

A Business and Commercial Sector Stakeholder Orientation Session was held for the Niagara to GTA Corridor and GTA West Corridor Planning and EA Studies on June 28<sup>th</sup>, 2007 at the Hamilton Convention Centre from 2:00 p.m. to 4:00 p.m.

Representatives of the Ministry of Transportation (John Slobodzian, Jin Wang, and Frank Pravitz), URS, MRC, and TSH staffed the orientation session. This meeting was an invitation only meeting. Invitations were sent out to identified business associations and individual industries within the NGTA and GTA West preliminary study areas. Transportation Service Providers (TSP) that were unable to attend the May 17<sup>th</sup>, 2007 TSP orientation session were also invited to attend.

**Purpose of the BCS Orientation Session**

The purpose of this BCS Orientation Session was to present the following:

- Study Background and Existing Policy Context
- Environmental Assessment Process
- Needs Assessment Process
- Study Status and Consultation Program
- Role and Purpose of Engaging the Business and Commercial Sector Stakeholders
- Overview of the Area Transportation System, Issues and Challenges

A survey was provided to attendees. The survey sought information on:

- Company contact information
- Principle mandate / core business
- Interests relative to the NGTA and GTA West studies
- The relationship between the transportation system and business operations
- How the transportation system could be improved to address growth and congestion
- The advantage sand disadvantages of a transportation system that provides modal choice
- How to effectively engage the Business and Commercial Sector in these studies and obtain meaningful input and two-way communication

**Attendance**

A total of 41 representatives from the following business organizations and individual business within the NGTA and GTA West Preliminary Study Areas signed the registry for the Orientation Session.

Company	
▪ XTL Group	▪ Ontario Federation of Agriculture
▪ DCCI	▪ Ontario Federation of Agriculture
▪ Chrysler Brampton	▪ Niagara North Federation of Agriculture
▪ Chamber of Commerce Brantford	▪ Hamilton Wentworth Federation of Agriculture.
▪ Guelph Chamber	▪ Hamilton Chamber of Commerce
▪ Algoma Central Properties	▪ Daimler Chrysler
▪ CVMA	▪ Aldershot BIA
▪ General Motors of Canada Ltd.	▪ St. Catharines Downtown Business

Company	
	Association
▪ Greater Toronto Airports Authority	▪ Downtown Hamilton BIA
▪ Ontario Stone, Sand & Gravel Association	▪ Dofasco
▪ Mohawk College	▪ Canadian Supply Chain Sector Council
▪ Mohawk College	▪ Stevenson Kellog (for Supply Chain Logistics Canada)
▪ Hamilton Halton Const. Assoc.	▪ Hamilton Economic Development Corp.
▪ NEDC	▪ Blair Blanchard Stapleton Ltd.
▪ CTEA	▪ Dufferin Construction Co.
▪ McMaster University	▪ Ryder Canada/GM Canada
▪ Ontario Trucking Assoc.	▪ Truck Watch Services Inc.
▪ Greater Fort Erie Chamber of Commerce	▪ City of Brampton
▪ Auto Parts Manufacturers Assoc.	▪ Reflex Advanced Marine Corp.
▪ Burlington Chamber of Commerce	▪ Hamilton International Airport.
▪ Hamilton Port Authority	

**Summary of Questions and Comments**

The following summarizes the key questions and comments provided by the BCS attendees:

- Inquiries as to the timeline for completion of the EA process for each study.
- Inquiries regarding the differences between the GTA West and the NGTA studies.
- Need to examine transportation systems and issues beyond the Preliminary Study Areas for each study (e.g. Ontario Quebec Trade Corridor).
- Inquires as to whether the NGTA study includes the international bridge crossings along the Niagara Frontier.
- Concerns regarding the length of time required to conduct these studies and inquiries whether the study process could be fast-tracked.
- Need to look at broader North American initiatives (i.e. U.S. Trans Continental 1) and how they interact with or influence transportation issues being examined as part of these studies.
- Concern that EA studies typically do not address issues related to building material (i.e. aggregate stone supplies will be exhausted in the near future).
- Concern that these studies / the Growth Plan has an emphasis on rail solutions
- It was suggested that a large group forum works well for sharing information but small groups would work well to address specific study issues.
- It was suggested that the Study Team’s prepare on-line surveys (that can be completed easily and in a short amount of time) to obtain information/ input at specific study stages.
- It was noted that BIAs, tourism agencies and Chambers of Commercial have linked interests and could be engaged as a group.
- It was noted that more advance notice of meetings should be provided.
- It was suggested that the Study Teams identify the businesses that move the most goods in and through these study areas and conduct one-on-one meetings with these companies.

- It was suggest that the retail and consumer products companies be engaged as they import a significant amount of goods and have broad reaching supply chains.
- It was noted that the Ministry of Consumer and Commercial Relations has extensive economic and transportation-related data that could be used in these studies. The Business and Commercial sector could be engaged to validate the data and fill in any data gaps.
- Inquiry whether the area between Highway 401 and Highway 403 will be addressed in the studies.
- Inquiry as to what background work has been undertaken to support the projected need for additional transportation capacity in these corridors.
- Inquiry as to whether the exchange rate and gas prices will be considered in these studies as they have effects on business operations and transportation.
- The Ministry should examine how transportation issues and solutions have been addressed in other parts of the world (i.e. Los Angeles).
- Inquiry if the transportation system assessment work will include Highway 407.