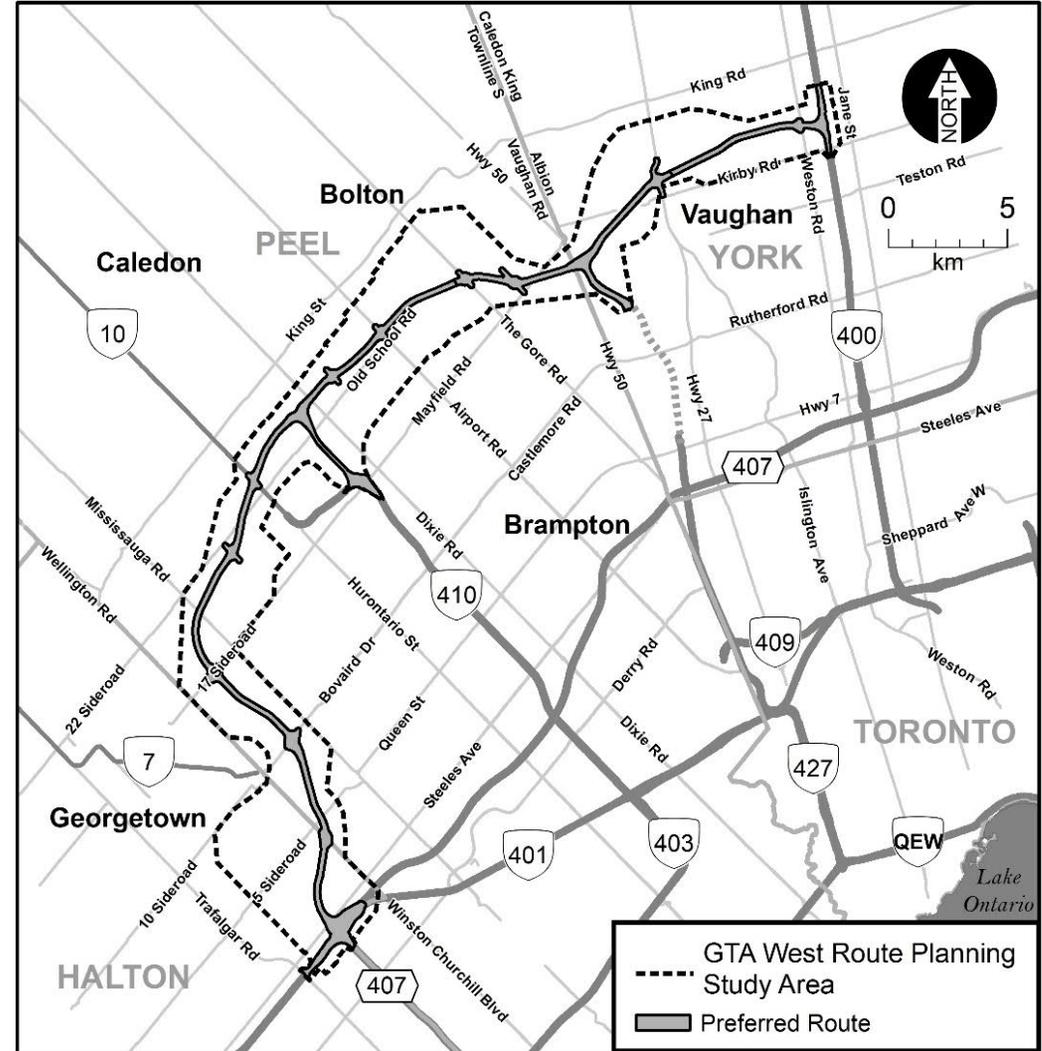
Study Overview

- Stage 1 (2008 – 2012) focused on long-term transportation problems and opportunities:
 - Optimizing the existing transportation and transit network and significantly investing in transit would not be enough.
 - GTA West Highway and Transit corridor is still required.



Study Overview

- Stage 2 focuses on a new highway and transit corridor:
 - Extending from Highway 401/407 ETR interchange areas in the west to Highway 400 in the east.
 - Includes a 400-series highway and transit corridor, potential goods movement priority features, and other potential features like electric vehicle charging stations at carpool lots.



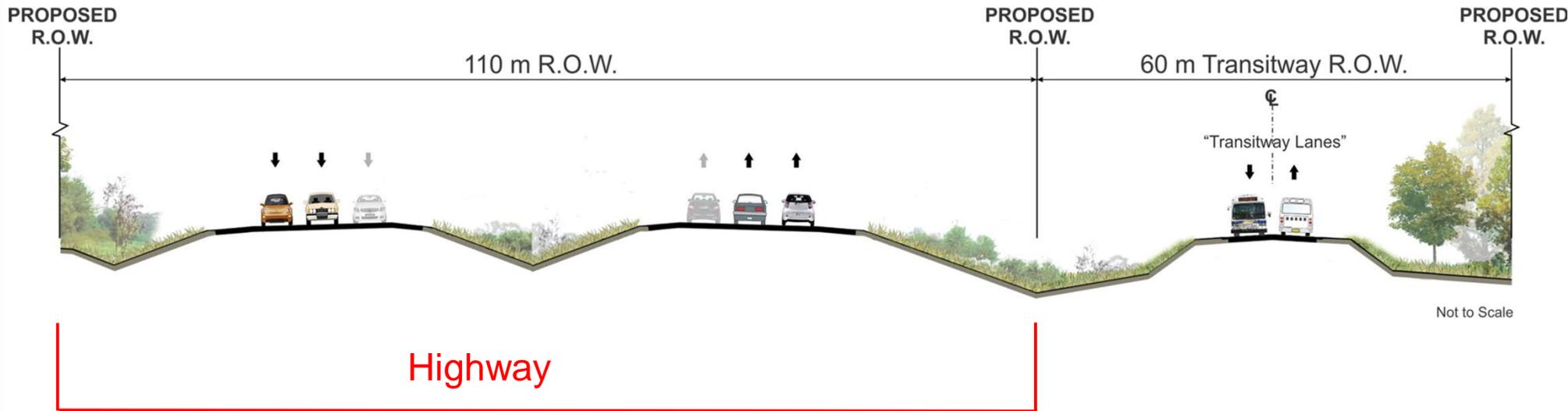
Federal Impact Assessment (IA)

- On May 3, 2021, the Federal Minister of Environment and Climate Change determined the GTA West Study warrants designation under the Impact Assessment Act (IAA).
 - The project team is working with the Impact Assessment Agency of Canada (the Agency) to identify the next steps.
- A designation of the GTA West project for a Federal IA does not replace the provincial Environmental Assessment (EA) process underway.
 - We will continue with our planned public and Indigenous community consultations and engagements.

Polling Questions

Planning *With Vision,* Planning *For People*

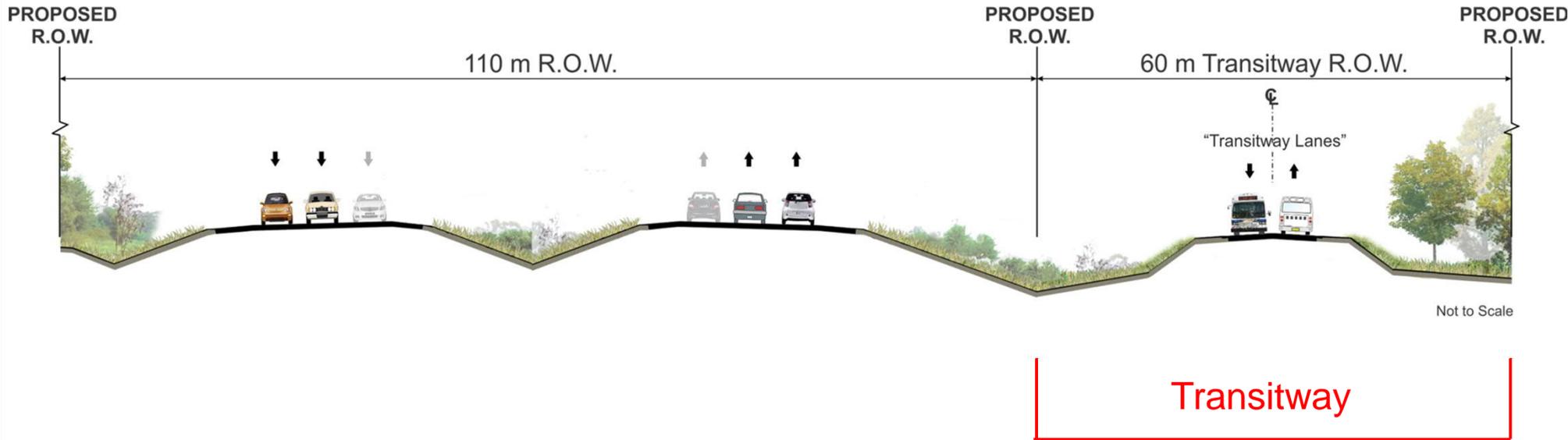
- The need for the GTA West Study remains and is strengthened by the GGH population and employment growth forecasts, reflecting more people and jobs by 2041 and beyond. By 2051, the population of the GGH is expected to grow to almost 15 million people, who will represent approximately 7 million jobs.
- Congestion already costs the GTA \$11 billion per year in lost productivity. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed.
- We are committed to an open and transparent process that provides opportunities for Indigenous communities, the public and all stakeholders to help shape the outcome of the project.
- We are striving to arrive at a solution that provides the best balance of benefits and impacts for the local communities and users of the transportation system.
 - To accomplish this, we are committed to engaging and consulting Indigenous communities, the public and stakeholders in open two-way communication that leads to meaningful discussions, proactive information exchange and a constructive working relationship.



New Highway Corridor

- The corridor will initially be designed as a 4- to 6-lane highway with a separate adjacent transit corridor.
- The total proposed right-of-way (ROW) will be 170m, of which the highway will be 110m.

Polling Question



New Transit Corridor

- The transit corridor will be 60m of the total ROW, run parallel to the GTA West highway and will:
 - Allow buses (and potentially in the future, light rail vehicles) to operate on express schedules.
 - Include stations at strategic locations and provide transit connections with buses onto major arterial roadways, Highway 401, 407ETR, Highway 410, Highway 427, and Highway 400.

Potential Goods Movement Priority Features



Truck Only Lanes

freightwaves.com



Intelligent Transportation Systems Features (variable message signs, real time traveler information)



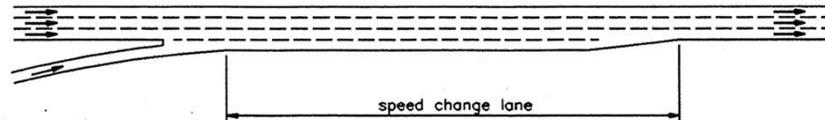
Truck Parking Facilities

hornlogistic.com



Enhanced Design to Accommodate Long Combination Vehicles

semanticscholar.org



Longer Speed Change Lanes



Enforcement Features (weight and inspection stations)

bristoltruckrentals.com

Future-Ready

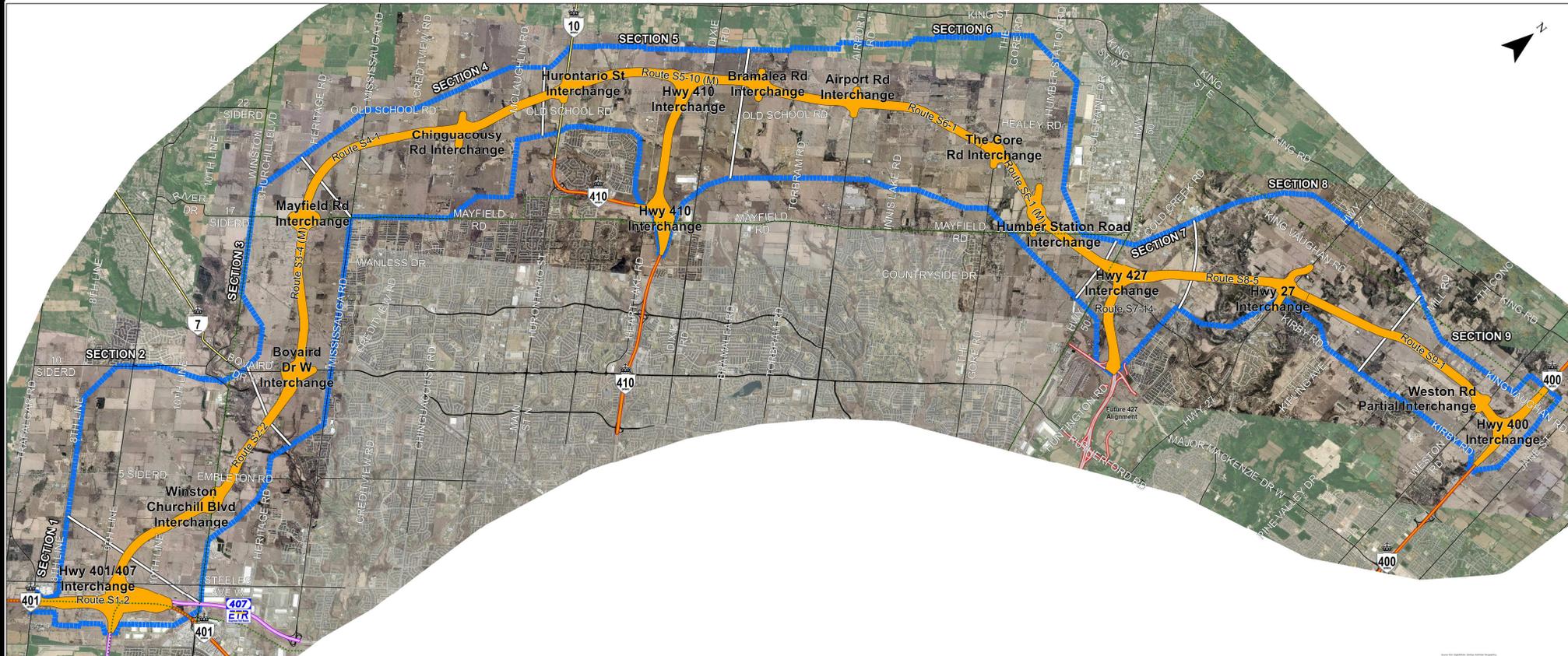
- Ontario is a leader in the connected and automated/autonomous vehicle technology space.
- The GTA West highway and transit corridor is future-ready by supporting infrastructure for a connected corridor:
 - Vehicle to Infrastructure (V2I) shares information in two directions.
 - Provisions for Road Side Units (RSUs) that provide the connectivity and sharing of the Basic Safety Message.
- Movement of goods through truck platooning being considered.



- Road Condition
- Signal timing
- Traffic conditions
- Lane closures/detours

CAV Readiness Plan, March 2020

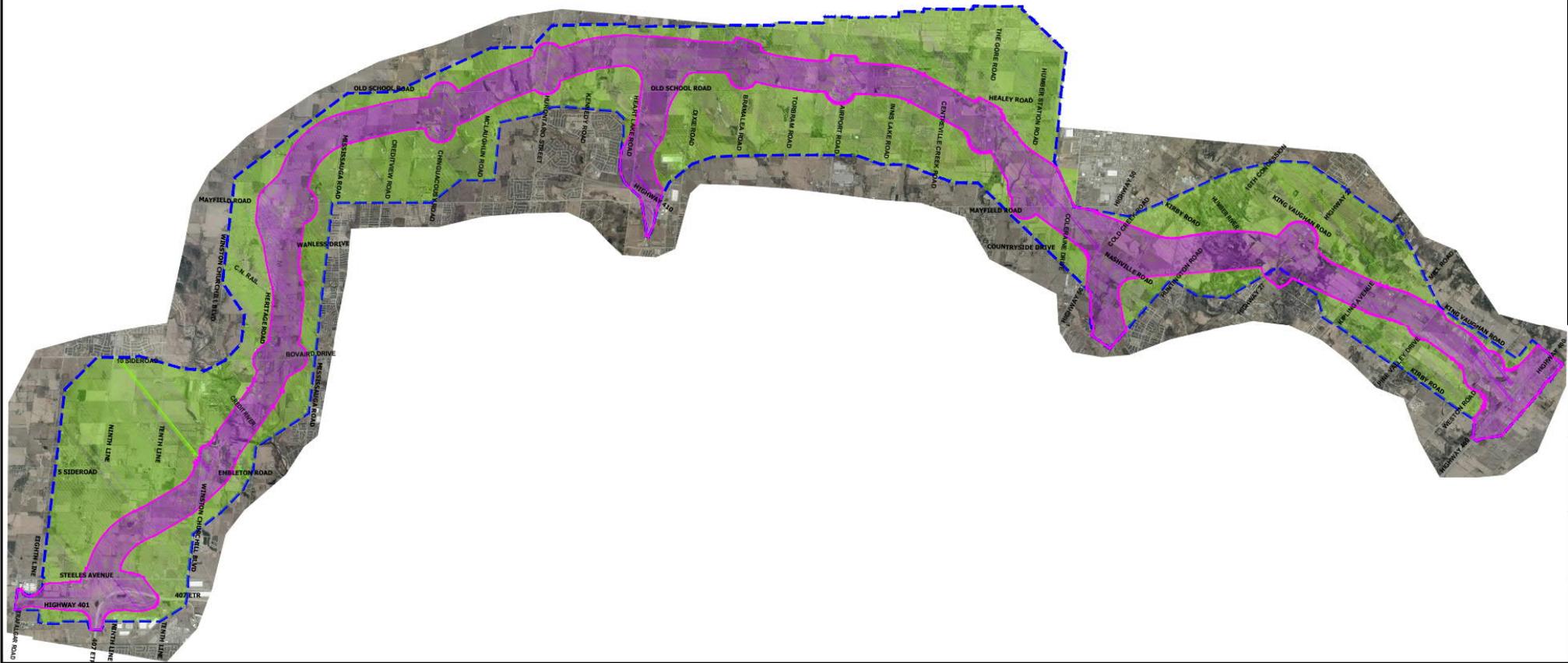
Preferred Route



 Route Planning Study Area

 Preferred Route and Interchange Locations

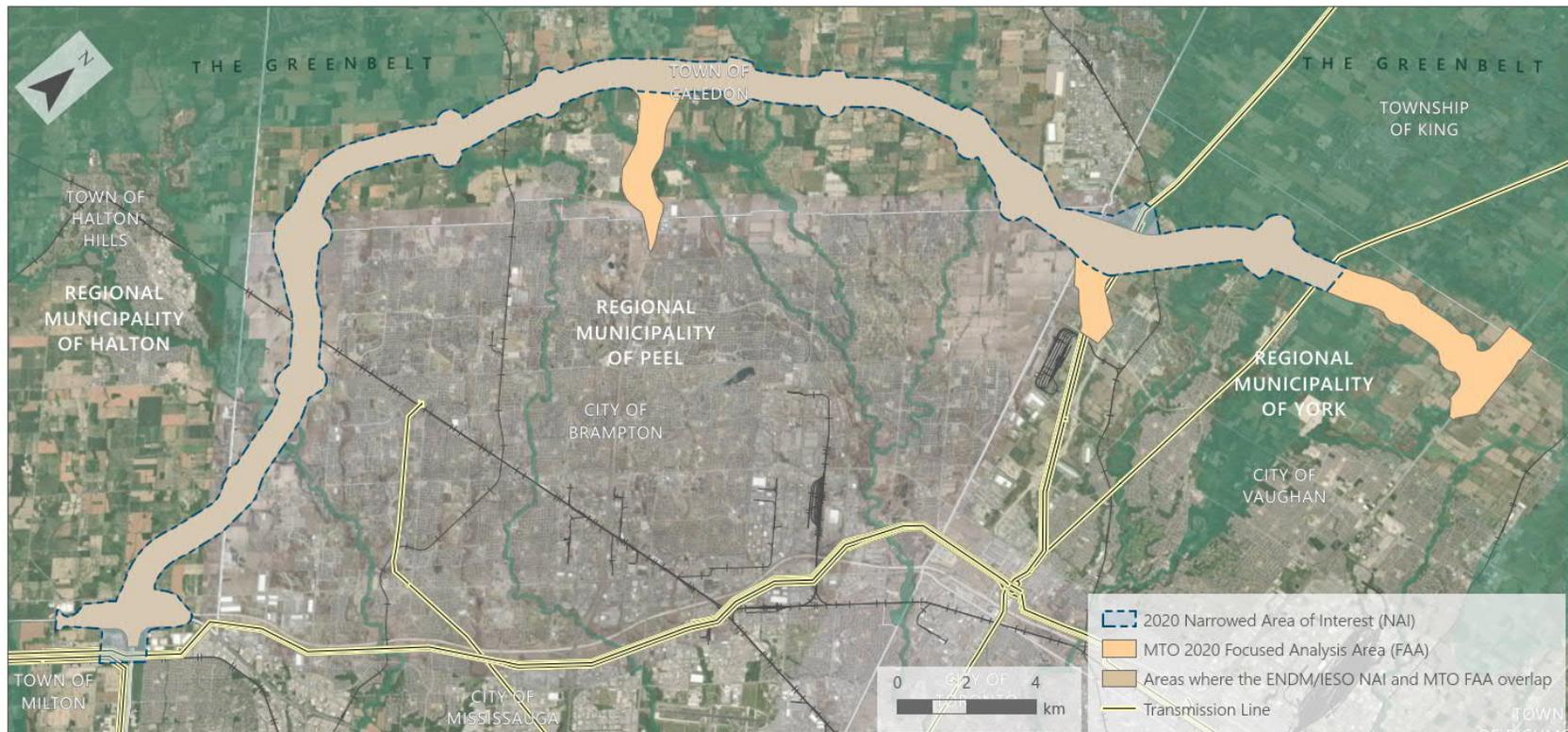
2020 Focused Analysis Area (FAA)



- **Purple Area** is the 2020 FAA. Properties located in this area could be directly impacted by the multimodal transportation corridor, ancillary uses, or if refinements are made to the route during preliminary design.
- MTO has reduced interest in properties in the **Green Areas**.

Northwest GTA Transmission Corridor Identification Study

- In June 2019, the Ministry of Energy and the Independent Electricity System Operator initiated a study to identify an electricity transmission corridor adjacent to the GTA West highway and transit corridor.
 - This study is separate from the Ministry of Transportation's GTA West Highway and Transit Corridor Study.
 - The two project teams are coordinating but are following different processes with different timelines.
 - Contact NWGTATransmissionCorridor@ontario.ca for information on the electricity transmission corridor study.



Ontario Ministry of Energy, Northern Development and Mines. 2020

Polling Questions

Field Investigations

- Field investigations will inventory the natural, social, cultural and other infrastructure features in the study area.
- Permission to enter properties have been received from some owners to allow access to lands in order to obtain valuable field information that is helping to develop the preliminary design of the Preferred Route.

Discipline	Type of Field Investigation
Natural Environment	Fisheries (2020 & 2021), Wildlife (2020 & 2021), Wetlands (2020 & 2021), Vegetation (2020 & 2021)
Socio-Economic Environment	Land Use (2021), Agriculture (2021), Potentially Contaminated Sites (2021)
Cultural Environment	Archaeology (2021 & 2022), Built Heritage (2020 & 2021), Cultural Heritage Landscapes (2020 & 2021)
Engineering	Fluvial Geomorphology (2020 & 2021), Drainage (2021), Structural (2021), Foundations (2021), Pavement (2022), Electrical (2022), Erosion and Sediment Control (2021)

ENGINEERING INVESTIGATIONS

Preliminary design includes seamless coordination of technical, environmental and consultation disciplines, which work in parallel on various aspects of the Preferred Plan. When there is a modification or refinement in one discipline, there is often a need to make corresponding adjustments in other disciplines.

Advance traffic management systems (ATMS)

- Investigate and design feasible ATMS options (e.g. closed-circuit TV cameras, variable message signs, traffic data collection, etc.)

Foundations

- Drill boreholes to collect information about strength and other physical properties of underlying soils and rocks
- Prepare recommendations for foundations of bridges and culverts

Pavement

- Drill boreholes and pavement cores to collect information about subsurface conditions
- Provide pavement composition/thickness recommendations

Bridges

- Evaluate alternatives and develop designs considering aesthetics, navigational requirements, elimination/mitigation of in-water work, construction staging and sequencing, utility relocation, etc.

Highway and transitway

- Develop 3D model to confirm:
 - Roadway alignments and cross-sections
 - Grading and property requirements
 - Utility impacts
- Integration with regional and local roads, transit services, and active transportation plans
- Constructability and construction staging requirements

Traffic

- Modelling to understand traffic queues and delays
- Prepare preliminary traffic management plan

Electrical

- Evaluate illumination warrants
- Perform lighting calculations
- Evaluate lighting alternatives
- Prepare layouts for electrical equipment (lighting and traffic signals)

Value engineering study

- Arrange for an independent review of the Preferred Plan
- Results will confirm approaches or recommend innovative solutions that increase benefits and reduce costs without compromising the functional and value objectives of the study

Risk assessment study

- Analyze project risks throughout the life cycle of the project
- Identify and track appropriate steps to eliminate or reduce risks to acceptable levels

Drainage and hydrology

- Analysis and design to:
 - Ensure adequate drainage of the corridor
 - Ensure appropriate sizing of watercourse bridges/culverts
 - Confirm the type of erosion protection and stormwater management required

* The highway and transit corridor right-of-way is preliminary (alignment to be confirmed) .

ENVIRONMENTAL STUDIES

We are currently completing studies to establish baseline conditions, complete impact assessments and develop measures to avoid, minimize or mitigate potential effects in the following areas:

Landscape composition

- Examine existing landscape conditions
- Identify mitigation and enhancement treatments for significant vegetation, viewsheds, topography and landform

Contaminated property and waste management

- Identify, investigate and assess any properties/sites with high potential for potential environmental concern

Surface water and fluvial geomorphological

- Review existing conditions
- Identify measures to mitigate future erosion risk
- Identify stormwater management and watercourse impacts and mitigation

Groundwater

- Characterize hydrogeological conditions
- Identify potential groundwater impacts and mitigation

Built heritage and cultural heritage landscapes

- Map resources to identify areas and individual sites of particular significance and sensitivity

Noise

- Identify noise sensitive areas
- Conduct noise modelling analysis to determine impacts
- Determine need and type of noise mitigation

Air quality and greenhouse gas emissions

- Follow MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects, as it relates to assessing and mitigating impact to air quality

Snow drift

- Calculate the amount of snow available to drift towards the highway using numerical modelling tools
- Identify potentially problematic areas for snow drifting onto the infrastructure
- Recommend mitigation for each potentially problematic area

Land use factors including agriculture

- Update land use information using field reviews, aerial photography, mapping and municipal information
- Undertake Agricultural Impact Assessment, or equivalent study
- Provide recommendations that minimize impact on agriculture and existing/proposed land uses

Archaeology

- Identify archaeological resources through background review and field studies
- Recommend mitigation measures or requirement of Stage 3 assessment as necessary

Terrestrial ecosystem

- Assess wildlife habitat, wetlands, and designated areas
- Complete plant inventories and conduct species at risk screening
- Inventory Greenbelt designated lands
- Consider measures to avoid, minimize or mitigate potential effects (including using the Greenbelt Guideline)

Fish and fish habitat

- Conduct aquatic habitat surveys
- Conduct species at risk screening
- Consider measures to avoid, minimize or mitigate potential effects

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Study Process – Consultation & Engagement

- Public Information Centres (3 rounds).
- Community Workshops (4 rounds).
 - 2 rounds focused on Community Value Plans.
- Ongoing consultation and engagement with Indigenous communities.
- Stakeholder advisory groups, municipal working groups, meetings with landowners, and Council presentations.
- Website, e-mail, toll-free telephone line, Twitter, Ontario Government Notices, and brochures.
- **Additional public meetings – like tonight’s Community Engagement Webinar.**



WEBSITE



www.gta-west.com

EMAIL



project_team@gta-west.com

TOLL-FREE



1-877-522-6916

TWITTER



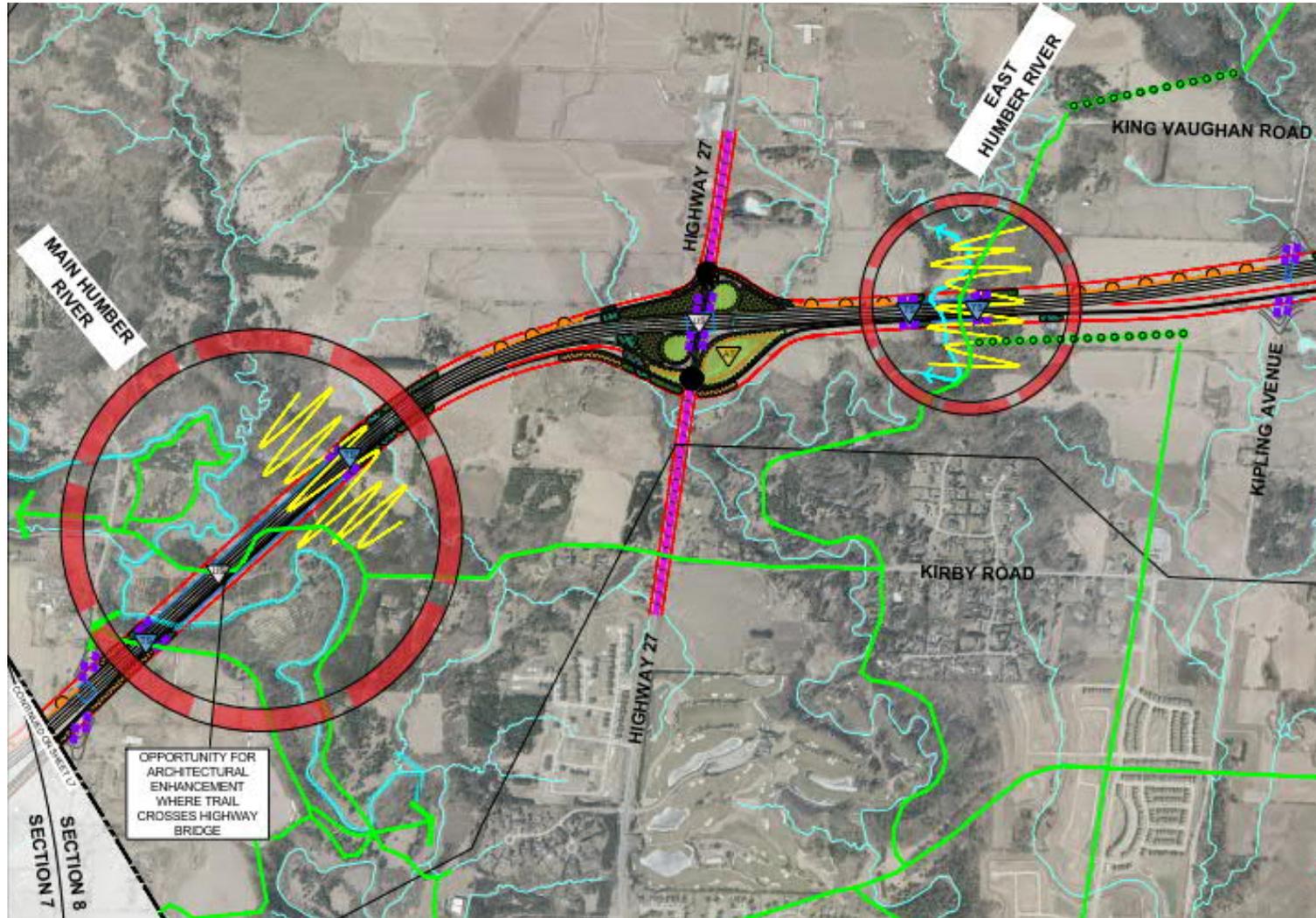
[@GTAWestStudy](https://twitter.com/GTAWestStudy)

Summary of Community Value Plan (CVP) Meeting #3 - May 2021

- The CVP is a collaborative process that includes participation from residents, landowners, businesses and other interested stakeholders from the community.
- The result will be design recommendations that enhance the highway and transit corridor's treatment of landscape, cultural, social, historical and/or environmental elements of value to the community.
- CVP Meeting #3 held in May 2021 further explored how to incorporate public input into the design:
 - Aesthetics, landscaping, trails and wildlife crossings, artistic elements at gateways and bridges, buffering/protection of heritage sites, and others!



Straw Model Designs Illustrating the CVP Toolkit



- LEGEND:**
- PRELIMINARY HIGHWAY AND TRANSIT CORRIDOR RIGHT-OF-WAY (ALIGNMENT TO BE CONFIRMED)
 - ENHANCED LANDSCAPE PLANTING
 - ENHANCED LANDSCAPE PLANTING - LOW GROW
 - ENHANCED LANDSCAPE PLANTING - DRAINAGE CHANNEL
 - REFORESTATION PLANTING
 - RURAL BUFFER PLANTING
 - WETLAND PLANTING
 - RIPARIAN PLANTING
 - STORMWATER MANAGEMENT LANDSCAPE PLANTING
 - VALLEY RESTORATION / NODE OF INTEREST
 - REGIONAL GATEWAY
 - COMMUNITY GATEWAY
 - GRADING REQUIRED
 - WINDSCREEN
 - WILDLIFE CROSSING
 - DENSE VISUAL VEGETATION SCREEN
 - BANK STABILIZATION
 - PROPOSED MUNICIPAL ROAD REALIGNMENT
 - PROPOSED MUNICIPAL TRAIL
 - EXISTING MUNICIPAL TRAIL
 - UNDER STRUCTURE TREATMENTS (VISIBLE DRIVING UNDER BRIDGE)
 - TOP OF STRUCTURE TREATMENTS (VISIBLE DRIVING OVER BRIDGE)
 - ANTICIPATED TRANSIT STATION ARCHITECTURAL TREATMENT *TRANSIT STATION LOCATIONS TO BE CONFIRMED
 - LOCAL TOURISM
 - LOCAL HERITAGE

* CVP Toolkit is preliminary and subject to change

Feedback From Community Value Plan Meeting #3

- Active transportation:
 - Pleased that transit stations will include active transportation features (e.g. bicycle parking) and trail connections.
 - Satisfied that the project team is working with conservation authorities and considering connections to their trails.
- Buffering treatments:
 - Interest in buffering mitigation at St. Stephen's Hornby Anglican Church and St. Elias The Prophet Ukrainian Church.
 - Interest in aesthetic treatments to buffer St. Elias Church property, which has heritage designation under the Heritage Act.
 - Looking for measures to minimize impacts to the Valleywood community (e.g. noise, air quality, EMS access).
- Agriculture:
 - Continued interest in measures to move large agricultural equipment (e.g. appropriately sized underpasses to avoid out-of-way travel to move between fields).
- Highway design:
 - Interest in OnRoute plazas and truck inspection stations along the corridor.
 - Continued interest in roundabouts at intersections with municipal roads.

Next Steps

Summer – Fall/Winter 2021	<p>Second Community Engagement Webinar after the summer break.</p> <p>Further develop the draft Community Value Plan and preliminary design of the Preferred Route.</p> <p>Work with the Impact Assessment Agency of Canada to clarify next steps in the Impact Assessment process.</p>
TBD 2021	<p>Continue to meet with Indigenous Communities, Advisory Groups and Regional Municipal Councils.</p> <p>Public Information Centre is expected in late 2021.</p>

*** Schedule is subject to change**

Question & Answer Period

Polling Question

Thank you for attending

We want to hear from you!



CALL US

1-877-522-6916



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C

Interactive Polling Questions and Responses



Results of Polling Questions from Community Engagement Webinar #1

The following summarizes the polling questions asked and the instantaneous results received, recorded as number of respondents per option and the total responses per question below. The correct responses for Questions 4 to 9 are bolded and highlighted green.

1. *In what area do you live? (click one)*

- Halton Region within the study area (36)
- Halton Region but outside of the study area (21)
- Peel Region within the study area (84)
- Peel Region but outside of the study area (36)
- York Region within the study area (30)
- York Region but outside of the study area (31)
- Other (74)

Total Responses: 312

2. *What is your main interest in the study? (click one)*

- Natural environment (e.g. fish, wildlife and habitats, Greenbelt, surface and groundwater, air quality and climate change) (77)
- Rights of Indigenous peoples (0)
- Urban and rural development (89)
- Recreation/tourism (0)
- Agriculture (7)
- Cultural environment (e.g. built heritage, archaeology) (1)
- Direct property impact (87)
- Efficient and safe movement of people and goods (42)
- Other (14)

Total Responses: 317

3. *What is the primary way you move between regions in your area? (click one)*

- Personal vehicle (297)
- Ride sharing (e.g. carpooling, ride-hailing) (0)
- Bus (5)
- Commuter rail (7)
- Active transportation (e.g. walking, bicycling) (12)

Total Responses: 321

4. *As you understand it, is the Federal government taking over management of the GTA West Study due to the designation of the study under the Federal Impact Assessment Act? (click one)*

- Yes (49)
- No (161)**
- Unsure (98)

Total Responses: 308

5. *As you understand it, is the completion of the environmental assessment the same as an approval to construct? (click one)*

- Yes (19)
- No (263)**
- Unsure (36)

Total Responses: 318

6. *Would the transit corridor initially be used for bus rapid transit (BRT) or light rail transit (LRT)? (click one)*

- BRT (238)**
- LRT (46)

Total Responses: 284

7. *For the typical commuter going from the 401/407 ETR interchange in Halton Region to Highway 400 at King Vaughan Road in York Region, how much time would be saved one-way by using the GTA West corridor? (click one)*

- 30 seconds (53)
- 10 minutes (80)
- 30 minutes (150)**
- 60 minutes (8)

Total Responses: 291

8. *As far as you know, are new highways and transit corridors permitted in the Greenbelt? (click one)*

- Yes (154)**
- No (114)
- Unsure (41)

Total Responses: 309

9. *How much agricultural land [corrected to Greenbelt designated lands] will be impacted by the highway and transit corridor? (click one)*

- 50 ha (17)
- 170 ha (66)**
- 1000 ha (122)
- 2000 ha (72)

Total Responses: 277

10. *For our last polling question of the evening, we are interested in your thoughts about virtual events. In the future, post-pandemic, do you believe that virtual webinars are an important means of engaging the public?*

- Yes (77)
- No (6)
- Yes, as a complement to in-person events (67)

Total Responses: 150

D

Summary of Questions Received During CEW #1 and Responses



Consolidated Questions	No. of Times Received	Response
Need For The Study		
Why are you proceeding with the GTA West Environmental Assessment if the 2017 GTA West Advisory Panel Report said that the EA Process was flawed?	1	The current government has made a commitment to complete the GTA West Study and is keeping that commitment. Many of the findings of the 2017 Advisory Panel Report are not consistent with the current process for transportation environmental assessments (EAs) undertaken by the province or municipalities, such as the traffic modelling. The Panel Report did not refute the need for the new transportation corridor; it provided recommendations and additional items to consider while undertaking the Individual EA process. The findings of the Panel report will continue to be considered while we work to complete the GTA West EA.
Can you address the need for GTA West Corridor? Why can't you just invest in transit instead?	9	By 2051, the population of the Greater Golden Horseshoe (GGH) is expected to grow to almost 15 million people. That's 1 million new residents every five years. We need our roads infrastructure to keep up. Our goal is to identify, and address transportation needs across the region and improve Ontario's highway network by reducing travel times, ensuring the movement of goods, and alleviating traffic congestion across the GTA. We are keeping Ontario's highways safe and reliable while supporting economic growth and job creation in local communities. The GGH is an economic driver for the province and addressing transportation needs in the GGH is essential to the competitiveness of our economy. Building more transportation infrastructure will help alleviate traffic congestion and improve goods movement in the Greater Toronto Area. Trucking remains by far the largest freight transportation mode, carrying two-thirds of the tonnage for all primary goods shipped. This is due to the fact that nearly 55 percent of all freight shipped (measured in tonnes) travels less than 80 km, and more than 75 percent travels less than 400 km. Shorter trip lengths are dominated by trucks, while longer trip lengths (over 1,900 km) are dominated by rail.
Is the GTA West Corridor needed if more people will be working from home in the future?	1	Even if more people work from home long-term and there are less passenger vehicles on the roads, the GTA West highway will still benefit goods movement in the province. More than \$785 million worth of goods move through Ontario every day. Whether it's car parts to support the manufacturing sector, agricultural products to support farmers or the latest fashion item you want to have, chances are that a truck travelled on a highway to help get it to your door. The trucking industry accounts for four per cent of Ontario's GDP and relies on a strong transportation and highway network. Trucking is a vital component of the ecommerce network and growth in this sector means more "last mile" trips to urban areas, which are short-haul trips from the distribution centre to the customer. In a sector where efficiency is key, a faster alternate route will support the demand in the ecommerce supply chain. The GTA West Highway and Transit Corridor will run through Halton, Peel, and York regions. These are known hubs for trucking and logistics activity, with Peel Region itself being home to an estimated 2,000 trucking companies, and in 2012 accounted for about 36 per cent of provincial truck trips. Ontario's trucking industry accounts for approximately 40 per cent of jobs in the transportation sector, representing a significant portion of this area alone. The Greater Golden Horseshoe plays a large part in driving Ontario's economy, and addressing transportation needs in the region is essential to the competitiveness of our economy. The GTA West highway will save trucks that travel the entire distance during rush hour about 30 minutes compared to Highways 401 and 400. Not only does it provide time savings, it also provides a vital alternative to the existing 400-series corridor, allowing goods to continue to move in the event of an accident or closure.
How will the GTA West highway ease congestion?	3	By 2051, the population of the GGH is expected to grow to almost 15 million people. That's 1 million new residents every five years. We need our roads infrastructure to keep up. Even with all currently planned transportation and transit investments, congestion will continue to increase across the GGH. For Ontarians in 2051, this means average travel speeds are expected to be 16 per cent slower when compared to 2016. The Ministry of Transportation's (MTO's) traffic modelling data also indicates that the level of congestion in the GGH would be more than doubled by 2041. Motorists and trucks that travel the entire GTA West highway during rush hours – a distance of approximately 52 kilometres – will save about 30 minutes when compared to the time it would take via Highways 401 or 400. The GGH is an economic driver for the province and addressing transportation needs in the region is essential to the competitiveness of our economy. Without strong action, the projected population growth in the GGH will overwhelm our existing infrastructure.
Haven't you heard that there is a climate emergency that has been declared by most Ontario municipalities? Given that it is an emergency, why would you even contemplate building a new highway?	3	By 2051, the population of the GGH is expected to grow to almost 15 million people. That's 1 million new residents every five years. We need our roads infrastructure to keep up. Even with all currently planned transportation and transit investments, congestion will continue to increase across the GGH. For Ontarians in 2051, this means average travel speeds are expected to be 16 per cent slower when compared to 2016. MTO's traffic modelling data also indicates that the level of congestion in the GGH would be more than doubled by 2041. Motorists and trucks that travel the entire GTA West highway during rush hours – a distance of approximately 52 kilometres – will save about 30 minutes when compared to the time it would take via Highways 401 or 400. The GGH is an economic driver for the province and addressing transportation needs in the region is essential to the competitiveness of our economy. Without strong action, the projected population growth in the GGH will overwhelm our existing infrastructure.

Consolidated Questions	No. of Times Received	Response
		<p>Climate Change was considered in the evaluation of the short-listed route alternatives under the Air Quality and Climate Change evaluation factor. This factor considered local and regional air quality impacts and greenhouse gas emissions. As Stage 2 of the study progresses, assessment of the potential air quality effects of the project will be undertaken consistent with the MTO’s Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects. The findings and recommendations will be available to the public at a later stage in the study.</p> <p>The Project Team is also considering adaptations to infrastructure to account for extreme/intense rain and flooding (e.g. slope stabilization, stormwater management plans, appropriately sized structures for storms/floodplain, etc.) and increased ice accumulation, etc. The de-carbonization of the economy will happen in the transportation sector through electrification which is already underway. Some major auto makers have signified that by 2035 only electrical vehicles will be offered for sale. The trucking industry is also embracing the electrification of their fleets.</p>
<p>Why would you build a highway that supports the creation of unsustainable jobs like warehouses, logistics firms, trucking companies? Why aren't we investing in compact and sustainable communities that have transit supportive intensification? Why are we putting cars ahead of people?</p>	1	<p>We are planning for compact, sustainable communities everywhere at the provincial level. The Provincial Policy Statement mandates minimum densities in areas, and municipalities have incorporated these concepts into their municipal plans. It's not accurate to say that the manufacturing, logistics and trucking industries are unsustainable. What manufacturing we still have in Ontario and we are trying to protect is really for on-time delivery. It's not a question of cars before people. As shown in the polling tonight, most people use cars and will continue to use cars.</p>
<p>Has the GTA West Study considered the 407ETR as an alternative to a new highway and transit corridor, including building truck priority lanes on the 407ETR?</p>	5	<p>The use of 407ETR as an alternative to the GTA West highway is not a realistic option if we want to reduce congestion and keep goods moving. There will be a significant increase in highway usage in the next few decades given the expected population growth in the GGH and the 407ETR alone is not enough to meet this projected demand surge. By 2031, we would be right back where we started, and suffer from the same congestion problems as we currently have even if we fully build out the 407ETR, subsidize tolls and build truck priority features. The GTA West highway is vital transportation infrastructure that will help meet the projected growth in both population and employment for the GGH.</p>
<p>I understand the original GTA West route was planned to bypass Toronto. Why does it make any sense to “dead-end” the highway just south of King Road and Highway 400 where there are already daily traffic bottlenecks? The corridor should avoid areas of future development growth.</p>	5	<p>Stage 1 of the GTA West EA Study examined the long-term transportation problems and opportunities and considered alternative solutions to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area. The Transportation Development Strategy (TDS) outlined the findings of this study, which were that optimizing the existing transportation network, transit solutions and improvements to existing roads and highways would provide important enhancement and some capacity relief, but would not be fully capable of addressing the study area’s future transportation needs. The study recommended a new transportation corridor between Highway 400 and the Highway 401/407 ETR interchange together with the widening of existing provincial facilities.</p>
<p>Are there opportunities to add light rail transit (LRT) or bus rapid transit (BRT) to existing 400 series highways in the GTA? Would that alter the need for the GTA West Study?</p>	1	<p>By 2051, the population of the GGH is expected to grow to almost 15 million people. That’s 1 million new residents every five years. We need our roads infrastructure to keep up. Our goal is to identify, and address transportation needs across the region and improve Ontario’s highway network by reducing travel times, ensuring the movement of goods, and alleviating traffic congestion across the GTA. We are keeping Ontario’s highways safe and reliable while supporting economic growth and job creation in local communities. The GGH is an economic driver for the province and addressing transportation needs in the GGH is essential to the competitiveness of our economy. Building more transportation infrastructure will help alleviate traffic congestion and improve goods movement in the Greater Toronto Area. Trucking remains by far the largest freight transportation mode, carrying two-thirds of the tonnage for all primary goods shipped. This is due to the fact that nearly 55 percent of all freight shipped (measured in tonnes) travels less than 80 km, and more than 75 percent travels less than 400 km. Shorter trip lengths are dominated by trucks, while longer trip lengths (over 1,900 km) are dominated by rail. The GTA West corridor would still be required even if more LRT or BRT was added to other roadways.</p>
<p>You mentioned that one of the reasons the GTA West highway was needed in this area was because there is a high number of trucking companies located in Peel Region. Why can't those companies be distributed across the GTA instead?</p>	1	<p>The trucking industry accounts for four per cent of Ontario’s GDP and relies on a strong transportation and highway network. Trucking is a vital component of the ecommerce network and growth in this sector means more “last mile” trips to urban areas, which are short-haul trips from the distribution centre to the customer. In a sector where efficiency is key, a faster alternate route will support the demand in the ecommerce supply chain. The GTA West Highway and Transit Corridor will run through Halton, Peel, and York regions. These are known hubs for trucking and logistics activity. Ontario’s trucking industry accounts for approximately 40 per cent of jobs in the transportation sector, representing a significant portion of this area alone. The Greater Golden Horseshoe plays a large part in driving Ontario’s economy, and addressing transportation needs in the region is essential to the competitiveness of our economy. The GTA West highway will save trucks that travel the entire distance during rush hour about 30 minutes compared to Highways 401 and 400. Not only does it provide time savings, it also provides a vital alternative to the existing 400-series corridor, allowing goods to continue to move in the event of an accident or closure.</p>

Consolidated Questions	No. of Times Received	Response
If the province keeps funding highway widenings and new highways, it will make travel by single occupant vehicles more attractive. How will the GTA West assist the regions and local municipalities in meeting their non-auto modal split targets?	1	Our government is delivering on its commitment to resume and complete the GTA West EA in order to address future transportation needs of the region, improve the transportation network, reduce travel times and help alleviate traffic congestion across the GTA. In addition to the highway and transit corridor, the Project Team is considering elements of active transportation in the Study. We are including bicycle lanes or multi-use paths on municipal crossing roads, and these are being determined in consultation with the various municipalities. The amenities being considered at the proposed transit stations and carpool/park and ride lots will also include bike lockers or bike racks. The Project Team will continue to work closely with the local Municipalities and Regions throughout preliminary design.
Would the typical commuter save 30 minutes each way over the length of the highway at rush hour?	1	Stage 1 modelled and projected traffic demand forecasts showed that the GTA West transportation corridor would have 300,000 vehicle trips per day by 2031. Vehicles driving the full length of the GTA West corridor would save 30 minutes in commute time compared to driving Highways 401 and 400.
You say that commuters will save 30 minutes traveling between Highway 401/407ETR and Highway 400. What percentage of people that use this highway will use the whole route?	1	MTO forecasts from the model for the horizon year of 2041 suggest that during the morning rush hour a total of 22,400 users travel on the GTA West to get to their destinations. Of this total about 7,260 users, including both light vehicles and commercial vehicles, enter the GTAW corridor through either the Highway 401/407ETR or the Highway 400/Weston interchanges, i.e. having the potential to travel the entire length. Approximately, 13% of the total light vehicles and 29% of the total commercial vehicles entering at these points make use of the full length of the corridor.
I am concerned that induced demand will increase congestion on existing 400-series highways heading into the City of Toronto, making the congestion worse.	1	Induced demand is a difficult phenomenon to model. All transportation infrastructure regardless of mode induces demand. People use options available to them, people change mode choices, switch routes, adjust live-work locations or make 'new' trips because of a new facility. The majority of the above noted elements of the induced demand theory have been captured in the GTA West EA study but using our regional demand forecasting traffic model. This model used aggressive assumptions on transit across the GGW which used the principle of transit being the first option for moving people. Most trips in the region are on roads, regardless of whether they are car, truck, bus/transit or cycling. All forecasts indicate this demand for road-based transportation corridors will continue to grow. Traffic forecasting is being completed to estimate the number of vehicles that will use the GTA West corridor and adjacent transportation facilities, and analysis is being completed to design interchanges that will be able to accommodate the anticipated traffic flows and a transportation corridor that will integrate with the surrounding transportation network. The traffic analysis conducted to date was at a macro level. Moving forward, the Project Team will look at traffic impacts at a micro level, including operations on the connecting 400-series highways and the municipal road network on either side of an interchange for a defined length.
Provincial Environmental Assessment Process / Federal Impact Assessment Process		
Is the government still trying to fast-track the environmental assessment (EA)? Can we be sure the EA will be allowed to run to completion?	2	The Government is committed to finishing the EA process. The Ministry of the Environment, Conservation and Parks (MECP) has proposed a regulation (released July 8, 2020, https://ero.ontario.ca/notice/019-1882) that would create a streamlined environmental assessment process for assessing and consulting on potential environmental impacts resulting in shorter timelines. Under a streamlined process, MTO would still be required to gather information about environmental conditions, predict and mitigate impacts to the extent practicable, consult with the public and stakeholders, consult with Indigenous peoples, and document decision-making. Other provincial and federal legislative and permitting processes would still apply. The project is currently continuing to follow the Individual EA process, under the Environmental Assessment Act.
Has MTO completed the project description as requested by the Impact Assessment Agency?	1	The GTA West Project Team is in communication with the Impact Assessment Agency of Canada and is currently undertaking the work to develop an Initial Project Description for the GTA West Study.
Cost		
How much will this all cost? When will we get an updated cost estimate? Who is paying for the cost? Why haven't land acquisition costs been included in the study? How much extra would the GTA West Study cost if it was put on hold and restarted again in 5 or 10 years?	11	As part of Stage 2 of the study, high-level construction costs were developed to support the evaluation of the short list of route alternatives. More specific cost estimates will be developed as part of the preliminary design of the Preferred Route. Currently there is no commitment to a timeline for detail design and construction. The timing and duration of highway construction depends on numerous factors, including size and complexity of the project, funding availability, procurement method, and timing of environmental clearances and permits. While property acquisition costs were not directly considered in the evaluation, the Project Team assessed the impacts on uses such as agriculture, residential, institutional, industrial and commercial uses. The Project Team also assessed future potential uses by reviewing alternatives against provincial, regional and municipal policies. It is in these criteria that we indirectly considered the value of the lands to compare and rank the shortlisted route alternatives. The Project Team would note that land acquisition costs are fluid and dynamic, as there are many variables which contribute to property value (e.g. type/use of property, size of the property, proximity and accessibility, demand, etc.) and these may change in the near-term and long-term. As a result, only high-level construction costs were developed to support the evaluation of the short list of route alternatives. There are several other factors and criteria, such as the cost

Consolidated Questions	No. of Times Received	Response
		<p>of environmental mitigation measures, compensation and enhancements, that were not applied as cost considerations in the evaluation process.</p> <p>It is not possible to say how much additional cost would be required if the GTA West Study was suspended and resumed in 5 to 10 years. Congestion already costs the GTA \$11 billion per year in lost productivity, adding to the costs of goods and creating carbon emissions. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed.</p>
Schedule		
<p>Will the transit corridor be designed and constructed at the same time as the GTA West corridor or will it be a future design/build, like the 407ETR transitway?</p>	1	<p>Currently there is no commitment to a timeline for detail design and construction, and it is still to be determined whether the highway and transit corridors would be constructed at the same time or whether they would be constructed in phases. These details would be determined in subsequent phases to the project, should the project proceed past the planning and preliminary design and environmental assessment phase.</p>
<p>When do you expect to finish the Environmental Assessment Study, start construction, and complete the highway? Will construction happen in stages (i.e. west, central, east)?</p>	12	<p>The Environmental Assessment is currently in the planning and preliminary design phase, which represents an early stage of the overall process. This phase was expected to be completed by the end of 2022 but the schedule is currently being revisited given that on May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Project under the Federal Impact Assessment Act. Currently there is no commitment to a timeline for detail design and construction, and it is still to be determined whether the entire corridor would be constructed at the same time or whether it would be constructed in phases. These details would be determined in subsequent phases to the project, should the project proceed past the planning and preliminary design and environmental assessment phase. The timing and duration of highway construction depends on numerous factors, including size and complexity of the project, funding availability, procurement method, and timing of environmental clearances and permits.</p>
<p>Has any construction started related to the GTA West corridor?</p>	1	<p>No construction has taken place related to the GTA West corridor.</p>
<p>Can you please advise if a) if a new project timeline will be updated and issued to the public; and, b) when does the project team expect to finalize the technical route(s) based on its recent study, and released to the public. Based on the project timeline that was issued in September 2019, final mapping was to be released in August 2021.</p>	1	<p>The Environmental Assessment is currently in the planning and preliminary design phase, which represents an early stage of the overall process. This phase was expected to be completed by the end of 2022 but the schedule is currently being revisited given that on May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Project under the Federal Impact Assessment Act. A revised project schedule will be made publicly available as soon as possible.</p>
MTO Policy		
<p>What will the highway and transit corridor be named? Will it be called Highway 413?</p>	1	<p>No naming decision has been made at this time, that is why we refer to it as the GTA West highway and transit corridor only at this time. The Ministry will undertake the process associated with naming the 400-series freeway later into design. The naming of provincial highways goes through a committee review process which takes into consideration the functional classification of the roadway (e.g. rural/urban, divided/undivided, local/collector/arterial/freeway), land access controls, and other key considerations.</p>
<p>Will the GTA West Highway be tolled? Who makes the decision?</p>	13	<p>No decision has been made at this time. It is outside of the scope of the study. This decision would be made during future design stages by the MTO.</p>
<p>Is or can the current 407ETR consortium consider implementing some type of reduced or subsidized rate structure for trucking and hi-occupancy vehicles? Can MTO buy back the 407ETR?</p>	3	<p>The province entered into a 99-year lease with the 407ETR in 1999, making the company responsible for ongoing design, construction, operation and maintenance of Highway 407ETR, in accordance with MTO safety standards. 407ETR is a majority Canadian-owned company, owned by Canada Pension Plan Investment Board, Cintra Global S.E., and SNC-Lavalin.</p> <p>The company has assumed all the risks associated with a toll highway and is responsible for financial costs including enforcement, for the duration of the lease. Furthermore, the agreement between the province and the private company makes 407ETR responsible for attracting specific traffic thresholds while providing a reliable free-flowing highway or face a financial penalty. 407ETR has consistently met those thresholds. 407ETR continues to promote its highway as a viable alternative for commercial vehicles.</p> <p>The ministry is not involved in settling or influencing the tolls or fees on 407ETR. As a private company, 407ETR is solely responsible for setting its toll rates and fees.</p> <p>MTO staff are not aware of any initiatives by 407ETR to consider implementing a reduced or subsidized rate structure for trucking and hi-occupancy vehicles.</p>
<p>If one of the main purposes of this highway is for goods movement, have you analyzed the feasibility of shifting truck travel on highways outside of the peak commuting times?</p>	1	<p>This would create logistical issues for trucking companies, given the large number of trucking companies and their schedules to transport and deliver goods across the GTA.</p>

Consolidated Questions	No. of Times Received	Response
If either the provincial or federal government changes, can the new majority party cancel the GTA West Study?	1	<p>A provincial government has the ability to set priorities for infrastructure projects, including whether current studies are cancelled. The current provincial government is delivering on its commitment to resume and complete the GTA West Study in order to address future transportation needs of the region, improve the transportation network, reduce travel times and help alleviate traffic congestion across the GTA.</p> <p>The GTA West Study will commence the planning phase of the Federal Impact Assessment Act. If the MTO is required to complete a Federal Impact Assessment, the Impact Assessment Report will inform the Minister or Governor in Council decision on whether the project's adverse impacts are in the public interest.</p>
Consultation		
Did the GTA West Project Team assist with the survey conducted by MainStreet Research?	1	The GTA West Project Team has been notified about a robocall survey some people have received regarding the GTA West Study. This survey was neither undertaken nor endorsed by the MTO or the GTA West Project Team.
Will a recording of this webinar and the presentation slides be available for review?	5	A recording of the Community Engagement Webinar #1 and the presentation slides have been uploaded to the project website. It can be found under the "Consultation" page, or by following this link: https://www.gta-west.com/consultation-2/
Are mayors and municipal councils against the study?	1	The GTA West Project Team is aware that some municipal Councils have passed motions that oppose the GTA West Study. We are continuing to work closely with municipalities and regions to obtain their input in the preliminary design stage.
What are conservation authority's involvement with the GTA West Study? Is the Credit Valley Conservation Authority also being consulted?	2	<p>Conservation authority's within the GTA West Route Planning Study Area are being consulted and the project team meets regularly with them to discuss issues such as drainage, species at risk, wildlife movement, and trails.</p> <p>The Conservation Authority's within the study area include Conservation Halton, Credit Valley Conservation and Toronto and Region Conservation Authority (TRCA). MTO has also met with TRCA about a Voluntary Project Review (VPR) to understand the process and is meeting with industry partners to understand how the VPR process was undertaken for their projects. MTO is taking this request seriously and will provide a response to TRCA's ask shortly.</p>
Can we incorporate artwork from Indigenous Communities along the corridor?	1	This will be carried forward for consideration. When we are meeting with Indigenous Communities, we are talking about the Community Value Plans and if it is of interest to them to have Indigenous artwork reflected in the design of the corridor.
Are questions and concerns raised during this Webinar, and all other meetings now mandated to be forwarded by the province to the Federal Minister of Environment because of the designation announcement? What timelines are associated with the federal impact assessment process?	1	<p>MTO is sharing all consultation and technical work with the Impact Assessment Agency of Canada (the Agency) as part of the work being done to prepare an Initial Project Description (IPD) for the project. Once the MTO submits the IPD to the Agency, the province will enter the 180 day planning phase of the impact assessment process. Based on the IPD, the Agency's consultation on the IPD and the Detailed Project Description, the Agency will determine whether a full Impact Assessment (Federal IA) is required.</p> <p>If during the planning phase, the Agency decides an impact assessment is needed, the project will enter into the second phase of the impact assessment process (i.e. Impact Statement Phase). This phase can last up to 3 years, with prescribed products and consultation requirements.</p>
Have any Indigenous Communities been engaged as part of this Study? What feedback have you received from Indigenous Communities in Ontario? How has that feedback influenced planning for this project?	3	<p>The GTA West Project Team is committed to engaging and considering the interests and values of Indigenous Communities and Councils. The Project Team is available to meet with Indigenous communities at any time upon request. As the project proceeds with preliminary design, the Project Team will continue to engage and consult with potentially impacted Indigenous communities. The Project Team has developed a comprehensive consultation program that provides access to study information in a timely manner and enables communities to provide input and participate in a meaningful way. It includes opportunities to attend Indigenous Information Centres, Community Value Plan Meetings as well as meetings at project milestones and anytime during the study upon request.</p> <p>The Project Team is committed to engaging and considering the interests and values of the following Indigenous Communities and Councils:</p> <ul style="list-style-type: none"> • Mississaugas of the Credit First Nation • Six Nations of the Grand River Territory First Nation: Elected Council and the Haudenosaunee Confederacy Chiefs Council • Huron Wendat Nation • Curve Lake First Nation • Alderville First Nation • Hiawatha First Nation • Mississaugas of Scugog Island First Nation • Chippewas of Georgina Island First Nation • Chippewas of Rama First Nation • Beausoleil First Nation

Consolidated Questions	No. of Times Received	Response
		<ul style="list-style-type: none"> • Kawartha Nishnawbe First Nation <p>In general, the interests and concerns raised by these communities revolve around interest in participation in fieldwork as Community Field Liaisons (CFLs), archaeological concerns from ground disturbance, concern regarding potential impacts to Aboriginal and treaty rights, traditional gathering and harvesting, interest in the protection of the natural environment including species at risk, and concern about cumulative effects of the project. We are continuing to meet with Indigenous communities to ensure their interests are reflected in the study at every stage, and we are including Community Field Liaison (CFL) Representatives in Stage 2 archaeological fieldwork.</p>
Where can I find you on Twitter?	1	The GTA West twitter handle is @GTAWestStudy. The account can be found by clicking the following link: https://twitter.com/GTAWestStudy .
For in-person consultation events, it would be helpful if some were held in transit accessible areas in the City of Toronto.	1	In-person consultation events are typically held within the GTA West Route Planning Study Area in Halton Region, Peel Region and York Region. However, this comment has been noted by the GTA West Project Team.
On your "Next Steps" slide, does Regional Municipal Councils mean only the 3 Regional Councils or are you including the lower tier municipalities as well?	2	The GTA West Project Team consults with both Regional and lower tier municipalities as part of this study. Consultation includes, but is not limited to, bi-monthly technical design meetings, as well as delegations to Regional Councils at key project milestones or upon request throughout the Study. Delegations to lower tier municipal Councils is upon request.
When is Public Information Centre #3?	1	In our original schedule we had PIC #3 happening at the end of this year and we would be presenting a full preliminary design, but with the Federal designation under the Impact Assessment Act, our schedule is subject to change. We are currently updating our schedule and are considering having a public meeting at the end of this year. Once that is determined, notification details will be sent to all of our stakeholders.
How do you contact the Project Team?	1	Comments, questions, and input regarding the study are encouraged. You can contact the Project Team through the project e-mail address (project_team@gta-west.com), the toll-free telephone line (1-877-522-6916), the website (www.gta-west.com), and the Twitter account (@GTAWestStudy). All inquiries are distributed to the entire Project Team for review and consideration. Due to the detailed review process and depending on the technical nature of the questions or comments, there may be a delay in response times.
Highway / Transit Design		
Where does the proposed corridor cross Mayfield Road?	1	The Preferred Route crosses Mayfield Road in 3 places. The corridor includes an interchange at Mayfield Road in the vicinity of Heritage Road. The corridor includes an interchange with existing Highway 410 that will include ramps to/from Mayfield Road, and the corridor crosses Mayfield Road just east of the proposed Humber Station Road interchange (and west of Coleraine Drive).
How many new lanes could currently be added to the existing right-of-way along the various sections of the 407ETR?	1	407ETR has already been built to the ultimate number of core lanes in most sections of the highway, with the exception of the following additional lanes that could still be constructed: <ul style="list-style-type: none"> • From QEW to Derry Road, 1 lane per direction • From Highway 404 to York Durham Line, 1 lane per direction • From York Durham Line to Brock Road, 2 lanes per direction
Why doesn't the GTA West corridor connect to the planned Bradford Bypass corridor, given the development in Barrie and Bradford?	2	The ministry commenced a Preliminary Design and Environmental Assessment Update for the Bradford Bypass, which will link Highway 400 in Simcoe County with Highway 404 in the Regional Municipality of York. The need for this freeway link was confirmed during a Route Planning and EA Study, which received EA approval in 2002. The freeway is included in the provincial growth plan, "Places to Grow", as a future transportation corridor that is needed to support this rapidly growing region north of the Greater Toronto Area (GTA). Significant population growth is anticipated in both Simcoe County and the Regional Municipality of York in the coming decades, with the population of Simcoe County expected to grow to 416,000 residents by 2031, and the population of Regional Municipality of York expected to grow to 1.79 million residents by 2041. It is anticipated that this population growth will put additional pressure on the existing transportation network, therefore planning for the Bradford Bypass is required to ensure the safe and efficient movement of goods and people in this part of Ontario. Stage 1 of the GTA West EA Study recommended a new transportation corridor between Highway 400 and the Highway 401/407 ETR interchange together with the widening of existing provincial facilities. The two transportation corridors will meet the projected population and employment growth in different areas of Ontario.
What amenities are being proposed at the transit stations and/or carpool lots?	1	The amenities being considered at the proposed transit stations and carpool/park and ride lots include parking (including accessible spaces), pedestrian access facilities, connections to GO Transit and the municipal transit network, bike lockers or bike racks, passenger pick-up/drop-off facilities, passenger shelters, passenger information systems to display service status, and fare collection systems. Both the transitway station itself and parking facilities will be fully illuminated for the security and comfort of users.
What is the proposed centreline elevation of the Highway 410 and GTA West interchange?	1	This will be determined during this preliminary design phase based on a number of factors such as design standards, surrounding land uses, and in consultation with municipal staff.
What consideration is being given to the airspace requirements of the Brampton-Caledon Airport?	1	Potential impacts to the Brampton-Caledon Airport were a key consideration in the evaluation of the short list of route alternatives in Section 4 and continue to be a consideration throughout preliminary design. The route assessment was undertaken with the

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		consideration that if a route was too close to the airport, some elements may create obstructions into the protected airspace (i.e. high-mast lighting). Protrusions into the protected airspace could potentially affect safety, operations at the airport, and limit use of the airport runways. The Brampton-Caledon Airport is on our study contact list.
Why are you still using 2016 traffic data? Is there not more recent data that is available? How will the increase in traffic impact municipal roads?	3	The traffic model is being updated and will identify traffic requirements to 2041. Moving forward, the Project Team will look at traffic impacts at a micro level, including operations on the municipal road network on either side of an interchange within a certain distance. For crossing roads that will not become interchanges with the GTA West transportation corridor, the Project Team will be considering truncation (i.e. turn the road into a cul-de-sac) or constructing overpasses or underpasses. Municipal staff are being consulted regarding these decisions as well as the development of mitigation measures for reducing impacts to the municipal roadwork as a result of the GTA West Study. In terms of number of lanes to account for on the highway and transit corridor and municipal crossing roads, the results of the traffic model will guide the Project Team in the number of lanes required on the highway and transit corridor and the intersecting municipal roads. Municipalities also have transportation master plans that are being referenced in the design. The Ministry will be including elements of active transportation along crossing roads. The elements (e.g. multi-use paths, bicycle lanes) are being determined in consultation with municipalities and in consideration of their master plans. The amenities being considered at the proposed transit stations and carpool/park and ride lots will include bike lockers or bike racks. With respect to transit station locations, multiple locations are currently being considered and they may not all be carried forward to the final preliminary design. When selecting potential locations, we considered transit stations at all crossing roads and looked at connections to the higher order transit network. We referenced the transit network shown in the Regional Transit Plan by Metrolinx, which compiled provincial and municipal initiatives, and supplemented this with municipal area transportation master plans. We continue to monitor for updates and are continuing to compare the benefits and drawbacks of each location.
What type of transit is being considered? How will it connect to other transportation modes? Why does the province not built a rapid transit system instead of a highway, if they believe even more people will be in the province by 2050?	4	The dedicated GTA West transit corridor is being designed to accommodate bus rapid transit (BRT), but the design will not preclude conversion to light rail transit (LRT) in the future. The amenities being considered at the proposed transit stations and carpool/park and ride lots include parking (including accessible spaces), pedestrian access facilities, connections to GO Transit and the municipal transit network, bike lockers or bike racks, passenger pick-up/drop-off facilities, passenger shelters, passenger information systems to display service status, and fare collection systems.
Which company will be responsible for the transit?	1	MTO is responsible for the design of the transit corridor and it will be available for use by all transit providers (e.g. municipal, provincial providers).
Is the GTA West Project Team considering integration with the current upgrades to Highway 401 in the west, to minimize construction impacts in the future?	1	Yes, the GTA West Project Team is aware of the improvements to Highway 401 at the west end of the Preferred Route and is working with the Ministry to integrate the infrastructure.
I'm confused about what's happening in Brampton. The City of Brampton is consulting about a Heritage Heights boulevard concept and the MTO is consulting about a different GTA West highway and transit corridor. Which is going to be constructed and what is the Ministry's position on the Brampton Heritage Heights Boulevard Concept?	3	The proposed GTA West Highway and Transit Corridor will be a controlled access 400-series highway with an adjacent transitway facility. Our modelling shows that by 2031 300,000 vehicles will use the highway in a day. The corridor must meet the provincial standards for design and operating capacity, access, interchange design and separation, and other 400-series highway geometrics which are required to provide for provincial transportation needs. Our review of Brampton's boulevard option indicates that the roadway design, as presented, is not compatible with the functional and operational (capacity) objectives established for the GTA West corridor. The boulevard would have to operate at lower speeds and with full access signal controlled at-grade intersections commensurate with the local environment. This is contrary to the high-speed operations and controlled access that would be provided by the GTA West corridor. The City of Brampton's proposed boulevard concept cannot safely accommodate the travel demands addressed by the planned GTA West corridor. Therefore, the Ministry cannot support this boulevard concept as it is currently proposed. The MTO project team will continue meeting with the City of Brampton's land and transportation planning staff to discuss mutual objectives. Our Study has demonstrated the Provincial need to move future traffic volumes in an east-west direction. The roadway will provide an important economic link from the GTA to other major urban centres to the west, including Guelph, Kitchener-Waterloo, Cambridge and the US border. In order to meet this future demand, the recommendation has been to establish the corridor through the future urban area of Brampton rather than the Greenbelt, Niagara Escarpment or the high-quality agricultural area in Halton Hills.
There are too many proposed interchanges. Remove the interchanges at Bramalea Road and Chinguacousy Road.	1	The proposed interchange location at Bramalea Road was chosen because it provides an adequate distance between the proposed Airport Road interchange and proposed Highway 410 freeway-to-freeway interchange. It will also provide good access to the overall municipal road network. The proposed interchange location at Chinguacousy Road aligns with the geometry of the Preferred Route in Section 4. Interchange locations were determined in consultation with municipalities.

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If there are 6 lanes being planned for the GTA West highway, how many lanes are proposed for the future?	1	The traffic analysis being undertaken for this study will determine the number of lanes required for the highway and transit corridor. It is anticipated that 4-6 lanes will be required on the highway and 2 lanes on the transit corridor. In the future, additional traffic analysis will be undertaken to determine if widening is required. If widening is required, it can be accommodated in the median.
If the GTA West right-of-way is 170 metres, what are the setback limits for developments?	1	The setback distance between a Ministry property limit and the edge of pavement of an abutting municipal street or private road shall not be less than 8m. This setback may be increased or decreased by the Field Services Engineer based on future requirements, grades and other site-specific considerations. Setback distances for other types of land uses vary depending on the classification of the use. Some examples of setback distances include 14m for a factory, hospital, hotel, school, restaurant, shopping centre, church, barn or greenhouse, septic bed, residential dwelling or garage; 45m for a junkyard or landfill site and 30m for a well. Each development submitted to the Ministry will be reviewed on a case-by-case basis. General information can be found in the Highway Corridor Management Manual at the link below: https://www.library.mto.gov.on.ca/SydneyPLUS/Sydney/Portal/default.aspx?component=AAAAY&record=af9e17eb-ffc0-4143-b739-69af5835eb68
Has it been determined if the transit right-of-way will be on the north or south side of the highway?	2	The transit corridor is proposed for the south side of the GTA West corridor. However, this is subject to change as we continue to refine and finalize the preliminary design.
If Ontario is so future thinking, why haven't you supported and encouraged the use of electric vehicles? What steps can be taken to make the highway electric vehicle friendly?	2	The de-carbonization of the economy will happen in the transportation sector through electrification which is already underway. Some major auto makers have signified that by 2035 only electrical vehicles will be offered for sale. The trucking industry is also embracing the electrification of their fleets. A new highway and transit corridor could help Ontario promote and adopt these new state-of-the-art technologies. For example, the highway could be designed with dedicated areas for electric vehicle charging stations, to help encourage more people to choose cleaner transportation options.
What is the current amount of gravel estimated to be extracted?	1	Preliminary quantities of roadway construction materials will be completed as part of preliminary design to support cost estimating but this will be refined during the detail design stage subject to detailed geotechnical work. Currently there is no commitment to a timeline for detail design and construction
Will Highway 427 be connected to the GTA West Corridor?	1	The 427 extension is currently under construction and will end at Major Mackenzie Drive. The GTA West Study will extend the Highway 427 to connect to the GTA West corridor. There will also be a new Highway 410 connection to the GTA West corridor, and the existing Highway 410/10 will be maintained.
The Preferred Route map shows Highway 410 continuing straight north of Mayfield Road. Currently it jogs west passing the Southfields neighborhood and Valleywood neighborhoods and connects to Highway 10. Is this highway going to continue as it is now?	1	The GTA West Study is proposing an extension of Highway 410 to connect to the GTA West corridor. The existing Highway 410/10 will remain. We expect the majority of through traffic will choose to use the Highway 410 extension rather than using existing Highway 410/10, but this will be confirmed by the traffic analysis.
One of the main priorities of the study is goods movement, however there is no interchange at Coleraine Drive in Caledon. Why is this?	1	The Coleraine Drive interchange shown at Public Information Centre (PIC) #2 is no longer viable due to identified impacts to an approved development outside of the Route Planning Study Area, which is currently under construction. The Project Team reviewed interchange concepts and route alternatives east of The Gore Road in Section 6 in consultation with key stakeholders. The Preferred Route moves the interchange to Humber Station Road with a route alignment shifted slightly to the south, which gives consideration to the proximity to adjacent interchanges, future development lands and other environmental and land use features.
How will Highway 27 be altered to safely accommodate the increased traffic numbers coming from the GTA West highway? Is this part of the GTA West Study or does your study end at the terminus of the GTA West Corridor?	1	As part of the current Stage 2 Study, further traffic forecasting is being completed to estimate the number of vehicles that will use the GTA West highway and transit corridor and adjacent transportation facilities in the future. The GTA West Project Team is currently working closely with municipalities and regions to obtain input on future road network projections, which are being analyzed as part of the preliminary design.
Has any consideration been given to an interchange at Williams Parkway to accommodate a century long awaited Highway 7 bypass? Extending Williams Parkway to meet 10th side road bypass is the only practical, logical, sensible solution.	1	An interchange was considered at the Future Williams Parkway however this location had notable Greenbelt designated lands and social impacts with no notable transportation benefits. Based on consideration of all factors and consultation with municipal staff, an interchange was selected at Bovaird Drive. Bovaird Drive is the major east/west arterial connecting urban centres in Halton Hills and Brampton. An interchange at Bovaird Drive also provides better spacing and road geometry for the proposed Winston Churchill Boulevard interchange location.
Will there be a mall, or any other attraction constructed at Mississauga Road and Bovaird Drive West?	1	The Mississauga Road and Bovaird Drive West intersection falls within the GTA West Route Planning Study Area; however, it is located outside of the Focused Analysis Area (FAA). The GTA West Project Team developed the FAA to inform stakeholders about which properties continue to be within an area of interest as the study progresses. The MTO has reduced interest in properties located outside of the FAA and development applications can proceed through municipal planning processes; MTO will continue to review all development applications in the study area, but it is anticipated that applications outside the FAA will not be impacted by the GTA West

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		transportation corridor. Please note that Bovaird Drive interchange as part of the GTA West corridor is located just to the west of the Mississauga Road and Bovaird Drive intersection.
Your last review of the study area was before 2016. Are you or will you re-evaluate the proposed/recommended location of the corridor? The highway will be too close to new communities.	1	Following the resumption of the GTA West Study in 2019, the Project Team did revisit the evaluation of the short list of route alternatives completed in 2015 and updated it to include a review of more recent municipal and provincial policies and plans. As part of the work undertaken to resume the Study, targeted field and secondary source reviews around land use were also completed to update information and existing conditions and this has also been reflected in the evaluation of the short list of route alternatives. The evaluation was updated including a review of more recent policies and plans including, but not limited to: <ul style="list-style-type: none"> •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. The Project Team is also going to be undertaking fieldwork on properties potentially impacted by the Preferred Route. Information collected during the fieldwork is being used to document existing environmental and engineering conditions and is informing the preliminary design of the transportation corridor, including developing appropriate mitigation measures.
Why is an interchange being proposed at Bramalea Road? It poses a safety hazard for students attending the schools on Bramalea Road and the Mayfield Recreation Centre.	1	The proposed interchange location at Bramalea Road was chosen because it is an adequate distance between the Airport Road interchange and Highway 410 freeway-to-freeway interchange. It will also provide good access to the municipal road network. Ontario is a road safety leader in Canada and North America. By continuing to prioritize user safety and security we are building a transportation system that is safe and inclusive for everyone to use. When evaluating route alternatives for the GTA West corridor, there were numerous sub-factors considered including traffic safety and emergency access. The project team also considered mobility and accessibility including accommodation for pedestrians, cyclists, snowmobiles and specialized vehicles, as well as modal integration and balance. In general, the collision avoidance and traffic management systems of 400-series highways gives them the low accident rates while increasing travel efficiency, reducing congestion and conserving energy.
What kind of material will be used to construct the highway? Will it be a long-term sustainable material on road layers?	1	The MTO promotes the conservation of natural aggregates by encouraging the use of reclaimed construction materials such as asphalt pavement and concrete materials. When selecting pavement material, MTO allows for the use of reclaimed materials within the limits imposed by engineering properties to ensure safety and durability. When new aggregate must be sourced, local sources are considered, whenever possible, to use less fuel and reduce other haulage costs. All aggregate sources must comply with applicable land use laws and plans. There will be a future requirement for additional engineering tasks such as determining construction material requirements, and developing the design details for the new highway, interchanges, bridges, etc. Currently there is no commitment to a timeline for additional design and construction.
Has MTO considered higher design and posted speed limits on highways that would allow for significant time savings?	1	For the GTA West Study, the Project Team is designing the facility for a posted speed of 100km/hr.
Does your traffic modeling include the migration to autonomous vehicles?	1	The traffic modelling considers passenger vehicles, transit, trucks, and various types of modal trips. Autonomous vehicles are considered passenger vehicles in the traffic model.
What are the design details of the transportation corridor?	1	GTA West is a proposed controlled access highway and transit corridor running through portions of Halton, Peel and York Regions. The corridor will include 52 km of a 4 to 6 lane 400-series highway, a total of 7 km of extensions to existing highways 427 and 410 and a separate, adjacent transitway. The total proposed right-of-way will be 170 metres (110 metres for the highway and 60 metres for the transitway). Features of the corridor include interchanges at 11 municipal arterial roads, freeway to freeway connections at 401/407ETR, 410, 427 and 400, maintenance yard facilities, commercial vehicle inspection facilities and transit station locations at appropriate locations. There is also a suite of goods movement priority features that are being carried forward for more consideration during the preliminary design phase. Some examples are truck only lanes, enhanced design to accommodate long combination vehicles, longer speed change lanes, enforcement features and truck parking facilities.
Where are the bicycle lanes in the design? Where are they going to and from? Will there be cycling facilities at the transit stations?	1	In terms of active transportation, bicycle lanes along the highway within the Ministry right of way is not in the suite of improvements at this time. We are looking at putting bicycle lanes or multi-use paths on municipal crossing roads. As part of this we are also looking at putting amenities at transit stations including car parks, bike racks and lockers.
How will the Town of Acton connect to the GTA West corridor?	1	The Town of Acton will not be directly connected to the GTA West corridor, however taking Highway 7 from Acton to Georgetown would offer Acton residents accessibility to the highway and transit corridor.
Natural Environment		
The Federal designation of the project was due to concern over impacts to Species at Risk. How are you considering the Rapids Clubtail, Western Chorus Frog and Red-headed Woodpecker in the study? Have these species been	2	Our team undertook background data collection and surveys for breeding birds and amphibians as well as targeted surveys for Rapids Clubtail. We did not find the presence of Red-headed Woodpecker but found the presence of Rapids Clubtail and Western Chorus Frog. We considered these species at the provincial level in the evaluation process. We are continuing to work on mitigation, and consulting with regulatory agencies to help shape the preliminary design. This will all be documented for the environmental assessment. Mitigation

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observed during field investigations? What mitigation measures are proposed for these species?		can include opportunities for wildlife passage, tightening up the alignment, implementing timing windows for construction (e.g. avoiding sensitive time periods for clearing).
How would Brook Trout be impacted by the highway and transit corridor?	1	The Project Team has undertaken fieldwork for fish and fish habitat, where permission to enter has been granted. Observations of Brook Trout were not recorded during the 2020 fieldwork undertaken, including spawning surveys; however, data provided from agencies indicate that they are present in the study area. Information collected during fieldwork will be used to inform the preliminary design of the Preferred Route including developing appropriate mitigation measures for fish and fish habitat. During the preliminary design stage, the Project Team will investigate additional avoidance, mitigation and compensation / enhancement measures such as right-of-way alignment shifts within the Preferred Route and / or a reduced right-of-way adjacent to sensitive natural features. Impact Assessment Reports will be made publicly available at a later stage in the study and include details on the potential to impact fish species and measures to avoid, mitigate or compensate for those impacts.
The government has recently confirmed its commitment to protecting the Greenbelt but the Preferred Route for the GTA West corridor will require some portions to be located within Greenbelt designated lands. How can the government say it is protecting Greenbelt designated lands and at the same time support a road corridor through this environmentally sensitive area?	4	The Greenbelt Plan recognizes that infrastructure is important to Ontarians’ economic well-being, human health, and quality of life. A new corridor crossing of the Greenbelt cannot be avoided in some parts of the study area, since Greenbelt designated lands run the entire width in locations such as the Humber River Valley and Credit River Valley watersheds. The route selected for the GTA West highway was chosen, in part, to minimize impacts to the Greenbelt. As the project moves ahead, the project team will carefully consider all impacts and will continue to work with environmental agencies, municipalities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways and transitways within areas of the Greenbelt. There is also a Greenbelt Transportation Advisory Group (GTAG) that includes representatives from environmental interest groups, environmental agencies and other Greenbelt experts. This group provides input on key environmental features, discusses potential impacts to sensitive features within the Greenbelt and provides input on strategies to reduce the environmental impact of the project. The GTA West Project Team communicates with the GTAG around key study milestones to obtain feedback and ensure natural environment, ecosystem services, agricultural and rural concerns are appropriately reflected in the study. This group helped develop the Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt, which proposes key planning and design principles and recommendations for mitigation measures for placing the GTA West corridor within areas of the Greenbelt where impacts are unavoidable. The project team used this Guideline during the planning phase and continues to use the Guideline during the preliminary design phase of the corridor. This Guideline recommends the use of “green” infrastructure and planning, design and construction practices, such as community-sensitive design, consideration of impacts to ecology and wildlife, stormwater management and designing features such as bridges to minimize environmental impacts.
How will salt spray impact the adjacent woodlands?	5	Salts or other anti-icing products are applied to roadways and sidewalks to melt the ice and snow, enhancing safety for motorists and pedestrians. Road salt impacts include salt spray and the accumulation of road salts in surficial drains and sedimentation ponds. Plant species vary in their tolerance to salt exposure and the potential impact of salt spray on adjacent vegetation is a consideration in the GTA West Study. Planning, design and construction practices will minimize, wherever possible, the negative impacts and disturbance caused by road salt to the existing landscape. Salt injury can also be prevented through a variety of methods including training equipment operators; frequently calibrating equipment; salt management plans to reduce the amount of salt required for de-icing; as well as using low maintenance and salt-tolerant native plant species in the landscape design. Further details are continuing to be developed as the preliminary design progresses for the Preferred Route.
How will areas with flooding concerns be addressed?	1	The Project Team is considering adaptations to infrastructure to account for extreme/intense rain and flooding (e.g. slope stabilization, stormwater management plans, appropriately sized structures for storms/floodplain, etc.). Measures are being reviewed with agencies such as conservation authorities.
Why did you not pick the least environmental impact at the Humber River crossing?	1	After reviewing feedback from Public Information Centre #2, the Project Team worked diligently with advisory groups, municipal staff, agencies and other stakeholders to confirm the Preferred Route and 2020 Focused Analysis Area for the GTA West highway and transit corridor. As this work has unfolded, new information and stakeholder feedback came to light that prompted the Project Team to review and undertake supplementary analysis on some sections of the draft Technically Preferred Route. The Project Team developed additional route alternatives and undertook supplementary analysis on the routes and crossings of the Humber River in Section 8. Given the interdependencies between sections, changes in Section 7 were also included in the supplementary analysis. The new route alternatives considered in Sections 7 and 8 can be viewed on the project website by scrolling down to ‘New Section 7 & 8 Alternatives’ on the Consultation page (https://www.gta-west.com/consultation-2/). The route alignment through Section 8 has been shifted northerly, with consideration for the natural environment and associated community features, future development lands and existing residential communities. The route alignment east of the Highway 27 interchange in Section 8 remains unchanged.

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I'm concerned about the environmental impact related to bridge crossings over watercourses like the Humber and Credit Rivers. How is the Project Team selecting a bridge type at these locations?	1	Impacts can be mitigated through the selection of bridge type, alternative materials and construction techniques. For instance, shorter spans/shorter bridges contribute to less material use, less emissions, less embodied energy, however building long spans/long bridges over embankments can protect trees and critical vegetation that control erosion. Large span bridges will have a greater carbon footprint due to the increased material use for this type of bridge construction but is typically favoured from an environmental perspective. So the design of a structure needs to seek to achieve a context-specific balance between the social responsibility, economic effectiveness, and environmental protection criteria over the predicted service life of the structure. The designer takes into consideration the following sustainability criteria: a) social responsibility by satisfying the safety, serviceability, functionality, resilience, and context-sensitive design objectives; b) economic effectiveness by minimizing the life cycle cost; and meeting or exceeding service life; and c) environmental protection by reducing greenhouse gas emissions and pollution of water, air, and soil; minimizing impacts to natural features; minimizing consumption of materials and energy; and ensuring adaptation of the structure to the changing climate over its service life.
Are you planning any wildlife crossings?	2	Yes. The project team ecologists are developing recommendations for wildlife crossings based on background information and field data collected during field surveys. Project ecologists are then providing wildlife passage parameters to the project engineers to enable them to design wildlife crossing structures. The recommended wildlife crossings will then be reviewed with regulatory agencies in order to obtain input on the appropriateness of the recommended crossings.
We understand that the highway will impact rivers, valley lands, wetlands, conservation areas and forested areas, including about 85 rivers and stream crossings. Is this true?	1	The Project Team would like to clarify that based on the draft preliminary design, 95 watercourses will be impacted by the corridor. This captures all watercourses on the landscape, including those that are ephemeral/intermittent/permanent. This does not equate to the number of required culverts/structures/extensions, etc. As the preliminary design progresses, impact assessment will be completed for watercourses, valley lands, wetlands, conservation areas and forested areas, and measures to avoid, mitigate or compensate for potential impacts will be developed.
What are you doing to mitigate environmental impacts?	1	The government is fully committed to assessing and understanding potential environmental impacts the GTA West Highway and Transit Corridor could have on the natural environment so we can properly mitigate negative implications. During the preliminary design process, assessments, fieldwork and consultation with conservation authorities and other regulatory agencies are conducted to fully understand both positive and negative impacts to the natural environment to create mitigation plans for the project. The Ministry will implement restoration plans for natural habitats that could be impacted by the GTA West corridor. Restoration plans may include planting native species, particularly those that help prevent erosion. Prior to the start of construction, the GTA West Project Team will develop plans to manage the spread of invasive species and to mitigate negative impacts to the existing forest communities and wetlands. Detailed mitigation measures are a condition of receiving permits to carry out any work that may impact Endangered Species and Species at Risk. They are applicable to the specific species and can include reducing the permanent highway footprint to relocating plants and new plantings. Bridges and culverts will be designed to include fish passageways, and to avoid channel realignment wherever possible. Any watercourse realignment will incorporate natural channel design, where possible. Natural channel design provides an opportunity to enhance habitat, especially if the existing watercourse is lacking habitat and contains species at risk. Mitigation measures are a condition of receiving permits associated with Fisheries Act Authorizations. They are applicable to the species and can include establishing new habitat for fish species. Impacts to groundwater resources and groundwater users are being evaluated through completion of hydrogeological studies at the EA and preliminary design stages with further studies required at the Detail Design stages. Once the design details are confirmed, consultants will apply for Permits to Take Water (PTTW) to the MECP and submit Environmental Activity and Sector Registry (EASR) registrations to support construction of culverts, bridges and roads in areas where future dewatering activities may be required. The Ministry and its contractors will take every precaution necessary to safeguard the natural environment and wildlife during construction of the GTA West corridor. This will include fencing around construction sites to prevent wildlife from entering, erosion and sediment control measures to protect watercourses and wetlands and clearing of vegetation and trees outside the migratory nesting season to avoid impacts to nesting migratory birds. In-water construction will not be permitted during spawning periods for fish.
Explain how air quality impacts are being considered in the study? How do you calculate greenhouse gas (GHG) emissions? Can you provide an estimate of the emissions that will be produced in 2051?	2	An Air Quality Impact Assessment (AQIA) will be performed as per the MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (AQ Guide). MTO's AQIA predicts the cumulative concentration of various contaminants of concern due to the operation of the project using a combination of historical background concentrations in the vicinity and projected future air emissions. Air dispersion modelling is conducted to analyze the impact on the local

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		<p>community, and air concentration levels are compared to the recommended Provincial Ambient Air Quality Criteria (AAQC) and the Canadian Ambient Air Quality Standards (CAAQS). Mitigation may be warranted if provincial or federal air quality criteria and standards for one or more criteria air contaminants are exceeded. MTO may consult with the MECP on mitigation requirements, and will consider a number of factors, such as the extent, frequency, severity of the impacts, as well as the sensitivity of receptors and difference between build and no-build scenarios. Based on the analysis, opportunities for mitigation may be identified and implemented. This could include options to reduce greenhouse gas emissions in construction, design criteria and/or operational phases of the project. An Air Quality Impact Assessment Report will be prepared that includes the need for mitigation, construction impacts and a discussion of regional burden analysis of Provincial air pollutants and GHGs. The Air Quality Impact Assessment Report will be made publicly available at a later stage in the preliminary design phase of the project and will describe how GHG emissions were calculated and provide emission rates for various time frames (3 scenarios, following MTO AQ Guide recommendations for air quality modelling of operations: opening day, 10 years after and 20 years after). To align with the Federal Impact Assessment Act requirements, the workplan will build upon the provincial requirements to include analysis of construction related GHG emissions. Results of this analysis could inform GHG mitigation measures for both the construction and operational phases of the project.</p>
<p>Will there be a plan to rehabilitate the ecosystems impacted by the construction and operation of the highway? Is there an estimation of how much damage will be caused? If you know, how much money will be set aside for mitigation?</p>	<p>1</p>	<p>The government is fully committed to assessing and understanding potential environmental impacts the GTA West highway and transit corridor could have on the natural environment so we can properly avoid or mitigate negative impacts. Avoidance is always our preferred method but where we cannot avoid, we work to minimize and mitigate negative impacts. During the preliminary design process, assessments, fieldwork and consultation with conservation authorities and other regulatory agencies are conducted to fully understand both positive and negative impacts to the natural environment to create mitigation plans for the project. The Ministry will implement restoration plans for natural habitats that could be impacted by the GTA West corridor. Restoration plans may include planting native species, particularly those that help prevent erosion. These details, including high level cost estimates, will be developed during the current preliminary design stage.</p>
<p>What is the acreage of Western Chorus Frog habitat that will be impacted?</p>	<p>1</p>	<p>The project team has undertaken ecological investigations that have recorded the Western Chorus Frog within the Route Planning Study Area. Further fieldwork is being completed to study the species and it's habitat and the potential to interact with the Preferred Route for the GTA West Study. The mitigation measures for this species will be developed as part of the technical documentation that will be prepared for the Environmental Assessment and in support of the Preliminary Design, and in consultation with the Impact Assessment Agency of Canada (the Agency), Canadian Wildlife Service, Environment and Climate Change Canada (ECCC), and the Ontario MECP.</p>
<p>What is the acreage of woodland that would be removed for construction?</p>	<p>1</p>	<p>We are studying woodlands throughout the study area. Studies include vegetation community studies, botanical surveys, amphibian calls, breeding bird surveys, and significant wildlife surveys. We do these studies to determine if there is the presence of significant habitat, species or species at risk, and this information is used in the preliminary design of the corridor to determine avoidance, mitigation and compensation / enhancement measures. As preliminary design progresses, impact assessment will be completed, including documenting the acreage of woodland impacted by the Preferred Route. This information will be made publicly available at a later stage in the preliminary design phase of the project.</p>
<p>How would elimination of woodlands impact contiguous forests? Are there forest interior birds that would be impacted?</p>	<p>1</p>	<p>We are studying woodlands throughout the study area. Studies include vegetation community studies, botanical surveys, amphibian calls, breeding bird surveys, and significant wildlife surveys. We do these studies to determine if there is the presence of significant habitat, species or species at risk, and this information is used in the preliminary design of the corridor to determine avoidance, mitigation and compensation / enhancement measures. As preliminary design progresses, impact assessment will be completed, including documenting impacts to contiguous forests and birds. This information will be made publicly available at a later stage in the preliminary design phase of the project.</p>
<p>How much forest cover will be removed from the Credit Valley and Humber River watersheds?</p>	<p>1</p>	<p>As preliminary design progresses, impact assessment will be completed, including documenting the acreage of forest cover impacted by the Preferred Route. This information will be made publicly available at a later stage in the preliminary design phase of the project.</p>
<p>It appears that connections to highways, such as Highway 410, may result in additional environmental impacts. Are these impacts going to be reviewed in the study?</p>	<p>1</p>	<p>Yes, the extension of Highway 410 and Highway 427 to connect to the GTA West corridor will be included in the GTA West Study and impacts will be reviewed as part of this study.</p>
<p>At what point in the study would the total environmental impact of the suburban development this highway is meant to foster be measured?</p>	<p>1</p>	<p>As preliminary design progresses, impact assessment will be completed, including documenting the area of various types of land uses to be impacted by the Preferred Route. This information will be made publicly available at a later stage in the preliminary design phase of the project.</p>

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Will there be an assessment of the environmental and health costs of the highway?	1	We recognize that the GTA West highway and transit corridor will have benefits and impacts to the natural, socio-economic, and cultural environments as well as the surrounding transportation system. We are striving to arrive at a solution that provides the best balance of benefits and impacts for the local communities and users of the transportation system. The impact assessment for the study includes the study of natural, socio-economic, and cultural environment disciplines such as fish and fish habitat; terrestrial ecosystems; archaeology; land use factors including agriculture; snow drift; air quality and greenhouse gas emissions; built heritage and cultural heritage landscapes; landscape composition; contaminated property and waste management; noise; surface water and fluvial geomorphology; and groundwater. The Ministry will also develop a Human Health Impact Scoping Report, which will inform the need for a broader project-level Human Health Impact Assessment, including an assessment of socio-economic components.
Socio-Economic Environment		
Are any of the noise attenuation studies included for homes within the Focused Analysis Area? Where will noise barriers be considered?	1	We are waiting on the final traffic counts and the final corridor alignment, then we can assess the noise impacts and requirements for noise mitigation. Consideration for noise barrier walls is given in noise sensitive areas (NSAs) if future noise levels with the proposed freeway result in a greater or equal to 5 decibel (dB) increase over the future noise level without the proposed freeway; or the projected future noise level is equal to or greater than 65 dBA, then noise control measures will be investigated within the MTO right-of-way. For context, 65 dBA is the equivalent to normal human speech at a 1 m distance. NSAs are selected in accordance with the MTO Environmental Guide for Noise. It is likely that most existing residential areas will be considered for noise barrier walls as part of the assessment and this will be confirmed upon completion of the noise impact assessment being completed for this study.
Noise barrier walls are unsightly. Are there better and more visually pleasing ways to reduce noise?	1	Where sufficient land is available, earthen berms will be considered. If noise barrier walls are required, patterns and colours or transparent walls (over bridges) will be considered so that barriers can be more easily incorporated into the existing environment.
Can you plant some trees to stop the noise and pollution?	1	Vegetation is shown to have a positive impact on air pollution. However, for vegetation to act as an effective noise barrier wall, it needs to be tall with minimum height of 5 m and minimum depth of 30 metres. This is not practical for houses within close proximity to the road. This also only applies to coniferous trees since when deciduous trees lose their leaves, their noise mitigation properties are gone.
To what extent are the effects of climate change being considered in the design?	1	Climate Change was considered in the evaluation of the short list of route alternatives under the Air Quality and Climate Change evaluation factor. This factor considered local and regional air quality impacts and greenhouse gas emissions. As Stage 2 of the study progresses, assessment of the potential air quality effects of the project will be undertaken consistent with the MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects. The findings and recommendations will be available to the public at a later stage in the study. The Project Team is also considering adaptations to infrastructure to account for extreme/intense rain and flooding (e.g. slope stabilization, stormwater management plans, appropriately sized structures for storms/floodplain, etc.) and increased ice accumulation, etc. The de-carbonization of the economy will happen in the transportation sector through electrification which is already underway. Some major auto makers have signified that by 2035 only electrical vehicles will be offered for sale. The trucking industry is also embracing the electrification of their fleets.
Won't there be more Greenhouse Gases (GHGs) because the highway will attract more vehicles and more travel? What is the current estimate of GHG emissions that will be emitted in constructing the highway?	2	In 2010, the study's air quality specialists, RWDI, estimated network-wide GHG emissions for the Greater Golden Horseshoe region, for several transportation scenarios, using forecasted values of vehicle-kilometres travelled by road type and vehicle type that were available at the time. This was done in conjunction with Stage 1 of the GTA West Study. One of the scenarios was a base case, with no new expressway. Compared to various scenarios that included the GTA West highway, the base case had slightly higher network wide GHG emissions. The higher emissions in the base case with no expressway were associated with an increased amount of vehicle-kilometres-travelled (VKT) on arterial roads with more stop-and-go activity, in the absence of a new expressway to alleviate some of that pressure on the arterial roads. The difference in network-wide emissions between scenarios, however, was very small, less than 2%. As Stage 2 of the study progresses, assessment of the potential air quality effects of the project will be undertaken consistent with the MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects. The findings and recommendations will be available to the public at a later stage in the study.
Property		
Will any properties need to be expropriated and will the owners be given a fair deal? When will I be contacted? Will I be compensated if the highway is right beside my property, but it is not directly impacted?	6	The MTO negotiates with property owners as early as possible to reach amicable agreements. If an amicable agreement is not reached, the ministry may commence the expropriation process. The ministry continues to negotiate with property owners throughout the expropriation process to reach agreement. The MTO compensates property owners according to the provisions of the Expropriations Act. Property owners are treated fairly and equitably, receive market value for their lands, receive reasonable out-of-pocket expenses and may request mediation and/or arbitration if an agreement cannot be reached. The fair market value is based on what similar land might be expected to sell for if sold on the open market by a willing seller to a willing buyer. For the GTA West Study, it is too early for property purchase. We want to get further along with the design before considering property purchase. This will likely not be considered until after EA approval. The Ministry will meet with individual landowners prior to the last

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		Public Information Centre, to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts. The project team is reviewing detailed preliminary design plans with the objective of minimizing the impacts on properties wherever possible. Where it is not possible to avoid impacts, the project team will consider impact mitigation measures such as berms, sound walls and tree planting. Compensation is not provided for indirect impacts to properties since there are many variables which contribute to property value (e.g. type/use of property, size of the property, proximity and accessibility, demand, etc.) and it may change in the near-term and long-term.
Will the government allow Hearings of Necessity for the GTA West project?	1	The Ministry has established an alternate process to the former Hearings of Necessity for receiving comments from property owners about a proposed expropriation and for considering those comments. Under this process, any landowner who was served a notice of expropriation is given the opportunity to comment on the proposed expropriation. Landowners may submit comments about the proposed expropriation to the Assistant Deputy Minister (ADM) of Transportation Infrastructure Management Division at the Ministry of Transportation within thirty days of receiving the notice. The Ministry will review the comments for their technical/engineering information, having regard to the need for the land for the purposes of the project. A written response will be provided from the ADM to the property owner.
What is the estimated property acquisition cost for the 170 m corridor right-of-way?	1	The estimated property cost for the corridor right-of-way is not currently known at this stage of the Preliminary Design process. While property acquisition costs were not directly considered in the evaluation of alternatives, the Project Team assessed the impacts on uses such as agriculture, residential, institutional, industrial and commercial uses. The Project Team also assessed future potential uses by reviewing alternatives against provincial, regional and municipal policies. It is in these criteria that we indirectly considered the value of the lands to compare and rank the shortlisted route alternatives. The Project Team would note that land acquisition costs are fluid and dynamic, as there are many variables which contribute to property value (e.g. type/use of property, size of the property, proximity and accessibility, demand, etc.) and these may change in the near-term and long-term. As a result, only high-level construction costs were developed to support the evaluation of the short-list of route alternatives. There are several other factors and criteria, such as the cost of environmental mitigation measures, compensation, and enhancements, that were not applied as cost considerations in the evaluation process.
What percentage of owners have permitted access for study purposes?	1	<p>Property owners within the draft 2019 Focused Analysis Area (FAA) would have received a Permission-to-Enter (PTE) form through mail and/or e-mail for the Phase 1 non-intrusive field investigations that took place in 2020. A signed PTE granted the Project Team temporary access to private property at the consent of the property owner(s) in order to conduct non-intrusive field investigations. Information collected is being used to document existing environmental and engineering conditions within the GTA West Study draft 2019 FAA. During the Phase 1 PTE program, a total of three hundred and fifty-six (356) PTEs were granted, resulting in a success rate of 39.7%.</p> <p>Similarly, for the Phase 2 PTE program, property owners within the August 2020 Preferred Route received a PTE form through mail and/or e-mail for the non-intrusive and/or intrusive field investigations anticipated between September 2021 and December 2022. A signed PTE grants the Project Team temporary access to private property at the consent of the property owner(s) in order to conduct non-intrusive and/or intrusive field investigations. The Phase 1 and Phase 2 field investigations are an important step to identify existing conditions, confirm impacts and develop appropriate mitigation measures. Currently, one hundred and forty (140) PTEs have been granted, resulting in a success rate of 33.7% for the Phase 2 PTE program.</p>
When will the Focused Analysis Area (FAA) be reduced and the lands currently 'frozen' be released? When will the Preferred Route be tightened up?	2	The EA is currently in the planning and preliminary design phase, which represents an early stage of the overall process. Exact property requirements will not be known until preliminary design has been completed. The final preliminary design will be presented at the final Public Information Centre for review and comment. A reduced FAA will also be presented at this final Public Information Centre.
For development applications for lands that are within the study area/impacted by the corridor, is it expected that those lands can be transferred to the lower or upper-tier municipality through the development application process to not delay the approvals? Can there still be development within the route planning study area, but not within route and interchange locations?	2	The 2020 Focused Analysis Area (FAA) is a zone surrounding the Preferred Route. Properties located within the FAA could be directly impacted by the GTA West highway and transit corridor, ancillary uses, or if refinements are made to the Preferred Route. MTO has reduced interest in properties located outside of the 2020 FAA and development applications can proceed through municipal planning processes. MTO will continue to review all development applications in the study area, however it is anticipated that only applications outside of the 2020 FAA will not be impacted by the GTA West highway and transit corridor.
When will the MTO be purchasing the land needed for the highway corridor? Land values have appreciated by multiples since the study commenced. It is not difficult to imagine the savings had the government purchased the land a decade ago or more compared to now or a few years from now.	1	For the GTA West Study, it is too early for property purchase. MTO does negotiate in good faith and MTO can do this at any time during a study, but for the GTA West Study, we want to get further along with the design before considering property purchase. This will likely not be considered until after EA approval.

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Regarding the lands surrounding the proposed route, when will landowners be informed when or if they can sell, update or upgrade their properties?	1	The Project Team would like to clarify that exact property requirements will not be known until preliminary design has been completed. The final preliminary design will be presented at the last Public Information Centre for the study for review and comment.
Agriculture		
What measures will be taken to preserve agricultural land in the study area? Has there been an analysis of the loss of Class one farmland due to the GTA West?	3	MTO developed the Preferred Route with an eye to minimize impacts to farmland. Not only do farmers feed our cities, they are also a vital part of the economy. In 2019, Ontario's agri-food industry contributed \$47.3 billion in Gross Domestic Product (GDP) to the provincial economy increasing 1.1% from 2018 (6.4 per cent of total Ontario GDP). But those farmers need a strong and effective transportation network to get their products from the field into your kitchen. To that end, efficient transportation helps keep food prices low for consumers and enables the agricultural industry to compete in global markets. Therefore, we need to continue to invest in our highway infrastructure, and in projects like the GTA West Highway and Transit Corridor. While this project will benefit farmers, there is no denying that some farms in the area of the highway will be impacted by its construction. The GTA West Project Team will be undertaking an Agricultural Impact Assessment to help understand and minimize the effects on the region's agricultural land. The assessment will identify best practices and resources for mitigating impacts to farmland, farm operations and the agricultural system, and will recommend measures or strategies to avoid or minimize impacts. These measures may include following lot lines, avoiding farm buildings where possible and constructing bridges with farm equipment in mind. Organizations such as the Ontario Federation of Agriculture, Peel Federation of Agriculture, Toronto and Region Conservation Authority, Sustainable Vaughan, and Environmental Defence are on the Greenbelt Transportation Advisory Group (GTAG) for Phase 2 of this study. The GTA West Project Team meets with the GTAG at key study milestones to obtain feedback and ensure natural environment, ecosystem services, agricultural and rural concerns are appropriately reflected in the study. The Project Team also consulted with farm groups and farmers through meetings, and through an Agricultural Operations Survey looking into farm operations during the route evaluation phase of the study.
How many millions of dollars will be potentially lost from the country's GDP when farmland in the GTA West Corridor is lost?	1	MTO developed the Preferred Route with an eye to minimize impacts to farmland. Not only do farmers feed our cities, they are also a vital part of the economy. In 2019, Ontario's agri-food industry contributed \$47.3 billion in GDP to the provincial economy increasing 1.1% from 2018 (6.4 per cent of total Ontario GDP). But those farmers need a strong and effective transportation network to get their products from the field into your kitchen. To that end, efficient transportation helps keep food prices low for consumers and enables the agricultural industry to compete in global markets. Therefore, we need to continue to invest in our highway infrastructure, and in projects like the GTA West Highway and Transit Corridor. While this project will benefit farmers, there is no denying that some farms in the area of the highway will be impacted by its construction. The GTA West Project Team will be undertaking an Agricultural Impact Assessment to help understand and minimize the effects on the region's agricultural land. The assessment will identify best practices and resources for mitigating impacts to farmland, farm operations and the agricultural system, and will recommend measures or strategies to avoid or minimize impacts. These measures may include following lot lines, avoiding farm buildings where possible and constructing bridges with farm equipment in mind.
Will the GTA West highway bypass farmstead clusters? If the corridor bisects a farm, will there be underpasses constructed for farmers to travel between their properties?	1	The GTA West Project Team will be undertaking an Agricultural Impact Assessment (or equivalent study) to help understand and minimize the effects on the region's agricultural land. The assessment will identify best practices and resources for mitigating impacts to farmland, farm operations and the agricultural system, and will recommend measures or strategies to avoid or minimize impacts. These measures may include following lot lines, avoiding farm buildings where possible, constructing underpasses for agricultural equipment between segregated fields and constructing bridges with farm equipment in mind.
Are there agriculturally zoned lands impacted which are not in the Greenbelt? If so, what would be the acreage impact? Please clarify. You conflated all agricultural impact with Greenbelt impact on your poll. How many ha of agricultural land will be destroyed by the highway?	4	Yes, there may be impacts to agricultural lands that are outside of Greenbelt designated lands. While this project will benefit farmers, there is no denying that some farms in the surrounding area of the highway will be impacted by its construction. The GTA West Project Team will be undertaking an Agricultural Impact Assessment to help understand and minimize the effects on the region's agricultural land. The assessment will identify best practices and resources for mitigating impacts to farmland, farm operations and the agricultural system, and will recommend measures or strategies to avoid or minimize impacts. These measures may include following lot lines, avoiding farm buildings where possible and constructing bridges with farm equipment in mind. We would like to correct the polling question which asked how much agricultural land would be impacted by the Preferred Route. The question should have been how much Greenbelt designated land is being impacted by the Preferred Route? This will be corrected for Community Engagement Webinar #2 in Fall 2021.
Other Studies		
Where will the electrical transmission corridor run? I am appalled that the electricity corridor is being studied separately from the GTA West Study, they should be consolidated.	6	The Northwest GTA Transmission Corridor Identification Study is being undertaken by the Ministry of Energy (ENERGY) and the Independent Electricity System Operator (IESO) to identify an appropriate corridor of land for electricity transmission adjacent to the

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		<p>proposed GTA West highway and transit corridor. This study is separate from the environmental assessment for the GTA West Study, which is being undertaken by the MTO from a highway and transportation perspective.</p> <p>With regard to where the transmission corridor would be located (one side or the other), this is something that remains under study. This work will continue as the GTA West Project Team refines the preliminary design and as the transmission corridor study analysis continues. The GTA West Project Team is coordinating with ENERGY and IESO as the two studies progress but the two studies are at different stages of their distinct processes.</p> <p>For more information on the Northwest GTA Transmission Corridor Identification Study, please visit http://www.ieso.ca/Get-Involved/Regional-Planning/GTA-and-Central-Ontario/Northwest-GTA or contact their Project Team at NWGTATransmissionCorridor@ontario.ca.</p>
<p>What additional width is required in addition to the GTA West 170 metre right-of-way for the transmission corridor? What infrastructure is proposed for the transmission corridor?</p>	<p>1</p>	<p>With regard to the general width of a final transmission corridor, it will depend on the results of the Northwest GTA Transmission Corridor Identification Study and may vary across the study area. At the conclusion of the planning cycle in 2015, the IESO recommended preserving a corridor wide enough to accommodate two double-circuit 230 kV lines. The reference width for an overhead corridor of this type is on average 60 meters. However, additional width may be required depending on further analysis of technical requirements such as crossings of other infrastructure, alignment with the highway, or to identify a route in the context of natural features and other local considerations.</p> <p>The GTA West Project Team is considering elements of active transportation, however a multiuse path adjacent to the corridor within the MTO's right-of-way is not within the Ministry's suite of enhancement measures at this time due to safety and operational concerns. The ministry has discussed a multiuse path with ENERGY and the IESO. ENERGY and IESO noted that such opportunities will be evaluated after their final route is identified. While uses such as bike paths, parking lots, community gardens, and open meadows have been successfully implemented in other transmission corridors within the GTA, factors such as topography and routing need to be considered. The ultimate objective will be to ensure that secondary uses, like a multiuse path, will not interfere with the safe operation and maintenance of transmission circuits and the safety of the public.</p> <p>The GTA West Project Team is coordinating with ENERGY and IESO as work proceeds.</p>
<p>What is the basis for the GGH population and employment growth projections? Are the projections based on science or on the economic interests of the trucking industry and sprawl developers?</p>	<p>1</p>	<p>The GGH population and employment growth forecasts for the GTAW are based on the targets from the Growth Plan for the Greater Golden Horseshoe. The growth projections consider the historical patterns, the effects of land use planning policies, accessibilities and market forces, the land available to support development, and the capacity of the regions to sustain growth. The overall population and employment growth forecasting approach is policy-compliant with the Growth Plan and takes into consideration the land use designations defined in the Growth Plan.</p>
<p>Has the MTO also considered widening various sections of Highway 9 to assist with traffic movement in southern Ontario?</p>	<p>1</p>	<p>Expansion of Highway 9 between Highway 10 and Highway 400 has been identified in the discussion paper for the Greater Golden Horseshoe Transportation Plan, recently released in June 2021.</p>

