



Overview of Stage 1 and Stage 2

Stage 1

Stage 1 was completed in November 2012. It recommended a multimodal strategy including:

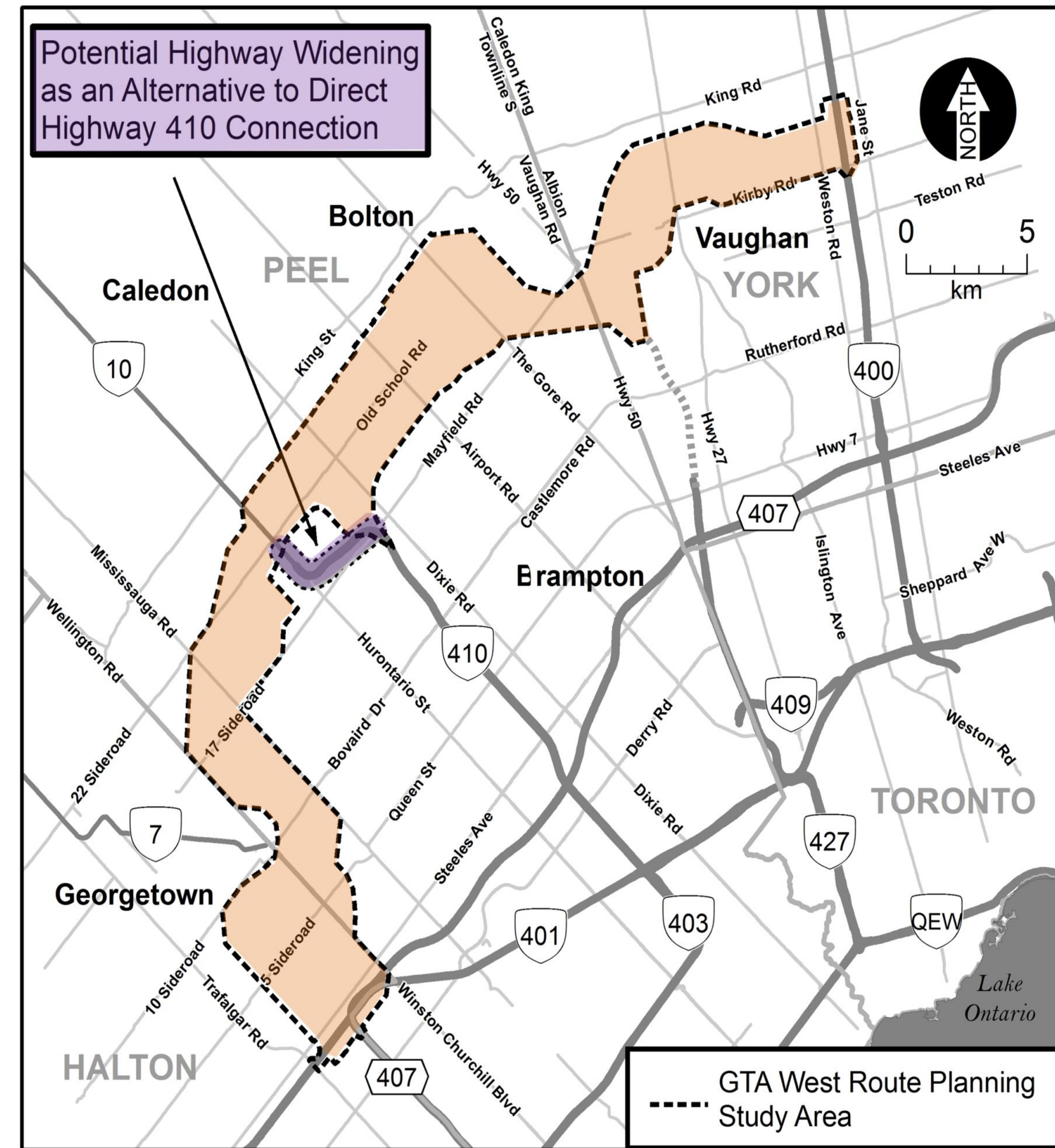
- Optimizing the existing transportation network
- Improving non-roadway transportation modes such as transit and rail
- Widening existing highways
- A new transportation corridor

Stage 1 identified that even with optimizing the existing transportation network, widening existing highways, and the transit expansion projects identified by Metrolinx, additional road capacity is needed

Stage 2

This study focuses on the recommendation for a new transportation corridor:

- Extending from Highway 400 in the east to the Highway 401/407 ETR interchange area in the west
- Includes a 400-series highway, transitway, and potential goods movement priority features

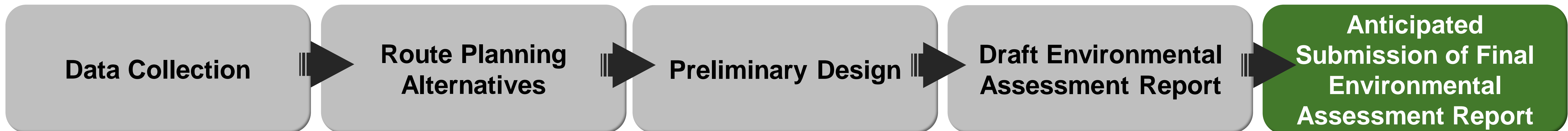




Stage 2 Overall Process

2014

2022



- Identify existing features and constraints

- Develop and screen a long list to arrive at a short list of route and interchange alternatives (presented at Public Information Centre #1)
- Evaluate the short list of route and interchange alternatives to arrive at a Technically Preferred Route (presented for comment at Public Information Centre #2)

- After considering feedback received at Public Information Centre #2, develop the Preferred Route to a preliminary design level of detail
- For crossing roads not identified as an interchange location, develop treatment at the corridor (i.e. overpass, underpass, or truncation)
- Preliminary design to be presented at Public Information Centre #3





Need for Transportation Improvements

- The 2006 Growth Plan for the Greater Golden Horseshoe (Growth Plan) forecasted the area population to grow to **11.5 million** by 2031
 - This will result in approximately 1.5 million additional trips (cars and trucks) per day in the GTA West study area by the year 2031
 - Without changes, by 2031 the average commute times are expected to increase by 27 minutes a day
- The updated 2019 Growth Plan forecasted the area to grow to **13.5 million people and 6.3 million jobs** by 2041



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Building more transportation infrastructure would help alleviate traffic congestion and improve goods movement in the Greater Toronto Area

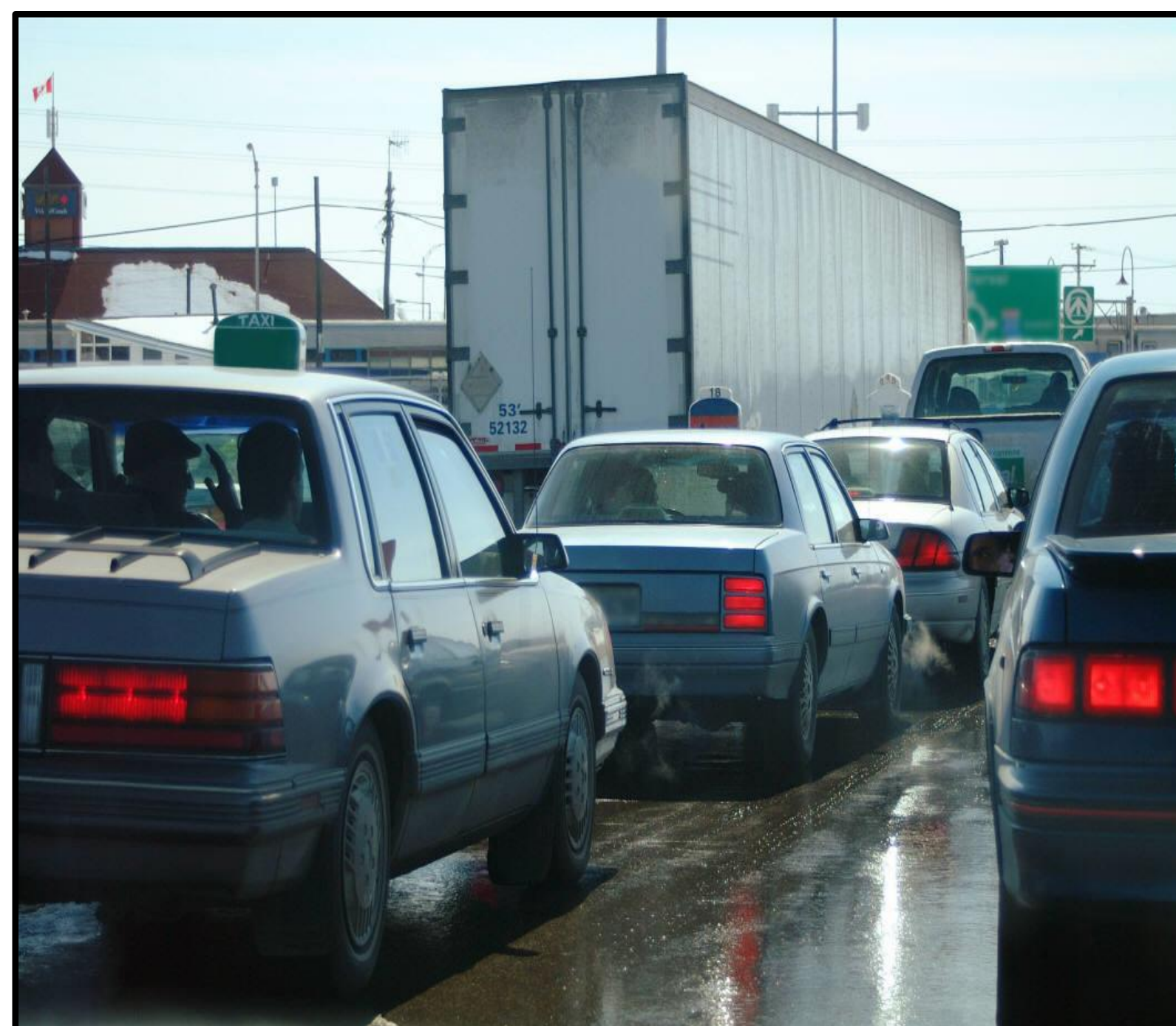
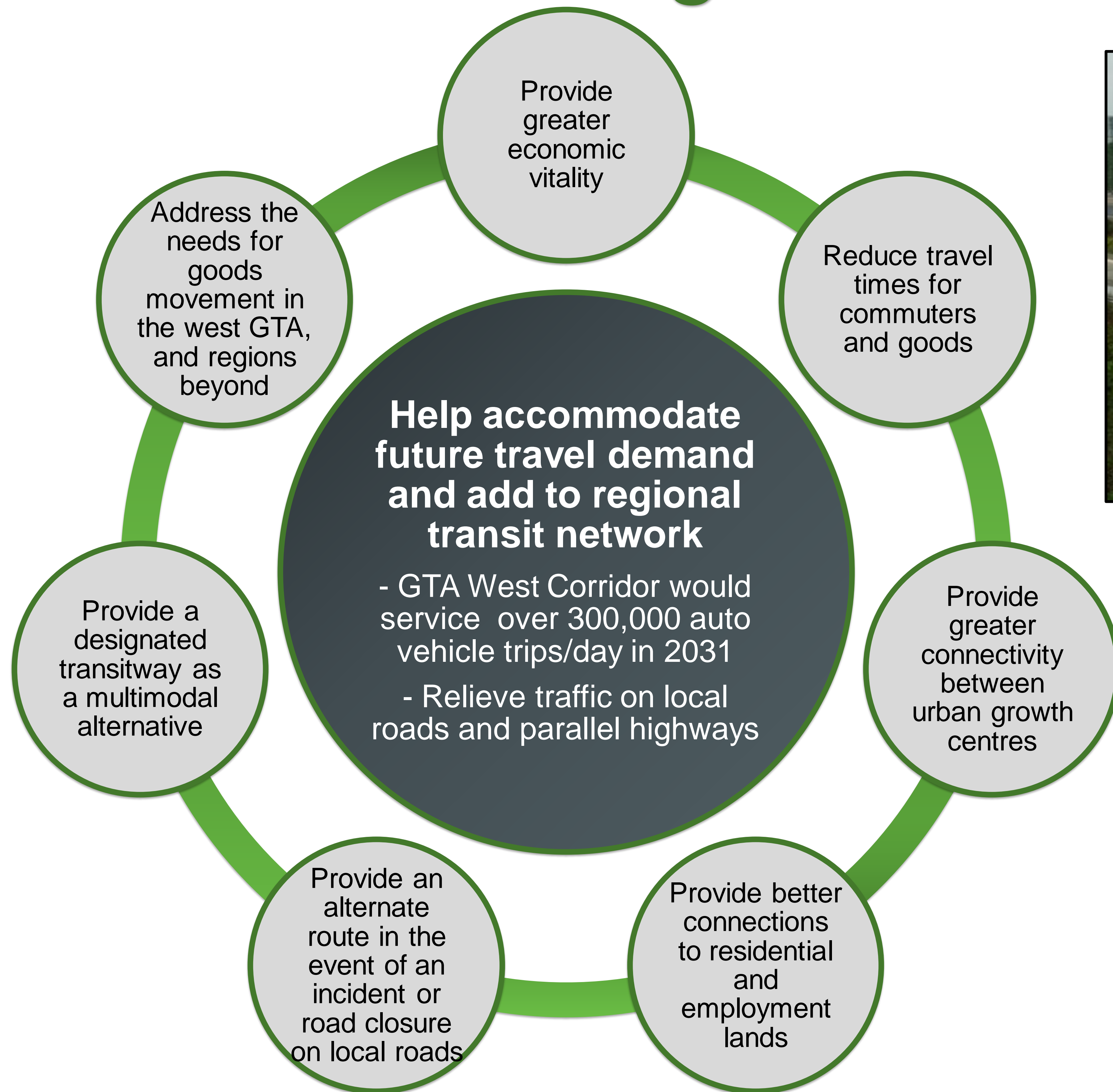
The GTA West multimodal transportation corridor is one part of the overall solution to support future growth



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Benefits To Local and Regional Communities





GTA West

Planning with Vision | Planning for People

Stage 2 Study Schedule

Activity	2014	2015	2019	2020	2021	2022
Study Commencement	●					
Data Collection / Constraints Mapping	■					
Introductory Meetings and Workshops		■				
Generate Route Planning Alternatives	■					
Meetings with Advisory Groups and Councils		■				
Public Information Centre #1		●				
Assess and Evaluate Alternatives		■				
Advisory Group Meetings			■			
Community Workshop #2			■			
Meetings with Indigenous Communities			■			
Public Information Centre #2			●			
Meetings with Advisory Groups and Councils			■			
Meetings with Indigenous Communities			■			
Confirmation of Preferred Route			■			
Notification of Confirmed Preferred Route				■		
Preliminary Design of Preferred Route				■		
Specialist Fieldwork				■		
Community Workshop #3					●	
Community Workshop #4					■	
Meetings with Advisory Groups and Councils					■	
Meetings with Indigenous Communities					■	
Public Information Centre #3						●
Technical Reports / EA Documentation					■	
Stakeholder and Indigenous Community Review of Draft EA Report						■
Incorporate Comments from Stakeholder and Indigenous Community Review						■
Submission to MECP						■

- WE ARE HERE -

Study suspension: late 2015 to mid 2019

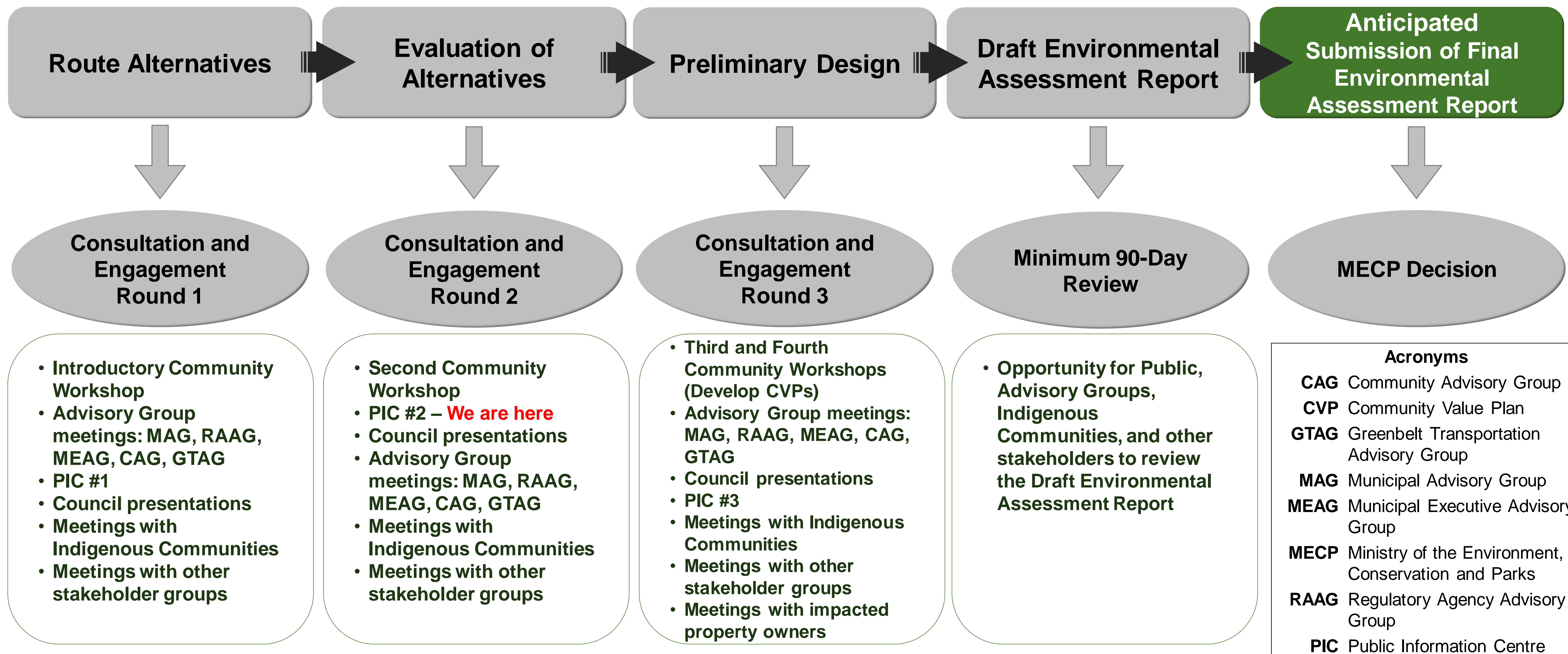
*Schedule is subject to change



Consultation and Engagement Program

2014

2022





Public Information Centre (PIC) #1

- PIC #1 was held in Halton, York, and Peel Regions in November/December 2014
- PIC #1 presented an overview of the study background, process, existing conditions, route and interchange alternatives and the Focused Analysis Area for the short list of alternatives
- Over 750 people attended and approximately 200 written comments were received

What we heard at PIC #1:

Location specific feedback

Comments regarding specific route and interchange locations

Mixture of support and opposition for the study, including the transitway

Support for goods movement priority features

Recommendations to incorporate previously conducted studies (e.g. HPBATS) to avoid duplicating work

Pleased with the introduction of the Focused Analysis Area

Support for greater protection of agricultural lands and Greenbelt lands

Inquiries about route generation and evaluation, property acquisition, study schedule, process and timing for construction

Incorporating PIC #1 Comments into the Study:

- Features identified by stakeholders have been verified and incorporated into existing conditions mapping
- Suggestions for new routes and refinements have been assessed and those with merit were carried forward



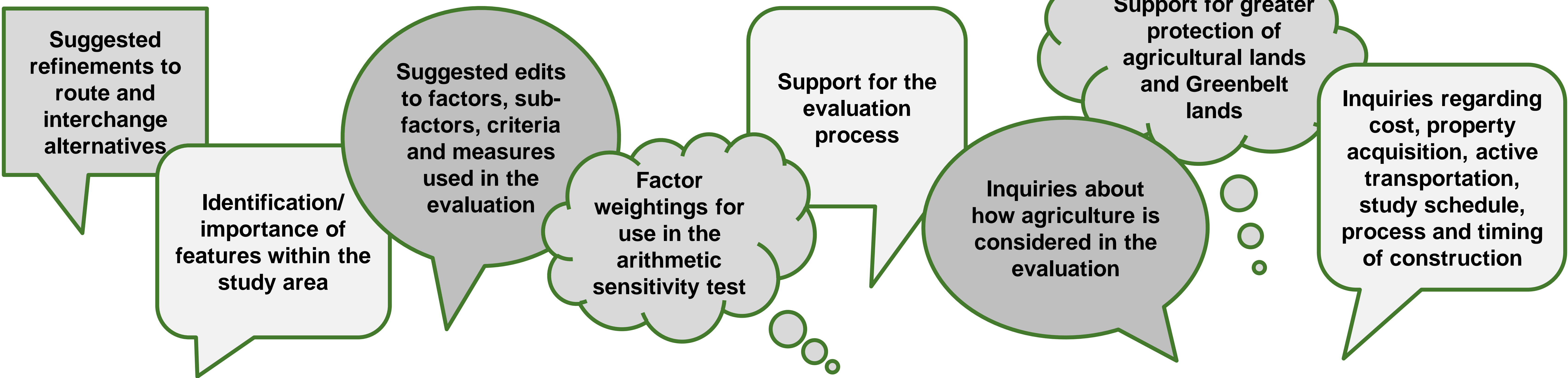
Visit the Reference Table to view the PIC 1 Summary Report



Community Workshop #2

- Community Workshop #2 was held in Halton, York and Peel Regions in June 2015
- Community Workshop #2 sought input on the evaluation of short listed routes / interchange alternatives and issues in the study area
- Over 600 people attended and over 130 written comments were received

What we heard at Community Workshop #2:



Incorporating Community Workshop #2 Comments into the Study:

- Feedback was used to help identify what factors were important to the community
- Factor weightings were used for the “public weighting scenario” in the arithmetic sensitivity test
- Feedback regarding trade-offs in the study area was considered in the reasoned argument method



Visit the Reference Table to review the Community Workshop #2 Summary Report

Agricultural Operations Survey

- In 2015, the Project Team used a survey to obtain more detailed information about agricultural operations in the study area

The Agricultural Operations Survey sought information regarding:

The primary use and size of agricultural properties

Additional lands used in each agricultural operation (location, size, use)

Which roads are used (machinery movement) and frequency of use (daily, seasonal)

Tile drainage (location, type of system)

Buildings and structures associated with operations (type, size, age)

Plans to increase, decrease or maintain the current size of operations

What crops are grown and crop rotation

Whether operations are certified for organic production

Incorporating the Agricultural Operations Surveys into the Study:

- Survey results were used to increase understanding of potential impacts to agricultural lands, practices and operational linkages and to help identify key factors in the evaluation of route and interchange location alternatives
- Survey information was compiled into the evaluation tables such that individuals or other entities could not reasonably be identified



Visit the Reference Table to review the questions in the Agricultural Operations Survey



Next Steps

<p>Fall 2019</p>	<ul style="list-style-type: none"> • Project Team to review and respond to comments received at Public Information Centre #2: <ul style="list-style-type: none"> ○ Please submit your comments by October 31, 2019 • Apply to be a member of the Community Value Plan Group. <ul style="list-style-type: none"> ○ Application Deadline: October 31, 2019 • Meetings with Indigenous communities, Advisory Groups and Regional Municipal Councils
<p>Spring 2020</p>	<ul style="list-style-type: none"> • Confirm the Preferred Route and Focused Analysis Area • Commence preliminary design of the Preferred Route, which includes: <ul style="list-style-type: none"> ○ Additional field investigations where permission to enter is granted ○ Consultation with property owners directly impacted by the Preferred Route
<p>Fall 2020 / Spring 2021</p>	<ul style="list-style-type: none"> • Develop Community Value Plans (the focus of Community Workshops #3 and #4)
<p>Spring / Summer 2021</p>	<ul style="list-style-type: none"> • Meetings with Indigenous communities, Advisory Groups and Regional Municipal Councils
<p>Fall / Winter 2021</p>	<ul style="list-style-type: none"> • Present the preliminary design of the Preferred Route at Public Information Centre #3
<p>Ongoing</p>	<ul style="list-style-type: none"> • Consultation with stakeholders through: <ul style="list-style-type: none"> <li style="width: 50%;">○ Project website (www.gta-west.com) <li style="width: 50%;">○ Toll-free telephone line (1-877-522-6916) <li style="width: 50%;">○ Project Twitter page <li style="width: 50%;">○ Project Team e-mail (project_team@gta-west.com)

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Freedom of Information and Protection of Privacy Act

Comments and information regarding this study are being collected to assist the Ministry of Transportation in meeting the requirements of the *Environmental Assessment (EA) Act*. This material will be maintained on file for use during the study and may be included in project documentation

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record

You are encouraged to contact members of the Project Team if you have any questions or concerns regarding the above information