

Niagara to GTA Corridor
Planning and Environmental Assessment Study

**TRANSPORTATION DEVELOPMENT
STRATEGY**

Draft for Consultation

February 2011

www.niagara-gta.com



6. Summary of Consultation Activities

The purpose of conducting consultation activities was to provide an opportunity for stakeholders to provide input, which assisted the study team in making informed decisions and recommendations throughout the study process. The consultation activities undertaken by the study team enabled the identification of potentially significant issues (i.e., environmental, social, economic, and transportation considerations) early in the decision making process and ensured that they were given appropriate consideration.

This chapter presents an overview of the consultation activities undertaken by the study team throughout the study process.

6.1 PUBLIC CONSULTATION

6.1.1 Overview

Outreach and consultation with the general public and community interest groups was held throughout Phase 1. These groups included:

- Property owners in the study area;
- Members of the public who live and / or work within the study area;
- Potential users of the transportation network within the study area; and
- Interest groups who have a specific interest in the study area.

An extensive consultation program was undertaken to support the NGTA Study, including meetings with the following stakeholders:

- **Community Advisory Group (CAG)**

A Community Advisory Group (CAG) was established for the NGTA Study. The role of the CAG is to assist the study team by providing information and input relative to community interests and study issues.

- **Municipal Technical Advisory Group (MTAG)**

The Municipal Technical Advisory Group (MTAG) that was established during the ToR continued to participate in the NGTA Study. Municipalities (e.g., Halton Region, Town of Oakville, City of Burlington, Town of Milton, City of Hamilton, etc.) identified and confirmed representatives that would participate on the MTAG.

- **Regulatory Agency Advisory Group (RAAG)**

A Regulatory Agency Advisory Group (RAAG) was assembled, which included potentially affected provincial ministries, agencies and federal departments. This group provided valuable input related to compliance issues and other areas of concern within their jurisdiction.

- **Municipal Executive Advisory Group (MEAG)**

A Municipal Executive Advisory Group was established, consisting of two senior level staff representatives from each of the three Upper Tier Municipalities (Hamilton, Halton and Niagara) to provide information and feedback on inter-regional issues. In addition, Metrolinx (including GO Transit) was represented on the MEAG. Additional members from other municipalities were invited to meetings or added to the group as required.

- **Transportation Service Providers (TSP) / Business and Commercial Stakeholders (BCS)**

Transportation Service Providers (TSP) operating within the Niagara to GTA corridor were engaged in this study. The TSP stakeholders included municipal transit, inter-regional transit, freight rail service, marine service, air service, transportation associations / organizations, and trucking organizations.

The business and commercial section is an important stakeholder group to be engaged in this study. This group provided meaningful input on the overview of economic conditions in the study area, and area transportation system problems and opportunities. BCS stakeholders include large corporations / industries, business associations, logistics providers, shipping associations, and universities / colleges.

- **First Nations**

It was recognized that there may be a range of First Nations issues associated with this study and that the Provincial government has a duty to consult with First Nations when it has knowledge of the existence or potential existence of First Nations treaty rights or interests, which could be affected by an undertaking. The early focus of consultation with First Nations groups assisted in collecting data on the location of treaty right and traditional land use issues. Outreach and consultation has occurred and continues with the Mississaugas of the New Credit First Nation and the Six Nations of the Grand River Territory First Nation.

- **Members of the public** through Public Information Centres (PICs), website event notification and study progress, responses to comments sent via Canada Post, email, comment form, and fax.

Three general goals were developed to guide the consultation and outreach process:

1. To actively engage, involve and consult with government agencies, First Nations, municipalities, businesses stakeholders and members of the general public on all aspects of the Phase 1 of the EA;
2. To make certain that stakeholders receive effective and clear communications and information that will enable active and productive participation; and
3. To ensure that the consultation program is an open process, so that the basis for decision-making is fully transparent.

The following sections present an overview of the steps taken by the study team to ensure these three goals were achieved throughout the study process.

6.1.2 Newspaper Notifications

Five Ontario Government Notices were published, including the “Notice of Study Commencement” and “Notice of Public Information Centre” for each of the four rounds of PICs. For each round, the notices were published once. PIC notices were published two weeks in advance of the event in local newspapers as follows:

- Ancaster News
- Burlington Post
- Dundas Star News
- Flamborough Review
- Fort Erie Times
- Grimsby Lincoln News
- Grimsby West Niagara News
- Niagara Falls Review
- Niagara News / Thorold edition
- Niagara This Week
- Oakville Beaver
- Oakville Today
- Pelham News
- Port Colborne in Port

- Halton Compass
- Hamilton Burlington L'Information (French)
- Hamilton Mountain News
- Hamilton Spectator
- London / Hamilton Le Regional (French)
- Milton Canadian Champion
- Niagara Advance
- St. Catharines Standard
- Stoney Creek News
- Tekawennake Six Nations and New Credit News
- Turtle Island News (Six Nations of the Grand River)
- Voice of Pelham
- Welland Tribune

6.1.3 Mailing List and Emails / Letters / Toll Free Calls

The initial contact database of the members of the public, drawn from previous transportation studies in the area and the consultation conducted for the EA ToR, included over 2000 stakeholders. Letters of notification for study commencement and the PICs were distributed (via Canada Post and email) to individuals on the project contact list established during the ToR and maintained / updated throughout Phase 1 of the EA.

Telephone inquiries were received through a “1-800” number (1-866-890-6441) to encourage communication unhindered by long distance charges. The voice mailbox for the 1-800 number was routinely checked and messages were documented and transferred to the appropriate study team member, who provided a response.

6.1.4 Website

A project website was established at www.niagara-gta.com. Interested individuals were encouraged to visit the website for up-to-date information on project activities and events. A comment form was made available on the website for stakeholders to voice their concerns. Comment forms and emails were routinely checked and documented. Responses were provided via the stakeholder's preferred method of contact by the appropriate study team representative.

6.1.5 Public Information Centres

Four rounds of PICs were held for the NGTA Study. The PICs were informal, “open house” style events. Theme-based information boards were clustered throughout the meeting room, with assigned MTO and consultant staff available at each cluster to address questions and concerns. At PIC#4, two presentations (at 5:30 p.m. and 7:00 p.m.) were held to present an overview of the draft Strategy.

A CD containing all of the PIC display boards, a comment sheet and any other relevant materials was provided to each attendee, as well as a brochure (outlining the study's background, work completed to date, etc.). Comments sheets were available in hardcopy for attendees to fill in and a technical resource table was provided which contained hardcopies of all relevant documents and reports.

6.1.5.1 Public Information Centre #1

The first round of PICs was held as follows:

Tuesday June 12 th , 2007 4:00 p.m. to 8:00 p.m. Rockton World's Fairground 812 Old Highway 8 Rockton	Thursday June 14 th , 2007 4:00 p.m. to 8:00 p.m. Quality Hotel St. Catharines Chardonnay / Concord Ballroom 327 Ontario Street	Monday June 18 th , 2007 4:00 p.m. to 8:00 p.m. Holiday Inn Burlington Harvester Room 3063 South Service Road
--	--	--

The purpose of PIC#1 was to present and obtain feedback on the findings of the initial data gathering exercise that was undertaken to obtain information about existing environmental and transportation conditions within the study area. In addition, the study team presented key aspects of the Study Plan that had been developed to outline the study background and policy context as well as the framework for the transportation needs assessment and consultation for Phase 1 of this study. Please refer to the *Study Plan* available on the project website (www.niagara-gta.com) for more details.

The PIC also included an opportunity for attendees to apply for membership on the project Community Advisory Group (CAG). Please refer to the project website (www.niagara-gta.com) and **Section 6.1.6** for additional details regarding the CAG.

A total of 219 members of the public chose to sign the visitors' register for the three PICs. Several additional members of the public attended the PIC but chose not to sign the register. It was estimated that 250 individuals attended the three events. A total of 22 written comments were submitted at the PICs and eight additional comments were received via email and mail in the weeks following the PICs.

The key comments received during PIC#1 are summarized under the following four headings:

Multi-Modal Approach / Opportunities

- A number of attendees were surprised to find out that the Project Team is considering all modes of transportation (not just a highway solution).
- The information presented at the PIC and the approach to developing a multi-modal draft Strategy was well received by attendees.
- Transit should be the top priority.
- Existing infrastructure should be used as opposed to any new infrastructure.
- Freight movement is too focused on trucks. This should be changed such that other methods of freight movement are considered (marine, rail, etc.).
- An inter-modal shipping industry across Lake Ontario would be cost effective and minimize impacts to the Niagara Escarpment and not adversely contribute to air quality.

Timeframes and Methodology

- Frustration regarding the length of time required to complete the EA.
- Clarification required on Phases 1 and 2 of this study.
- Inquiries regarding the management structure of the study team.
- Clarifications regarding this study relative to the corridor identified as part of the former Mid-Peninsula Corridor study.
- Inquiries about the relationship of *The Growth Plan* to this study.
- Inquiries on how environmental factors will be weighted.
- Inquiries on how truck traffic will be modeled.

Concerns and Suggestions

- Material presented does not address transportation issues in the Cambridge, Kitchener-Waterloo, Guelph and Brantford area.
- Concerns regarding the accuracy of population projections presented in *The Growth Plan*.
- Concern regarding potential impacts to agriculture.
- Need to consider the health of citizens.
- Concern regarding safety on the QEW.
- There should be hard copies of the reports available at the PICs.

Consultation and Involvement

- Inquiries about the necessity of a Community Advisory Group.
- Other organizations should be contacted (e.g., Ontario Sand and Stone Gravel Association, Port of Hamilton).
- The Federal government should be actively engaged in the process.
- Suggestion to hold PICs in more communities because they are very informative.
- Consider additional notification approaches for study (consultation) events.
- Suggest presentations to high schools to get them engaged.

6.1.5.2 Public Information Centre #2

The second round of PICs was held as follows:

Tuesday February 24 th , 2009 4:00 p.m. to 8:00 p.m. Royal Canadian Legion <i>Upstairs Hall</i> 383 Morningstar Avenue Welland	Thursday February 26 th , 2009 4:00 p.m. to 8:00 p.m. Rockton World Fairgrounds 812 Old Highway 8 Rockton	Tuesday March 3 rd , 2009 4:00 p.m. to 8:00 p.m. Burlington Convention Centre <i>Emerald Hall</i> 1120 Burloak Drive Burlington
--	--	---

The primary purpose of PIC #2 was to present and obtain feedback on the results of the recently completed transportation problems and opportunities exercise; specific to: goods movement, commuter travel, and tourism / recreation travel.

A total of 270 members of the public chose to sign the visitors' register for the three PICs. Several additional members of the public attended the PIC but declined to sign in. It was estimated that 285 individuals attended the three events. A total of 21 written comments were submitted at the PICs and 14 additional comments were received via e-mail and mail in the weeks following.

The key comments received during PIC#2 are summarized under the following four headings:

Multi-Modal Approach / Opportunities

- Support for multi-modal approach; particularly, rail solutions; optimization of existing infrastructure; and the Highway H2O.
- Suggestions offered regarding potential new routes.

Methodology

- Disappointment that study has not advanced to "solutions" stage yet.

- Queries regarding identification and evaluation of transportation alternatives; and relationship between current and former (“Mid-Peninsula Highway”) study.
- Uncertainty regarding how the assumptions used (e.g., gas prices, currency rates) during development of the transportation alternatives will be documented.

Stakeholder Consultation and Participation

- Clear, informative and understandable displays.
- Appreciation for / frustration with the length of the study.

General Comments, Concerns and Suggestions

- Concern regarding economic outlook for the region; and potential impacts to agriculture.
- Need to allow for less growth than *The Growth Plan* specifies; and issues and effects related to peak oil.

6.1.5.3 Public Information Centre #3

The third round of PICs was held as follows:

Tuesday November 24 th , 2009	Thursday November 26 th , 2009	Tuesday December 1 st , 2009
4:00p.m. to 8:00p.m	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Royal Canadian Legion Upstairs Hall 383 Morningstar Avenue Welland	Ancaster Fairgrounds Marritt Hall 630 Trinity Road Ancaster	Holiday Inn Halton Hall 1120 Burloak Drive Burlington

The primary purpose of PIC #3 was to present and obtain feedback on the generation and assessment of the Area Transportation System Alternatives or “Group Alternatives”:

1. Optimize Existing Transportation Network;
2. New or Improved Non-Road Infrastructure;
3. Widen or Improve Roads; and
4. New Transportation Corridors.

A total of 334 members of the public chose to sign the visitors’ register for the three PICs. Several additional members of the public attended, but declined to sign in. A total of 43 written comments were submitted at the PICs and 11 additional comments were received via e-mail and mail in the weeks following.

The key comments received during this consultation event are summarized under the following five headings:

Multi-Modal Alternatives

- Need for an increase in public transit services in the study area; specifically, in the Niagara region and Brantford area.
- Increase goods movement by rail; more opportunities to expand the rail system in the study area exist than identified.
- Concerns regarding the conflicting demand between freight and passenger rail.
- Important to educate the next generation about the importance of sustainable transportation practices (i.e., using transit, ride sharing, etc.).

Roadway Alternatives

- General support to go beyond the Group #1 (Optimize Existing Infrastructure) and Group #2 (New / Improved Non-Road Infrastructure) alternatives.
- More details requested regarding the location of new highways under consideration.
- Concern regarding the potential impacts associated with widening existing highways in and around Hamilton; Hamilton bypass is a more desirable option.
- Acknowledgement of existing significant congestion and the need for improvements - sooner than later.
- Preference for building a tunnel to widening the Burlington Skyway bridges.

Environmental Considerations

- Concern regarding potential impacts resulting from highway expansions and / or new highway(s).
- The potential significant loss of green space / important natural features highlighted – if new highway is preferred.
- Important to protect agriculture and source water areas.
- Air quality impacts and effects on climate change identified as important concerns.

Consultation

- General appreciation for the amount and detail of information provided and the comprehensive multi-modal review of alternatives.
- Common acknowledgement that the displays were clear; availability of CD appreciated.
- Providing directions (driving and public transit) to PIC venues on the study website suggested.

General Comments, Concerns and Suggestions

- Broad acceptance that a decision on a preferred alternative has not been made.
- Inquiry regarding timing of the implementation of the draft Strategy.
- Skepticism regarding the estimated growth in 2031; suggestion that *The Growth Plan* targets are too aggressive.
- In favour of a cost-benefit analysis for each group of alternatives.
- Questions regarding if / how the Highway 24, GTA-West and N-GTA studies are being coordinated; common belief that the GTA-West and N-GTA studies should be combined.

6.1.5.4 Public Information Centre #4

The fourth round of PICs was held as follows:

Thursday June 17 th , 2010 4:00 p.m. to 8:00 p.m. Royal Canadian Legion Upstairs Hall 383 Morningstar Avenue Welland	Monday June 21 st , 2010-08-16 4:00 p.m. to 8:00 p.m. Ancaster Fairgrounds Marriott Hall 630 Trinity Road Ancaster	Wednesday June 24 th , 2010 4:00 p.m. to 8:00 p.m. Holiday Inn Halton Hall 1120 Burloak Drive Burlington
--	--	--

The primary purpose of PIC #4 was to present and obtain feedback on the draft Strategy, which included elements of the following:

1. Optimize Existing Transportation Network;
2. New or Improved Non-Road Infrastructure;
3. Widen or Improve Roads; and
4. New Transportation Corridors.

A total of 218 members of the public chose to sign the visitors' register for the three PICs. Several additional members of the public attended, but declined to sign in. A total of 19 written comments were submitted at the PICs and 44 additional comments were received via e-mail / mail and telephone in the weeks following.

The key comments received during the PICs are summarized under the following four headings:

Study Process

- Attendees were pleased with the effort taken by the study team to explore all modes of transportation and to obtain input from transportation service providers (i.e., CN, CP, Hamilton Port Authority, Metrolinx, GO Transit, etc.).
- Many attendees inquired about the timing for implementation of the recommendations.

Roadway Alternatives

- A number of attendees requested further detail with regard to the location of new routes in areas where a new corridor is recommended.
- Some attendees questioned how much expansion in transit infrastructure / services would be provided before new roadway infrastructure is implemented.
- Some attendees were disappointed to see that no new roadway infrastructure was proposed between Hamilton and Welland.
- Many attendees suggested that the study team should reconsider widening Highway 403 rather than a new corridor connecting Highway 403 to 407 ETR, based on the significant environmental impacts associated with a new crossing of the Niagara Escarpment.
- Some attendees questioned the amount of traffic that a new corridor between Highway 403 and 407 ETR will be able to attract away from Highway 403 in the Hamilton area.
- Improvements on Highway 6 should be included in the draft Strategy to address operational and safety concerns.

Draft Transportation Development Strategy

- Some attendees suggested that elements of the draft Strategy address travel patterns that are beyond the study area and should not be within the scope of this study.
- Some attendees inquired as to whether all elements of the draft Strategy would be warranted if the growth forecast by *The Growth Plan* does not occur.
- Many attendees provided positive feedback regarding the study team's draft Strategy. In particular, attendees were very supportive of the balanced nature of the draft Strategy and the building block approach that has been utilized in developing it.

- Some attendees felt that the draft Strategy lacks detail in regard to other modes of transportation, particularly with regard to rail.

General Comments, Concerns and Suggestions

- Some attendees were skeptical that the shift to transit that has been assumed can be realized.
- Some attendees questioned the projected growth proposed in *The Growth Plan* and suggested that it may not be realized by 2031.

6.2 COMMUNITY ADVISORY GROUP (CAG)

The CAG was established as a forum to provide ongoing advice and feedback to the study team. The CAG is comprised of members of the communities and organizations interested in or potentially affected by the project, including residents and ratepayers with representation throughout the municipalities of the NGTA study area, environmental and conservation NGO’s, business and agricultural sectors, and others such as academia and unique groups concerned about the local and natural features.

The following table summarizes all CAG meetings that took place throughout the study process:

Table 6–1: Summary of Meetings Held with CAG

Date	Purpose of Meeting
June 7, 2007	<ul style="list-style-type: none"> • To orient CAG members to, and gather feedback on, the CAG Purpose and Workplan for Phase 1 of this study. • To provide an opportunity to obtain preliminary perspectives on the draft Study Plan, and draft working papers (the draft Overview of Environmental Conditions and Constraints Report and the draft Overview of Transportation and Economic Conditions Report). These reports are available on the project website (www.niagara-gta.com).
September 20, 2007	Introduce and provide background to the study for new CAG members, and present the following: <ul style="list-style-type: none"> • Phase 1 study process; • Overview of first round of consultation; • Draft documentation (Study Plan and Overview reports); • Process for identifying transportation problems and opportunities; and • Next steps.
November 29, 2007	<ul style="list-style-type: none"> • To provide a study update; present an overview of the problems and opportunities identification process; brainstorm a transportation system vision; and identify community-based transportation problems.
February 27, 2008	<ul style="list-style-type: none"> • To provide, at CAG’s request, an information seminar regarding the use of modeling and forecasting tools to identify transportation Problems and Opportunities in the corridor.

Date	Purpose of Meeting
May 29, 2008	<ul style="list-style-type: none"> To confirm CAG's transportation system vision; present the study's policy context; and review the proposed goals and objectives for a future NGTA Transportation System.
January 22, 2009	<ul style="list-style-type: none"> To provide a study update; a transportation Problems and Opportunities synopsis; and PIC #2 overview.
June 25, 2009	<ul style="list-style-type: none"> To provide a study update. To present and seek feedback on the process framework for developing and assessing transportation alternatives. Brainstorming session for generation transportation alternatives to supplement the study team's 'long list' of transportation alternatives.
November 19, 2009	<ul style="list-style-type: none"> To receive perspectives and input on the possible advantages and disadvantages of the four Groups of combination Transportation Alternatives, and to gain input regarding the third round of PICs.
May 6, 2010	<ul style="list-style-type: none"> To receive CAG perspectives on the proposed elements of the draft Strategy for Group #1 and Group #2; and To receive CAG perspectives on input on the results of the transportation, economic, natural and social assessments for Group #3 and Group #4 alternatives.
October 6, 2010	<ul style="list-style-type: none"> To provide CAG members with an update on the study; To receive CAG feedback on the draft Strategy; and To provide CAG with an update from the fourth round of PICs.

Refer to **Appendix A** for copies of the CAG meeting summaries.

6.3 MUNICIPAL CONSULTATION

6.3.1 Municipal Advisory Group

Municipal Technical Advisory Group (MTAG)

A Regulatory Agency Advisory Group (RAAG) was assembled, which included potentially affected provincial ministries, agencies and federal departments. This group provided valuable input related to compliance issues and other areas of concern with their jurisdiction.

Municipal Executive Advisory Group (MEAG)

The MEAG was established to provide a forum for discussion of broad, strategic and inter-regional issues. Members include the Commissioners of Planning and Public Works from the Regions of Niagara and Halton, and the City of Hamilton. There is also representation from Metrolinx (including GO Transit).

The following table summarizes all MTAG and MEAG meetings that took place throughout the study process:

Table 6–2: Summary of Meetings Held with MTAG and MEAG

Date	Purpose of Meeting
March 27, 2007	The purpose of the orientation session with MTAG was to: <ul style="list-style-type: none"> • Outline context for study; • Present approach to study since development of the ToR; describe key steps in the process; • Consult with municipal stakeholders on key elements of the Study Plan; • Consult with municipal stakeholders on the public consultation / outreach approach; and • Understand municipal stakeholders' information / participation requirements.
June 4, 2007	The purpose of the joint MTAG / RAAG meeting was to present the following: <ul style="list-style-type: none"> • Overview of the work completed to date; • Study documentation; • Roles of the MTAG and RAAG (Regulatory Agencies Advisory Group); and • Generation and Evaluating Transportation System Alternatives.
September 25, 2007	The purpose of this MEAG meeting was to discuss: <ul style="list-style-type: none"> • Role of the MEAG; • Provide a summary of the results of the first round of consultation; • Discuss broad-based interregional issues related to this project, including: <ul style="list-style-type: none"> ○ Land use allocation for transportation modeling; ○ Municipal review timeframes for key study documents; ○ Long-term strategies and plans; and ○ Future meeting schedule.
December 13, 2007	The purpose of this joint MTAG / RAAG meeting was to present and discuss the following: <ul style="list-style-type: none"> • The process for identifying transportation problems and opportunities; • Views and perspectives on transportation problems; and • A transportation vision for the corridor that links that GTA to the Niagara Frontier.

Date	Purpose of Meeting
March 4, 2008	<p>The purpose of this joint MTAG / RAAG meeting was to present and discuss the following:</p> <ul style="list-style-type: none"> • The process for identifying the existing and future transportation problems and opportunities in the Niagara to GTA Corridor; • The principles of modeling and forecasting; and • The Greater Golden Horseshoe Model and the Strategic Demand Forecasting Approach.
April 10, 2008	<p>The purpose of the MEAG meeting was as follows:</p> <ul style="list-style-type: none"> • To outline a context for study, including provincial / local policy context; • Present the approach to study since development of the ToR; • Describe key steps in EA process; • Consult with municipal stakeholders on key elements of the Study Plan; • Consult with municipal stakeholders on the public consultation / outreach approach, including the assembly of a CAG; and • Understand municipal stakeholders' information / participation requirements.
June 9, 2008	<p>The purpose of this joint MTAG / RAAG meeting was to provide an update on identifying transportation problems and opportunities:</p> <ul style="list-style-type: none"> ○ Goals and objectives; and ○ Factors driving need for additional transportation capacity.
February 5, 2009	<p>The purpose of this joint MTAG / RAAG meeting was to provide a study update and obtain feedback on:</p> <ul style="list-style-type: none"> • Transportation Problems and Opportunities Synopsis; and • PIC #2 overview.
February 12, 2009	<p>The purpose of the MEAG meeting was to discuss the following issues:</p> <ul style="list-style-type: none"> • Study background and provide a brief update; • The transportation problems and opportunities that have been identified by the study team; • PIC#2; and • Other strategic issues.
August 21, 2009	<p>The purpose of this meeting with Niagara Region was to provide a status update on the work recently completed for the NGTA study and to gain the Region of Niagara's perspectives and ideas concerning the generation of alternatives.</p>

Date	Purpose of Meeting
September 15, 2009	The purpose of this meeting with the City of Hamilton was to provide a status update on the work recently completed for the NGTA study and to gain the City's perspectives and ideas concerning the generation of alternatives.
October 8, 2009	The purpose of this meeting with the Regional Municipality of Halton was to provide a status update on the work recently completed for the NGTA study and to gain the Region of Halton's perspectives and ideas concerning the generation of alternatives.
October 16, 2009	The purpose of this meeting with the City of Hamilton was to review the City's comments on the Transportation Problems and Opportunities Report.
November 20, 2009	The purpose of this joint MTAG / RAAG meeting was to provide an update on the study progress; and seek input on the development of combination alternatives as well as a preliminary identification of potential impacts and benefits of transportation alternatives.
January 18, 2010	The purpose of this MEAG meeting was to obtain feedback on the study team's assessment of the group alternatives as well as the material that was presented at the third round of PICs and the feedback obtained at PIC #3.
May 10, 2010	The purpose of the meeting was to provide a status update on the work recently completed for the NGTA study and to gain Niagara Region's perspectives with regard to the Group #1 and Group #2 alternatives. In addition the study team was seeking feedback on the assessment of the Group #3 and Group #4 alternatives.
May 10, 2010	The purpose of the meeting was to provide a status update on the work recently completed for the NGTA study and to gain the City of Hamilton's perspectives with regard to the Group #1 and Group #2 alternatives. In addition the study team was seeking feedback on the assessment of the Group #3 and Group #4 alternatives.
May 14, 2010	The purpose of the meeting was to provide a status update on the work recently completed for the NGTA study and to gain Halton Region's perspectives with regard to the Group #1 and Group #2 alternatives. In addition the study team was seeking feedback on the assessment of the Group #3 and Group #4 alternatives.
June 14, 2010	The purpose of this MEAG meeting was to provide a brief summary of the information to be presented at the fourth round of PICs.
July 21, 2010	The purpose of this meeting with the Region of Halton was to provide an overview of the draft Transportation Development Strategy and to discuss the Region's and the City of Burlington's comments on the draft strategy.
July 23, 2010	The purpose of this meeting with Niagara Region was to provide an overview of the draft Transportation Development Strategy and to discuss the Region's comments on the draft strategy.

Date	Purpose of Meeting
August 19, 2010	The purpose of this meeting with the City of Hamilton was to provide an overview of the draft Transportation Development Strategy and to discuss the City's comments on the draft strategy.

Refer to the **Appendix B** for copies of the MTAG and MEAG meeting minutes.

6.3.2 Council / Committee Presentations

The following table summarizes the council / committee presentations held throughout the study process:

Table 6–3: Summary of Council / Committee Presentations

Date	Purpose of Meeting
December 10, 2007	To discuss the following with Halton Region and the City of Burlington : <ul style="list-style-type: none"> • Study purpose and need; • EA study area; • Multi-modal Strategy; • Forecasting / modeling work; • Data collection; • Consultation; • Review timelines for study reports; • Evaluation factors / criteria; and • Implementation and funding issues.
July 17, 2008	<ul style="list-style-type: none"> • To obtain the most current data for growth management exercise from the Halton Region, in order to discuss the current status of growth management exercise and assumptions for land use allocations.
July 31, 2008	<ul style="list-style-type: none"> • To obtain the most current data for growth management exercise from the City of Hamilton, in order to discuss the current status of growth management exercise and assumptions for land use allocations.
September 5, 2008	<ul style="list-style-type: none"> • To obtain the most current data for growth management exercises from the Niagara Region, in order to discuss the current status of growth management exercises and assumptions for land use allocations.
August 21, 2009	<ul style="list-style-type: none"> • To provide a study update to the Niagara Region. • To review the transportation alternatives and seek input as to the impact of these alternatives from a municipal perspective. • To explore the potential to supplement the study team's 'long list' of transportation alternatives.

Date	Purpose of Meeting
September 15, 2009	<ul style="list-style-type: none"> To provide a study update to the City of Hamilton. To review the transportation alternatives and seek input as to the impact of these alternatives from a municipal perspective. To explore the potential to supplement the study team's 'long list' of transportation alternatives.
April 20, 2009	<p>To discuss the following with City of Hamilton Public Works and Staff Advisory Committee:</p> <ul style="list-style-type: none"> Study background; Transportation problems and opportunities; and Consultation and next steps.
October 8, 2009	<ul style="list-style-type: none"> To provide a study update to Halton Region. To review the transportation alternatives and seek input as to the impact of these alternatives from a municipal perspective. To explore the potential to supplement the study team's 'long list' of transportation alternatives.
October 13, 2009	<ul style="list-style-type: none"> To present the findings documented in both the GTA West and NGTA Area Transportation System Problems and Opportunities Reports to the Halton Transportation Advisory Committee; to address any questions or comments on these reports.
October 16, 2009	<ul style="list-style-type: none"> To review the comments submitted by the City of Hamilton on the Problems and Opportunities Report.
November 4, 2009	<ul style="list-style-type: none"> Provided a study update to provincial planning directors committee including: study process, generation and assessment of alternatives, and consultation efforts with various modes of transportation.
November 12, 2009	<ul style="list-style-type: none"> To present the findings documented in both the GTA West and NGTA Area Transportation System Problems and Opportunities Reports to the Halton Region Planning and Public Works Committee; to obtain feedback on them.
February 2, 2010	<ul style="list-style-type: none"> To present study background, context, and process, combination alternatives, an overview of PIC#3, and next steps to Niagara Transportation Strategy Steering Committee.
May 25, 2010	<ul style="list-style-type: none"> To present GTA West Corridor Environmental Assessment's (EA) and NGTA Corridor EA's Area Transportation System Alternatives Reports and preliminary assessment findings related to the multi-modal transportation development strategy to the Halton Transportation Advisory Committee; and To receive Halton Region's comments on Area Transportation System Alternatives Reports for both the GTA West Corridor EA and NGTA Corridor Ea.
June 16, 2010	<ul style="list-style-type: none"> To provide a brief summary of the information to be presented at the fourth round of PICs to Halton Planning and Public Works.

6.4 REGULATORY AGENCY CONSULTATION

6.4.1 Regulatory Agency Advisory Group (RAAG)

The RAAG was established as a means to consult with potentially affected provincial ministries, agencies and federal departments. The following table summarizes the meetings held with RAAG throughout the study process:

Table 6–4: Summary of Meetings Held with RAAG

Date	Purpose of Meeting
April 11, 2007	The purpose of this RAAG Orientation Session was to present the following: <ul style="list-style-type: none"> • Study team structure; • Study overview; • Existing policy context; • Approved EA ToR; • Study process and objectives; • Study plan; • Function of the RAAG; • Stakeholder consultation and outreach; and • Process for generating and evaluation transportation system alternatives.
June 4, 2007	The purpose of the meeting was to present the following: <ul style="list-style-type: none"> • Overview of the work completed to date; • Study documentation; • Roles of the MTAG and RAAG (Regulatory Agencies Advisory Group); and • Generation and Evaluating Transportation System Alternatives.
December 13, 2007	The purpose of this meeting was to present and discuss the following: <ul style="list-style-type: none"> • The process for identifying transportation problems and opportunities; • Views and perspectives on transportation problems; and • A transportation vision for the corridor that links that GTA to the Niagara Frontier.
March 4, 2008	The purpose of this meeting was to present and discuss the following: <ul style="list-style-type: none"> • The process for identifying the existing and future transportation problems and opportunities in the Niagara to GTA Corridor; • The principles of modeling and forecasting; and • The Greater Golden Horseshoe Model and the Strategy Demand Forecasting Approach.

Date	Purpose of Meeting
June 9, 2008	The purpose of the meeting was to provide the following: <ul style="list-style-type: none"> • Update on Identifying Transportation Problems and Opportunities; • Goals and objectives; and • Factors driving need for additional transportation capacity.
February 5, 2009	The purpose of this meeting was to provide a study update and obtain feedback on: <ul style="list-style-type: none"> • Transportation problems and opportunities synopsis; and • PIC#2 overview.
June 19, 2009	<ul style="list-style-type: none"> • To provide a study update; and • To present and seek feedback on the process framework for developing and assessing transportation alternatives.
November 20, 2009	<ul style="list-style-type: none"> • To provide an update on the study progress; and seek input on the development of combination alternatives as well as a preliminary identification of potential impacts and benefits of transportation alternatives.
May 7, 2010	<ul style="list-style-type: none"> • To present study background and process, draft Strategy, and assessment findings and trade-offs.

Refer to the **Appendix B** for copies of the RAAG meeting minutes.

6.4.2 Other Agency Meetings

The following table presents an overview of the meetings held with other agencies throughout the study process:

Table 6–5: Summary of Other Agency Meetings

Date	Purpose of Meeting
January 28, 2009	To present the following to Greenbelt Council : <ul style="list-style-type: none"> • Policy context for managing growth; • Study purpose, process and approach; • Evaluation factors and criteria; • Environmental constraint mapping; • Transportation system characteristics; • Consultation; and • Next steps.
July 30, 2009	<ul style="list-style-type: none"> • To present study background and update, transportation problems and opportunities, generation and assessment of transportation alternatives, and next steps to Canadian Institute of Transportation Engineers.

Date	Purpose of Meeting
August 25, 2009	<ul style="list-style-type: none"> To provide a study update to Southern Ontario Gateway Council; and To review the marine-related transportation alternatives and seek input on the alternatives as well as the potential to supplement the study team's 'long list' of transportation alternatives.
September 25, 2009	<ul style="list-style-type: none"> The purpose of the agency workshop was to update agency members on the work completed for NGTA and GTA West and to engage agency members in a discussion to encourage the members to provide comments and / or potential policy issues with the preliminary alternatives.
October 14, 2009	<ul style="list-style-type: none"> To provide a study update to Metrolinx (including GO Transit); and To present and seek feedback on the group alternatives that had been generated.
October 16, 2009	<ul style="list-style-type: none"> MTO met with Greenbelt Council to provide an update on the project and obtain feedback.
January 21, 2010	<ul style="list-style-type: none"> To present the study background and process and an overview of the Area Transportation System Alternatives (Group #1, #2, #3, and #4) to Niagara Escarpment Commission.
February 19, 2010	<ul style="list-style-type: none"> To present study background and update, transportation problems and opportunities and an overview of the PIC#2 to Regional Niagara Bicycling Committee.
April 22, 2010	<ul style="list-style-type: none"> The purpose of this joint NGTA and GTA West Agency Workshop was to present study background and process, draft Strategy, and assessments and trade-offs.
May 5, 2010	<ul style="list-style-type: none"> MTO met with the Greenbelt Council to provide an update on the project and obtain feedback.
June 17, 2010	<ul style="list-style-type: none"> To provide a brief summary of the information to be presented at the fourth round of PICs to the Niagara Escarpment Commissions.
July 22, 2010	<ul style="list-style-type: none"> The purpose of the meeting was to provide an overview of the draft Strategy to the Niagara Escarpment Commissions and to discuss the NEC's comments on the draft Strategy.

6.5 TRANSPORTATION SERVICE PROVIDERS AND BUSINESS AND COMMERCIAL STAKEHOLDERS CONSULTATION

6.5.1 Transportation Service Providers (TSP) / Business and Commercial Stakeholders (BCS) Meetings

TSP stakeholders include municipal transit, inter-regional transit, freight rail service, marine service, air service, transportation associations / organizations and trucking organizations. BCS stakeholders include large corporations / industries, business associations, logistics providers, shipping associations and universities / colleges.

The following table summarizes the meetings held with TSP and BCS throughout the study process:

Table 6–6: Summary of Meetings Held with TSP and BCS

Date	Purpose of Meeting
May 17, 2007	The purpose of the TSP Orientation Session was to present the following: <ul style="list-style-type: none"> • Study background, policy context, scope and key milestones; • Role of stakeholders; • Approaches for engaging TSPs in the study process; and • Consultation and Outreach Plan.
June 28, 2007	The purpose of the BCS Orientation Session was to present the discuss the following: <ul style="list-style-type: none"> • Study background, policy context, scope and key milestones; • Study Plan; • Role of the BCS in this study; • Approaches for engaging BCS in the study process; and • Consultation and Outreach Plan.
October 2007 – February 2008	<ul style="list-style-type: none"> • BCS and TSP problems and opportunities interviews.

6.5.2 Individual Technical Meetings

The following table summarizes some of the individual technical meetings held with TSP and BCS throughout the study process:

Table 6–7: Summary of Individual Technical Meetings Held with TSP and BCS

Date	Purpose of Meeting
March 26, 2009	To present the following to Realtors Association of Hamilton and Burlington : <ul style="list-style-type: none"> • Study background and update; • Transportation problems and opportunities; • PIC #2; and • Strategic issues.
May 25, 2009	<ul style="list-style-type: none"> • To provide a study update to Hamilton International Airport (HIA); and • To review the air-related transportation alternatives and seek input on the alternatives as well as the potential to supplement the study team’s ‘long list’ of transportation alternatives.
May 29, 2009	<ul style="list-style-type: none"> • To provide a study update to Hamilton Port Authority; and • To review the marine-related transportation alternatives and seek input on the alternatives as well as the potential to supplement the study team’s ‘long list’ of transportation alternatives.

Date	Purpose of Meeting
June 1, 2009	<ul style="list-style-type: none">• To provide a study update to CP Railway and CN Railway; and• To review the freight rail-related transportation alternatives and seek input on the alternatives as well as the potential to supplement the study team's 'long list' of transportation alternatives.
July 5, 2010	<ul style="list-style-type: none">• To present an overview of the draft Strategy to Ontario Chamber of Commerce.

6.6 FIRST NATIONS

The early focus of consultation with First Nations groups has assisted with the collection of data on the location and understanding of treaty rights and traditional land use issues, as well as other items that may be of interest to the First Nations. Outreach and consultation has occurred and continues with the Mississaugas of the New Credit First Nation and the Six Nations of the Grand River Territory First Nation.

Table 6–8: Summary of Meetings Held with First Nations

Date	Purpose of Meeting
May 30, 2007	<ul style="list-style-type: none"> • Six Nations consultation seminar
June 4, 2008	<p>The following is a summary of key questions which were addressed at the meeting with Six Nations’ Lands and Resources:</p> <ul style="list-style-type: none"> • What will the draft Strategy include? • How specific will the recommendations from the draft Strategy be? • What feedback did the study team receive at the first round of PICs? • Can the evaluation factors developed by the study team be modified and / or supplemented? • Will the draft Strategy be ‘set in stone’ at the end of Phase 1 of the EA study?
October 28, 2009	<ul style="list-style-type: none"> • To provide a study update to Mississaugas of New Credit First Nation; • To present and seek feedback on the process framework for developing and assessing transportation alternatives; and • To present and seek feedback on the group alternatives that had been generated.
April 7, 2010	<ul style="list-style-type: none"> • To present study background, area transportation system problems and opportunities, development and assessment of transportation alternatives, combination alternatives and future work / next steps to Six Nations of the Grand River Territory.
May 26, 2010	<ul style="list-style-type: none"> • To present study background, development and assessment of transportation alternatives, Group #1, #2, #3 and #4 elements, and future work / next steps to Mississaugas of the New Credit First Nation.
June 29, 2010	<ul style="list-style-type: none"> • Met with Mississaugas of the New Credit First Nation to review draft Transportation Development Strategy and discuss framework for First Nations Existing Conditions document.
June 30, 2010	<ul style="list-style-type: none"> • Met with Six Nations of the Grand River Territory to review draft Transportation Development Strategy and discuss framework for First Nations Existing Conditions document.
July 5, 2010	<ul style="list-style-type: none"> • Met with Six Nations of the Grand River Territory to further discuss First Nations Existing Conditions document.
September 20, 2010	<ul style="list-style-type: none"> • Met with Mississaugas of the New Credit First Nations Chief and Council to review draft Transportation Development Strategy and discuss input to First Nations Existing Conditions document.