

A **Transportation Service Provider (TSP) Orientation Session** was held Thursday, May 17, 2007 at the Casablanca Winery Inn, 4 Windward Drive, Grimsby, Ontario between the hours of 1:30 p.m. and 3:30 p.m.

An original invitation to RSVP for this event was distributed to 61 individuals representing 48 agencies, companies or associations which provide transportation services, or represent those that provide transportation services, in the Niagara-GTA and GTA-West study areas. A total of 13 organizations were represented at this meeting.

Representatives from the Study Team included the Ministry of Transportation (John Slobodzian, Jin Wang, Wendy McLandress, Caroline deGroot, Ray Vandenbosch, Pat Griepsma), MRC and TSH. Mike Delsey facilitated the meeting with John Slobodzian, Jin Wang and Jack Thompson making study overview and stakeholder engagement presentations.

### **Purpose of the TSP Orientation Session**

The purpose of the session was to provide an overview of the Niagara-GTA and GTA-West Environmental Assessment Studies, their status, the overarching issues to be addressed in the study and the study process, as well as to obtain feedback and advice from the TSPs.

The TSP Orientation Session included two presentations:

- An overview of the study areas, EA process, study objectives and consultation processes; and,
- An overview of existing transportation facilities in the study areas, current policy framework (Places to Grow), issues and challenges, the role of TSPs and TSP engagement possibilities.

### **Input and comments resulting from the presentation included:**

- The study team must be cognizant of the potential impacts and benefits of marine and air modes.
- Charter and tourist bus services must be included in all considerations regarding bus transportation.
- School bus services should be considered in the study.
- When discussing GO expansion, the implications for private carriers should be discussed clear.
- Niagara Airbus, Inc. should be included in the list of transportation service providers for the Niagara-GTA EA Study.
- Presentations and plans prepared as part of the two EA Studies should identify all rights-of-way already protected by the province for future transportation infrastructure.
- The provincial government does not regulate modes such as railways, air travel and marine travel, but it can influence mode choices through subsidies and policies. These studies should identify all policy and regulatory initiatives that could be undertaken to assist in meeting the transportation objectives.
- The EA study consultation process must include shippers (logistics companies, suppliers, etc.), either as TSPs, businesses or both.
- MTO is in the process of completing a 2006 Passenger Vehicle Survey that will provide a significant amount of data on passenger vehicle trips in the Province of Ontario.
- The Southern Ontario Gateway Council is undertaking a shippers study in conjunction with the Canadian Manufacturers' Council which could be an asset to these EA Studies.

- The public consultation process should include video overviews in an effort to reach out to the community with a concise message. This would provide a quicker, more accessible overview to members of the public than a series of boards at a Public Information Centre (PIC).
- The Study Team must realize in its discussion with shippers that some shippers select the mode(s) based more on convenience than cost.
- Growth in the study areas will continue and local transit improvements may not be sufficient to accommodate it.
- It is easier for TSPs to provide input if they are provided a hard copy document before a meeting. This way, they can provide considered feed back on the ideas presented to them.
- Origin-destination forecasting for both studies will be reported in stand-alone documents. The demand forecasting is set to begin in July 2007.
- When discussing the two EA Studies with TSPs and business groups, examples and discussions specific to the individual project should be favoured over broader generalisations.