

Subject: FW: Ministry of Transportation Ontario GGH Transportation Plan (107-2022-2828)
Attachments: ATP Scan In Progress

From: System Planning Branch (MTO) <SystemPlanningBranch@ontario.ca>
Sent: August 17, 2022 3:47 PM
To: Iannicca, Nando <nando.iannicca@peelregion.ca>
Cc: peter.fay@brampton.ca; diana.rusnov@mississauga.ca; laura.hall@caledon.ca; Baker, Janice <janice.baker@peelregion.ca>; Dedman, Kealy <kealy.dedman@peelregion.ca>; Malczewski, Greg (MTO) <Greg.Malczewski@ontario.ca>
Subject: RE: Ministry of Transportation Ontario GGH Transportation Plan (107-2022-2828)

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Ministry of Transportation

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Ministère des Transports

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REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ☒ _____

Nando Iannicca
Regional Chair and Chief Executive Officer
Regional Municipality of Peel

107-2022-2828

August 17, 2022

Dear Nando Iannicca:

Thank you for your letter to Minister Mulroney on behalf of the Regional Council regarding the Transportation Plan for the Greater Golden Horseshoe. I am pleased to respond on behalf of the minister.

I would take this opportunity to thank Peel Regional staff for their continued participation over the course of the development of the plan. The ministry appreciates their inputs which are constructive and valuable.

As you know, the GGH transportation plan sets out a network vision for mobility in 2051. Combined with over 100 actions, the plan aims to provide safe, efficient, and convenient options for people and businesses and support the wellbeing and economic prosperity of the region.

The plan includes extensive infrastructure, service, and policy initiatives for transportation improvements within and around Peel Region as part of an integrated network.

Highway 413, an important component of the highway network of the plan, will bring relief to the most congested corridor in North America and will save drivers about 30 minutes each way during rush hours on their commute. Even with significant investments in transit, a new highway is required to meet the travel demands of the project population and economic growth in the GGH.

Building infrastructure is a critical part of Ontario's long-term economic plan, and even more important to our economic recovery from the COVID-19 pandemic. Highway 413 is expected to generate up to \$350 million in real GDP per year during construction.

With the population of the Greater Golden Horseshoe expected to reach nearly 15 million over the next 30 years, our infrastructure needs to keep up with that growth. Otherwise, traffic and commute times on our existing highways will only get worse. Reducing congestion on our existing highways also means less greenhouse gas emissions from commuters stuck in traffic.

In addition to reducing the time on the road for drivers, Highway 413 will link growing regions, provide better connections to major housing and jobs, and attract increased investment in auto manufacturing and other industries creating and sustaining good local jobs.

Regarding your reference to optimization of existing provincial infrastructure, the GGH plan identified targeted widening of existing highways at bottlenecks across the region including 400, 401, 403 and the QEW.

In addition, the plan sets out a path to transform the regional transit system from today's radial network with most connections centered on Union Station and downtown Toronto, to an expansive grid that allows people to travel across the region by transit, quickly and easily, without going through the core. New routes, more frequent services and more connections will all form a part of the enhanced transit network.

Regarding Regional Council's request on provincial commitment for GO Transit on Milton GO and Kitchener, I am providing the following information:

For the Milton Line

- Milton is the third busiest GO rail corridor in the Metrolinx network with high ridership averaging 30,000 weekday riders in early 2020 (Pre- Pandemic).
- Due to rail ownership considerations, expansion of Milton is dependent on the successful outcome of negotiations with CP. This ownership structure has limited the growth of passenger rail services, despite demand.
- The Province is engaging with the Federal government to advance the work on the Milton GO Rail Line Expansion and to improve the overall process for passenger access to freight lines.
- Federal funds are sought for infrastructure upgrades, additional tracks and signaling and planning work to safely facilitate more passenger rail services on the corridor.
- As a next step, Metrolinx will evaluate the preferred option in an Initial Business Case in order to refine capital cost estimates, design and schedule.

For the Kitchener Line

- Successful negotiation with CN is critical for achieving two-way, all-day GO Train service as a key segment of the Kitchener corridor remains under CN Rail ownership and control.
- From working to strengthen connections in the Toronto-Kitchener corridor, we know how important two-way, all-day GO Rail service is to the people in these communities.
- Metrolinx has developed a working relationship with CN, which allows for increased GO Train service along sections of the rail corridor owned by CN.
- The province and Metrolinx are moving ahead with preliminary work with procurement for improved infrastructure between Georgetown and Kitchener, including upgrading tracks,

systems and stations, to enable getting benefits of rail expansion to these communities as soon as possible.

- The province and Metrolinx will keep working with CN as well as municipalities and stakeholders to deliver more service and bring two-way, all-day GO Rail service for people on the Kitchener line as soon as possible.

MTO has worked in close collaboration with our partners and stakeholders in developing the GGH plan including the Region of Peel. We are committed to continuing to work closely with Peel Region and other municipalities to align planning and improve transportation in the GGH region.

Thank you again for taking the time to share Peel Regional Council's comments.

Sincerely,

Original Signed By

Greg Malczewski, Director
System Planning Branch
Ministry of Transportation

July 13, 2022

The Honorable Caroline Mulroney
Minister of Transportation
5th Floor, 777 Bay Street
Toronto, ON M7A 1Z8

Dear Minister Mulroney:

Nando Iannicca
Regional Chair & CEO

10 Peel Centre Dr.
Suite A, 5th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 4310

Re: Ministry of Transportation Ontario GGH Transportation Plan

On behalf of Regional Council, I am writing to you regarding the Ministry of Transportation Ontario's recently published Greater Golden Horseshoe (GGH) Transportation Plan. We recognize that many years of consultation, careful planning and consideration have gone into this work and are pleased to see that the plan focuses on future growth and transportation demand.

On April 14, 2022, Regional Council endorsed a staff report that considered the Plan, which does align with a number of the Region of Peel's transportation priorities, including the widening of Highways 401, 410, 403, and the QEW, the advancement of the preliminary designs for future higher order transit connections, and strategies for the efficient movement of goods.

It is, however, important to note that the Plan does not adequately address some other key priorities for Peel:

1. Regional Council's opposition to Highway 413
 - As previously communicated, we strongly oppose the construction of this highway and have requested that the province transfer any funds allocated to this project to instead be invested in sustainable transportation modes.
2. Optimization of Existing Provincial Infrastructure
 - There should be a focus on the efficient use of existing Provincial Highway network, including the extension of Highway 427 to Highway 9 and better utilization of Highway 407 to facilitate the movement of people and goods within Peel, including the option of one toll-free lane in each direction for trucks.
 - We would also like an update on the Environmental Assessment that was completed for the 407 transitway through Peel Region and beyond. Moving forward with next steps on this key transportation corridor will help address the additional capacity needed to meet Peel's transportation demand.

Nando Iannicca
Regional Chair & CEO

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3. A commitment on the timeline for two-way all-day 15-minute GO train services on the Milton GO line and the Kitchener GO line beyond Bramalea GO station
 - In particular, we are requesting that the provincial government fund the cost required for improvements to the Milton GO line.

We look forward to working with you and your Ministry to advance the Region's priorities to accommodate the future transportation demand in Peel and ask for your consideration on the concerns noted above. Should you require any further information or have questions, please contact me at (905) 791-7800, ext. 4310. I look forward to hearing from you.

Kindest personal regards,



Nando Iannicca
Regional Chair and Chief Executive Officer

Attachment: Region of Peel Staff Report - Ministry of Transportation Ontario
Greater Golden Horseshoe Transportation Plan

CC: Peter Fay, City Clerk, City of Brampton
Laura Hall, Town Clerk, Town of Caledon
Diana Rusnov, City Clerk, City of Mississauga
Janice Baker, Chief Administrative Officer, Region of Peel
Kealy Dedman, Commissioner of Public Works, Region of Peel

Copies of the report of the Commissioner of Public Works titled "Ministry of Transportation Ontario Greater Golden Horseshoe Transportation Plan" are available from the Office of the Regional Clerk.