

A Joint Municipal Technical Advisory Group (MTAG) / Regulatory Agencies Advisory Group (RAAG) Meeting was held regarding the Niagara to GTA Corridor Planning and EA Study on December 13, 2007 at the Casablanca Winery Inn, Reflections Room (4 Windward Drive, Grimsby, Ontario L3M 4E8) from 1:30 p.m. to 3:30 p.m.

Representatives of the Ministry of Transportation (John Slobodzian, Terry Hilditch, Susan Sieradzki, Frank Williams, Frank Pravitz), URS and TSH staffed the meeting. Glenn Pothier of GLPi facilitated the meeting. This meeting was by invitation only.

Purpose of the MTAG Orientation Session

The purpose of this meeting was to present and discuss the following:

- Brief Study Overview
- Overview of Recent Work Completed:
 - Updates to Study Plan and Overview Reports
 - Updates to the Municipal/Agency Consultation Record
- Process for Identifying Transportation Problems & Opportunities
- Views and Perspectives on Transportation Problems
- Transportation Vision for the Niagara to GTA Corridor
- Next Steps

Question and answers were responded to throughout the meeting and after the presentation.

Attendance and Comments

A total of 23 members (8 RAAG and 15 MTAG representatives) attended the meeting. Provincial Ministry representation included the Ministries of the Environment (Environmental Approvals and Assessment Branch), Tourism and Public Infrastructure and Renewal. Attendance also included representation from the Federal government including Environment Canada and the Canada Border Services Agency. Representatives from the Niagara Escarpment Commission, Conservation Halton, Niagara Region, Halton Region, City of Welland, Haldimand County, City of Hamilton, Town of Milton and Township of Puslinch were also in attendance (see attached list).

In addition to verbal comments, members were encouraged to express all suggestions, comments or concerns that they had regarding the information presented, as well as any constraints / problems in terms of providing input into the study.

Summary of Questions and Comments

The following summarizes the key questions and comments:

- Has the Project Team consulted with New York State transportation authorities?
- Does the Project Team have access to the Bi-national Transportation Strategy for the Niagara Frontier?
- How will the Study Plan evolve throughout the course of the study will addendums be prepared as the study progresses?
- Given that municipalities are still in the process of developing future land use allocations that conform to the Growth Plan, what level of detail with regard to future land use is required by the Project Team to continue their work for this study?

- How will the Project Team account for the potential to shift future trips to a different mode of transportation in the traffic modeling work? This potential should be based on desirable scenarios, as opposed to historical information.
- The traffic modeling work should account for future planned infrastructure as well as existing infrastructure.
- The preliminary results of the Greater Golden Horseshoe Model (GGH Model) are not acceptable to the Regional Municipality of Halton. It is premature for the Project Team to begin the identification of transportation problems and opportunities.
- Meeting materials should be provided in advance to promote enhanced discussion.
- Coordination with other initiatives such as Metrolinx and the GTA-West Corridor Planning and EA Study is essential.

The following outlines the comments provided by MTAG and RAAG representatives regarding the CAG’s transportation vision for the Niagara to GTA Corridor and their perspectives on transportation problems and opportunities.

- The transportation vision developed by the CAG seems reasonable.
- The transportation vision should include improvements to emergency response times when incidents occur on the transportation network (e.g. train derailments, highway accidents, etc.).
- The transportation problems should include environmental constraints.
- Opportunities to make elements of the Transportation Development Strategy more environmentally sustainable should be included in the transportation vision (e.g. select pavement types that promote conservation). The Red Hill Valley Parkway project should be reviewed in this regard.
- The transportation vision should include the concept of improving human health along with environmental health.
- The transportation vision should include the need to change the “car culture” attitude through public education programs.
- The transportation vision should include the need to consolidate/focus infrastructure improvements to promote economic growth.
- The effect of greenhouse gases/climate change should be given more emphasis in the transportation vision.

MTAG / RAAG Attendees

RAAG

Denise Fell (teleconference)	Environment Canada
Solonge Desautel	Ministry of the Environment (EAAB)
Marion Plaunt	Niagara Escarpment Commission
Tracey Desjardins	Ministry of Tourism
Kellie McCormack	Conservation Halton
Michael Kim (teleconference)	Ontario Growth Secretariat
Michelle Moretti	Ministry of Municipal Affairs & Housing
David Berardi	Canada Border Services Agency

MTAG

Peter Vusle	Niagara Region
Tyson Haedrich	Haldimand County
Lloyd Rollinson	Haldimand County
David Ferguson (teleconference)	City of Welland
Sal Iannello	City of Port Colborne



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David Wong	Town of Oakville
Christine Lee-Morrison	City of Hamilton
Angela Janzen	Town of Milton
Melissa Green-Battiston	Region of Halton
Steve Robichaud	Region of Halton
Bob Wheildon	Township of Puslinch
Brent Bouteillev	Township of Puslinch
Tom Eichenbaum	City of Burlington
Brian Treble	Township of West Lincoln (Niagara Region)
Suzanne Young	Grand River Conservation Authority