



Public Works

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November 23, 2020

Ms. Cheryl Davis
Ministry of Transportation – Environmental Policy Office
777 Bay Street
Suite 700
Toronto, ON
M7A 2J8
Canada

Dear Ms. Davis:

Re: Bill 222 – Ontario Rebuilding and Recovery Act, 2020 (ERO #019-2566)

Thank you for the opportunity to review and comment on the above noted Environmental Registry of Ontario posting. The following comments are provided by Region of Peel staff as input into the proposed amendments to the *Building Transit Faster Act, 2020*, *Public Service Works on Highways Act*, and *Transit-Oriented Communities Act, 2020*. This letter is considered to be staff level comments. If additional comments are provided through a Regional Council resolution, they will be forwarded to Ministry staff for further consideration.

The Region supports the goals of accelerating the delivery of major provincial public infrastructure projects such as transit and highways. Staff are supportive of these measures in order to strengthen communities, create jobs, increase critical services in the Province, and support future growth within the Region. However, further details on the mechanisms and regulations to implement these initiatives and the impacts on local municipal works is required.

Staff continue to plan and advocate for the development of transit-oriented complete communities in Peel. Through continued partnership with our provincial and local counterparts, staff remain committed to planning for higher order transit and linear infrastructure to accommodate forecasted population and employment growth in the Region. Further, staff support exploring extending the streamlining initiatives to linear municipal infrastructure such water and wastewater.

Please consider the following comments in response to Bill 222 – Ontario Rebuilding and Recovery Act, 2020:

Schedule 1 – *Building Transit Faster Act, 2020*

The Region has no objections to the proposed amendments, but seeks to further clarify from the Province on how “priority transit projects” will be determined and what, if any, Provincial planning guidance (i.e. GGH Transportation Plan, Metrolinx Regional Transportation Plan) will inform the selection of priority projects moving forward.

To enhance the Region’s infrastructure planning, it would be helpful to receive advance notice for any projects under consideration for priority designation within the Region of



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Peel. Additionally, in the event of a significant conflict between critical Regional infrastructure or assets subject to expropriation for a priority transit project, it is important that the Province consult with the Region on the process for expropriation and outline the mechanisms for feedback.

Staff recommend that GO Transit projects and other light rail transit projects in Peel be considered as future “priority transit projects”, which have been endorsed as advocacy projects with Peel Regional Council. These include, but are not limited to:

- Commuter GO Rail Service to Bolton
- Two-way, all day, 15-min Rail Service on the Milton GO Line
- Two-way, all day, 15-min Rail Service on the Kitchener GO line from Union Station to Bramalea GO Station and further to Mount Pleasant GO
- The Airport Segment of the Eglinton Crosstown West LRT Extension (Renforth Station to Toronto Pearson Airport)
- GTA West (Transitway)

Schedule 2 - Public Service Works on Highways Act

The Region has no objection to the proposed amendments but seeks to further clarify whether there will be a mechanism in place to address the costs associated with re-locating Regional utilities such as water and wastewater infrastructure, as well as municipal roads. Based on each project initiative, Regional staff would need to examine various opportunities to resolve conflicts and to keep costs/cost sharing and timing at a minimum. These efforts may impact staffing levels and require additional resources and attention for a period of time to facilitate the acceleration of priority projects.

Staff recommend that municipalities be consulted prior to the relocation of municipal utilities and infrastructure to ensure coordination and efficiency, while also considering the costs associated with their re-location and full life cycle costs of the existing infrastructure.

Schedule 3 – Transit-Oriented Communities Act, 2020

The Region has no objections to the proposed amendments, but, as noted in our comments regarding Schedule 1, seeks clarity on the determination of “priority transit projects” and what, if any, Provincial planning guidance will inform the selection of priority projects.

Staff also seek to clarify the definition of the Eglinton Crosstown West Extension priority project, which identifies that the project will extend westward from the Mount Dennis Station in the City of Toronto.

Regional staff recommend that as part of its work to determine priority projects, the Province formally acknowledges the LRT extension westward to Renforth Station in Mississauga and further to Toronto Pearson International Airport.

We look forward to continuing to work with the Province to accelerate the delivery of major provincial public infrastructure projects in Peel Region and across Ontario. Regional staff would be pleased to discuss any clarifications or provide additional comments as required.



Sincerely,

A handwritten signature in blue ink, appearing to read 'Adrian Smith', written in a cursive style.

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