

May 31, 2022

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June 2, 2022

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

**Re: Better Utilization of the Existing Highway 407 ETR**

The following recommendation of the Committee of Council Meeting of April 27, 2022 was approved by Council on May 4, 2022:

**CW209-2022**

WHEREAS the Province of Ontario the proposed Highway 413 even if approved would not provide any congestion relief for at least another ten years if not longer; and,

WHEREAS the Province of Ontario initiated an Environment Assessment process in 2007 for the planning and construction of the GTA-West Corridor:

"The Purpose of this study is to examine long-term transportation problems and opportunities and consider alternatives solutions to provide better linkages between urban Growth Centres in the GTA West Corridor Preliminary Study Area."

"The Focus will be on developing an integrated, multi-modal transportation system that offers choices for the efficient movement of people and goods."; and

WHEREAS the final recommendation of the Stage 1 Provincial Environmental Assessment (2012) was to first put in place the transportation system management components, rapid transit, freight rail improvements and expansion of existing highways prior to construction of a new expressway; and

WHEREAS the Stage 2 Environmental Assessment (design and route of Highway 413) undertaken by the previous provincial government was shelved because of strong objections by an Expert Advisory Panel in the fields of rural development, renewable cities, agriculture, environment, and efficient transportation who sounded alarms over predicted irreversible ecological harm caused by the uncontrolled, low density urban sprawl enabled by Highway 413 and identified several other solutions that should be reviewed; and

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED ☒

WHEREAS the current Provincial government revived the Highway 413 proposal in 2018, saying it could relieve congestion issues in the fast-growing Toronto suburbs and boost Ontario's economy in the absence of addressing any of the concerns set out in the Expert Advisory Panel Report; and

WHEREAS the Federal Government designated the GTA West Corridor/Highway 413 as a project that has the potential to have adverse negative impacts on critical endangered species habits under federal jurisdiction on May 3, 2021 and is still awaiting for the initial project description from the Province of Ontario's Ministry of Transportation; and

WHEREAS even if built Highway 413 will not provide any congestion relief for at least ten years and Highway 407 offers a solution to immediately provide congestion relief; and

WHEREAS the current toll rates provide a disincentive to increase usage of the Highway 407 ETR and this results in increased usage and congestion on surrounding local and regional roads; and,

WHEREAS the 407ETR was created as a truck by-pass in order to relieve congestion on Highway 401, but the 407ETR was tolled, thereby limiting the amount of relief provided by the 407ETR; and

WHEREAS several reasonable road improvement alternatives to Highway 413 exist and were recommended by the Expert Panel, including congestion pricing on other highways, shifting truck traffic to the under-utilized 407ETR including the reduction or elimination of tariffs, and transportation system management on other highways (ramp metering, speed harmonization. (freight, rail improvements, underpasses); and

WHEREAS on February 22, 2022 the provincial government announced removing tolls on highway 412 and 418; and

WHEREAS maximizing use of existing infrastructure, transit investments and good land use planning decisions are vital to creating complete communities which are economically vibrant, where people and goods are moved effortlessly, and where multiple modes of transportation support the community including a focus on active transportation; and

WHEREAS the City of Brampton spends approximately \$1,000,000 a year on 407 toll charges to support Brampton Transit routes; and

WHEREAS analysis has shown (<https://ontario.transportation.ca>) that investment in various unfunded rapid transit projects, including GO Transit and LRT/BRT projects, can move 4 times the number of people as Highway 413, for the same invested dollars; and

WHEREAS 407 International Inc. was granted relief by the Province from traffic volume penalties in 2020 and could be amenable to negotiation to provide tariff relief on its highway in lieu of penalties for 2021; and

WHEREAS the Canadian Pension Plan Investment Board (CPPIB) is a 50.01% shareholder of 407 International Inc.; and

WHEREAS CPPIB believes it is their responsibility to take Climate Change into account to ensure sound investments as we transition to a low carbon economy; and

WHEREAS CPPIB seeks to work with high emitting investors to and discuss strategies to help manage and improve GHG emissions; and

WHEREAS supporting increased usage of Highway 407 ETR would be consistent with CPPIB approach to Climate Change and assist all levels of government achieving progress on GHG emission reductions and provide immediate congestion relief; and,

NOW THEREFORE, BE IT RESOLVED:

THAT the Council of the City of Brampton strongly supports initiatives that will promote better utilization of the existing Highway 407 ETR; and

THAT the City of Brampton advocate to have the provincial government pay for the toll charges associated with transport trucks and Brampton Transit routes; and

THAT the Council of the City of Brampton continues to support an integrated GTHA rail transit network which includes new GO Train service to Bolton (Caledon); and

THAT the Council of the City of Brampton fully supports a complete Federal Environmental Impact Study pursuant to s.9(1) of the Impact Assessment Act (I.A.A.), prior to any advancement of Highway 413; and

THAT the Council of the City of Brampton requests that the Government of Canada, the Province of Ontario work with the CPPIB and 407 International Inc., and the CPPIB to discuss strategies to increase Highway 407 ETR usage to provide immediate congestion relief on surrounding roads consistent with the recommendations of the Expert Advisory Panel Report; and

THAT if Highway 413 does not proceed, that capital costs of funding the proposed GTA West Corridor should be redirected to provide for rapid transit for the Regions of York, Peel and Halton such as investment in improved GO service on the Kitchener and Milton lines, a new GO transit line to Bolton, 407 Transitway and BRT on Queen Street; and

THAT the Council of the City of Brampton recommends that the province undertake a comprehensive economic benefits analysis of the potential for transit orientated communities along the GO Rail Transit Network and any new LRT/BRT lines for the Greater Golden Horseshoe as well the GTA regional transportation plan / sustainable communities strategy to provide holistic comprehensive policies for achieving affordable housing near transit-oriented communities stations; and

THAT a copy of this resolution be provided to the Region of York, Peel and Halton, the cities of Richmond Hill, Vaughan, Markham, Mississauga, Toronto and the Towns of Milton, Orangeville and Halton Hills; and

AND further that this Resolution be forwarded to:

1. Doug Ford, Premier of Ontario;
2. Peter Bethlenfalvy, Minister of Finance;
3. Caroline Mulroney, Minister of Transportation;
4. Kinga Surma, Minister of Infrastructure and Transit-Oriented Communities;
5. David Piccini, Minister of Environment and Climate Change;
6. Stan Cho, Associate Minister of Transportation (GTA);
7. Steve Clark, Minister of Municipal Affairs and Housing;
8. Lisa Thompson, Minister of Agriculture, Food and Rural Affairs;
9. Victor Fedeli, Minister of Economic Development, Job Creation and Trade;
10. Andrea Horwath, Leader of The Official Opposition and Ontario NDP Party;
11. Steven Del Duca, Leader of The Ontario Liberal Party;
12. All Members of Federal Parliament in The Regional Municipality of York, Peel and Halton;
13. All Members of Provincial Parliament in The Regional Municipality of York, Peel and Halton;
14. All Members of Regional Council in The Regional Municipality of York, Peel and Halton;
15. All City Clerks in the Regional Municipalities of York, Peel and Halton;
16. Rt Hon. Justin Trudeau, Prime Minister of Canada;
17. Chrystia Freeland, Federal Minister of Finance;
18. Hon Omar Alghabra, Federal Minister of Transport;
19. Hon Marie Claude Bibeau, Minister of Agriculture and Agr-Food;
20. Melanie Joly, Federal Minister of Economic Development;

- 21. Dominic Leblanc, Federal Minister of Infrastructure and Communities;
- 22. Jonathan Wilkinson, Federal Minister of Natural Resources;
- 23. Steven Guilbeault, Federal Minister of Environment and Climate Change;
- 24. Nando Iannicca, Chairman, Peel Region;
- 25. John Mackenzie, CEO, Toronto and Region Conservation Authority;
- 26. Phil Verster, President and CEO, Metrolinx;
- 27. David Mcfadden, Chairman, 407ETR;
- 28. Javier Tamargo, President and CEO 407ETR;
- 29. Nando Iannicca, Chairman, Peel Region.

Yours truly,

*Sonya Pacheco*

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(CW – 11.3.1)

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*Note: Correspondence will be sent to the MPPs for the above-noted regions following the 2022 Provincial Election.*

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