

# Community Engagement Webinar #2 Summary Report

Highway 413 Transportation Corridor Route Planning,  
Preliminary Design and Environmental Assessment Project –  
Stage 2

November 2021



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# 1. Introduction

The Ontario Ministry of Transportation (MTO) is currently undertaking Stage 2 of the Highway 413 Transportation Corridor Route Planning, Preliminary Design, and Environmental Assessment (EA) Project. 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 transitway within the Route Planning Study Area.

The proposed Highway 413 Project 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 Highway 413 Project under the Federal *Impact Assessment Act* (IAA). The Project Team is working with the Impact Assessment Agency of Canada on the next steps.

The proposed highway and transitway 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 Highway 413 EA Project, the Project Team has held 2 Public Information Centers (PICs), 3 Community Value Plan (CVP) Meetings and 2 Community Engagement Webinars (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 Highway 413 Project. A CVP incorporates public input into the design of the proposed highway and transitway. The CVP process takes a collaborative approach to develop a highway and transitway 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.

CEW #1 was held on July 28, 2021, via the Zoom platform. To further meet the public's needs and address community questions, the Highway 413 Project Team hosted a CEW where the public and stakeholders were provided with the opportunity to understand more about the project and have their questions answered. The Highway 413 Project Team provided a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines were in attendance to answer questions.

## 2. Purpose of Community Engagement Webinar #2

The purpose of CEW #2 was to meet the public's needs and address community questions, provide an opportunity to allow for stakeholders and the public to understand more about the project and its ongoing development, and to provide another chance for the public to attend a live webinar session if they had missed the previous CEW #1, held on July 28, 2021. CEW #2 was offered as an additional public engagement event and did not replace any future planned events as part of the Highway 413 Project. CEW #2 was held on September 29, 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 #2 was conducted as an online session hosted through the Zoom Platform, attendees could call into the event as well.

Similar to CEW #1, the format of CEW #2 comprised of a brief overview of the project, followed by a live question and answer period where attendees could write their questions in a Q&A box (see **Appendix D. Summary of Questions Received During CEW #2 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 Highway 413 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 project 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 Highway 413 Consultation Team during the weeks leading up to the Webinar and were answered at the outset of the CEW #2 presentation (refer to **Table 3: CEW #2 Frequently Asked Questions** for the top common questions received and the Project Team responses).

# 3. Notification of Community Engagement Webinar #2

Primary notification of CEW #2 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, September 15, 2021
Two Row Times	Wednesday, September 15, 2021
Mississauga/Toronto Le Métropolitain*	Thursday, September 16, 2021
Mississauga News	Thursday, September 16, 2021
Caledon Citizen	Thursday, September 16, 2021
Vaughan Citizen	Thursday, September 16, 2021
King Township Sentinel	Thursday, September 16, 2021
Georgetown Acton Independent Free Press	Thursday, September 16, 2021
Milton Canadian Champion	Thursday, September 16, 2021
Guelph Tribune	Thursday, September 16, 2021
Erin Advocate	Thursday, September 16, 2021
(Bolton) Caledon Enterprise	Thursday, September 16, 2021
Brampton Guardian	Thursday, September 16, 2021
Toronto L'express*	Friday, September 17, 2021
Toronto Star	Saturday, September 18, 2021

*\*Published in French*



## 3.2 Addressed Mailing

Approximately 6,000 contacts on the Highway 413 Project mailing list, including members of the public, staff from interest groups, municipalities, agencies, utility companies and businesses, as well as members of the Highway 413 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 #2 via regular addressed mail or email on September 13, 2021. Members of Parliament and Members of Provincial Parliament were notified via email on September 3, 2021. Notification to Indigenous Communities was provided on September 14, 2021.

The OGN and addressed letters provided a quick overview of the study, a map of the Highway 413 Route Planning Study Area, the purpose of the CEW #2, 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

Approximately 29,000 brochures containing the English and French OGN of CEW #2 were delivered via Canada Post's unaddressed admail service to all postal walks within the Highway 413 Route Planning Study Area starting September 9, 2021.

## 3.4 Website

On September 9, 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 **September 29, 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\\_tfinURDpQieTTdyn5Nftdw](https://us02web.zoom.us/webinar/register/WN_tfinURDpQieTTdyn5Nftdw)**

*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 Highway 413 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 #2 was held on September 29, 2021 via the Zoom Platform from 6:00 p.m. to 8:15 p.m. A total of 482 individuals registered for CEW #2, and 285 unique users logged into the event. A total of 171 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 #2 Project Team attendees and Independent Facilitator.

**Table 2: Project Team Attendees and Independent Facilitator**

Representative	Organization
Glenn Pothier	GLPi, Independent Facilitator
Amanda Naylor	MTO, Co-Project Manager
Hossein Hosseini	MTO, Co-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)
Mara Bullock	WSP, Project Manager
Jay Goldberg	WSP, Deputy Project Manager
Catherine Gentile	WSP, Environment Lead
Christa Beard	WSP, Environmental Planner
Nadia Diczki	WSP, Highway Design
Patrick Malloy	WSP, Transit Design
Jenny Enoae	WSP, Fish and Fish Habitat
Rebecca Hay	WSP, Terrestrial Ecosystems
Natalia Codoban	WSP, Groundwater

Representative	Organization
James Sherlock	WSP, Structural
Shahrzad Samani	WSP, Engineering
Saif Ahmad	WSP, Transportation Planning
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
Andrew Aberdein	AECOM, Aquatic Ecology
Kathryn Ross	AECOM, Communications and Consultation
Tara Jenkins	AECOM, Built Heritage & Cultural Heritage
Samantha Markham	AECOM, Archaeology
Felipe Sapateiro	AECOM, Engineering
Derek Weckers	AECOM, Landscape Composition
Ryan Lavender	AECOM, Communications and Consultation
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 key Highway 413 Project Team members, technical features of the Zoom Platform, agenda items and roles and responsibilities of attendees (refer to **Appendix B** for a copy of the CEW #2 presentation slide deck). Key members of the Highway 413 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. The same 10 polling questions asked during CEW #1 were asked again during CEW #2. 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 number of responses received.

Prior to the overview of the Highway 413 Project, MTO Co-Project Manager, A. Naylor, presented a Frequently Asked Questions slide, in which the top 3 most submitted questions were answered. These questions were selected by the Highway 413 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 #2 Frequently Asked Questions**).

**Table 3: CEW #2 Frequently Asked Questions**

Frequently Asked Questions	Response from the Highway 413 Project Team
<p>1. Has the Highway 413 Project Team considered the 407 ETR as an alternative to the proposed highway and transitway? Should we build truck priority lanes, subsidize tolls, or buy back the 407 ETR to encourage its use?</p>	<p>The use of the 407ETR as an alternative to the Highway 413 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 Highway 413 Project, which also included finding opportunities to optimize existing transportation networks, including expanding the 407ETR to 10 lanes. A new highway corridor is still required to address the future transportation demands facing the region.</p>

<p>2. Is the Highway 413 Transportation Corridor needed if more people will be working from home in the future?</p>	<p>Even if more people work from home long-term and there are less passenger vehicles on the roads, the Highway 413 Transportation Corridor will still benefit goods movement in the province. More than \$785 million worth of goods move through Ontario every day.</p> <p>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.</p> <p>The proposed highway and transitway 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.</p> <p>The Highway 413 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>
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<p>3. Has any construction started related to the Highway 413? If not, when will it start?</p>	<p>Construction has not started on the proposed highway or transitway. The Highway 413 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 Highway 413 and transitway;
- The general cross-sections for the Highway 413 and transitway;
- 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 the Independent Facilitator posed these questions to the appropriate panelist from the Project Team. Comments and questions generally included the following topics:

- **Highway Specifics:**
  - Timeframe to finalize the PR and complete the EA;
  - Construction timelines;
  - Tolling decision;
  - Naming of the highway corridor;
  - Cost of the study and construction;
  - Additional infrastructure (e.g. bicycle, parking, pedestrian access);
  - Heritage Road realignment;
  - Consideration of the Brampton Heritage Heights Boulevard Concept; and,
  - Consideration of TRCA/CVC Voluntary Project Review Process
  
- **Agriculture:**
  - Consideration of agricultural lands in the study; and,
  - Compensation and mitigation for agricultural lands
  
- **Consultation with the Public and Indigenous Communities:**
  - Consultation undertaken to date;
  - Process being followed to respect the land Treaties of First Nations in the EA;
  - Joining the CVP Team; and,
  - How to contact the project team regarding specific property inquiries

- **Environmental Impacts & Climate Change:**
  - Salt spray impacts on adjacent woodlands;
  - Noise impacts and control measures;
  - Pollution impacts;
  - Road ecology strategies; and,
  - Cultural Heritage considerations
- **Property Expropriation:**
  - Notices of expropriation;
  - Timeline regarding purchasing of lands; and,
  - Compensation considerations
- **Species at Risk/Impacted Species**
  - Impacts on Brook Trout; and
  - Wildlife crossings;

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 October 4, 2021, the CEW #2 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 Highway 413 Project Team reviewed and consolidated all comments and questions received prior to and during CEW #2, 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 #2 are available in **Appendix D**.

Feedback can be provided to the Project Team at any time via email ([project\\_team@highway413.ca](mailto:project_team@highway413.ca)), toll-free telephone line (1-877-522-6916) or the project website (<https://www.highway413.ca/contactus/>). Comments and input regarding the study are encouraged and will be collected to assist the Highway 413 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 Highway 413 Project Team will also continue working with the Impact Assessment Agency of Canada to clarify next steps in the Federal *Impact Assessment Act* process.

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## Invitations to CEW #2





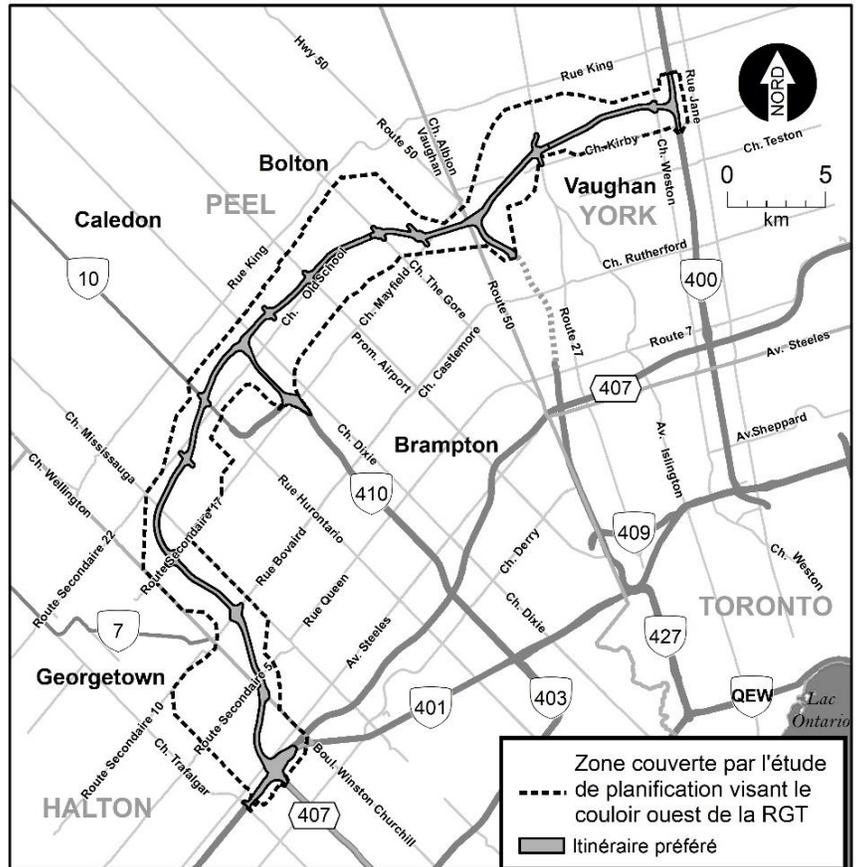
**AVIS DU GOUVERNEMENT DE L'ONTARIO**  
**INVITATION À WEBINAIRE DE PARTICIPATION COMMUNAUTAIRE #2 SUR L'ÉVALUATION**  
**ENVIRONNEMENTALE DU CORRIDOR DE TRANSPORT MULTIMODAL OUEST DE LA RGT**

**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](http://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 désigné l'étude du projet RGT en vertu de la *Loi sur l'évaluation d'impact*.

**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 organisé un webinaire de participation communautaire en juillet 2021. **Nous organisons un deuxième webinaire de participation communautaire le 29 septembre 2021 à partir de 18 h à 20 h. L'équipe du projet RGT ouest fournira le même aperçu du projet que celui présenté en juillet, suivi d'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 #2, veuillez visiter le site Web du projet à l'adresse [www.gta-west.com/consultationpublique/](http://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](mailto: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/](http://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](http://www.gta-west.com). Des renseignements sont disponibles en français au 289-835-2484 (Yannick Garnier).

September 3, 2021

**Addressed Letter Template (MP&MPP)**

«Salutation\_» «First\_Name» «Last\_Name»  
 «Job\_Title»  
 «Riding»  
 «Email»

**Invitation to Community Engagement Webinar #2 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](http://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 designated the GTA West Study under the Federal Impact Assessment Act.

**This letter is to notify you that a second Community Engagement Webinar has been scheduled for this study.** To further meet the public’s needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, 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 Community Engagement Webinar #2, please visit the project website at [www.gta-west.com/consultation-2](http://www.gta-west.com/consultation-2) from September 13, 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](mailto:project_team@gta-west.com), submit them through the contact form on the project website at [www.gta-west.com/contactus/](http://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 September 15, 2021
Two Row Times	Wednesday September 15,

Newspapers	Publication Date
	2021
Mississauga/Toronto Le Métropolitain *	Thursday September 16, 2021
Mississauga News	Thursday September 16, 2021
Caledon Citizen	Thursday September 16, 2021
Vaughan Citizen	Thursday September 16, 2021
King Township Sentinel	Thursday September 16, 2021
Georgetown Acton Independent Free Press	Thursday September 16, 2021
Milton Canadian Champion	Thursday September 16, 2021
Guelph Tribune	Thursday September 16, 2021
Erin Advocate	Thursday September 16, 2021
(Bolton) Caledon Enterprise	Thursday September 16, 2021
Brampton Guardian	Thursday September 16, 2021
Toronto L'express*	Friday September 17, 2021
Toronto Star	Saturday September 18, 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](http://www.gta-west.com). Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Sincerely,

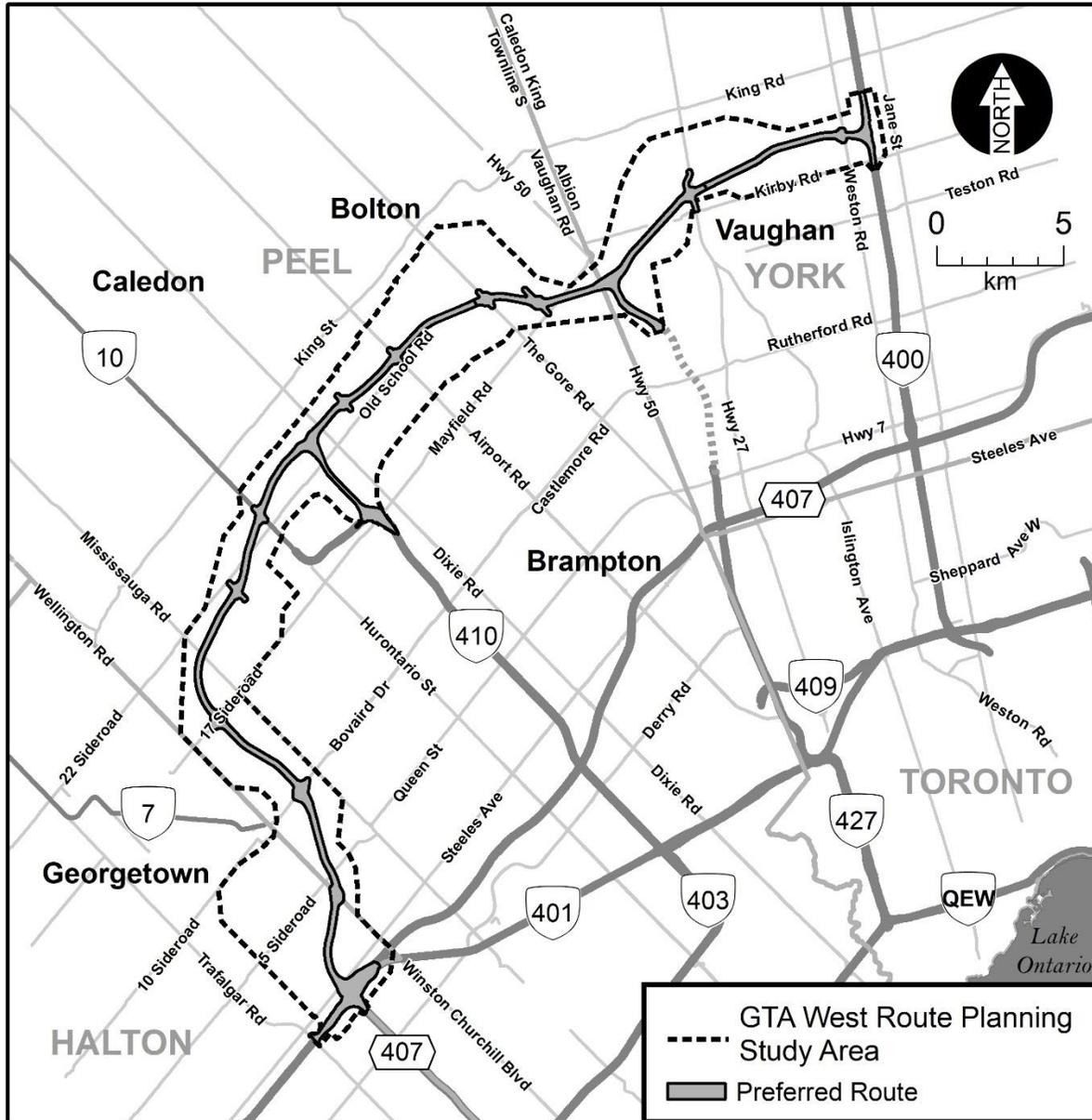
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**Amanda Naylor, P.Eng.**  
 MTO Project Manager  
 Email: [project\\_team@gta-west.com](mailto:project_team@gta-west.com)  
 Toll-Free: 1-877-522-6916  
 Website: [www.gta-west.com](http://www.gta-west.com)  
 Twitter: @GTAWestStudy

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



September 13, 2021

**Addressed Letter Template (English)**

«First\_Name» «Last\_Name»  
«Job\_Title»  
«CompanyOrg»  
«Address»  
«City», «Prov» «Postal\_code»

### **Invitation to Community Engagement Webinar #2 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](http://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 designated the GTA West Study under the Federal Impact Assessment Act.

To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, 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](http://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](mailto:project_team@gta-west.com), submit them through the contact form on the project website at [www.gta-west.com/contactus/](http://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](http://www.gta-west.com). Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Sincerely,

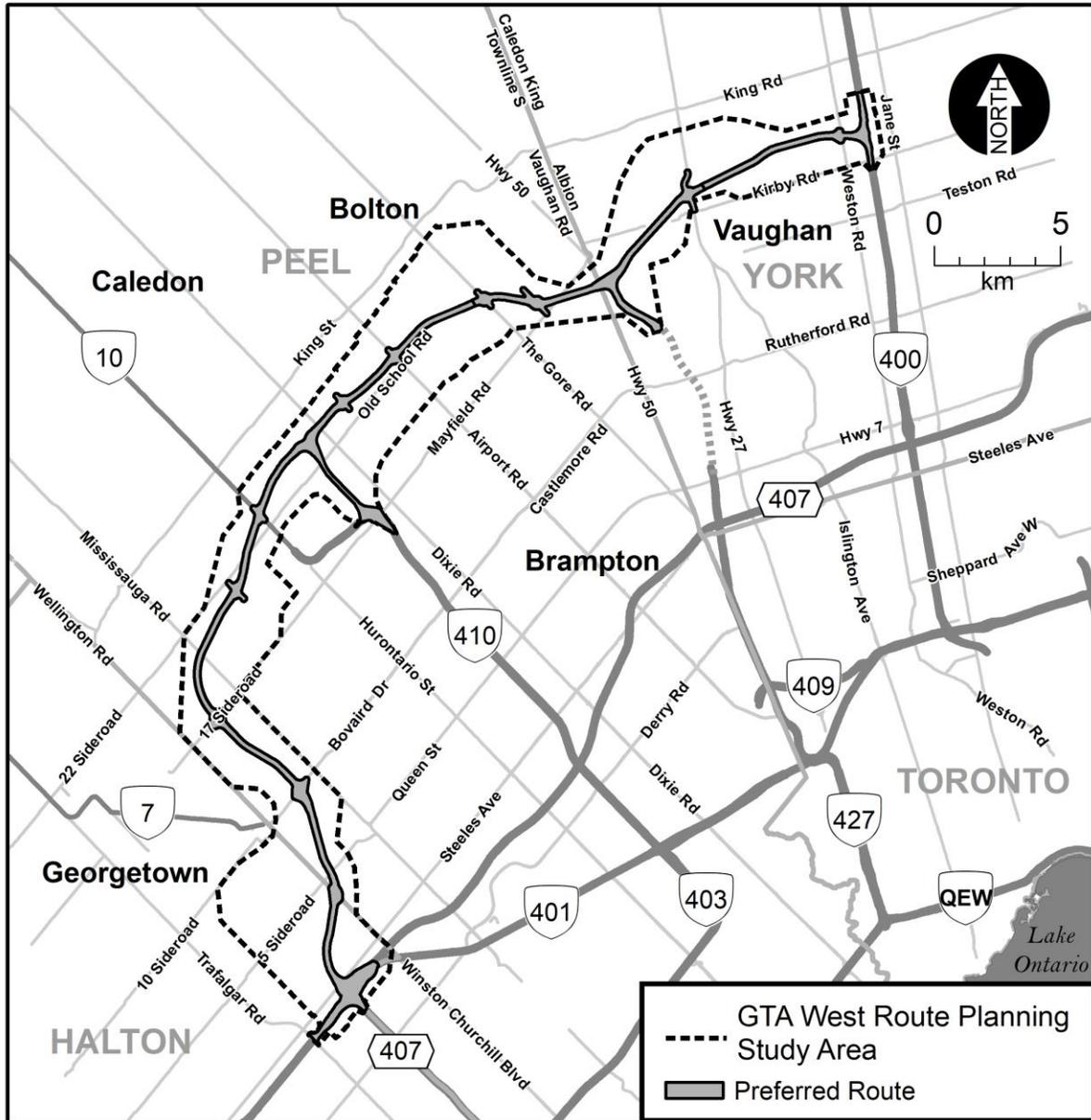
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**Amanda Naylor**  
**MTO Project Manager**  
GTA West Project Team  
Email: [project\\_team@gta-west.com](mailto:project_team@gta-west.com)  
Toll-Free: 1-877-522-6916  
Website: [www.gta-west.com](http://www.gta-west.com)  
Twitter: @GTAWestStudy

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



13 septembre 2021

**Addressed Letter Template (French)**

**Invitation à webinaire de participation communautaire #2 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](http://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 désigné l'étude du projet RGT en vertu de la *Loi sur l'évaluation d'impact*.

Afin de répondre aux besoins du public et aux questions des membres de la collectivité, l'équipe du projet RGT ouest organisé un webinaire de participation communautaire en juillet 2021.

**Nous organisons un deuxième webinaire de participation communautaire le 29 septembre 2021 à partir de 18 h à 20 h. L'équipe du projet RGT ouest fournira le même aperçu du projet que celui présenté en juillet, suivi d'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](mailto: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](http://www.gta-west.com). Des renseignements sont disponibles en français au 289-835-2484 (Yannick Garnier).

Meilleures salutations,

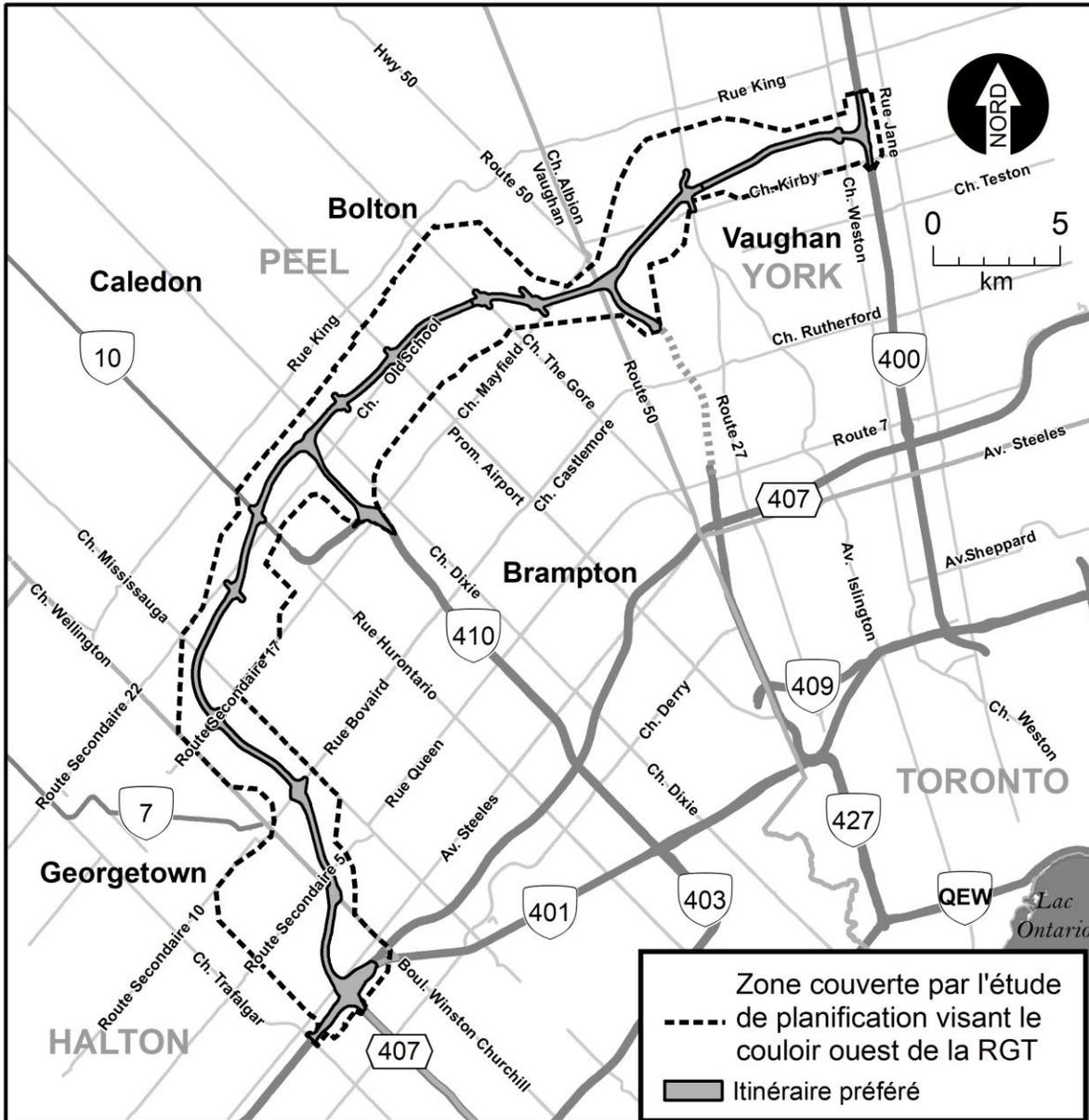
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**Amanda Naylor**  
**Chef de projet MTO**  
Membre de l'équipe de projet RGT ouest  
Courriel : [project\\_team@gta-west.com](mailto:project_team@gta-west.com)  
Sans frais : 1-877-522-6916  
Site Web : [www.gta-west.com](http://www.gta-west.com)  
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



September 14, 2021

**Addressed Letter Template (Kawartha Nishnawbe First Nation)**

«Contact»  
«First\_Nation\_Community»  
«Address»  
«EMAIL»

Dear «Greeting»:

**RE: Notice of Community Engagement Webinar #2 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](http://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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**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. 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. 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 437-771-5385 or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@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.

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 437-771-5385 or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@ontario.ca). Study information is available on the project website: [www.gta-west.com](http://www.gta-west.com).

Thank you for your cooperation and assistance.

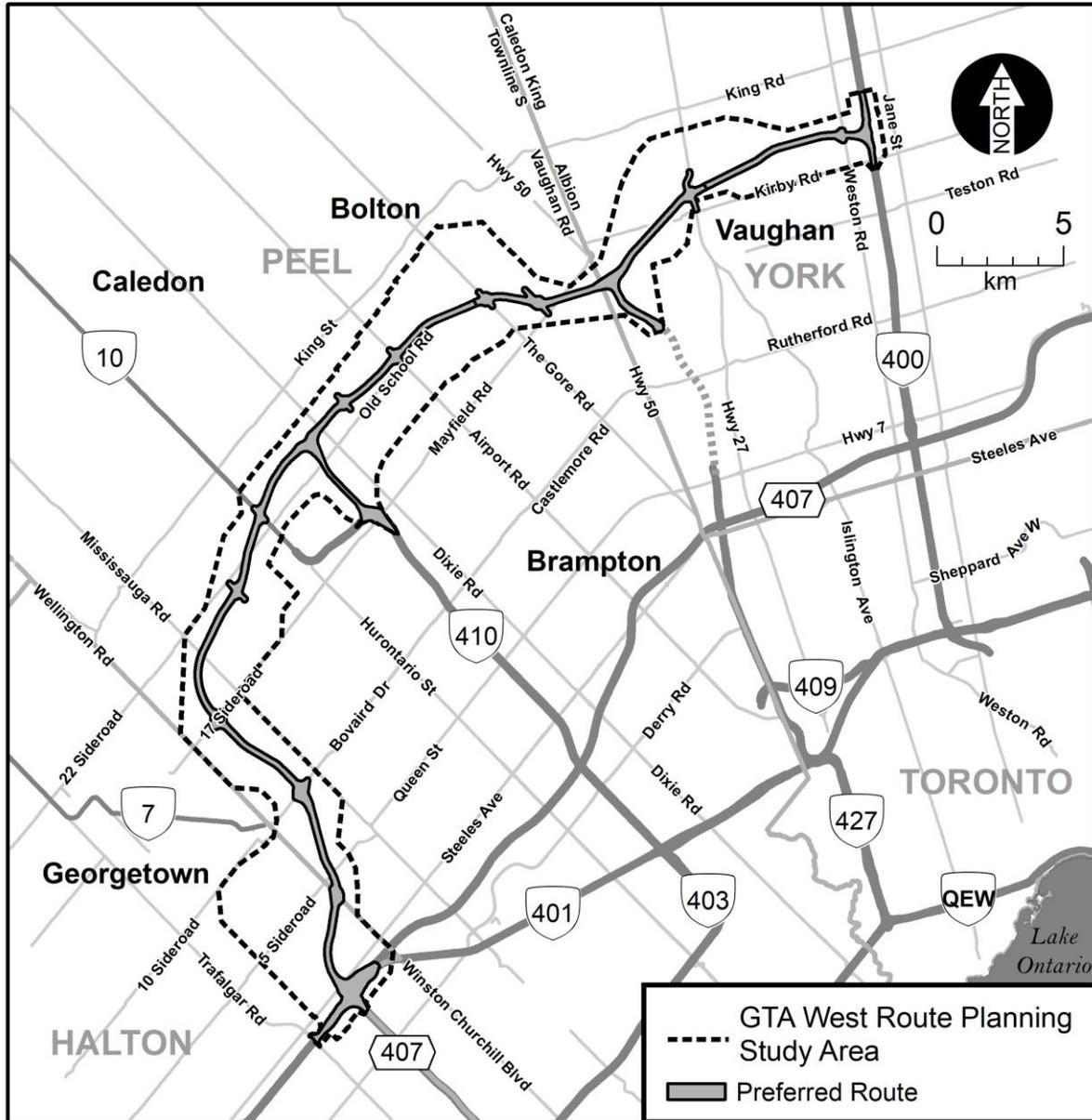
Sincerely,

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**Hossein Hosseini**  
**MTO Project Manager**

cc: 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



September 14, 2021

**Addressed Letter Template (Mississaugas of the Credit First Nation)**

«Contact»  
«First\_Nation\_Community»  
«Address»  
«EMAIL»

Dear «Greeting»:

**RE: Notice of Community Engagement Webinar #2 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](http://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 the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. 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. 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. 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 437-771-5385 or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@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.

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.

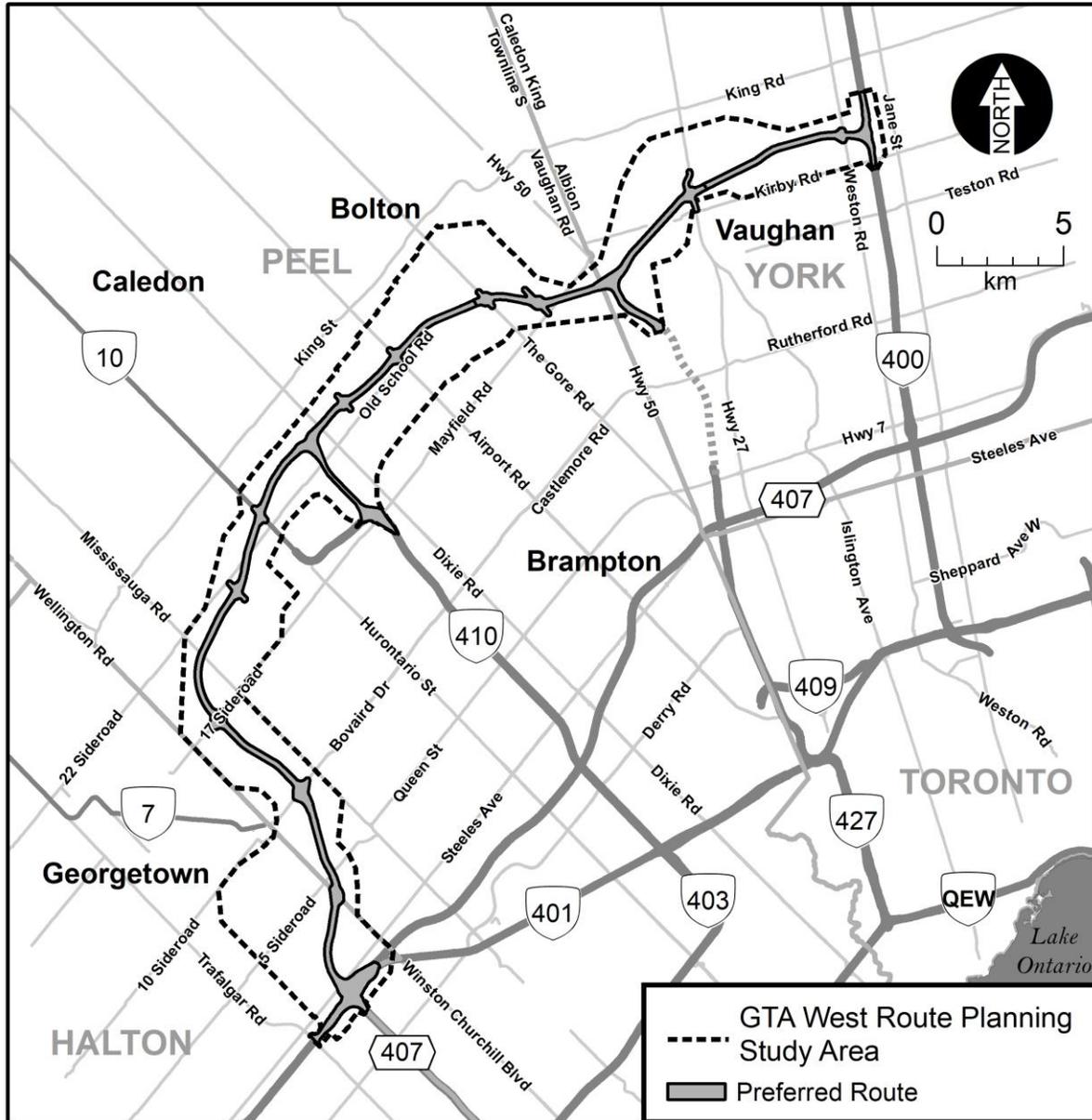
Sincerely,

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**Hossein Hosseini**  
**MTO Project Manager**

cc: 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



September 14, 2021

**Addressed Letter Template (Alderville First Nation)**

«Contact»  
«First\_Nation\_Community»  
«Address»  
«EMAIL»

Dear «Greeting»:

**RE: Notice of Community Engagement Webinar #2 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](http://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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**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. 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. 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 437-771-5385 or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@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.

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 **437-771-5385** or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@ontario.ca). Study information is available on the project website: [www.gta-west.com](http://www.gta-west.com).

Thank you for your cooperation and assistance.

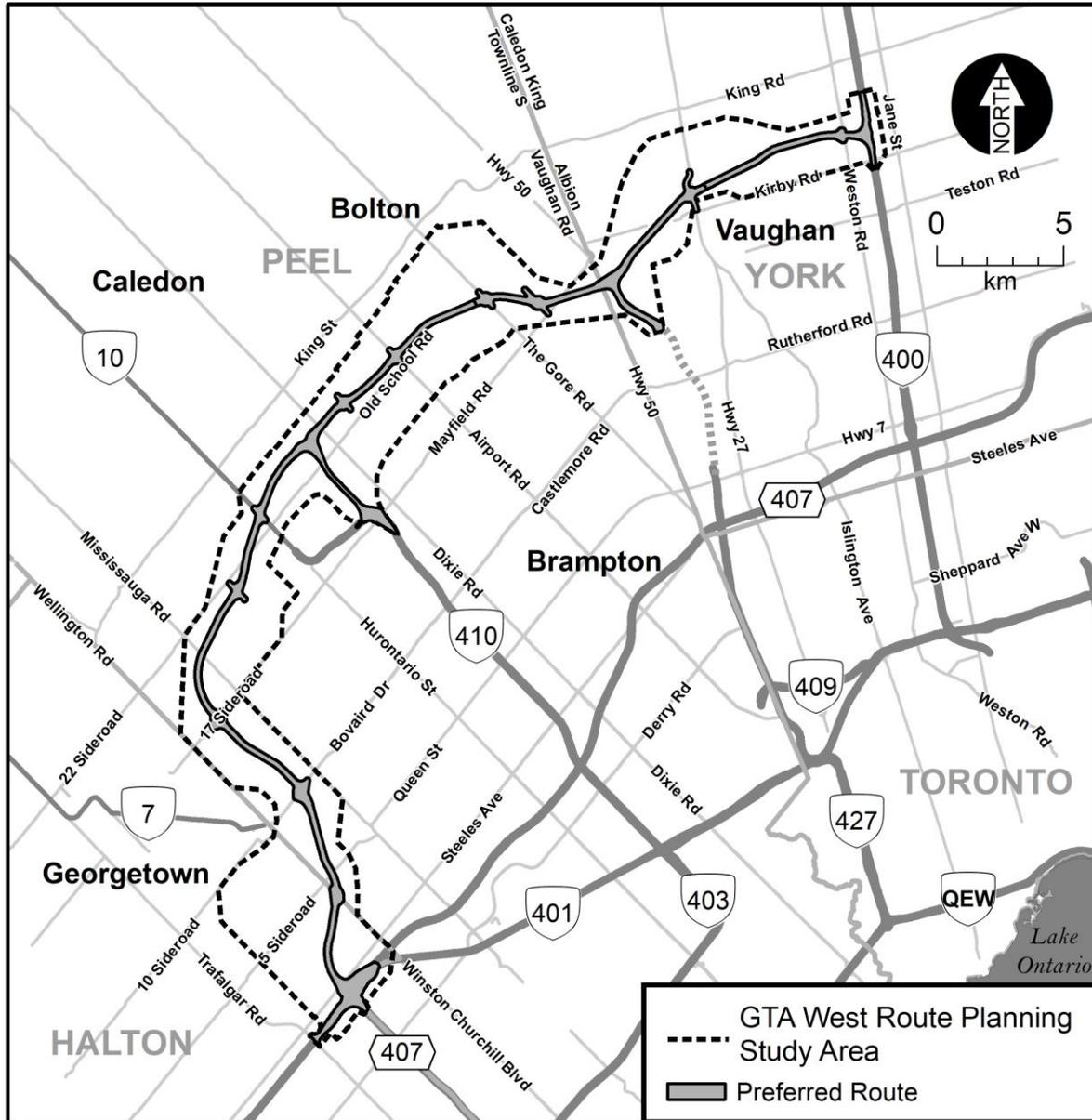
Sincerely,

---

**Hossein Hosseini**  
**MTO Project Manager**

cc: 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



September 14, 2021 **Addressed Letter Template (Haudenosaunee Development Institute)**

«Contact»  
«First\_Nation\_Community»  
«Address»  
«EMAIL»

Dear «Greeting»:

**RE: Notice of Community Engagement Webinar #2 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](http://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 the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. 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. 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. 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 437-771-5385 or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@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.

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 437-771-5385 or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@ontario.ca). Study information is available on the project website: [www.gta-west.com](http://www.gta-west.com).

Thank you for your cooperation and assistance.

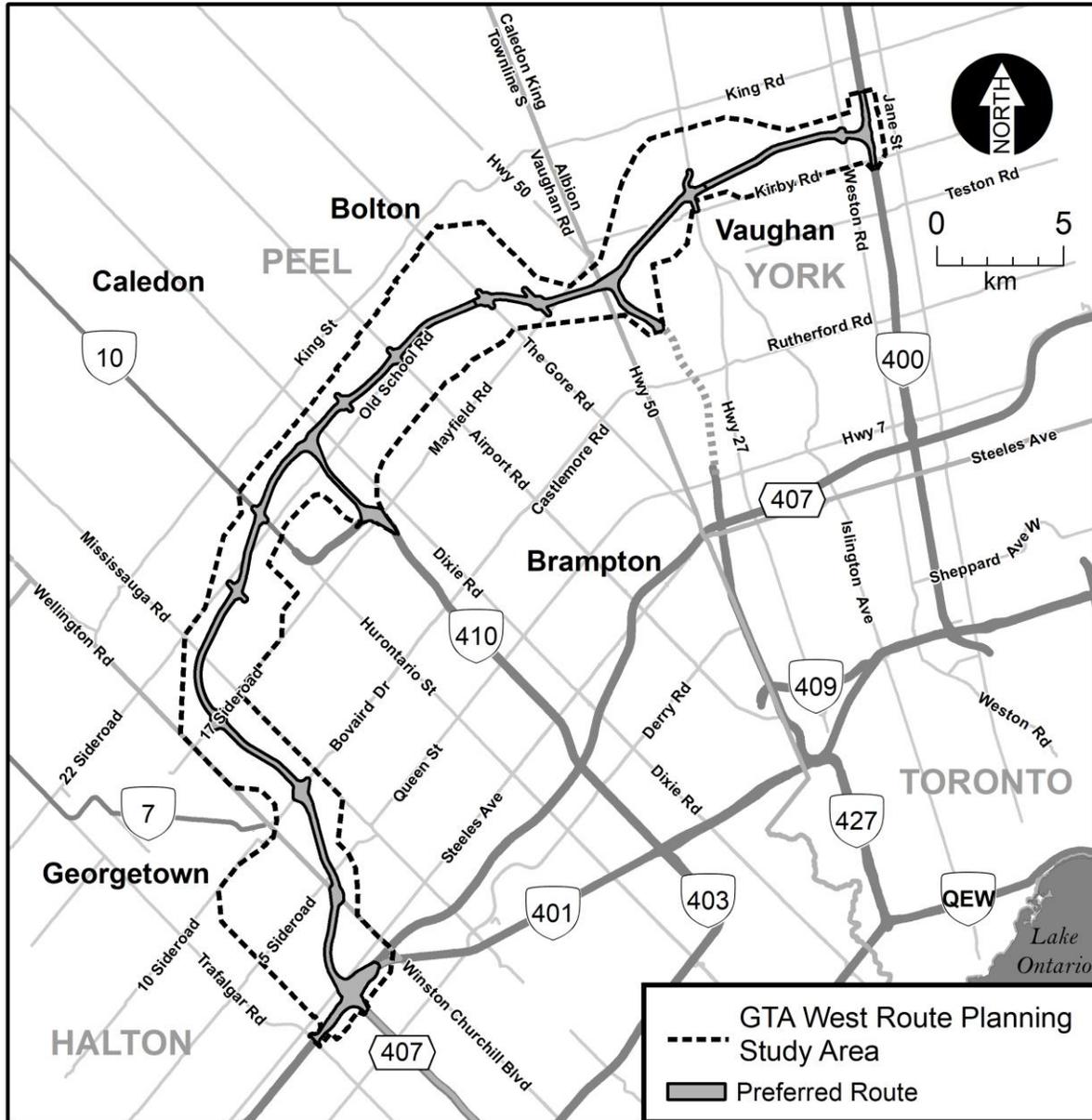
Sincerely,

---

**Hossein Hosseini,**  
**MTO Project Manager**

cc: 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



September 14, 2021

**Addressed Letter Template (Huron-Wendat Nation)**

«Contact»  
«First\_Nation\_Community»  
«Address»  
«EMAIL»

Dear «Greeting»:

**RE: Notice of Community Engagement Webinar #2 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](http://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 designated the GTA West Study under the Federal Impact Assessment Act.

To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. 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. 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. 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 437-771-5385 or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@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.

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.

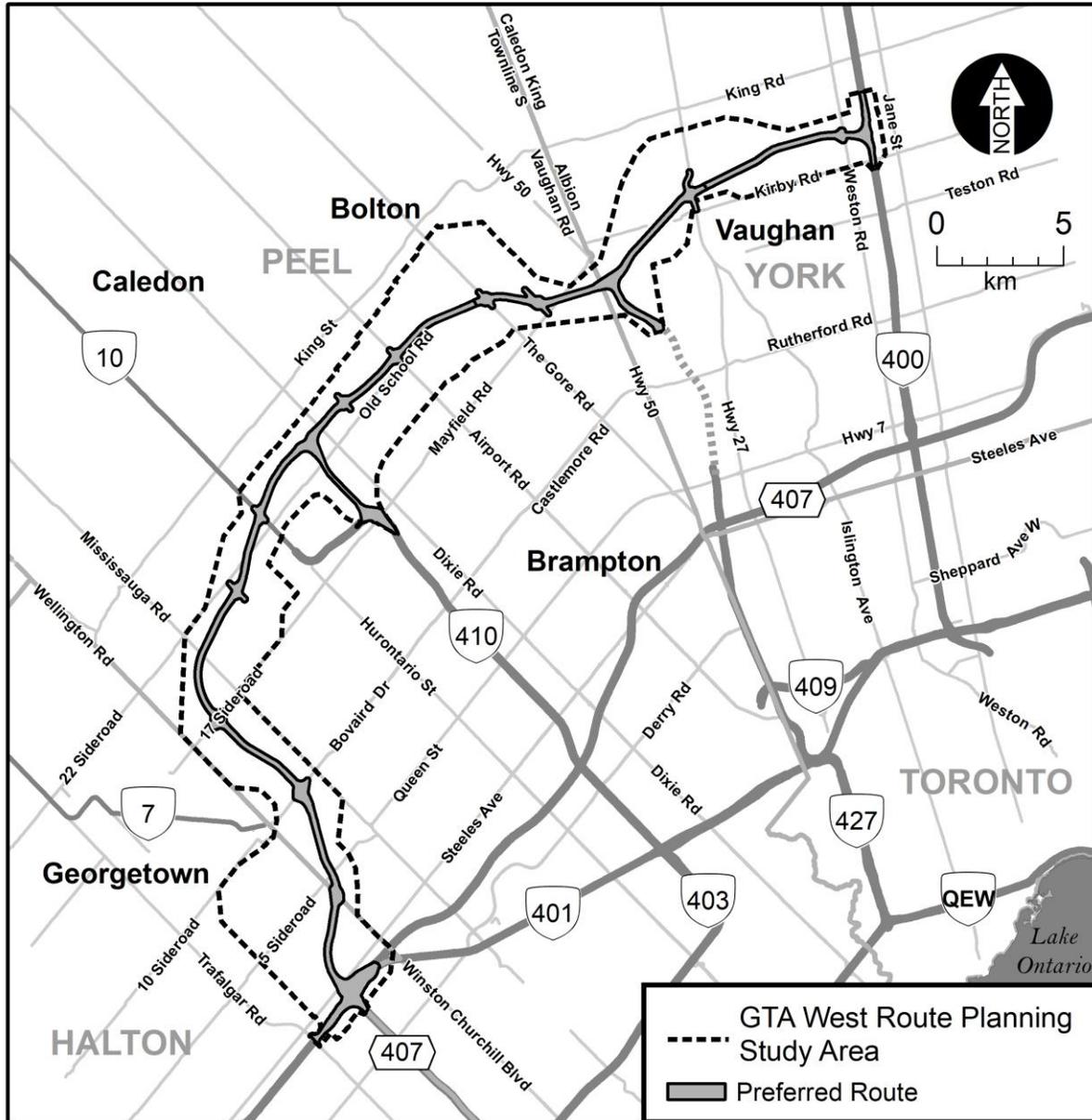
Sincerely,

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**Hossein Hosseini**  
**MTO Project Manager**

cc: 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



September 14, 2021

**Addressed Letter Template (Six Nations of the Grand River)**

«Contact»  
«First\_Nation\_Community»  
«Address»  
«EMAIL»

Dear «Greeting»:

**RE: Notice of Community Engagement Webinar #2 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](http://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 the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. 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. 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. In place of an in-person meeting we can:**

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- 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 437-771-5385 or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@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.

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.

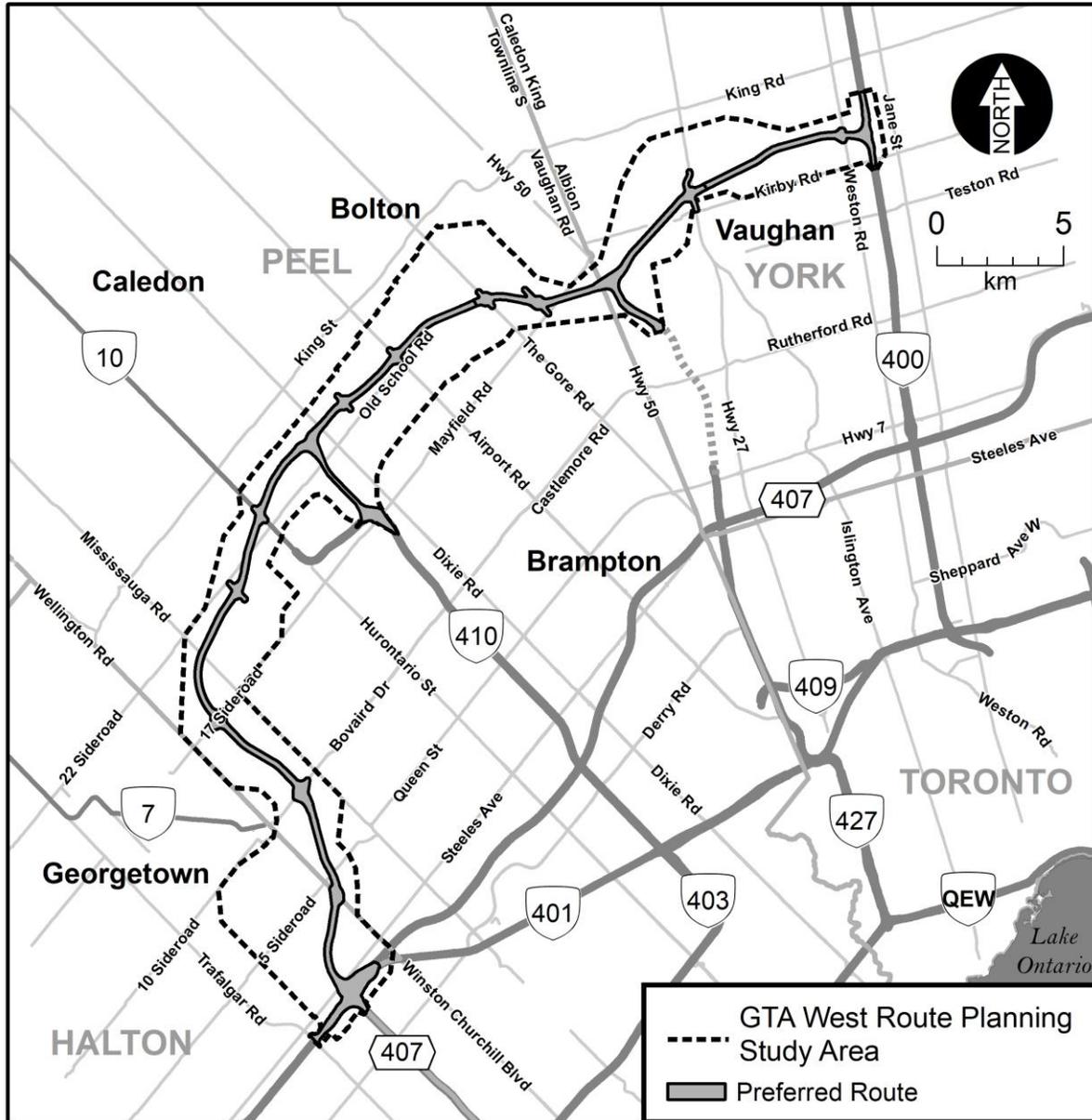
Sincerely,

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**Hossein Hosseini**  
**MTO Project Manager**

cc: 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



September 14, 2021

**Addressed Letter Template (Beausoleil First Nation)**

«Contact»  
«First\_Nation\_Community»  
«Address»  
«EMAIL»

Dear «Greeting»:

**RE: Notice of Community Engagement Webinar #2 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](http://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 designated the GTA West Study under the Federal Impact Assessment Act.

To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. 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 Beausoleil 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. 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. 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 437-771-5385 or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@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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Thank you for your cooperation and assistance.

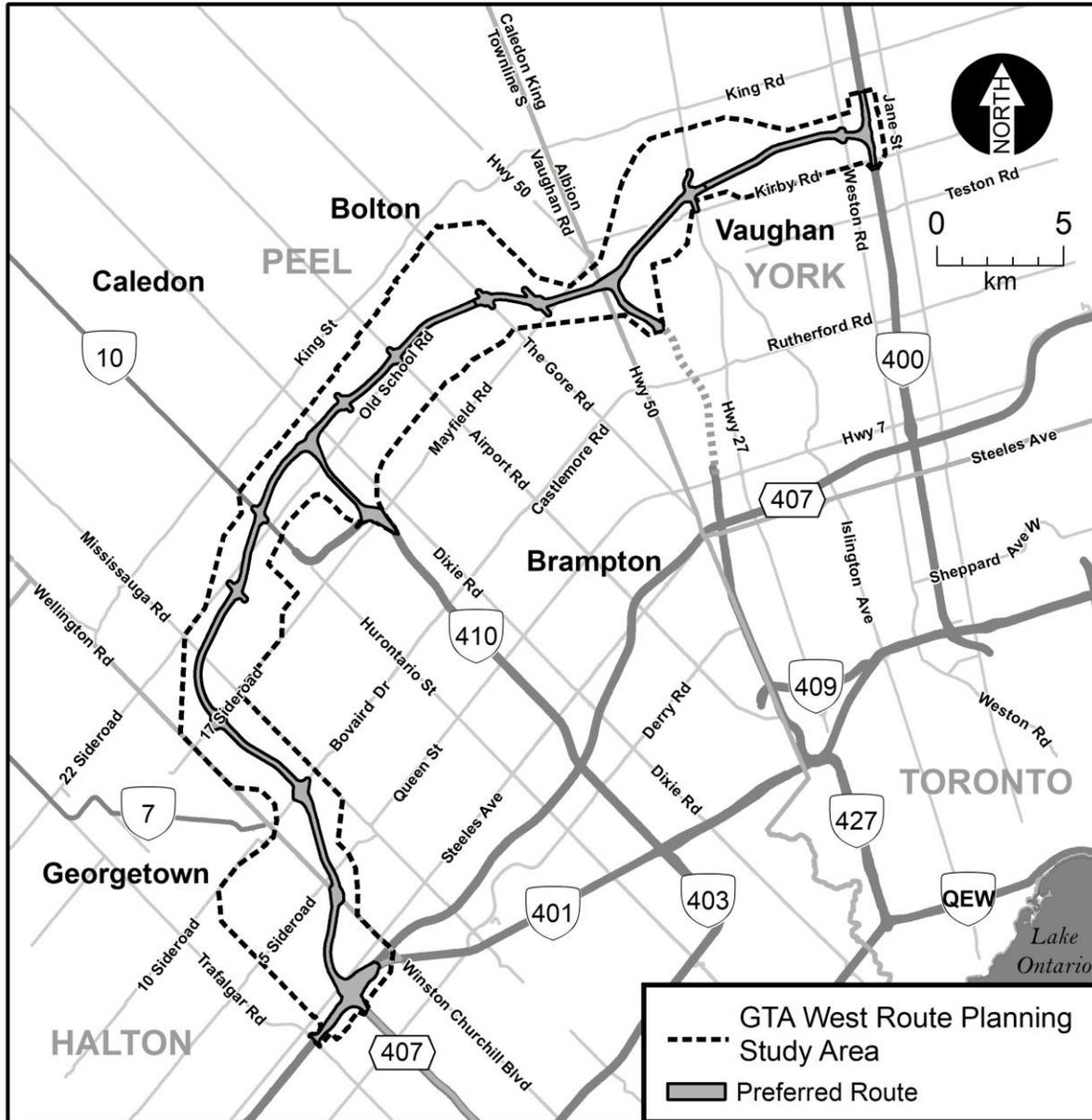
Sincerely,

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**Hossein Hosseini**  
**MTO Project Manager**

cc: 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



September 14, 2021

**Addressed Letter Template (Hiawatha First Nation)**

«Contact»  
«First\_Nation\_Community»  
«Address»  
«EMAIL»

Dear «Greeting»:

**RE: Notice of Community Engagement Webinar #2 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](http://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 designated the GTA West Study under the Federal Impact Assessment Act.

To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. 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 Hiawatha 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. 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. In place of an in-person meeting we can:**

- 1. Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
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- 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 437-771-5385 or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@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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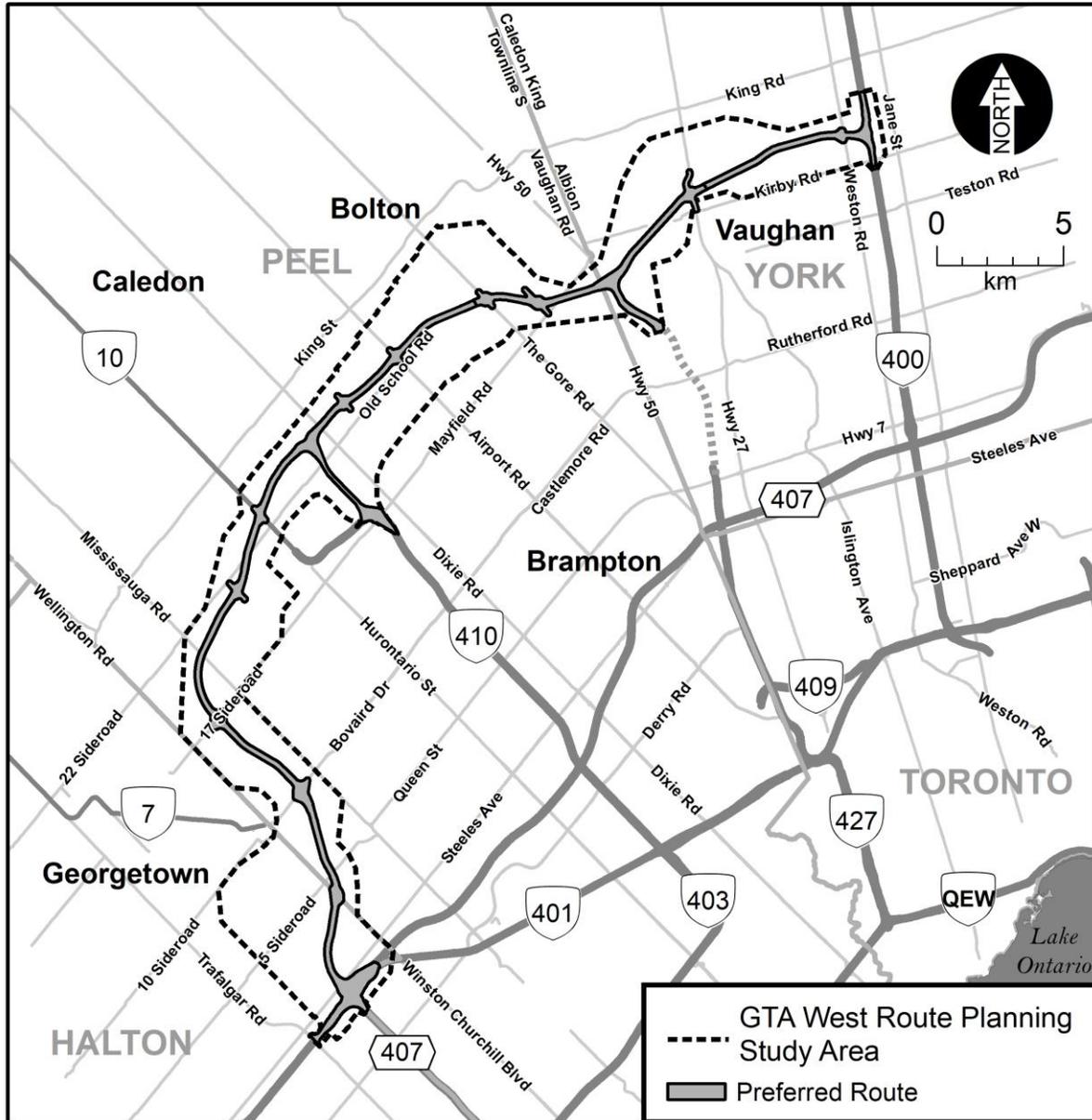
Sincerely,

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**Hossein Hosseini**  
**MTO Project Manager**

cc: 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



September 14, 2021

**Addressed Letter Template (Curve Lake First Nation)**

«Contact»  
«First\_Nation\_Community»  
«Address»  
«EMAIL»

Dear «Greeting»:

**RE: Notice of Community Engagement Webinar #2 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](http://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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**The purpose of this letter is to offer a meeting with representatives from Curve Lake 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. 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. In place of an in-person meeting we can:**

- 1. Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
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- 3. Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

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Thank you for your cooperation and assistance.

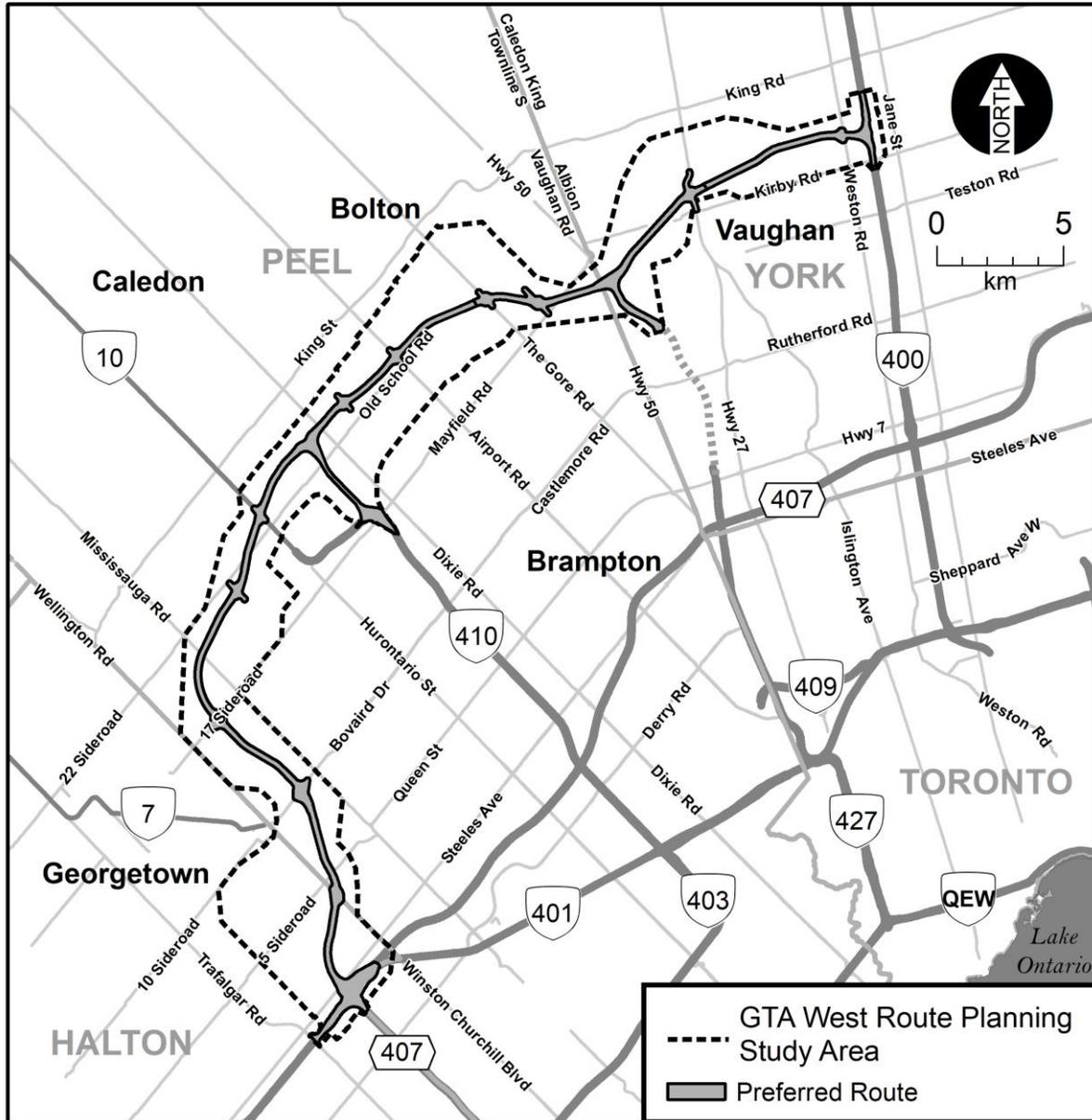
Sincerely,

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**Hossein Hosseini**  
**MTO Project Manager**

cc: 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



September 14, 2021 **Addressed Letter Template (Chippewas of Georgina Island First Nation)**

«Contact»  
«First\_Nation\_Community»  
«Address»  
«EMAIL»

Dear «Greeting»:

**RE: Notice of Community Engagement Webinar #2 about the GTA West Transportation 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](http://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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**The purpose of this letter is to offer a meeting with representatives from Chippewas of Georgina Island 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. 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. In place of an in-person meeting we can:**

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
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Thank you for your cooperation and assistance.

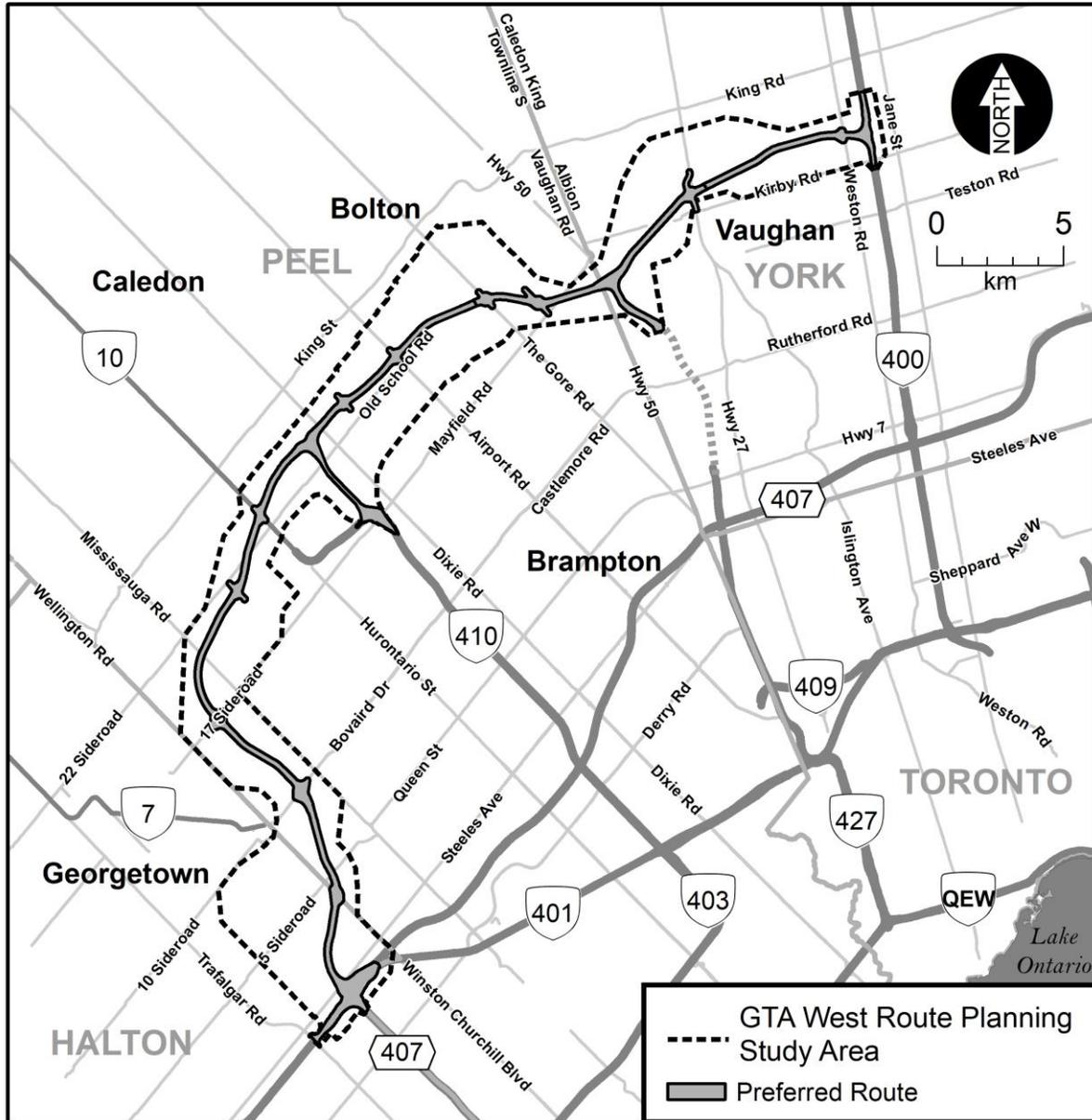
Sincerely,

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**Hossein Hosseini**  
**MTO Project Manager**

cc: 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



September 14, 2021

**Addressed Letter Template (Chippewas of Rama First Nation)**

«Contact»  
«First\_Nation\_Community»  
«Address»  
«EMAIL»

Dear «Greeting»:

**RE: Notice of Community Engagement Webinar #2 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](http://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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**The purpose of this letter is to offer a meeting with representatives from Chippewas of Rama 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. 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. In place of an in-person meeting we can:**

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Thank you for your cooperation and assistance.

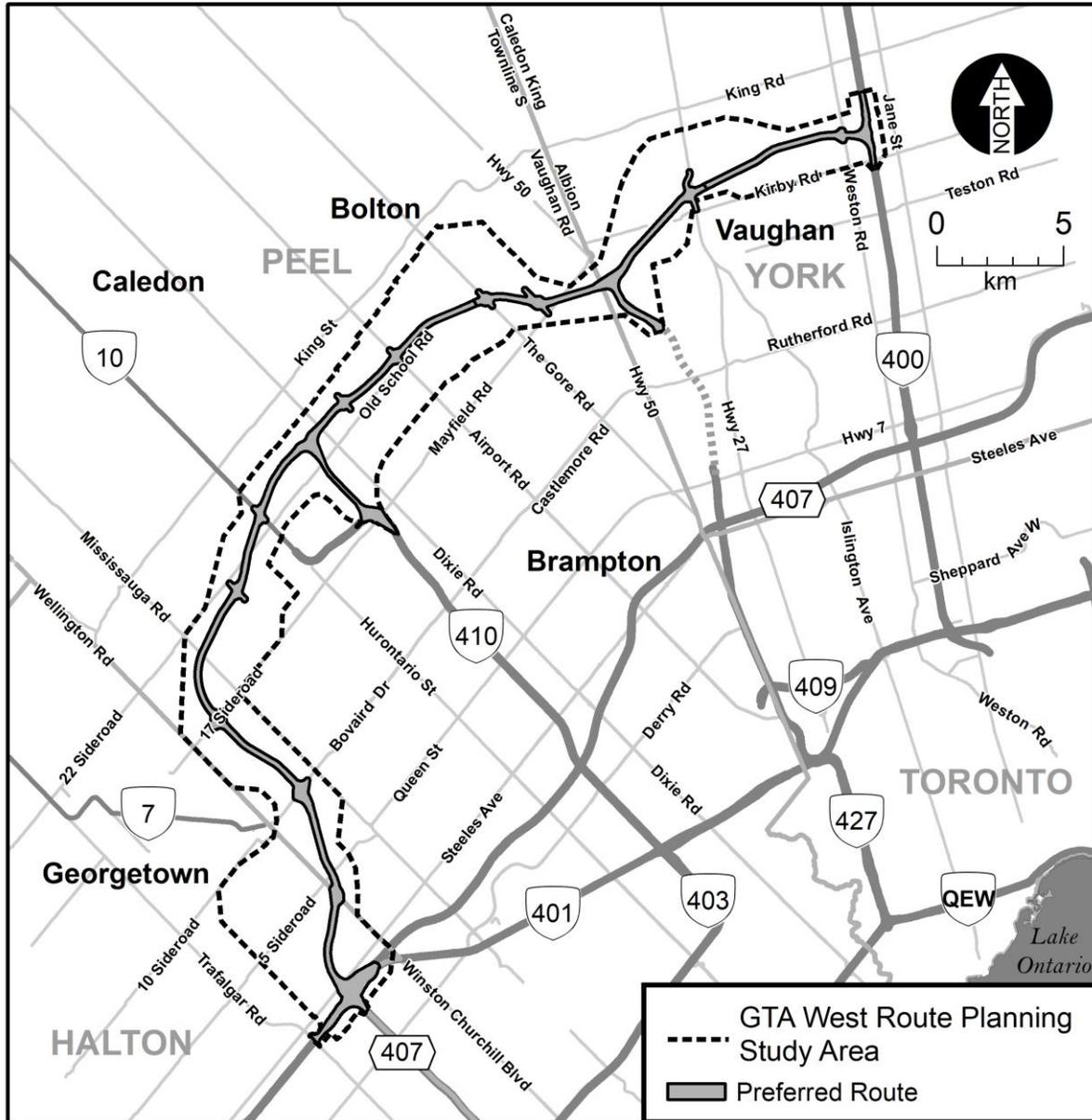
Sincerely,

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**Hossein Hosseini**  
**MTO Project Manager**

cc: 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



September 14, 2021 **Addressed Letter Template (Mississaugas of Scugog Island First Nation)**

«Contact»  
«First\_Nation\_Community»  
«Address»  
«EMAIL»

Dear «Greeting»:

**RE: Notice of Community Engagement Webinar #2 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](http://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 designated the GTA West Study under the Federal Impact Assessment Act.

To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. 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 Scugog Island 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. 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. 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 437-771-5385 or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@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.

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 **437-771-5385** or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@ontario.ca). Study information is available on the project website: [www.gta-west.com](http://www.gta-west.com).

Thank you for your cooperation and assistance.

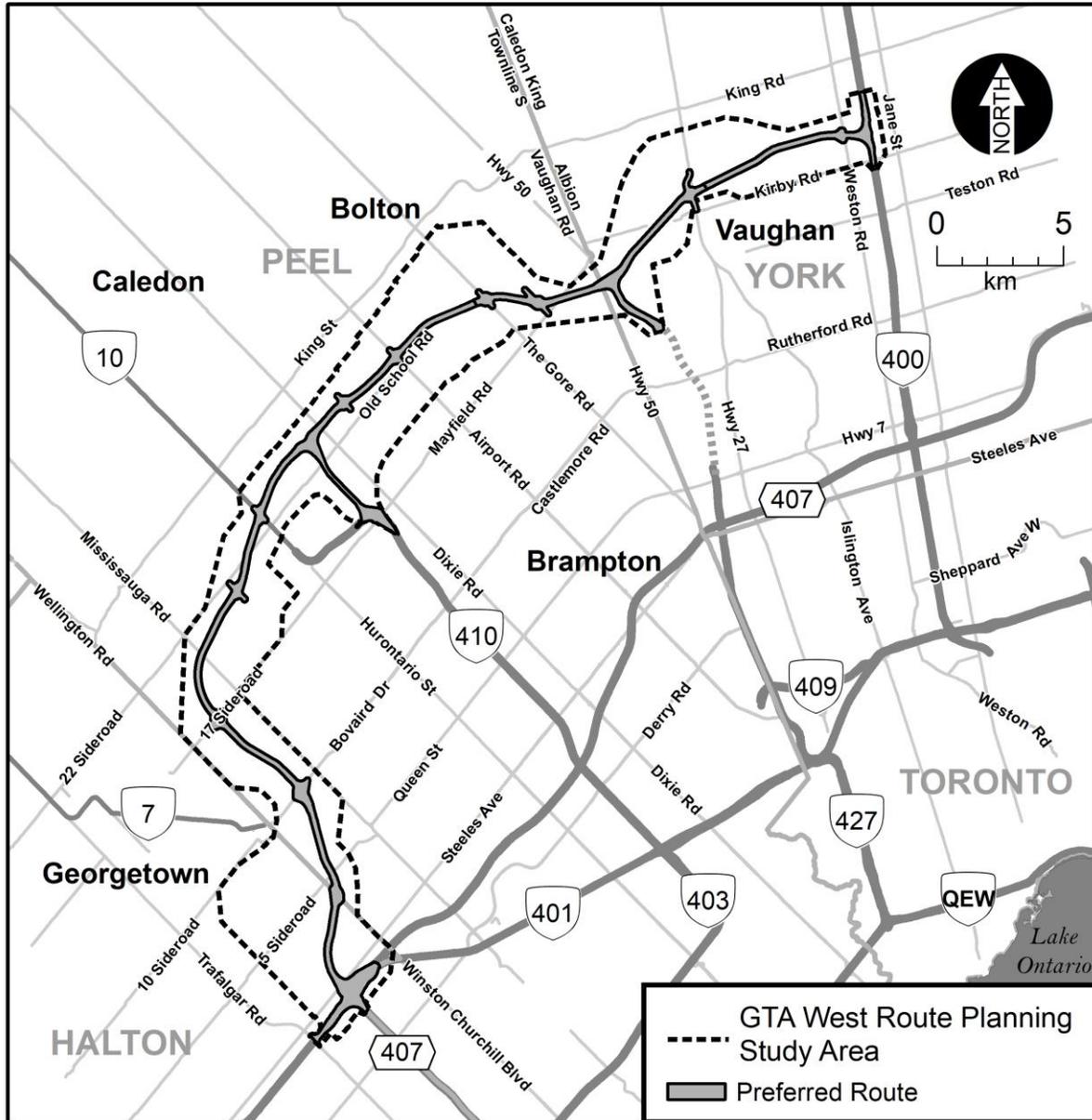
Sincerely,

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**Hossein Hosseini**  
**MTO Project Manager**

cc: 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



# B

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## CEW #2 Presentation Slides



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

## Community Engagement Webinar #2

September 29, 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.

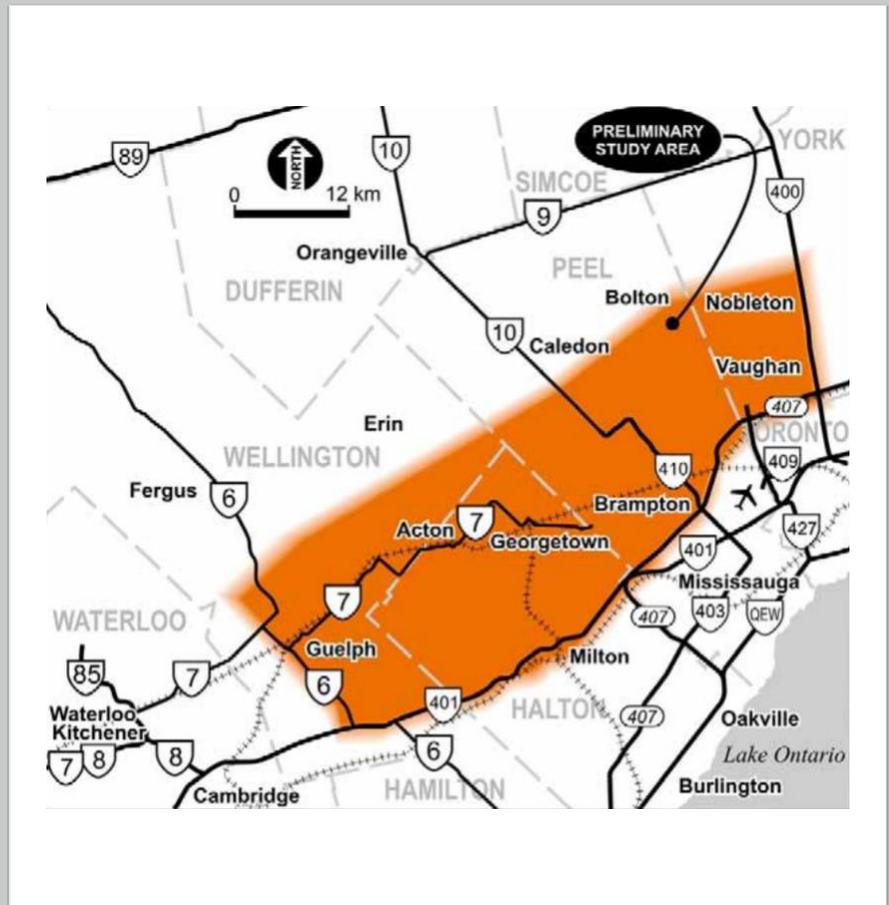
# Polling Questions

## 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?

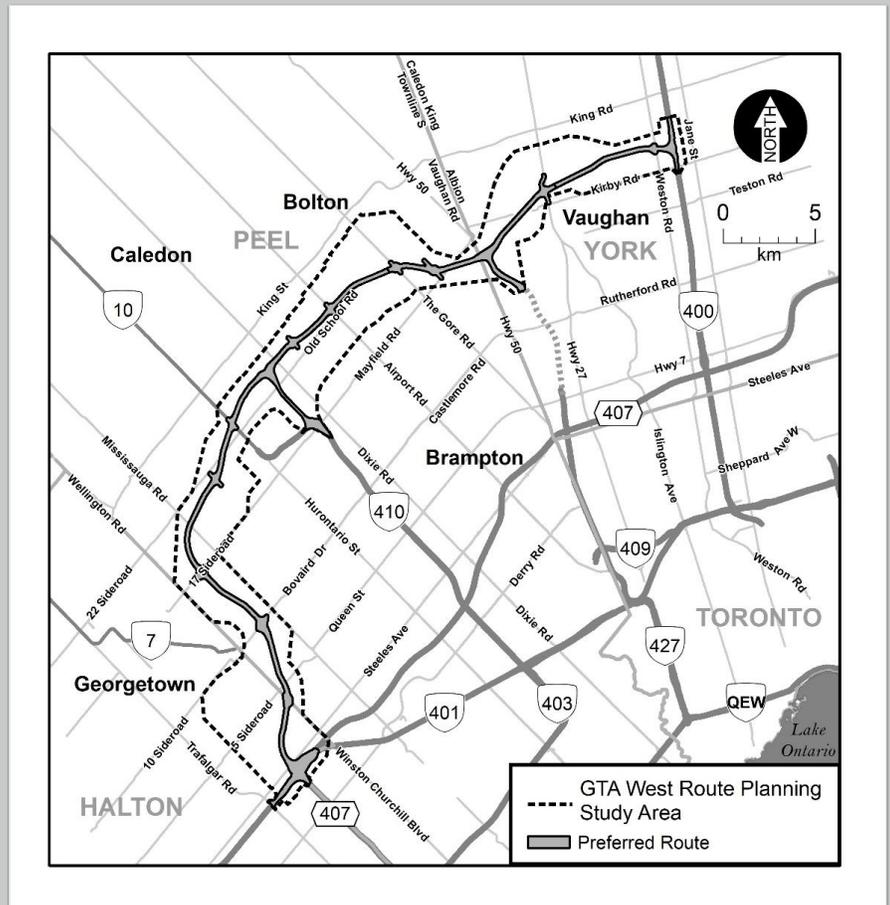
# Study Overview

- 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.



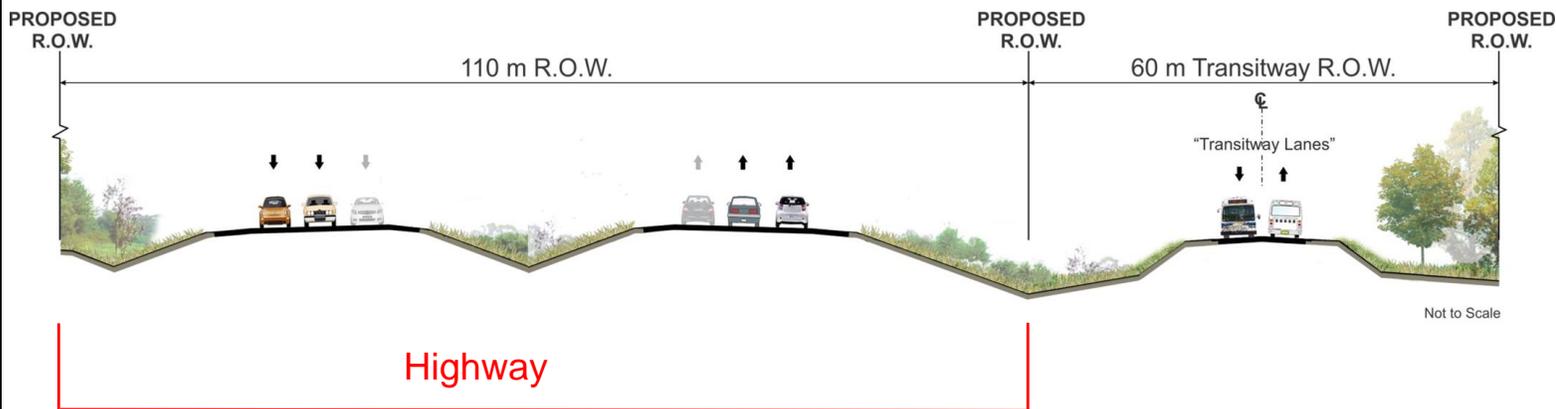
## Federal Impact Assessment (IA)

- 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).
  - We have started to develop an Initial Project Description (IPD).
  - Once submitted (anticipated early 2022), the Agency will consult with the Indigenous communities and other stakeholders and prepare a Summary of Issues.
  - We will then prepare a Detailed Project Description (DPD).
  - After the DPD is submitted, the Agency must provide a decision regarding whether a Federal Impact Assessment is required.
- 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.
  - Progressing with preliminary design and field investigations.

# Polling Questions

# Planning *With Vision,* Planning *For People*

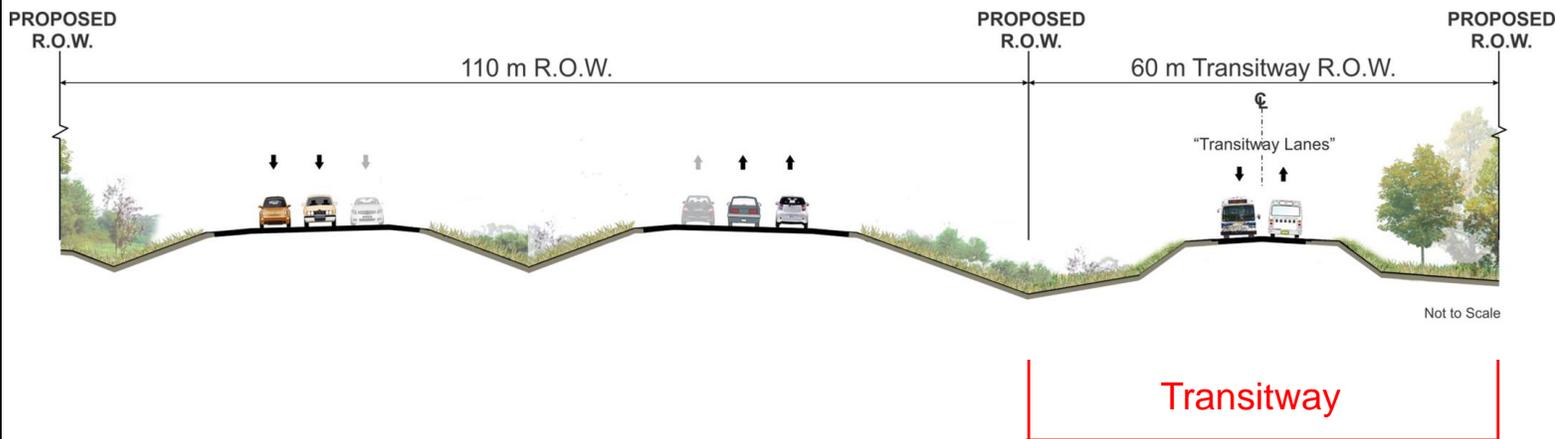
- The need for the GTA West Study remains and is strengthened by the GGH population and employment growth forecasts, reflecting more people and jobs by 2041 and beyond. By 2051, the population of the GGH is expected to grow to almost 15 million people, who will represent approximately 7 million jobs.
- 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 understand that some stakeholders are in support of the project and some have concerns. 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



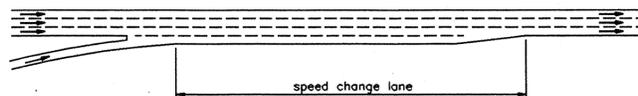
**Intelligent Transportation Systems Features (variable message signs, real time traveler information)**



**Truck Parking Facilities**  
hornlogistic.com



**Enhanced Design to Accommodate Long Combination Vehicles**  
semantic scholar.org



**Longer Speed Change Lanes**



**Enforcement Features (weight and inspection stations)**  
bristoltruckrentals.com

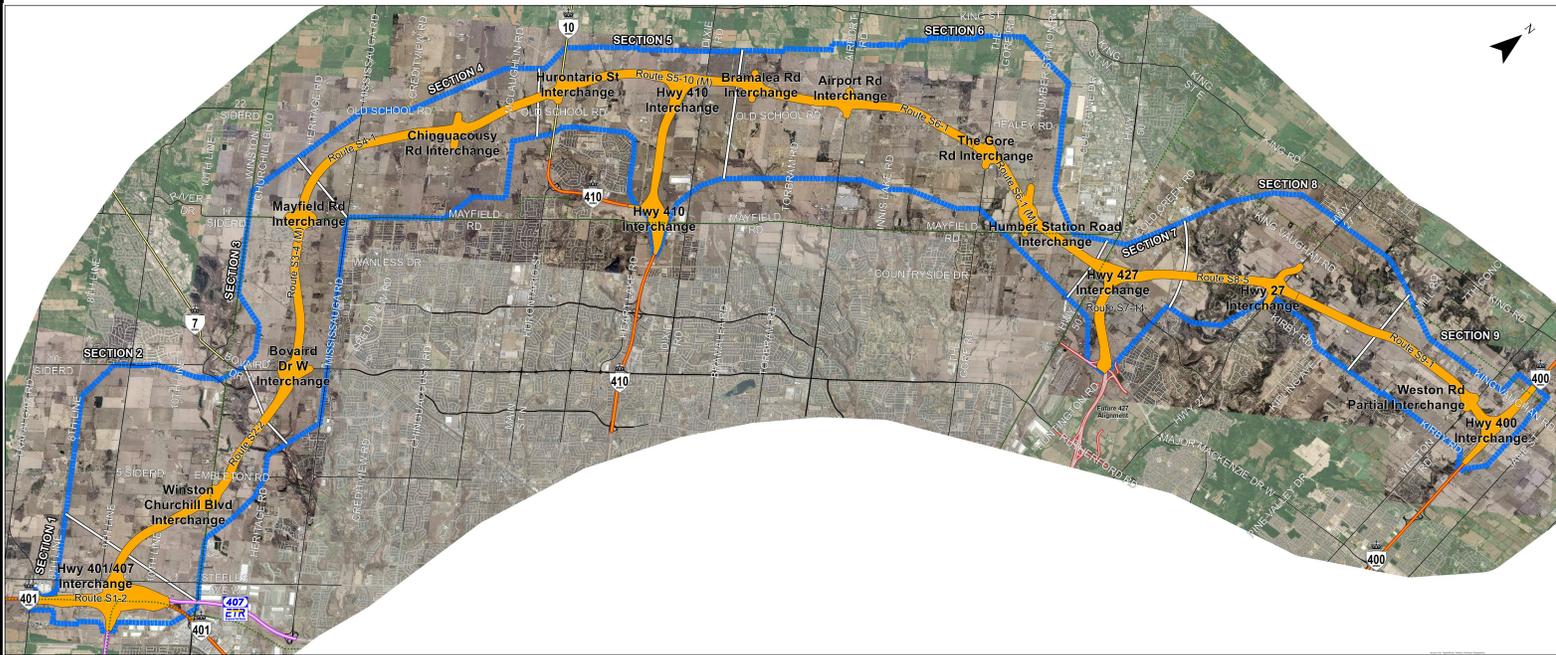
## Future-Ready

- 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.



CAV Readiness Plan, March 2020

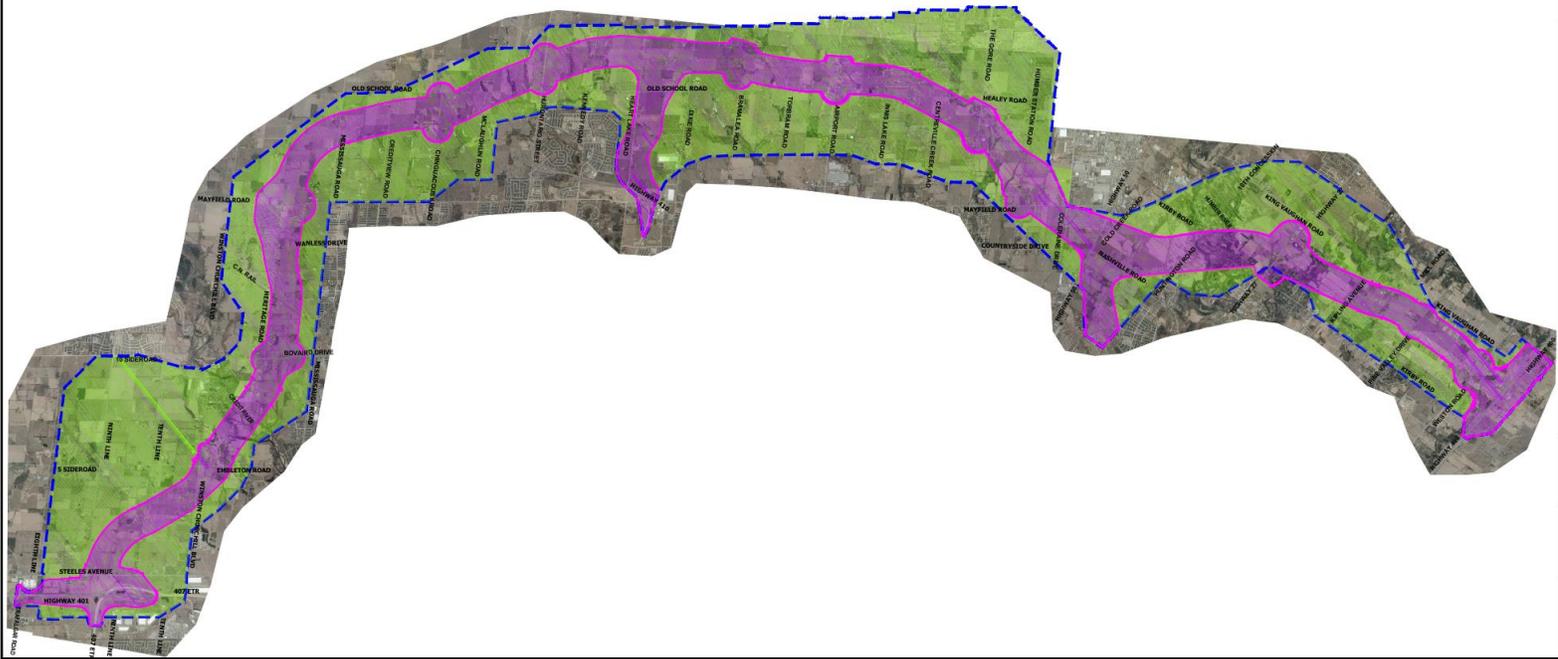
# Preferred Route



 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](mailto: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 - 2022), Wildlife (2020 - 2022), Wetlands (2020 - 2022), Vegetation (2020 - 2022)
Socio-Economic Environment	Land Use (2021), Agriculture (2021), Potentially Contaminated Sites (2021)
Cultural Environment	Archaeology (anticipated 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, views, 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

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

# 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.**



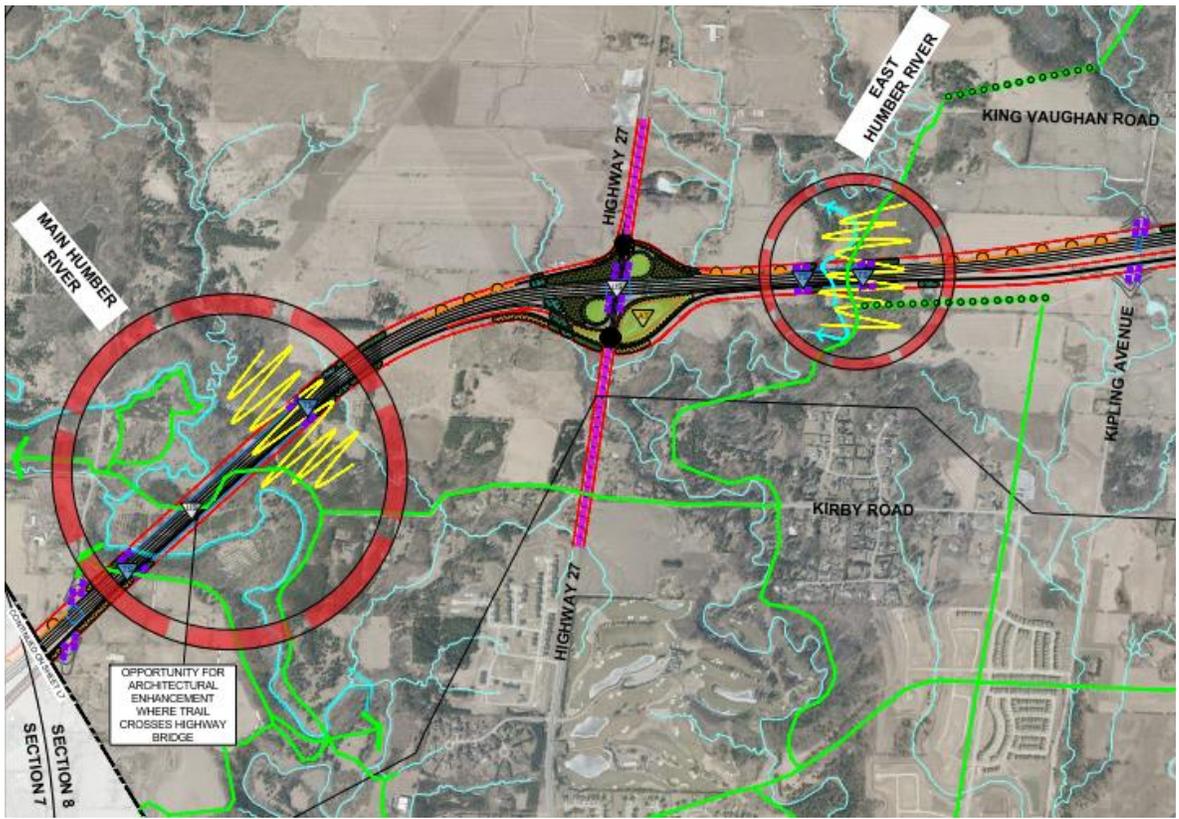
WEBSITE		<a href="http://www.gta-west.com">www.gta-west.com</a>
EMAIL		<a href="mailto:project_team@gta-west.com">project_team@gta-west.com</a>
TOLL-FREE		1-877-522-6916
TWITTER		@GTAWestStudy

# 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 - 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:
  - Refine the straw model designs, where necessary.
  - Once the noise impact assessment is complete, add recommended mitigation measures into the designs.
  - Ensure that any recommended measures to avoid, mitigate or compensate for potential impacts from other disciplines are also included in the CVP designs.
  - The final CVP roll plans will be presented for comment at CVP Meeting #4, which will be combined with a future Public Information Centre.

## Next Steps

<p><b>Fall 2021 – Early 2022</b></p>	<p>Further develop the draft Community Value Plan and preliminary design of the Preferred Route.</p> <p>Continue to meet with Indigenous Communities, municipal staff, Regional Municipal Councils.</p> <p>Public Information Centre is expected in late 2021.</p> <p>Develop the Initial Project Description and submit to the Impact Assessment Agency of Canada in early 2022.</p>
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\* 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



**EMAIL US**

[project\\_team@gta-west.com](mailto:project_team@gta-west.com)

# C

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## Interactive Polling Questions and Responses



## Results of Polling Questions from Community Engagement Webinar #2

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 (30)
- Halton Region but outside of the study area (13)
- Peel Region within the study area (52)
- Peel Region but outside of the study area (22)
- York Region within the study area (26)
- York Region but outside of the study area (25)
- Other (42)

**Total Responses: 210**

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

- Natural environment (e.g. fish, wildlife and habitats, Greenbelt, surface and groundwater, air quality and climate change) (33)
- Rights of Indigenous peoples (0)
- Urban and rural development (40)
- Recreation/tourism (0)
- Agriculture (4)
- Cultural environment (e.g. built heritage, archaeology) (0)
- Direct property impact (63)
- Efficient and safe movement of people and goods (32)
- Other (8)
- All of the above (36)

**Total Responses: 216**

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

- Personal vehicle (195)
- Ride sharing (e.g. carpooling, ride-hailing) (1)
- Bus (4)
- Commuter rail (8)
- Active transportation (e.g. walking, bicycling) (11)

**Total Responses: 219**

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 (33)
- No (99)**
- Unsure (69)

**Total Responses: 201**

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

- Yes (21)
- No (163)
- Unsure (17)

**Total Responses: 201**

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

- BRT (161)
- LRT (36)

**Total Responses: 197**

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 (19)
- 10 minutes (42)
- 30 minutes (123)
- 60 minutes (9)

**Total Responses: 193**

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

- Yes (107)
- No (67)
- Unsure (30)

**Total Responses: 204**

9. How much Greenbelt designated land will be impacted by the highway and transit corridor? (click one)

- 50 ha (23)
- 170 ha (69)
- 1000 ha (61)
- 2000 ha (22)

**Total Responses: 175**

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 (47)
- No (6)
- Yes, as a complement to in-person events (36)

**Total Responses: 89**

# D

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## Summary of Questions Received During CEW #2 and Responses



Consolidated Questions	No. of Times Received	Response
<b>Need for the Study</b>		
Why are we building a highway for commuters if it will just cause sprawl?	1	The Growth Plan has eliminated the ability of planning authorities to approve sprawl. It requires minimum densities of 60 units per hectare in expanding urban areas, this is five times the density that suburban areas in Brampton and Vaughan have historically developed. That type of development is simply not permitted anymore. The transportation corridor is needed for goods movement. Modern manufacturing in the GTA works on just-in-time delivery. It has been estimated that congestion costs the GTA \$11 billion per year in lost productivity. In order to maintain what manufacturing employment, we have left in the GTA, we need to be able to ensure that goods can be delivered on time.
Most of the City Councils in the Highway 413 Project Area have opposed this project. What is the point in continuing without support?	3	The Highway 413 Project Team is aware that some Councils have passed motions that oppose the Highway 413 Project. We are continuing to work closely with municipalities and regions to obtain their input in the preliminary design stage. 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.
Instead of building Highway 413, why not take advantage of greater use of the underutilized Highway 407? This would help keep the cost lower than building a completely new highway.	4	The use of 407ETR as an alternative to the Highway 413 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 Greater Golden Horseshoe (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 Highway 413 is vital transportation infrastructure that will help meet the projected growth in both population and employment for the GGH.
Instead of building Highway 413, why not expand Highway 401?	1	Stage 1 of the Highway 413 Project examined the long-term transportation problems and opportunities and considered alternative solutions to provide better linkages between Urban Growth Centres in the Highway 413 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.
Why is the government not focusing on expanding the train system which may reduce traffic on the roads, rather than construct a new highway and extension of an old highway? More trains, less traffic.	3	Multimodal (highway and transit) transportation options are critical to the development of sustainable communities. Employers need to get people to work, and workers want options for getting there. Movement of goods is also critical for a sustainable economy. As part of the environmental assessment, we have examined all future plans for transit throughout the GTA and understand that even with the province's \$8 billion investment into transit as described in the 2008 The Big Move and the Metrolinx 2041 Regional Transit Plan, there is still a need to invest in highway infrastructure beyond 2031. Municipalities are planning complete and sustainable communities as required by the Provincial Policy Statement and the Growth Plan. The Growth Plan also recognizes the need for the proposed transportation corridor.
Is Highway 413 needed if more people will be working from home in the future due to COVID-19?	1	Even if more people work from home long-term and there are less passenger vehicles on the roads, Highway 413 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 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. Highway 413 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

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		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. Highway 413 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.
Has the MTO also considered widening various portions of Highway 9 to assist with traffic movement in the East / West direction of southern Ontario?	1	<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 (<a href="https://files.ontario.ca/mto-towards-greater-golden-horseshoe-transportation-plan-discussion-paper-en-2021-06-29-v2.pdf">https://files.ontario.ca/mto-towards-greater-golden-horseshoe-transportation-plan-discussion-paper-en-2021-06-29-v2.pdf</a>, shown on Map 2 on page 12 as "New Capacity Expansion").</p> <p>Stage 1 of the Highway 413 Project examined the long-term transportation problems and opportunities and considered alternative solutions to provide better linkages between Urban Growth Centres in the Highway 413 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>
<b>Provincial Environmental Assessment / Federal Impact Assessment Process</b>		
Is the Highway 413 Project subject to a Federal Impact Assessment (IA)? if so, has it started?	1	On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Impact Assessment Act (IAA). The project team is in communication with the Impact Assessment Agency of Canada to clarify next steps. A designation of the Highway 413 project under the IAA does not replace the provincial Environmental Assessment (EA) process underway. The provincial EA process is still required, and we will continue with our planned public and Indigenous community engagements and consultations.
What are the potential impacts of the next Provincial Election on the project?	1	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 Highway 413 Project 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.
Does the Federal Government have the authority to stop this much needed highway development?	1	The Highway 413 Project 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's or Governor in Council's decision on whether the project's adverse impacts are in the public interest.
Can the public have access to the previous EA conducted by the previous Liberal provincial government?	1	<p>The Highway 413 Environmental Assessment (EA), which began in 2007, is not yet complete. The Highway 413 EA is an Individual EA under the Ontario EA Act, and following the Terms of Reference which was approved by the Ontario Minister of the Environment in March 2008. An Individual EA is carried out for large-scale, complex undertakings with the potential for significant environmental effects and major public interest. The EA is being carried out in two stages, with Stage 1 already complete. Stage 1 concluded that even with significant investments in transit and enhancing and expanding the existing highway network, a new highway and transitway would still be required to meet the travel demands of the projected population and economic growth in the Greater Golden Horseshoe.</p> <p>Stage 2 of the EA study is building on the recommendations from Stage 1, as outlined in the 2012 Transportation Development Strategy report, and will complete the route planning and preliminary design for the new transportation corridor, servicing Halton, Peel and York Regions. The Highway 413 Project was suspended by the previous Liberal Government during the early portion of Stage 2. Our government is delivering on its commitment to resume and complete the Highway 413 EA to address future transportation needs of the region. On June 19, 2019, the government announced the resumption of the EA. Studies were undertaken to support the evaluation of route alternatives and selection of the Preferred Route. Additional field work and studies are being undertaken during preliminary design to further develop the design and mitigation measures as required. Past Reports, Notices, Factsheets and Bulletins from both Stage 1 and Stage 2 are also available for viewing and downloading on the study website under the Background &amp; Reports tab (<a href="https://www.highway413.ca/reports-2/">https://www.highway413.ca/reports-2/</a>). Under the Individual EA process for the project, the preliminary design phase will culminate in a draft Environmental Assessment Report, which will be made available for public review</p>

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		for a minimum of 90-days. Once finalized, the EA Report will be submitted to the Minister of the Environment, Conservation and Parks (MECP) for review and approval.
Is the government still trying to fast-track the environmental assessment? Doesn't this put the environment at risk by removing important preliminary checks and balances? What is the status of the more efficient EA Regulation proposal for the Highway 413?	1	The Ministry of the Environment, Conservation and Parks (MECP) has proposed a regulation that would create a streamlined environmental assessment process for assessing and consulting on potential environmental impacts resulting in shorter timelines. MTO would still be required to gather information about environmental conditions, predict and mitigate impacts, 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.
<b>Cost</b>		
What is the current estimated cost of the Highway 413 and transitway?	4	<p>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.</p> <p>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 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 Highway 413 Project 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>
<b>Schedule</b>		
What is the likely start and finish date for the EA?	4	The Highway 413 Environmental Assessment (EA) is an Individual EA under the Ontario EA Act, and following the Terms of Reference which was approved by the Ontario Minister of the Environment in March 2008. The EA 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 Highway 413 Project under the Federal Impact Assessment Act.
When will the public know if this project has been approved or not? Once the study is completed what will be the chosen delivery model to procure the detailed design and construction phase (i.e. P3)? When do you anticipate this phase of the project will be going to procurement?	4	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 Highway 413 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, as well as what the delivery model might be. These details would be determined in subsequent phases of 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.
What is the expected timeline for Preliminary Design completion? And when will the Focused Analysis Area (FAA) be removed?	2	The preliminary design and a reduced Focused Analysis Area (FAA) will be presented at the final Public Information Centre where the public will be able to see the geometric details of Highway 413. This phase was expected to be

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		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 Highway 413 Project under the Federal Impact Assessment Act. A revised project schedule will be made publicly available as soon as possible.
Is the project timeline being updated and shared with the public on a continuous cycle, as new information becomes available?	1	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 Highway 413 Project under the Federal Impact Assessment Act. A revised project schedule will be made publicly available as soon as possible.
Will the transitway be built before the highway as required by the Growth Plan which prioritizes transit for the movement of people?	1	The EA is currently in the planning and preliminary design phase, which represents an early stage of the overall process. 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 of the project, should the project proceed past the planning and preliminary design and environmental assessment phase.
Has construction started?	1	No construction has started. The detail design and construction phases are later phases in the project and timelines have not yet been determined.
<b>MTO Policy</b>		
Was the MTO data and traffic modelling based on Pre-COVID-19 or Post-COVID-19 travel routines?	1	<p>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 Highway 413 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 road network as a result of the Highway 413.</p> <p>Even if more people work from home long-term and there are less passenger vehicles on the roads, Highway 413 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 percent 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. Highway 413 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. Highway 413 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>
<p>Your modelling shows that congestion will overwhelm the GTHA by 2040 if new infrastructure like the 413 is not built. Did the modelling point to the need for the new highway to incorporate TDM measures, including:</p> <ol style="list-style-type: none"> <li>1) all 400 series highways dynamically priced?</li> <li>2) all 400 series highways and municipal roads dynamically priced?</li> <li>3) gas tax increase from current 14.7 cents/liter (+8%)?</li> <li>4) dynamic parking fees on all municipal roads and lots?</li> </ol>	1	<p>Based on the Transportation Development Strategy Report prepared in November 2012, the Alternative Group 1 considered:</p> <ul style="list-style-type: none"> <li>• Improving access to transit stations</li> <li>• Integration of Active Transportation</li> <li>• Expanding use of shoulders</li> <li>• Speed harmonization</li> <li>• Provincial/Employer led Transportation Demand Management (TDM) Programs</li> <li>• Long Combination Vehicles (LCV)</li> <li>• Ramp Metering</li> <li>• High Occupancy Vehicles (HOV) / Transit Bypass</li> <li>• Improved Incident Management</li> </ul>

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		For further information, please review the Transportation Development Strategy Report, found on the project website at: <a href="https://www.highway413.ca/wp-content/uploads/2018/11/Transportation-Development-Strategy-Report-Nov-2012.pdf">https://www.highway413.ca/wp-content/uploads/2018/11/Transportation-Development-Strategy-Report-Nov-2012.pdf</a>
<b>Consultation</b>		
When and where can we expect the recording of this webinar?	2	A recording of the Community Engagement Webinar #2 is now available on the project website under the ‘Consultation’ tab found here: <a href="https://www.highway413.ca/consultation-2/">https://www.highway413.ca/consultation-2/</a> .
When in the next PIC (Public Information Centre) expected?	2	<p>Public Information Centres (PICs) were held virtually on December 7, 2021 (Peel Region), December 9, 2021 (York Region), and December 14, 2021 (Halton Region). The PICs focused on sharing the reason for the Federal designation of the Highway 413 Project, reviewing the Federal impact assessment (IA) process, discussing the technical studies being added to the project in response to the Federal designation, obtaining feedback on our understanding of the socio-economic contexts of communities, and obtaining feedback on our understanding of the key issues raised by stakeholders in communities and Indigenous communities and how they will be addressed through the project. The PICs were hosted through the Zoom platform and the materials for each event were specific to the regions identified for each PIC date. The input received will help shape the content of the Initial Project Description (IPD), which is anticipated to be submitted to the Impact Assessment Agency of Canada in early 2022 and will help to inform their decision on whether a Federal IA of the project is required.</p> <p>PIC comments and feedback, which will help shape the content of the IPD, can be submitted up until January 28, 2022. A comment form is available online at <a href="https://www.highway413.ca/consultation-2/">https://www.highway413.ca/consultation-2/</a> under the December 2021 Public Information Centre section.</p>
What consultation has taken place with Indigenous Communities regarding their opinions on this project?	1	<p>We are continuing with the provincial environmental assessment process. Engagement and consultation are being conducted, including to ensure MTO fulfills its duty to consult with Indigenous communities regardless of any environmental assessment requirements. MTO is 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 will provide access to study information in a timely manner and enables communities to provide input and participate in a meaningful way, including opportunities to attend Indigenous Community Information Centres, Community Value Plan Meetings as well as meetings at project milestones and anytime during the study upon request.</p> <p>We are currently in the early phases of the Federal Impact Assessment process and are continuing to meet with Indigenous communities to listen and address concerns as part of this process. The meetings will provide greater background and context on the Highway 413 project as it relates to the Federal Impact Assessment process.</p> <p>In general, the interests and concerns raised by 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> <p>Comments from Indigenous communities raised as part of the Federal Impact Assessment process are posted on the Impact Assessment Agency of Canada’s website.</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"> <li>• Mississaugas of the Credit First Nation</li> <li>• Six Nations of the Grand River Territory First Nation:             <ul style="list-style-type: none"> <li>○ Elected Council; and</li> <li>○ Haudenosaunee Confederacy Chiefs Council</li> </ul> </li> </ul>

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		<ul style="list-style-type: none"> <li>• Curve Lake First Nation</li> <li>• Alderville First Nation</li> <li>• Hiawatha First Nation</li> <li>• Mississaugas of Scugog Island First Nation</li> <li>• Chippewas of Georgina Island First Nation</li> <li>• Chippewas of Rama First Nation</li> <li>• Beausoleil First Nation</li> <li>• Kawartha Nishnawbe First Nation</li> <li>• Huron Wendat Nation</li> <li>• Métis Nation of Ontario</li> </ul>
How can we get in contact with the Highway 413 Project Team for reasons including: property impacts, mailing list additions, etc.?	2	Comments, questions, and input regarding the study are encouraged. You can contact the Project Team through the project e-mail address ( <a href="mailto:project_team@highway413.ca">project_team@highway413.ca</a> ), the toll-free telephone line (1-877-522-6916) and the website ( <a href="http://www.highway413.ca">www.highway413.ca</a> ). 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.
When will the next CVP Meeting take place? Can I take part?	2	<p>The final Public Information Centre (PIC) will be combined with the final Community Value Plan (CVP) meeting, where all stakeholders can review the draft CVP plan and provide comments. All CVP materials are on our website under the Consultation tab. We encourage public comment. To join the CVP Team, please contact the Highway 413 Project Team at 1-877-522-6916 or by email at <a href="mailto:project_team@highway413.ca">project_team@highway413.ca</a>.</p> <p>This final PIC/CVP meeting was anticipated 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 Highway 413 Project under the Federal Impact Assessment Act. A revised project schedule will be made publicly available as soon as possible.</p>
When are you expecting to inform the various impacted municipalities to be able to adjust their Official Plans?	1	The Province, through the Provincial Policy Statement (PPS), requires that land use and transportation, as well as other infrastructure, be planned together. For this reason, in 2013 and 2014 the municipalities, including the Regions through which the proposed corridor would be placed included policies in their Official Plans that recognized that the corridor would happen in the future and that future land use should be planned in recognition of that future corridor.
Will MTO agree to the Toronto and Region Conservation Authority's (TRCA's) Voluntary Project Review (VPR) Process?	1	TRCA is being consulted and the Project Team meets with them to discuss issues such as species at risk and wildlife movement. MTO will undergo the VPR process for the Highway 413 Project as a pilot and will work with TRCA to determine the scope of the review. Credit Valley Conservation (CVC) has also asked MTO to undergo their VPR process and the Highway 413 Project will undergo their VPR process as a pilot as well.
What is the difference between the Preferred Route and the Study Area?	1	The Route Planning Study Area is the geographical area within which alternatives for the Highway 413 transportation corridor were considered. The Preferred Route represents the route and interchange locations for the transportation corridor that will be developed to a preliminary design level of detail. The Preferred Route was chosen following an evaluation and consideration of route alternatives and stakeholder feedback. For further information and mapping, please review the Preferred Route Announcement Bulletin here: <a href="https://www.highway413.ca/wp-content/uploads/2020/08/AECOM-Bulletin-AUG-07-2020-Final-web.pdf">https://www.highway413.ca/wp-content/uploads/2020/08/AECOM-Bulletin-AUG-07-2020-Final-web.pdf</a> .
<b>Highway &amp; Transitway</b>		
Do we have an understanding (based on modelling) of how many commuters would be taking the highway from one end to the other (i.e., commuting from Halton to Vaughan)? Do we have numbers of the average time saving based on more common trips?	2	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 Highway 413 to get to their destinations. Of this total about 7,260 users, including both light vehicles and commercial vehicles, enter the Highway 413 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.
Doesn't Highway 401, Highway 407 and Highway 413 coming together not create a bottleneck? How will this decrease traffic congestion?	4	Early in the study, the Project Team ran traffic microsimulation models and the analysis confirmed that the Highway 413 corridor would not create a bottleneck of traffic at the 401/407ETR interchange. This is largely due to the Highway 401

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		widening which is underway between Regional Road 25 and the Credit River which will expand Highway 401 from 6 lanes to between 10 and 12 lanes.
What will the highway and transit corridor be named? Will it be called Highway 413?	1	The corridor will now be referred to as Highway 413.
At what point in time and process will it be possible to see final grades around interchanges?	1	The Project Team still has some work to do before confirming the interchange designs. The preliminary design will be presented at the final Public Information Centre, where the public will be able to review and provide comment on the preliminary design geometric details of Highway 413. 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 Highway 413 Project under the Federal Impact Assessment Act.
Will Highway 413 be a Toll highway?	5	Our government does not plan to toll the proposed Highway 413.
Has the impact of electric vehicles been considered in your air quality assessment?	1	In accordance with MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020), an Air Quality Impact Assessment (AQIA) will be completed as part of the environmental assessment process. Once the future traffic has been projected, a vehicle mix will be provided and will be used in the evaluation of vehicle emission rates as part of the AQIA. This vehicle mix will include electric vehicle considerations in the predicted Ontario fleet.
Why are we considering alternate routes if you have a preferred route already mapped out?	1	<p>The Highway 413 project is currently in Stage 2 of the EA, which includes identifying the route, determining interchange locations, and completing preliminary design for the new corridor. So far in the EA process, the Project Team has undertaken significant data collection, fieldwork and analysis, evaluated alternatives, held numerous community and advisory group meetings, PICs, engaged and consulted with Indigenous communities, and determined a preferred route in August 2020.</p> <p>Stage 1 of the Highway 413 Project examined the long-term transportation problems and opportunities and considered alternative solutions to provide better linkages between Urban Growth Centres in the Highway 413 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>Stage 2 of the EA study is building on the recommendations from Stage 1, as outlined in the 2012 Transportation Development Strategy report, and will complete the route planning and preliminary design for the new transportation corridor, servicing Halton, Peel and York Regions. Studies were undertaken to support the evaluation of route alternatives and selection of the Preferred Route. Additional field work and studies are being undertaken during preliminary design to further develop the design and mitigation measures as required. Past Reports, Notices, Factsheets and Bulletins are also available for viewing and downloading on the study website under the Background &amp; Reports tab (<a href="https://www.highway413.ca/reports-2/">https://www.highway413.ca/reports-2/</a>).</p>
Why is Heritage Road being realigned? By what process was this decided to be the best option?	1	During the route planning stage, we looked at various locations for the corridor and the preferred location is in direct conflict with Heritage Road. The Ministry has a standard that all new intersecting roads need to be a certain distance from ramp terminals (approximately 400m) for safety reasons and that sets the realignment requirement for Heritage Road.
We have asked for the alternative route to be considered at Chinguacousy and Old School Road with no reply.	1	<p>The Project Team considered this suggestion to alter Section 4 (i.e., Chinguacousy and Old School Road interchange) following Public Information Centre #2. While the well-ranked alternative routes in Section 4 have a similar cost, traffic operations and level of constructability, the Preferred Route (S4-1) connects well with the Preferred Route in Section 3. The alternative route in Section 4 which does go further to the north (Route S4-2) has the highest construction cost and may result in less than desirable geometry for required road realignments.</p> <p>We also acknowledge that Alternative S4-2 has 3 less potential water crossings than Preferred Route S4-1, however all crossings associated with Route S4-1 are either intermittent or ephemeral systems where standard mitigation could eliminate or minimize long-term impacts. The same can be said for some of the crossings associated with Route S4-2,</p>

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		<p>however one permanent watercourse and the presence of groundwater upwellings raises the sensitivity of this alternative resulting in a lower ranking.</p> <p>We acknowledge that Route S4-2 will result in less wildlife habitat removal than the Preferred Route S4-1. However, Route S4-1 is preferred over Route S4-2 with respect to area of wetlands and designated features (Greenbelt Natural Heritage System, Region of Peel Greenlands and Town of Caledon Environmental Policy Areas) affected. During preliminary design of the Highway 413 corridor, the Project Team will consider mitigation and enhancement strategies for movement of animals across the transportation corridor. Strategies may include specially designed structures for wildlife passage strategically located within existing wildlife corridors, the use of wildlife funnel-fencing to guide animals to and through the crossings while restricting access to the transportation corridor, and plantings that provide food and cover at the crossing locations.</p> <p>With respect to agriculture, the Preferred Route in Section 4 (S4-1) is most preferred, as it has the lowest overall impacts. Route S4-2 impacts a greater area of Class 1-3 soils, the greatest quantity of cropland, severs the greatest number of parcels, impacts the greatest area of tile drainage and high investment operations. These impacts are considered significant given the rural context in Section 4.</p>
<p>Will MTO be updating the demand forecast as Major Mackenzie Drive bridge across the Humber is now built, and Highways 427 and 400 are expanded.</p>	<p>1</p>	<p>The traffic model will identify traffic requirements to 2041 and the results will guide the project team in the number of lanes required on intersecting municipal roads. Municipalities also have transportation master plans that are being referenced in the design.</p>
<p>Will the highway be constructed from the east to west or vice versa?</p>	<p>1</p>	<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 Highway 413 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 of 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>What is the proposed width of the highway and transitway?</p>	<p>1</p>	<p>The total proposed right-of-way will be 170 metres (110 metres for the highway and 60 metres for the transitway) with additional width being required at interchanges and for ancillary features (e.g. stormwater management ponds, transit stations, etc.).</p>
<p>What kind of material will be used to construct the highway?</p>	<p>2</p>	<p>The Ministry of Transportation 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.</p>
<p>Will the Project Team consider double roundabout and/or diverging diamond interchanges?</p>	<p>1</p>	<p>The Highway 413 project team is considering interchange configuration alternatives based on existing conditions and constraints like geometrics, property, environmental features, traffic operations, safety and cost. Typically, a Parclo A-4 configuration provides the most optimal access between municipal roads and highways. The implementation of a roundabout is considered at locations with traffic signals and will generally be carried forward when intersection volumes and safety elements must be enhanced. Consideration for a roundabout at an intersection or ramp terminal will be carried forward if the traffic analysis warrants the improvement. Our project team will be investigating the opportunity for implementation of roundabouts pending the results from the traffic analysis. There are constraints to be taken into consideration such as the number of lanes on the intersecting municipal road. Roundabouts can accommodate a 4-lane cross-section but are typically not considered when roadways expand to 6-lanes.</p>

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Are the interchanges confirmed? Specifically, is the Humber Station Road interchange confirmed?	1	The Preferred Route as confirmed in August 2020 includes the interchange locations moving forward in the study and to be considered in the impact assessment process. An interchange at Humber Station Road is included in the Preferred Route.
Is the construction of Highway 413 interchanges and crossing roads the responsibility of the province or individual municipalities?	1	Construction will be the responsibility of the Ministry of Transportation, but the preliminary design is being undertaken in consultation with the municipalities to ensure their interests are reflected in the design (e.g., cross-section, active transportation, transit connections, etc.).
Does the traffic modelling take into consideration induced demand?	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 Highway 413 Project but using our regional demand forecasting traffic model. This model used aggressive assumptions on transit across the GGH 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.
Will the preferred route incorporate a connection to Highway 7 in order to encourage free flow traffic between the GTA and Guelph (and its surrounding region)?	1	Highway 7 ends at the Halton Region and Peel Region boundary; however, the road continues into the City of Brampton as Bovaird Drive. An interchange is proposed at Highway 413 and Bovaird Drive.
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?	2	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 Highway 413 to get to their destinations. Of this total about 7,260 users, including both light vehicles and commercial vehicles, enter Highway 413 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.
Would the proposed Transit Terminals offer direct connections with local (municipal) transit?	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. MTO is responsible for the design of the transitway, and it will be available for use by all transit providers (e.g., municipal, provincial providers).
Will the interchanges be designed with on ramp stop lights or utilize the "Clover leaf" design?	1	We are not anticipating the use of Clover leaf designs along the Highway 413 corridor. Instead, the Highway 413 Project Team is considering interchange configuration alternatives based on existing conditions and constraints like geometrics, property, environmental features, traffic operations, safety, and cost. Typically, a Parclo A-4 configuration provides the most optimal access between municipal roads and highways.
What is a partial interchange at Weston Road?	1	The proposed partial interchange at Weston Road is anticipated to have two ramps (one eastbound off-ramp and one westbound on-ramp). The interchange is proposed as partial instead of full due to the interchange spacing requirements between Weston Road and Highway 400.
Where is the proposed Highway 413 in relation to Kirby Road, between Highway 27 and Kipling Road?	1	Between Highway 27 and Kipling Avenue, the Highway 413 corridor is approximately 1 km from Kirby Road. The project 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.
What are the primary factors determining whether or not a proposed Transit Terminal is carried forward? At what point in time and process would the local municipality become involved in determining the merits of these terminals?	1	In terms of how Highway 413 will interface with the existing and planned municipal road network, the traffic model being completed for this study will identify traffic requirements to 2041 and the results will guide the project team in the number of lanes required on intersecting municipal roads. Municipalities also have transportation master plans that are being referenced in the design and this is a big topic of discussion in all of our meetings with various municipalities. Crossing roads not identified for interchanges will be either overpasses, underpasses, or truncated at the corridor, based on transportation benefits and impacts to natural, socio-economic (land use) and cultural features. We are showing many options for transit station locations at this stage, but 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. At each of the interchanges where we show transit stations, we are looking at options on both sides of the road.
The City of Brampton introduced a vision that has a different vision to the Highway 413 Corridor	2	The proposed Highway 413 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

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<p>within its city boundaries. Have you reviewed their vision, and does it conform to your vision? Do you plan to discuss their vision as it applies to the Highway 413 Corridor?</p>		<p>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 Highway 413. 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 Highway 413. The City of Brampton’s proposed boulevard concept cannot safely accommodate the travel demands addressed by the planned Highway 413. 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.</p> <p>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.</p>
<p>Are there currently any preliminary plans for interchanges and connections to major roadways?</p>	1	<p>The corridor is expected to include a 4 to 6 lane, 59-kilometre 400-series highway with connections to Highways 400, 427, 410, 401, and 407 ETR. The highway would have 11 interchanges at municipal roads and potential features such as electric charging stations, service centres, carpool lots and truck inspection stations will all be explored as part of the design.</p> <p>The transitway would be a separate corridor running alongside the highway dedicated exclusively for public transit, such as buses or light rail transit.</p>
<p>Why not initially have dedicated HOV lanes included on the main highway?</p>	1	<p>HOV lanes are an important part of the government’s strategy to manage congestion, reduce infrastructure costs and reduce the related environmental impacts of transportation. HOV lanes also provide an incentive to commuters who carpool or take transit. Currently, Ontario has HOV lanes on the QEW and on selected 400-series highways, including Highways 401, 403, 404, 410, 417, and 427. The Ministry of Transportation continues to review its HOV lane network with the goal of managing congestion and improving the efficiency of the provincial highway system. This includes the evaluation of existing HOV lane performance and usage, current HOV lane rules, and assessment of the potential impacts of allowing additional access to HOV lanes.</p>
<p>Highway 25 is a major trucking route down to the 401 - so why doesn't the highway go further west, beyond Highway 25?</p>	1	<p>Stage 1 of the Highway 413 Project examined the long-term transportation problems and opportunities and considered alternative solutions to provide better linkages between Urban Growth Centres in the Highway 413 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><b>Environment</b></p>		
<p>Is the plan to first avoid Natural Heritage features then minimize impact and mitigate the impact through compensation such as habitat creation? How are woodlands and mature trees being protected?</p>	2	<p>Ontario’s EA process ensures that governments and public bodies consider potential environmental effects before an infrastructure project begins. All Individual EAs must accurately describe the project, consider alternatives to the undertaking, consider alternative methods for the undertaking, consult with the public, determine impacts and mitigation and document for public review. The Highway 413 Project Team is fully committed to assessing and understanding potential environmental impacts the Highway 413 Corridor could have on the natural environment so we can properly avoid or 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.</p> <p>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 terrestrial ecosystems including woodlands and trees, and measures to avoid, mitigate or compensate for those impacts.</p>

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		<p>The Ministry will implement restoration plans for natural habitats that could be impacted by Highway 413. Restoration plans may include planting native species, particularly those that help prevent erosion.</p> <p>Prior to the start of construction, the Highway 413 Project Team will develop plans to manage the spread of invasive species and to mitigate negative impacts to the existing forest communities and wetlands.</p> <p>A condition to receiving permits to carry out work that may impact Endangered Species and Species at Risk includes the implementation of mitigation measures. Mitigation measures are applicable to the specific species and can include reducing the permanent highway footprint to relocating plants and new plantings.</p> <p>Bridges and culverts will be designed to include fish passage, and to avoid channel realignment where possible. Any watercourse realignment will incorporate natural channel design principles, where possible. Natural channel design provides an opportunity to enhance habitat, especially if the existing watercourse is lacking habitat complexity and contains species at risk.</p> <p>Mitigation measures and offsetting plans are conditions of receiving a Fisheries Act authorization.</p> <p>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 to the Ministry of the Environment, Conservation and Parks (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.</p> <p>The Ministry and its contractors will take every precaution necessary to safeguard the natural environment and wildlife during construction of Highway 413. This will include fencing around construction sites to prevent wildlife from entering, erosion and sediment control measures to protect watercourses and wetlands, measures such as fences and barriers to protect trees and forests, and clearing of vegetation and trees outside the migratory nesting season to avoid impacts to nesting migratory birds.</p> <p>In-water construction will not be permitted during spawning periods for fish.</p>
<p>What road ecology strategies are being considered in the Study?</p>	<p>4</p>	<p>The project team ecologists are developing recommendations for wildlife crossings based on background information and field data collected during our 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 are basing some of this on completed fieldwork. The recommendations we make will be available later in the study and may include strategies such as fencing, reduced lighting, funneling for wildlife crossing sections/grading, etc.</p>
<p>Could environmental background studies regarding natural heritage be put online for public review? I am asking this since there is now a question if Brook Trout will be impacted by the project.</p>	<p>1</p>	<p>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 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.</p>
<p>Why is a new highway being proposed during a Climate Emergency?</p>	<p>2</p>	<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. 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</p>

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		<p>the level of congestion in the GGH would be more than doubled by 2041. Motorists and trucks that travel the entire Highway 413 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.</p> <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>How are you considering the Rapids Clubtail, Western Chorus Frog and Red-headed Woodpecker during the environmental assessment? Have these species been observed during field investigations? What mitigation measures are proposed for these species?</p>	<p>1</p>	<p>The Project Team has undertaken ecological investigations that would, and have, recorded the Rapids Clubtail, Western Chorus Frog and Red-headed Woodpecker. To date we have recorded observations of Rapids Clubtail and Western Chorus Frog at various locations within the study area. No observations of Red-headed Woodpecker have been recorded for the study area. These species have been considered in the route evaluations in accordance with their provincial status under the Endangered Species Act (Rapids Clubtail ESA status – Endangered; Western Chorus Frog ESA status – not at risk; Red-headed Woodpecker EA status – Special Concern). The mitigation measures for these species and other Species at Risk will be developed as part of the technical documentation that will be prepared for the Environmental Assessment submission and in support of the Preliminary Design, and in consultation with the Impact Assessment Agency of Canada, Environment and Climate Change Canada (ECCC), and the Ontario Ministry of the Environment, Conservation and Parks (MECP).</p>
<p>Redside Dace is problematic and thriving in Peel Region watercourses. What will be the strategy to get TRCA-CVC-MNRF-MECP on board to fast track permitting and approvals as the presence of Redside Dace has stalled many capital projects in the past?</p>	<p>1</p>	<p>Conservation authorities within the Highway 413 Route Planning Study Area, as well as MECP and the Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNR), are being consulted regarding this topic. The Project Team meets with them to discuss issues such as drainage, species at risk, wildlife movement, and trails. 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 and to create mitigation plans for the project. The Ministry will implement restoration plans for natural habitats that could be impacted by the Highway 413 corridor. Permits for species at risk will be obtained during a later phase of the project (i.e., detail design). Currently there is no commitment to a timeline for detail design and construction.</p>
<p>Won't the building of a transportation corridor such as this encourage housing sprawl on the Greenland of the Greenbelt and thus destroy the Greenbelt which nearby cities and municipalities depend on for food from agriculture, as well as destroy sensitive natural areas such as wetlands and forests and their species?</p>	<p>1</p>	<p>The Greenbelt Plan recognizes that infrastructure is important to Ontarians' economic well-being, human health, and quality of life. The route selected for Highway 413 was chosen, in part, to minimize impacts to the Greenbelt. As the project study 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.</p> <p>There is also a Greenbelt Transportation Advisory Group that includes representatives from environmental interest groups, environmental ministries 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 Highway 413 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 Highway 413 Corridor Through the Greenbelt, which proposes key planning and design principles and recommendations for mitigation measures for placing Highway 413 within areas of the Greenbelt where impacts are unavoidable. The project</p>

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		<p>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.</p>
<p>I'm concerned about the environmental impact and sustainability related to bridge crossings over watercourses like the Humber and Credit Rivers. How is the Project Team selecting a bridge type at these locations?</p>	1	<p>The Project Team will assess impacts through a multi-disciplinary approach which will consider ecological function, water quality and quantity, stormwater and groundwater management, landscaping as well as fluvial geomorphological considerations. Extensive field investigations are being carried out to satisfy the various MTO design guidelines and regulatory requirements, where Permission to Enter is granted. Proposed crossing structures of watercourses will consider all of the factors mentioned such that the design can avoid or minimize impacts to identified floodplains as well as fish and terrestrial habitat, as appropriate.</p> <p>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:</p> <ul style="list-style-type: none"> <li>a) social responsibility by satisfying the safety, serviceability, functionality, resilience, and context-sensitive design objectives;</li> <li>b) economic effectiveness by minimizing the life cycle cost; and meeting or exceeding service life; and</li> <li>c) environmental protection by reducing greenhouse gas emissions and pollution of water, air, and soil; minimizing impacts to natural features; minimizing of consumption of materials and energy; and ensuring adaptation of the structure to the changing climate over its service life.</li> </ul>
<p>How will salt spray impact the adjacent woodlands?</p>	1	<p>Salt spray from the roadways is a concern that the Project Team is looking at. For the most part, salt spray impacts are localized to a small area around the highway from the edge of the pavement surface out for about 5-10m. Where vegetation occurs in these zones, salt spray can affect the trees by causing leaf-burn and affect nutrient uptake in the rooting system.</p> <p>What we are trying to do when we locate the route of the highway is to avoid woodlots. We are implementing various mitigation measures that will come about through the design and these can involve the consideration of such measures as changing the frequency and volume of salt application, planting salt-tolerant plants along the highway, etc.</p>
<p>Pollution from dust, exhaust emissions and brakes that contain asbestos are physical concerns that also need to be addressed. Let us know what you plan to do about this adverse climate impact on our breathing, health and degradation of air with contaminants.</p>	1	<p>In accordance with MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020), an Air Quality Impact Assessment (AQIA) will be completed as part of the environmental assessment process. The AQIA will model a variety of emissions that originate from vehicular exhaust, brakes and tires. A full list of assessed contaminants can be found in MTO's Environmental Guide. Results of the AQIA will support the identification and selection of detailed route designs and potential emission mitigation options.</p> <p>MTO is also planning to undertake a Human Health Impact (HHI) Scoping Report to determine if a comprehensive HHI Assessment is required.</p>
<p><b>Socio-Economic Environment and Cultural Environment</b></p>		
<p>What are the potential environmental effects on human life resulting from the construction and implementation of the highway?</p>	1	<p>We recognize that the Highway 413 and transitway 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</p>

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		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.
How will the proposed transportation corridor impact future land use?	1	The Province, through the PPS, requires that land use and transportation, as well as other infrastructure, be planned together. For this reason, in 2013 and 2014 the municipalities, including the Regions through which the proposed corridor would be placed included policies in their Official Plans that recognized that the corridor would happen in the future and that future land use should be planned in recognition of that future corridor.
There are significant cultural heritage assets (remnant villages, the Carrying Place Trail) and artifacts in the GTA corridor. How will these assets be protected?	1	There are several EA studies underway. AECOM's Cultural Heritage team has been conducting Archaeology and Cultural Heritage studies as the project progresses. AECOM will assess impacts to Cultural Heritage resources that were identified during the planning process including identifying mitigation or avoidance measures to reduce impacts. These study results will help to develop the Preliminary Design.
There are known sacred Indigenous sites throughout the proposed route, including the Credit River watershed. How can you justify their desecration, when doing so would be an act of genocide, and which stands completely against Truth and Reconciliation Day?	1	An important part of the design for this project includes identifying where known sacred or archaeological sites are located so they can be avoided during the highway design process to the greatest extent possible. The Indigenous communities whose traditional territory the project is in have been actively engaged during the project. Representatives from Indigenous communities will be joining the consultant archaeological teams during Stage 2 archaeological assessment fieldwork and will have a voice at the table when determining strategies for the mitigation of impacts to sacred or archaeological sites that will be impacted by the project. Any archaeological sites, Indigenous or otherwise, that could be impacted by construction will be subject to controlled archaeological excavation following provincial standards. This ensures that the material and information from the sites is preserved for future generations.
What process was followed, and is currently being followed, to respect the land Treaties of First Nations in the Environmental Assessment? Were the requirements for free prior and informed consent met provincially? Are they being met in the Federal Environmental Impact Assessment?	1	<p>The Crown (which includes provincial ministries such as the MTO) has a legal duty to consult Indigenous communities when it is contemplating an action or decision that has the potential to adversely impact established or credibly asserted Aboriginal and treaty rights, as protected under Section 35 of the Constitution Act, 1982.</p> <p>The Highway 413 Project Team is committed to fulfilling the duty to consult and accommodate to ensure the rights, interests and values of Indigenous Communities and Councils are considered. 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 will provide access to study information in a timely manner and enables communities to provide input and participate in a meaningful way, including opportunities to attend Indigenous Community Information Centres, Community Value Plan Meetings as well as meetings at project milestones and anytime during the study upon request.</p>
Are any of the noise studies included for homes within the Focused Analysis Area? Where will noise barriers be considered?	2	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 decibels (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. 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.
Are you considering the new housing and schools, especially the new schools close to Old School road?	1	<p>Following the resumption of the Highway 413 Project 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:</p> <ul style="list-style-type: none"> <li>• Municipal Official Plans and Transportation Master Plan updates</li> <li>• Municipal Secondary Plans including existing and proposed developments</li> <li>• General changes in land use and existing conditions since 2015.</li> </ul>

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		The Project Team is also 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.
What will happen to the water supply in and around the area? Especially for those on a well system.	1	The Project Team is completing a Drainage and Hydrology Assessment and Groundwater Impact Assessment on the preliminary design of the Preferred Route, in accordance with MTO's Environmental Reference for Highway Design. The studies will identify potential impacts of highway runoff and stormwater on surface water and groundwater and propose appropriate mitigation measures to protect the watersheds. The reports will summarize stormwater management components, hydrologic/hydraulic assessments, proposed mitigation measures and preliminary design recommendations for potential stormwater management facilities including stormwater management ponds. Conservation Authorities are being consulted to maintain alignment with current policies and practices for their respective watersheds. The reports will also include a desktop review of well records available from the Ministry of Environment, Conservation and Parks as well as geological and hydrogeological maps and reports from secondary sources. Based on the information collected, the Project Team will verify the need and type of approval required for temporary groundwater taking during construction, as well as any associated commitments. The required registration or permit for water taking will be obtained during the subsequent design phase of the study in accordance with provincial legislation through the MECP. Hydrogeological studies will be integrated with contaminated properties and waste management studies where there is an interaction or environmental consideration related to groundwater and groundwater resources.
What archaeology work is being completed?	1	<p>The archaeological assessment process is provincially regulated and is conducted to meet the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 <i>Standards and Guidelines for Consultant Archaeologists</i> in accordance with the <i>Ontario Heritage Act</i>. The previous Stage 1 archaeological assessment for the Project was completed in 2015 and consisted of a high-level background study of the larger Route Planning Study Area and consisted of research to identify known archaeological sites, areas subject to previous assessments, as well as an evaluation of the potential for archaeological resources to be present in the area. This is conducted through the review of relevant archaeological literature and assessment reports pertaining to the Project area, examination of the Provincial Archaeological Sites Database and a review of historic maps, literature, and archival materials as they relate to possible archaeological concerns.</p> <p>The Stage 2 archaeological assessment for the Project is anticipated to begin in Spring of 2022 and will include updated background research for the area of proposed impacts to identify recent archaeological sites and assessments completed since the Stage 1 Report was prepared. The Stage 2 will also consist of a fieldwork portion where archaeological testing will occur. The detailed research and the results of the fieldwork (once completed) will be provided in a report prepared for the MHSTCI as per the <i>Standards and Guidelines for Consultant Archaeologists</i>.</p>
<b>Property</b>		
What will be the closest distance from a property owner to the actual highway?	1	<p>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:</p> <p><a href="https://www.library.mto.gov.on.ca/SydneyPLUS/Sydney/Portal/default.aspx?component=AAAAY&amp;record=af9e17eb-ffc0-4143-b739-69af5835eb68">https://www.library.mto.gov.on.ca/SydneyPLUS/Sydney/Portal/default.aspx?component=AAAAY&amp;record=af9e17eb-ffc0-4143-b739-69af5835eb68</a></p>
How exactly will homeowners be compensated for things like inconvenience, additional traffic, and increased pollution?	1	Compensation is generally based on the fair market value of an impacted property (full buyout) or the loss in market value to your property in the case of a partial acquisition. 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.

Consolidated Questions	No. of Times Received	Response
When can construction be resumed for properties that are frozen by the FAA within the study area, but that are outside the Preferred Route?	4	<p>The Highway 413 Project Team developed the 2020 Focused Analysis Area (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 2020 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 2020 FAA will not be impacted by Highway 413.</p> <p>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.</p>
How will you handle consulting landowners and business owners that will be impacted by the Highway 413? When can we expect the province to contact us directly?	4	<p>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.</p> <p>For the Highway 413 Project, the Ministry may consider amicable purchases at any time. The Ministry will meet with individual landowners prior to the last 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.</p>
Is there a google map of the preferred route so someone can drill down to see exact property impacted by the existing preferred route? Current pdf doesn't give exact information on which properties or lands are impacted.	1	<p>Questions regarding specific properties can be sent to the Project Team via email (<a href="mailto:Project_Team@highway413.ca">Project_Team@highway413.ca</a>), toll-free telephone line voicemail inbox (1-877-522-6916), as well as the website 'contact us' form. Please note, 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.</p>
<b>Agriculture</b>		
How much farmland will be destroyed by this highway? How is agriculture being considered in the Study?	1	<p>MTO developed the Preferred Route with an eye to minimize impacts to farmland. Considerations have included avoiding prime agricultural lands, avoiding farmsteads and farm buildings, minimizing property severances, identifying and/or mitigating potential impacts to surface water, groundwater, and tile drainage, all where feasible. 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 Highway 413 Project. 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 Highway 413 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.</p> <p>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 Stage 2 of this study. The Highway 413 Project Team meets with the GTAG at key study milestones</p>

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		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.
<b>Other Studies</b>		
Is the proposed new hydro corridor part of this EA evaluation?	1	<p>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 proposed Highway 413 and transitway corridor. This study is separate from the environmental assessment for the Highway 413 Project, 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 Highway 413 Project Team refines the preliminary design and as the transmission corridor study analysis continues. The Highway 413 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. For more information on the Northwest GTA Transmission Corridor Identification Study, please visit <a href="http://www.ieso.ca/Get-Involved/Regional-Planning/GTA-and-Central-Ontario/Northwest-GTA">http://www.ieso.ca/Get-Involved/Regional-Planning/GTA-and-Central-Ontario/Northwest-GTA</a> or contact their Project Team at <a href="mailto:NWGTATransmissionCorridor@ontario.ca">NWGTATransmissionCorridor@ontario.ca</a>.</p>
Can you please confirm if the vehicles and what appears to be investigative work, that have been on Weston Road, south of King Vaughan and north of Kirby are doing any preliminary investigative work for the proposed Highway 413 Corridor?	1	The Highway 413 Project Team does have some field staff taking advantage of the weather. Our fluvial geomorphology and structural teams are out doing field work. In this specific location, our structural team was present this past week [week of Sept 27 <sup>th</sup> , 2021] doing some condition surveys.
Why haven't you supported and encouraged the use of electric vehicles? What steps can be taken to make the highway electric vehicle friendly?	1	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 truck-platooning?	1	<p>Truck platooning is where you have two or more trucks that are essentially connected. The first truck (leading truck) has a driver who is physically driving and the trucks that are following are connected to that first truck and are driving autonomously. There is a driver there for emergency purposes.</p> <p>Those trucks drive/follow the leading truck. There are rules in place for maintaining safe distancing. This is all done through technology and is a good indication of what is to come in the future regarding smart mobility/connected vehicles.</p>
The Kleinburg area is a significant tourist attraction because of the art gallery and adjacent conservation area. Could construction of an expressway in this area have a negative impact on tourism?	1	McMichael Canadian Art Collection is located approximately 4 km south of the proposed route. The historic centre of Kleinburg is located slightly closer, about 3 km south of the route where Islington Avenue meets Highway 27. The operation of the Highway 413 will not impact these uses, however the proximity of those uses to a higher order transportation system may make them more accessible to tourists, as they would be a 3 to 4-minute drive off the corridor.
What bicycle infrastructure is being planning as part of this project?	1	We are looking at putting bicycle lanes or multiuse paths on municipal crossing roads. 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.
Will the same Project Team that is currently working on the preliminary design also complete the detail design or will a different consultant be engaged for that?	1	The EA is currently in the planning and preliminary design phase, which represents an early stage of the overall process. Currently there is no commitment to a timeline for detail design and construction. The current consultant team retained by MTO is contracted only for the planning and preliminary design stage.

