Tuesday, May 29, 2018
Regular Meeting – 2:30 p.m.

Bdrm WT-2C/2D – 2nd Floor – West Tower

Members:  
City Councillor D. Whillans – Wards 2 and 6 – Chair, Public Works and Engineering Section
Mayor Linda Jeffrey
Regional Councillor E. Moore – Wards 1 and 5 – Chair, Planning and Development Services
Regional Councillor M. Palleschi – Wards 2 and 6 – Chair, Community Services Section
Regional Councillor G. Miles – Wards 7 and 8 – Chair, Corporate Services Section
City Councillor J. Bowman – Wards 3 and 4 – Chair, Economic Development and Culture Section

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:

Terri Brenton, Legislative Coordinator, Telephone 905.874.2106, TTY 905.874.2130
cityclerksoffice@brampton.ca

Note: Some meeting information may also be available in alternate formats upon request.
Note: Please ensure all cell phones, mobile and other electronic devices are turned off or placed on non-audible mode during the meeting. Council Members are prohibited from sending text messages, e-mails and other electronic messaging during the meeting.

1. **Approval of Agenda**

2. **Declarations of Interest under the Municipal Conflict of Interest Act**

3. **Previous Minutes**

3.1. **Minutes – Transit Council of Chairs – November 7, 2017**

   Note: The recommendations outlined in the minutes were approved by Council on November 22, 2017. The minutes are provided for Committee’s information.

4. **Delegations/Presentations**

4.1. Presentation by M. Parks, Director of Road Maintenance, Operations and Fleet, Public Works and Engineering, re: **Status of Connected and Autonomous Vehicle Technology in Brampton**

   See Item 5.1

   *To be distributed prior to the meeting.*

5. **Reports / Updates**

5.1. Report from M. Parks, Director, Road Maintenance, Operations and Fleet, Public Works and Engineering, dated May 10, 2018, re: **Status of Connected and Autonomous Vehicle Technology in Brampton**

   See Item 4.1

   *Recommendation*

Recommendation

5.3. Report from C. Duyvestyn, Director, Transportation Special Projects, Public Works and Engineering, dated May 8, 2018, re: Regional Connections Initiatives Update – All Wards (File BF.x).

To be received

5.4. Report from B. Lakeman, Transportation Policy Planner, Planning and Development Services, dated May 14, 2018, re: Update on the GTA West Corridor Environmental Assessment Study, Northwest GTA Corridor Identification Study, and Planning for Northeast and Northwest Brampton

To be received

6. Other/New Business/Information Items

6.1. Discussion re: Committee Terms of Reference and Election of Vice Chair

Note: This matter was on the agenda for consideration at the Transit Council of Chairs Meeting of November 7, 2017. At that time, there was consensus that discussion on this matter be considered at the next Committee meeting.

7. Correspondence

8. Question Period

9. Public Question Period

15 Minute Limit (regarding any decision made at this meeting)
10. Closed Session

11. Adjournment

Next Meeting: To be confirmed
Tuesday, November 7, 2017

Members Present: City Councillor D. Whillans – Wards 2 and 6 (Chair – See Item 6.1)
   Chair, Public Works and Engineering Section
Mayor Linda Jeffrey (left at 1:46 p.m. – personal)
Regional Councillor E. Moore – Wards 1 and 5
   Chair, Planning and Development Services
Regional Councillor G. Miles – Wards 7 and 8
   Chair, Corporate Services Section
City Councillor J. Bowman – Wards 3 and 4 (arrived at 1:53 p.m. –
   other municipal business)
   Chair, Economic Development and Culture Section

Members Absent: Regional Councillor M. Palleschi – Wards 2 and 6 (illness)
   Chair, Community Services Section

Staff Present: H. Schlange, Chief Administrative Officer
J. Pitushka, Commissioner, Public Works and Engineering
A. Milojevic, General Manager, Transit
C. Duyvestyn, Director, Transportation Special Projects, Public Works
   and Engineering
H. Zbogar, Senior Manager, Transportation Planning, Public Works
   and Engineering
P. Fay, City Clerk, Office of the Chief Administrative Officer
S. Danton, Legislative Coordinator, Office of the Chief Administrative Officer
Peter Fay, City Clerk, assumed the role of Acting Chair and called the meeting to order. The meeting was called to order at 1:37 p.m., recessed at 1:47 p.m., reconvened at 1:53 p.m. and adjourned at 3:03 p.m.

1. **Approval of Agenda**

   TCC001-2017 That the Agenda for the Transit Council of Chairs Meeting of November 7, 2017, be approved as printed and circulated.

   Carried

   Item 6.1 was brought forward and the election of a Chair / Co-Chair was dealt with at this time.

   Mr. Fay, Acting Chair, opened the floor for nominations.

   Councillor Whillans was nominated for the position of Chair and he confirmed acceptance of the nomination.

   There were no more nominations and the following motion was considered:

   TCC002-2017 That Councillor Whillans be appointed Chair of the Transit Council of Chairs for the term ending November 30, 2018, or until a successor is named.

   Carried

   Councillor Whillans assumed the role of Chair at this time.

2. **Declarations of Interest Under the Municipal Conflict of Interest Act** - nil

3. **Previous Minutes** - nil

4. **Delegations/Presentations**

   4.1. Presentation by Chris Duyvestyn, Director, Transportation Special Projects, Public Works and Engineering, re: Regional Connections Initiatives Update

   Chris Duyvestyn, Director, Transportation Special Projects, Public Works and Engineering, provided a presentation on the regional connections initiatives and noted the following:
Minutes
Transit Council of Chairs

- External agency led and Brampton led initiatives
  - Connection improvements between Brampton and the Greater Toronto Hamilton Area
  - Connection improvements within Brampton
  - Mobility hubs and intensification corridors

- Accomplishments and next steps
  - Status of current initiatives
  - Anticipated finalization and implementation

Committee consideration of the matter included the following:
- Reiteration that the City is actively pursuing electric bus rapid transit; information regarding the request for provincial funding should be available soon
- Confirmation that City staff is engaged in many external agency-led initiatives such as the Regional Express Rail, the CN Freight Bypass Rail Corridor, and the High Speed Rail
- Status of the Hurontario Light Rail Transit project; proposed location of storage facility, land and building taxes and permits
- Council participation with transit initiatives; advocating at higher levels of government for advancement of projects and funding
- Council involvement and regular meetings with MPs and MPPs regarding transit projects and funding announcements
- Queen Street Rapid Transit Master Plan
  - Economic Development Department involvement
  - Environmental Assessment and Transit Project Assessment Process; procedural aspects, timelines, and potential benefits to the city with respect to land use and employment
  - Transit options; Bus Rapid Transit or Light Rail Transit
  - Routes and alignments

Item 5.1 was brought forward at this time.

The following motion was considered:

TCC003-2017 1. That the presentation by Chris Duyvestyn, Director, Transportation Special Projects, Public Works and Engineering, to the Transit Council of Chairs Meeting of November 7, 2017, re: Regional Connections Initiatives Update be received; and,

2. That the report from Chris Duyvestyn, Director, Transportation Special Projects, Public Works and Engineering, dated October 17, 2017, to the Transit Council of Chairs Meeting of November 7, 2017, re: Regional Connections Initiatives Update – All Wards (File B.FX [Regional Connections]), be received.

Carried
5. Reports / Updates

5.1. Report from C. Duyvestyn, Director, Transportation Special Projects, Public Works and Engineering, dated October 17, 2017, re: Regional Connections Initiatives Update – All Wards (File B.FX [Regional Connections])

Dealt with under Item 4.1 – Recommendation TCC003-2017


The following motion was considered:

TCC004-2017

1. That the report from C. Duyvestyn, Director, Transportation Special Projects, Public Works and Engineering, dated October 20, 2017, to the Transit Council of Chairs Meeting of November 7, 2017, re: Hurontario Light Rail Transit Project Update – Noise By-law Exemption and Operating Costs – Wards 3 and 4 (File IA.A (16-3130-481)), be received; and

2. That Metrolinx construct a pedestrian tunnel connecting the Gateway Terminal Light Rail Transit stop to the Brampton Gateway Bus Terminal as part of the Hurontario Light Rail Transit Project, removing any option for a pedestrian bridge, and Metrolinx fund any additional capital costs for the pedestrian tunnel beyond the City’s previous contribution of $5.4 million; and

3. That the City Clerk be directed to forward a copy of this report and Council resolution to Metrolinx, the City of Mississauga, and the Region of Peel.

Carried

6. Other/New Business/Information Items

6.1. Committee discussion re: Committee Terms of Reference and Election of Chair / Vice-Chair

Election of a Chair / Co-Chair was dealt with after Approval of the Agenda – See Recommendation TCC002-2017.
Committee consideration of the matter included consensus to defer the discussion regarding the Terms of Reference and the election of a Vice-Chair to the next meeting.

7. **Correspondence**


This material was provided for Committee’s information.

Committee requested that staff ensure that there is Brampton Council representation on the Advisory Board.

8. **Question Period**

In response to a question from Regional Councillor Miles, staff noted that there are multiple initiatives underway to ensure that the City’s transit system will expand to accommodate population growth and current and future ridership needs.

In response to a question from Councillor Whillans, staff confirmed that the City will advocate for transit funding should the proposed GTA West Corridor project be cancelled.

9. **Public Question Period** - nil

10. **Closed Session** - nil

11. **Adjournment**

TCC005-2017 That the Transit Council of Chairs do now adjourn to meet again at the call of the Chair.

Carried

______________________________
Councillor D. Whillans, Chair
Date: 2018-05-10

Subject: Status of Connected and Autonomous Vehicle Technology in Brampton

Contact: Michael J. Parks, Director of Road Maintenance, Operations and Fleet, Public Works and Engineering Department, (905-874-2572) mike.parks@brampton.ca

Recommendations:

1. That the report from Michael J. Parks, Director of Road Maintenance, Operations and Fleet, Public Works and Engineering Department, dated May 10, 2018, to the Transit Council of Chairs Meeting of May 29, 2018, re: Status of Connected and Autonomous Vehicle Technology In Brampton (IB.c), be received; and

2. That City of Brampton staff, led by the Director, Roads Maintenance, Operations and Fleet continue to support the Ontario Good Roads Association, Municipal Alliance for Connected and Autonomous Vehicles.

Overview:

- There have been a lot of technological advancements related to Connected Vehicles (CV) and fully Autonomous (driverless) Vehicles (AV). All prominent car manufacturers are partnering with innovative start-up tech firms.

- Ontario and Brampton are well positioned to work with development of CV and AV Technology.

- Brampton staff has engaged with the Ontario Good Roads Association, as a member on the Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO).

- An update outlining the initial set of milestones and the Brampton status related to this technology is included in this report and included in the Attachments.
• Preparation for CV and AV technology using innovation and technologies are an integral part in Brampton becoming future-ready and further supports the city’s Smart City Challenge initiatives.

• The planning and policy implications of CV and AV on how Brampton’s transportation network will need to be shaped to respond to continued growth over the long term will be considered as part of the City’s next review of Transportation Master Plan, starting in 2019.

Background:

There have been a lot of technological advancements related to Connected Vehicles (CV) and Autonomous Vehicles (also known as AV’s or Driverless Vehicles). Over the past few years nearly all prominent car manufacturers have engaged with developing and testing their connected and self-driving technologies, and now expect to make their solutions available to the public in the coming years. In addition, innovative start-up tech firms are partnering with the automotive sector to advance the analytics and refine the driver experience.

Ontario is particularly very well-positioned to not only take part in this early part of connected and autonomous revolution, but perhaps to even be among the leaders. Besides having a strong auto-manufacturing sector, we also have multiple technology sector hubs that are already doing some fascinating work in the field of Connected and Autonomous Vehicles. In addition to that, two years ago, Ontario became the first jurisdiction in Canada to have created an Autonomous Vehicle Pilot Regulation 306/15.

Current Situation:

Over the past year Brampton staff has engaged with the Ontario Good Roads Association, as a member of the Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO). Being a member of MACAVO, Brampton is positioned to be able to actively support the use of CV and AV’s on our roadways. Our technology (Traffic Signal System with CV capability, expansive fibre network, and GeoHub platform), our physical road infrastructure (more than 3700 lane km of roads), robust asset management plan and our mindset to be future ready put us ahead of others.

The attached document from OGRA explains the next steps for MACAVO.

The following is an excerpt of the document outlining the initial set of milestones and the Brampton status update shown below:
1. [Ongoing] Each participating municipality to identify One (1) employee for their municipal AV file. This individual should be in a position to take information from MACAVO/OGRA and share it efficiently with all internal stakeholders within the municipality.
   - **Brampton is already involved. The Director of Roads Maintenance, Operations and Fleet is co-chairperson of MACAVO.**

2. [Ongoing] Each participating municipality to identify ALL roads (or sections thereof) where they are comfortable in allowing testing of SAE Level 4 and Level 5 AVs (table shown below) – i.e. no driver required. Once identified, the Preferred roads to be shared with OGRA as a "KML" file, by sending the file to Fahad@ogra.org.
   - **Brampton staff has contributed, discussed and considered some roads but have not finalized any routes.**

3. [Ongoing] OGRA to put together an aggregate of all municipal Preferred road selections onto a digital map.
   - **Brampton staff has shared digital versions of road options (but have not finalized routes). The map will not be shared publicly at this stage.**

4. OGRA to propose a Preferred, seamless Corridor to participating municipalities, likely through a face-to-face meeting before the end of summer 2018.
   - **Ongoing**

5. OGRA to initiate active discussions with all AV stakeholders to bring various testing and collaboration opportunities to the participating municipalities.
   - **Ongoing**

**Internal Collaboration**

Preparation for CV and AV technology using innovation and technologies are an integral part in Brampton becoming future-ready and further supports the city’s Smart City Challenge initiatives. In April of 2018 the City of Brampton submitted a SMART City proposal to the federal government for the SMART City Challenge. Feedback from the community through a SMART City hackathon and a SMART city workshop generated dozens of high potential ideas, many of which circulated around a transportation theme. To further distill some of these ideas and concepts perhaps another hackathon could be held which is solely focussed on transportation systems in Brampton. SMART City initiatives such as traffic tracking systems are crucial elements to improving the efficiency of a city thereby improving productivity leading to greater economic prosperity.

Collaboration between Public Works & Engineering and Corporate Services is ongoing to access and leverage Brampton’s GeoHub location platform to develop strategies for real-time vehicle to infrastructure communications (v2i). This Open Data Location Platform combined with real-time traffic data will provide valuable, useful and purposeful information to City Staff, Businesses, NGO’s, and our residents.
Brampton Transportation Master Plan (TMP) Update

CV and AV’s may well be one of the most imminent and impactful disruptors on the horizon. As technology and testing progress at an impressive pace, there however remain many uncertainties concerning their impact on a broad range of issues ranging from cultural and behavioural change, matters of public policy and public health, urban and regional planning, economic development, and the environment. The advent of CV and AV’s holds considerable promise to address many key challenges of our day – traffic congestion, road safety, and transport equity – but they could also conceivably give rise to unforeseen complications in some of these very same areas. As an important disruptor that will have an inevitable impact on shaping Brampton’s transportation system and urban fabric in the coming decades, CV and AV’s and their potential implications, will be considered in the next update to the City’s Transportation Master Plan (due to commence in 2019) in terms of planning and policy matters.

Corporate Implications:

Financial Implications:

There are no direct financial implications associated with this report. As this new technology emerges, staff will identify the requirements and associated financial impacts needed to support this initiative. Financial impacts will be included in future year budgets, subject to Council approval.

Other Implications:
This report supports the Brampton Vision 2040- Living the Mosaic - Vision 4: Transportation and Connectivity.

Strategic Plan:

This report achieves the Move and Connect and Good Government Strategic Plan priorities in keeping people and goods moving efficiently by investing in new infrastructure and maintaining a state-of-good-repair, and by modernizing our policies and procedures by way of supportive technology.

Conclusion:

With membership and support in MACAVO Brampton is in an ideal position to provide custodial oversight of the use of Connected and Autonomous Vehicle Technology in our City.
Attachments:

Appendix 1  MACAVO Municipal Alliance for Connected and Autonomous Vehicles in Ontario, Initiative Details: Preferred Autonomous Vehicles’ Test Corridor

Report authored by: Michael J. Parks, Director, Road Maintenance, Operations and Fleet
INITIATIVE DETAILS:
Preferred Autonomous Vehicles' Test Corridor

An Ontario Good Roads Association Initiative
Contents

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8. Your Support Matters 9

APPENDIX A 10

APPENDIX B 13
Executive Summary

Ontario Good Roads Association, through its Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO), has embarked on an initiative for controlled testing of Autonomous Vehicles (AVs). Under this initiative, OGRA is calling for the creation of a seamless and well-coordinated “Preferred AV Test Corridor”, stretching from Windsor to Ottawa. Through this initiative, our aim is to help attract (and retain) AV-related industry and talent in Ontario, which in turn can become a catalyst in helping provide unparalleled socio-economic benefits for all municipalities involved.

OGRA is working closely with a number of key Ontario municipalities, who have already collectively identified over two-thousand centreline kilometres of Preferred roads for the testing of AVs. By extending the invite to all jurisdictions, OGRA is hereby requesting the municipalities to, each:

i. Identify One (1) municipal point of contact who will be responsible to spearhead all AV-related activities for your municipality, and
ii. Identify the Preferred roads within your municipality and send the KML file to Fahad Shuja (Fahad@ogra.org)

1. Autonomous Vehicles (AVs) – a Critical Consideration

The topic of AVs has certainly gained exponential momentum in recent years. Just a few years ago, AVs were generally thought of as a “Jetsons Era” concept – i.e. not happening anytime soon. Fast-forward to today and every major auto-manufacturer is investing heavily in this technology. Not only that, we are also witnessing innovative technology start-ups as well as partnerships arising between the tech and automotive sectors. From OGRA’s perspective, our mandate is to support our municipal members when we notice important shifts on the horizon. This particular shift due to AVs is perhaps as big as, if not bigger than, the transition from horses to “horseless-carriages” (i.e. cars) in early 20th century. And since these vehicles are going to be very much part and parcel of our municipal roadways, it is critical for all Ontario municipalities to start exploring AVs with a very serious lens. It is no longer an issue of “if” AVs will arrive, but only a matter of “how soon”.

2. Ontario Good Road Association’s (OGRA’s) Support to-Date

OGRA has been monitoring the AV sector for the past several years. We have also been active in keeping our municipal members up-to-date with global/local activities in the AV sector. In no particular order:

- We published a whitepaper, called “The Roadmap for Autonomous Vehicles in Ontario, Canada”
- We have carried out various (no cost) webinars, bringing forward important AV-related topic/ideas,
- We have conducted two major surveys since 2016 to understand municipal progress on AVs,
• We have provided municipal-focused recommendations to the Ontario Ministry of Transportation (MTO) as part of their ongoing dialogue regarding updates to the Pilot AV Regulation 306/153.
• We have established a dedicated group called “Municipal Alliance for Connected and Autonomous Vehicles in Ontario” (MACAVO), comprising of many of Ontario’s forward-looking municipalities that are interested in furthering the testing and deployment of AVs on their local roads.

OGRA is very encouraged by the level of support received on this AV topic from municipalities to-date. We conducted our first cross-municipal survey in late 2016, and then repeated many of the same questions again in another similar survey in early 2018. Approximately 100 municipalities participated in each of these surveys. Within a span of about 14 months, we’ve seen significant shifts in favour of AVs. Here are some results for your consideration:

**LEGEND:**
- Late 2016 survey results
- Early 2018 survey results

**WHAT IS YOUR MUNICIPALITY’S OFFICIAL POSITION ON AVS?**

<table>
<thead>
<tr>
<th>NO ACTION IS BEING TAKEN AT ALL</th>
<th>DISCUSSIONS AMONG DECISION-MAKERS ARE IN THE EARLY PHASES</th>
<th>DISCUSSIONS AMONG DECISION-MAKERS ARE ACTIVELY ONGOING</th>
<th>WE ARE ACTIVELY WORKING ON AV PROJECTS</th>
<th>OTHER</th>
</tr>
</thead>
<tbody>
<tr>
<td>75.29%</td>
<td>40.74%</td>
<td>14.12%</td>
<td>2.35%</td>
<td>8.24%</td>
</tr>
<tr>
<td>14.12%</td>
<td>30.86%</td>
<td>4.94%</td>
<td>11.11%</td>
<td>12.35%</td>
</tr>
</tbody>
</table>

**PLEASE NOTE FROM ABOVE CHART:** In 2016, over 75% of municipalities indicated having taken no action. This number has significantly changed now – only about 40% of municipalities have not taken any action. Additionally, internal discussions have gone up from 14% to over 30%. Also note that Active Projects have gone from 0% in 2016 to over 11% in early 2018.

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3 Link: https://www.ontario.ca/laws/regulation/150306

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INITIATIVE DETAILS:
Preferred Windsor - Ottawa Test Corridor

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5 Link: https://www.ontario.ca/laws/regulation/150306
3. A Major New Initiative

The AV sector is at a critical boiling point now. There is a tremendous amount of activity across the globe in order to develop and enhance the associated technologies, very rapidly. Ontario is particularly very well-positioned to not only take part in this early part of AV revolution, but perhaps to even be among the leaders. Besides having a strong auto-manufacturing sector in our own backyard, we also have multiple tech sector hubs that are already doing some fascinating work in the field of AVs. In addition to that, two years ago, Ontario became the first jurisdiction in Canada to have created an AV Pilot Regulation 306/15. Needless to say, we now have all the important ingredients in place to take Ontario to the next level of AV race.

As OGRA's next major initiative, we have started working to help create a seamless, well-coordinated “Preferred AV Test Corridor”, spanning from Windsor and all the way to Ottawa. This initiative is being driven through OGRA's new MACAVO group, which is primarily comprised of leaders from various municipalities. If the vision for this Preferred Corridor can be materialized (through your support), it will be the first municipal coordination of its kind in the entire world. That title itself can be an important feather in Ontario’s hat, which can act as a powerful catalyst for uplifting Ontario's and Canada's profile on the global AV stage.

At materialization, this Preferred Corridor has the potential to provide “at least” 800 kilometres of dedicated testing opportunities to AVs authorized to operate in Ontario through MTO. Besides being the first in the world, there are a number of other opportunities that come along with this initiative:

- Ability to attract and retain talent within Ontario and Canada,
- Ability to establish local policies that allow for seamless flow of AV traffic (as opposed to each jurisdiction having different standards),
- Ability to collectively test critical infrastructure technologies along the Preferred Corridor,
- Ability to pool funds together and carry out large exercises that couldn't be done single-handedly,
- Ability to work closely and directly with AV stakeholder groups (e.g. auto-manufacturers, tech sector, education sector, and more) and solving problems together,
• Ability for municipalities to work together in order to learn/grow together in the new AV world,
• Ability to collectively educate the citizens – an extremely important element for AV deployment,
• Ability to become a model of collaboration for the other Provinces of Canada, and
• Lots more!

All-in-all, establishing a clear, Preferred AV Test Corridor is an excellent way for Ontario to become an integral part of AV testing and deployment in the world.

4. Action Required to be a Part of the “Preferred AV Test Corridor” + Key Milestones

At this stage, OGRA is simply requesting all interested municipalities to highlight\(^5\) as many Preferred local/private roads as possible. A number of municipalities have already conducted this exercise, and OGRA is pleased to share that we have already received over two-thousand (2,000+) kilometres of municipal Preferred roads for consideration towards the Windsor-Ottawa Corridor.

Following are the initial set of milestones for this initiative:

1. [Ongoing] Each participating municipality to identify One (1) employee\(^6\) for their municipal AV file. This individual should be in a position to take information from MACAVO/OGRA and share it efficiently with all internal stakeholders within the municipality.
2. [Ongoing] Each participating municipality to identify ALL roads (or sections thereof) where they are comfortable in allowing testing of SAE Level 4 and Level 5 AVs (table on page 8) – i.e. no driver required. Once identified, the Preferred roads to be shared with OGRA as a “KML” file\(^7\), by sending the file to Fahad@ogra.org.
3. [Ongoing] OGRA to put together an aggregate\(^8\) of all municipal Preferred road selections onto a digital map.
4. OGRA to propose a Preferred, seamless Corridor to participating municipalities, likely through a face-to-face meeting before the end of summer 2018.
5. OGRA to initiate active discussions with all AV stakeholders to bring various testing and collaboration opportunities to the participating municipalities.

OGRA has also put together a detailed set of Frequently Asked Questions (FAQs), in APPENDIX A.

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\(^5\) OGRA recommends that this Preferred roads’ highlighting be done in strategic collaboration with stakeholder municipal employees.

\(^6\) Today, this selected individual can be anyone from the Mayor to Transportation/Planning Director. The key element is to install in an individual who can take actions on behalf of the municipality on AV initiatives.

\(^7\) Can be easily created using industry-standard GIS program(s) like ESRI and ArcGIS, which most municipalities already use for their day-to-day activities. If KML file cannot be produced, simply send the scanned, hand-marked map to OGRA and we will convert it to a digital file.

\(^8\) The map will not be shared publicly at this stage. It will be used as a key tool to collaborate with municipalities to generate a seamless route.
5. Preference of Testing on Municipal Roads vs. Highways

The AV technology, to-date, is being tested primarily in secluded areas, which has been extremely helpful. That said, it is now time to allow these vehicles to interact on local roadways in a very coordinated manner. Primary reason for this is the fact that in order for this technology to prosper, and to bring about exponential socio-economic benefits to our citizens and businesses, a level of trust has to be developed through interactions. The AVs must learn to co-exist in our increasingly multi-modal society, alongside pedestrians, cyclists, transit, and much more. There is no better way to teach this integration to AVs besides giving them an opportunity to be tested in real-world situations. And by having dedicated Preferred Corridor(s), it will be exponentially more cost-effective for municipalities to focus their attention and be involved.

OGRA also envisions having the Preferred Corridor run through Ontario’s Provincial Highways, but only as a secondary option when no municipal roadway is available for the given location. While Highway testing is very important, many of the human-AV interactions happen on local streets, and therefore it is important to give preference to municipal roads first.

6. Cost to Join the Preferred Corridor

OGRA intends for this Preferred Corridor exercise to be open to all municipalities and therefore there is no financial contribution required by the supporting municipalities. All OGRA requires for now is your initial highlighting of locally Preferred roads (and/or road sections).
7. Thoughts on Expanding the Preferred Corridor

OGRA’s ultimate vision is to continue expanding this exercise to connect all corners of the Province. Therefore, even if a municipality does not fall within the Windsor-Ottawa stretch, OGRA’s invitation to join still is very much open! Essentially, if your municipality is located in Ontario, we are hereby inviting you to engage with us in this exercise.

8. Your Support Matters

It is in OGRA’s DNA to keep eyes on emerging technologies and support Ontario’s municipalities as best as we can through initiatives, policies, and education. We feel this is a very historic moment for Ontario and Canada, and would like to encourage you to come and support OGRA in this promising initiative. In order to get started, all you need is to identify your locally Preferred roads.

Should you have any questions, please contact Fahad Shuja at OGRA, at Fahad@ogra.org.
APPENDIX A
Frequently Asked Questions (FAQs)

Q. What is “Level 4” and “Level 5”?  
A. These are the highest possible levels of automation. The wording has been adopted from the Society of Automotive Engineers (SAE). At Level 4 and 5, the vehicle is not only driving by itself (like “Kitt” from Knight Rider), but it does not even require a steering wheel.

Q. What is the difference between “AVs” and “CVs”?  
A. “AVs”, by definition, are designed by auto manufacturers to act like perfect human drivers, and they dutifully follow the rules of the road. They have sensors and software installed within the vehicle to allow for complete navigation from point A to B. “CVs” (or Connected Vehicles) are those that have some sort of communication channels with infrastructure, road users, other vehicles, pedestrians, etc. By definition, AVs do not need to also be CVs, and vise versa. At this stage, it is important to get the testing properly done for AVs, as they pose the most risk to those around them. Ultimately, the best results can be achieved when AVs are also talking to each other and are “Connected”. If you need further clarification, please contact OGRA.

Q. Do AVs require mandatory updates to the infrastructure?  
A. No. AV manufacturers are actively working to allow the AVs to operate without specific infrastructure upgrades. As long as the road network is in compliance with Ontario’s Minimum Maintenance Standards (MMS), O. Reg 239/02, AVs should be able to navigate on Ontario’s existing municipal roadways.

Q. How much of the road network (by %) should be selected as Preferred for L4/5 testing?  
A. Anything above 10% of entire road network should be a very good start.

Q. When marking up Preferred roads for Level 4/5 Corridor within our municipality, should we avoid roads around hospitals and schools?  
A. We had previously suggested to exclude roads around schools, hospitals, and any other critical areas; however, since then we’ve been approached by some municipalities who feel that these same areas are where many accidents happen due to human error, and therefore can benefit greatly from AVs. Based on that feedback, we would like pull back our initial suggestion of excluding those areas, and would like to leave the decision entirely with your level of comfort.

Q. “Can we update/add/delete the Preferred road selections after the first submission?  
A. Absolutely. This first run is a preliminary exercise to get the ‘brain juices’ flowing! None of the routes are to be carved in stone yet at this early stage.

Q. In selecting the Preferred roads, should we limit ourselves to paved roads only?  
A. No. At this stage, nothing is off the table. Please mark out any possible road(s) that you prefer for L4/5 testing in your jurisdiction
Q. Would it be beneficial for the municipalities to provide locations of supporting infrastructure, such as EV charging stations, rest areas?
A. You are one step ahead of us, and that’s great! Yes. Going forward, once the Preferred Corridor is in place, the next exercise will likely be to start requesting MACAVO to identify key infrastructure within their local jurisdictions.

Q. Is the Preferred Corridor going to be only for passenger vehicles, or can it be used for others traffic as well (such as freight trucks, transit lines, etc.)?
A. We are not limiting this exercise to any particular type of vehicle. However, if you will ONLY ALLOW a certain kind of vehicle then we will need to know that at some point in the near future.

Q. Are there plans to connect the Preferred Corridor to Northern and Southern Ontario as well?
A. Absolutely. While our initial Preferred Corridor highlight is Windsor-to-Ottawa route, the door is wide open to all municipalities to get involved. We would like to connect as many jurisdictions as possible.

Q. How are municipalities handling liability and insurance in the event an accident occurs on a municipal roadway?
A. As part of Ontario’s AV Pilot Regulation 306/15⁹, MTO requires that any test vehicles carry a $5M insurance. Testers can’t test without it.

Q. Are there concerns with AVs being tested on roadways with cycling infrastructure?
A. A big part of this Preferred Corridor will be to allow AVs to interact with multi-modal traffic + civilians. We will of course have to be extra careful in situations where AVs are expected to operate very close to this kind of traffic. This is very much a learning exercise for everyone. The computer must be trained with all possible scenarios. The more it “knows”, the more it will be able to better navigate and save lives.

Q. What will happen if there is an accident involving these vehicles during the testing? Will the Municipality be required to get involved and how will the insurance work?
A. Today, there is a void in rules regarding this, and one big reason why OGRA has taken on the task to create the Preferred Corridor. We need to start these discussions. Being at the table will help pave the way for amicable solutions.

Q. When are other (non-municipal) stakeholders going to be engaged as part of this exercise?
A. OGRA is already in communications with a number of stakeholders from private sector, auto manufacturing, technology solutions, educational institutes, and more. Active engagement with these (and any other) stakeholders can begin as soon as at least one Windsor-Ottawa municipal Preferred Corridor has been established.

Q. Our municipality is new to this exercise. What should we be doing next to participate?
A. Most participating municipalities have now identified ONE (1) representative who will be the point-person on the AV file for their respective jurisdiction. We would like to recommend that you start by identifying the right individual who will represent your municipality’s interests in the AV discussions. Furthermore, most participating municipalities have started to hold internal meetings with local staff.

⁹ Link: https://www.ontario.ca/laws/regulation/150306
and/or stakeholder municipal departments to start identifying ALL possible roads (and/or sections thereof) where they are comfortable in testing Level 4/5 AVs. We don’t recommend creating a town-hall type setting; instead, it is important to engage handful of municipal employees in key departments who will ultimately have to deal with AVs in one way or another. At this stage, it is about Quality individuals over Quantity.

Finally, some municipalities have nearly completed identifying their first draft of L4/5 roads, and are looking to share their selections with OGRA. Those municipalities are encouraged to send in their KML files to Fahad@ogra.org.

Q. When is the next MACAVO meeting scheduled?
A. Our last meeting took place in Brampton, on March 26th, 2018. Next meeting date is not yet set. Being fully cognizant of the costs associated with travel to/from meetings, our aim is to carry out meetings only when critical decisions are to be made as a group. Our aim is to utilize remote communications (such as webinars, screen-sharing etc.) as much as possible, in order to help minimize costs of our municipal members. We are estimating that another meeting will be required somewhere near the mid or end of summer 2018.

Q. I want to make sure I identify the right representative from my municipality. Who should I select?
A. Yes, it is critical that you identify the right person to represent your jurisdiction. The primary individual from your municipality should have the professional authority to go back and set wheels in motion. As an example, some of the typical job titles you can expect to interact with through OGRA’s MACAVO group include, Transportation Directors/Planners, Mayors, Councillors, and more. On that note, if you feel that you have sufficient political/managerial authority to make change, but require technical assistance to answer any road-related questions that may come up, then please connect yourself with a technical support staff.
FOR IMMEDIATE RELEASE

Municipalities Create Alliance to Actively Promote Connected and Autonomous Vehicle Testing and Integration within our Communities

OAKVILLE, Ontario, November 17, 2016 – Connected Vehicles (CVs) and Autonomous Vehicles (AVs) are coming much faster than originally estimated. Ontario was the first province in Canada to create a Regulation (Reg. 306/15) allowing AVs to be piloted on its roads. With this regulation in place, municipalities across Ontario must prepare for the imminent arrival of CVs and AVs. In an effort to have all jurisdictions work together, and to help facilitate this co-ordination, Ontario Good Roads Association (OGRA) has organized the Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO), best pronounced “Muh-Kay-Vo”.

MACAVO is to bring forward-looking Ontario municipalities together to facilitate CV/AV research, testing and integration within their respective jurisdictions. This provides MACAVO members the opportunity to learn from each other and develop a synchronized set of logistics, policies, and communication channels to help the CV/AV industry move forward in Ontario, while integrating with municipal services.

The first official MACAVO meeting took place on August 9, 2016 and was attended by municipal transportation leaders from: City of Barrie; City of Brampton; Region of Durham; City of Elliot Lake; County of Essex; City of Hamilton; Town of Lakeshore; York Region; and others. The City of Stratford has since joined MACAVO as well. Stratford is particularly an amazing inspiration for the MACAVO team because of the great work that the city has already done in welcoming various technologies. Several other Ontario municipalities have also expressed interest in joining in the near future.

“We openly invite all Ontario municipalities who are prepared to start researching, testing and integrating these technologies in some capacity, to join MACAVO”, said Thomas MacPherson, York Region Manager of Transportation Asset Management and Chair of MACAVO. “Efforts across the province need to be co-ordinated to maximize the long-term benefits that CVs and AVs can provide our communities. At MACAVO, we are ready to work with all CV and AV stakeholders, including: the automobile industry; young entrepreneurs; the education sector; and local, provincial, and federal governments.”

Robert Burlie, P. Eng. and President of OGRA said, “... It is estimated that 50% of all vehicles on our roads will be fully autonomous in the next 15 years and assist all municipalities who are making substantial efforts to improve road safety and ease traffic congestion. This technology is improving so rapidly that there will certainly be other benefits to all our communities and municipalities in Ontario, and will allow our roadways to be completely transformed for better use by pedestrians, cyclists, public transit, vulnerable users and vehicles.”

“Not many people are aware that OGRA played a pivotal role in assisting Ontario’s municipalities in transitioning from horses to automobiles. We see a very similar shift in transportation taking place today, with the move toward connected and driverless automobiles” said Joe Tiernay, OGRA’s Executive Director. “Only this time, the positive effects are expected to be even greater than before, and we want to make sure we are standing alongside our member municipalities, supporting them as they prepare for this historic transition”

MACAVO is hereby requesting the automobile industry, as well as all other CV/AV stakeholders to come forward to begin the collaboration process. In the coming months, MACAVO will set up a work-plan to help drive the team forward with achievable, short- and long- term goals and objectives for CVs and AVs.
About Ontario Good Roads Association (OGRA)
The mandate of the Ontario Good Roads Association, a not-for-profit entity, is to represent the transportation and public works interests of Ontario municipalities through advocacy, consultation, training and the delivery of identified services.

MACAVO Contact
Name, Title: Fahad Shuja, OGRA Member Services Coordinator
Phone: 289-291-6472 x31
Email: Fahad@ogra.org
Address: 1525 Cornwall Road, Unit 22, Oakville, ON L6J0B2, Canada
Date: 2018-05-15

Subject: Investing in Canada Plan: Public Transit - Ontario

Contact: Lowell Rubin-Vaughan, 905-874-5977
lowell.rubinvaughan@brampton.ca

Recommendations:

1. That the report from Lowell Rubin-Vaughan, Manager, Government Relations and Public Policy, Office of the Chief Administration Officer, dated May 15, 2018, to the Transit Council of Chairs Meeting of May 29, 2018, re: Investing in Canada Plan: Public Transit – Ontario, be received;

2. That the positions outlined in the report be endorsed and inform advocacy with the federal and provincial governments; and

3. That a copy of this report be sent to the Federal Minister of Infrastructure and Communities, the Ontario Minister of Transportation (when appointed), the Association of Municipalities of Ontario, and the Federation of Canadian Municipalities

Overview:

- Brampton Transit is one of the fastest growing transit systems in Canada with ridership outpacing population growth.

- In 2017, the City of Brampton received $32.4 million from the federal government through phase 1 Public Transit Infrastructure Fund (PTIF). Combined with the City’s matching funding, nearly $66 million is being invested in Brampton’s Transit System.

- Through the recently announced 10-year Public Transit Stream, the federal government has committed over $8.3 billion and the provincial government has committed over $7.3 billion, respectively, to transit initiatives. Brampton’s allocation is $191.6 million federal and $158.1 million provincial for the 10-year period of 2018 to 2028.

- The investment is timely and welcomed given the unprecedented growth coupled with the long-term 2040 Vision for the City’s transit system.
Due to how the funding formula was allocated to local transit systems, high growth communities, including Brampton, are negatively impacted by the usage of 2015 data (when 2016 data was available) and a 100 per cent allocation from the province to municipalities on the basis of ridership only.

Advocacy positions are provided for Transit Council of Chairs consideration to ensure Brampton’s future needs are addressed in any future discussions relating to the agreements.

Background:

Through previous Budgets, the Federal and Provincial Governments have committed to invest $180 billion (over 12 years) and $190 billion (over 13 years), respectively, on public transit, green infrastructure and community, culture and recreational infrastructure.

Brampton Transit is one of the fastest growing transit systems in Canada with ridership outpacing population growth. Annual ridership, including conventional local transit, has increased by 67 per cent (to 23.1 million riders) from 2010 to 2016, while population growth increased 18 per cent during the same period. In 2017, annual ridership increased to 27.4 million riders, an increase of over 18 per cent compared to 2016.

In 2017, the City of Brampton received $32.4 million from the federal government through phase 1 of the Public Transit Infrastructure Fund (PTIF). Combined with the City’s matching funding, nearly $66 million has been invested in areas that include the expansion of Zum Bovaird transit service along Airport Road; the expansion of the Sandalwood Transit Facility to support the forecasted growth of the transit fleet service; the acquisition of 20 replacement buses and three new articulated buses; and the expansion of the automated vehicle monitoring system to most of Brampton’s transit fleet.

As reiterated in Living the Mosaic Brampton 2040 Vision (the Vision), Brampton’s transit infrastructure will continue to have a critical role in building a sustainable community, addressing gridlock and efficiently moving and goods. In particular, the Vision reaffirms the importance of building partnerships to establish a full and integrated transit network to serve Brampton.

Current Situation:

On March 14, 2018, the federal and provincial governments announced the signing of a 10-year (2018 – 2028) infrastructure Integrated Bilateral Agreement (IBA). The IBA will
invest $33 billion in Ontario’s Public Transit, Green Infrastructure, Community, Culture and Recreation Infrastructure, and Rural and Northern Communities Infrastructure.

**Allocation for the Public Transit Stream**

Across Canada, in determining the provincial and territorial Public Transit Stream allocations, the federal government, using 2015 ridership data, allocated funding based on a 70 per cent ridership, 30 per cent population formula. In Ontario, this resulted in the federal government committing over $8.3 billion and the provincial government committing over $7.3 billion, respectively to transit.

In turn, the formula used to allocate funding from the province to local transit systems across Ontario is based 100 per cent on ridership. As such, the Brampton’s share of public transit funding through this stream for the 10-year period of 2018 to 2028 is:

- $191.6 million federal investment
- $158.1 million provincial investment

Public transit funding will be allocated based on the following criteria *(including anticipated cost-share)*:

- 85 per cent of funding is for new projects to support growth *(40 per cent federal; 33 per cent provincial; 27 per cent municipal)*
- 15 per cent of funding is for rehabilitation *(50 per cent federal; 33 per cent provincial; 17 per cent municipal)*

Projects eligible for public transit stream contribution funding under the IBA must meet at least one of the following outcomes:

- Improved capacity of public transit infrastructure;
- Improved quality and/or safety of existing or future transit systems; and
- Improved access to a public transit system.

In addition, the province must ensure that public transit Projects and active transportation Projects that connect citizens to a public transit system are consistent with a land-use or transportation plans or strategy, and where applicable, that Projects are consistent with the approved plans of regional transportation bodies.

**Leveraging Public Transit Stream to Grow Brampton’s Transit System**

To keep pace with current and unprecedented growth, the City will leverage this long-term funding from the federal and provincial partners, for ongoing capital investments. Through the City’s Brampton Transit Stream allocation, the City will invest in infrastructure to grow the system:

- Purchasing additional buses to accommodate demand;
• Invest in future Zum Bus Rapid Transit lines (Airport Road Extension, Chinguacousy Road and Bramalea Road;
• Invest in new technology to ensure continued safety and efficiency; and
• Build a new storage facility to allow the City to keep growing and maintain current and future fleet requirements.

**Advocating for a Fair Funding Model for Rapidly Growing Transit Systems**

Overall, the City is appreciative of the federal and provincial long-term investment in public transit. As previously stated, the investment is timely and welcomed given the unprecedented growth coupled with the long-term 2040 Vision for the City’s transit system.

As highlighted in the March 29, 2018 Government Relations Matters, Transit staff committed to conducting an analysis of the model determining the flow of federal funding to provinces as well as to local transit operators. This analysis has determined that the City of Brampton is negatively impacted by two key factors in how funding ultimately flows to municipalities through the Public Transit Stream:

1. In determining allocations to provinces, the federal government used 2015 ridership data, when 2016 data was available. Brampton’s transit ridership grew by 9 per cent from 2015 – 2016.

2. Similar to the funding formula allocation from the federal to provincial government, to strike a fair balance between the needs of large established systems and those of smaller municipalities the funding allocation from the province to municipalities should be based on 70 per cent ridership and 30 per cent population.

In applying these factors, staff have calculated the impact to the City as follows:

1. Using the same 100 per cent ridership allocation, but the 2016 updated data, the city would have seen additional funding equivalent to the purchase of 44 conventional buses, or 4.5 buses per year for 10 years.

2. Using updated 2016 data and a 70 per cent ridership, 30 per cent population formula, the city would have seen an additional funding equivalent to the purchase of 170 conventional buses or 17 buses per year for 10 years.

City staff has since met with the Ministry of Infrastructure who acknowledged the impact the Integrated Bilateral Agreement has on high growth transit systems. There was indication that the agreement will be reviewed every three years. It was suggested that the City advocate to the federal and provincial government on a revised formula to ensure funding is more reflective to the reality in Brampton.

Through the Transit Council of Chairs, staff is proposing the following advocacy positions for Council’s consideration:
1. That the federal and provincial governments, through the 10-year Public Transit Stream, recognize high growth transit systems, including City of Brampton’s, by using the most current available statistical ridership data published by the Canadian Urban Transit Association.

2. That the federal and provincial governments move to a funding allocation of 70 per cent ridership and 30 per cent population, to municipalities in an effort to strike a fair balance between the needs of large established systems and those of smaller municipalities.

3. That transit systems across the province be consulted during any review of the 10-year Public Transit Stream, to ensure communities, such as Brampton are factored into future allocations.

City staff will include this language in any future discussions with the Ministry, and incorporate in Council’s discussions with other elected officials (i.e. the 2018 Association of Municipalities Annual Conference).

Corporate Implications:

Financial Implications:
There are no immediate financial implications associated with this report.

Other Implications:
There are no corporate implications associated with this report.

Strategic Plan:

This report achieves the Strategic Plan priorities by influencing decisions of other government organizations to advance Brampton’s priorities and goals.

Conclusion:

The City of Brampton is well positioned to effectively invest federal, provincial and municipal funding into its growing transit network. Further advocacy is required to ensure federal and provincial funding keeps pace with and is distributed equitably to rapidly growing transit systems in Ontario.
Approved by:       Approved by:

__________________________  ______________________
Alex Milojevic             Harry Schlange, CAO
General Manager, Transit

Report authored by: Lowell Rubin-Vaughan
Date: 2018-05-08

Subject: Regional Connections Initiatives Update - All Wards (File B.FX [Regional Connections])

Contact: Chris Duyvestyn, Director, Transportation Special Projects, Public Works & Engineering (905-874-2544) chris.duyvestyn@brampton.ca

Recommendations:

1. That the report from Chris Duyvestyn, Director, Transportation Special Projects, Public Works & Engineering, dated May 8, 2018, to the Transit Council of Chairs Meeting of May 29, 2018, re: Regional Connections Initiatives Update – All Wards (File B.FX [Regional Connections]), be received.

Overview:

- Regional Connections is one of six areas of focus for Brampton’s Strategic Plan.

- Currently, there are 26 transportation projects that make up Regional Connections.

- Progress has been made on Regional Connections since the last update report including:
  - 407 Transitway – MTO to provide an on/off ramp connection at Kennedy Road for buses to directly access the Destination District (407/410 Opportunity Lands) (formerly Powerade Centre);
  - Completion of construction of Züm Airport Road (in-service Fall 2018);
  - Continuing preparations for the Hurontario LRT;
  - Advocacy efforts for Regional Express Rail (Two-Way All-Day GO), CN Freight Bypass Rail Corridor, High Speed Rail, Northwest GTA Corridor, Highway 410 Expansion, Destination District (407/410 Opportunity Lands), etc.
Background:

On March 29, 2017, Council approved six areas of focus for Brampton, stemming from the 2016-2018 Strategic Plan initiatives, known as game changers, including Regional Connections. An update of Regional Connections was last presented to the Transit Council of Chairs Committee Meeting of November 7, 2017 presenting the objectives, project listing, and progress to-date for Regional Connections.

Current Situation:

Regional Connections currently consists of 26 transportation projects, which continues to grow as other projects are initiated. These projects are led by various agencies including Brampton, Metrolinx, Ministry of Transportation (MTO), Peel Region, and Greater Toronto Airports Authority (GTAA), which are listed below into three categories.

A. External Agency Led - Improve regional transportation connections between Brampton & GTHA

1. Regional Express Rail (Two-Way All-Day GO) - Metrolinx
2. CN Freight Bypass Rail Corridor - Metrolinx
3. High Speed Rail (HSR) - MTO
4. GTA West Corridor EA - MTO
5. Northwest GTA Corridor Identification Study
6. Greater Golden Horseshoe Transportation Plan – MTO
7. Hwy 410 Expansion - MTO
8. Hurontario LRT - Metrolinx
9. Regional Transportation Plan (RTP) Update - Metrolinx
10. Hwy 407 Transitway - MTO
11. Long Range Transportation Plan - Peel
12. Peel Region Sustainable Transportation Study – Peel Region
13. Goods Movement – Peel Region
14. Pearson Transit Hub - GTAA
15. Vision Zero – Peel Region

B. Brampton Led - Continue to improve transportation connections within Brampton

16. Queen St Rapid Transit Master Plan
17. LRT Extension EA (Gateway-Brampton GO)
18. Brampton Transportation Master Plan (TMP)
19. Active Transportation Master Plan
20. Züm Airport Road
21. Connected and Autonomous Vehicles

C. Brampton Led - Mobility hubs & intensification corridors to provide higher density, transit oriented, mixed use development

22. Gateway Mobility Hubs & Intensification Corridors
23. Bramalea Mobility Hub Master Plan
24. Downtown Mobility Hub Master Plan
25. Hurontario - Steeles Mobility Hub Master Plan
26. Mount Pleasant Mobility Hub
Additional details including a brief description and an update on the expected outcomes are provided in Attachment A – Regional Connections: Summary of Transportation Projects.

Progress Since November 7, 2017

Since the last update on November 7, 2017, the following progress has been made on Regional Connections:

- **Active Transportation Master Plan** – Public Information Centre held on November 9, 2017
- **Regional Transportation Plan Update** – Submitted comments on draft plan to Metrolinx on November 17, 2017, and Metrolinx presented to Planning & Development Services (P&DS) Committee on November 20, 2017
- **Destination District (407/410 Opportunity Lands) (formerly Powerade Centre)** – Held meetings with MTO and 407ETR in November and December 2017 regarding transportation studies needed to redevelop the site into a regional destination.
- **Regional Express Rail** – TPAP (Transit EA) for electrification between Bramalea and Toronto completed in December 2017.
- **Held introductory meeting with Metrolinx CEO regarding Regional Connections and University on January 25, 2018**
- **GTA West Environmental Assessment (EA) study** – Received decision by Minister of Transportation (MTO) to cancel EA study on February 9, 2018. Province initiated Northwest Greater Toronto Area (NWGTA) Corridor Identification Study to assess long-term infrastructure uses (utilities, transit or other transportation options) for a corridor in the northwest GTA. Brampton/Peel staff commencing a study to confirm transportation infrastructure needs for NW Brampton with the results to be provided to MTO to inform the NWGTA study. Additional information contained in May 29, 2018 Transit Council of Chairs Committee report on NWGTA study.
- **High Speed Rail (HSR)** – Province announced on February 13, 2018 that David Collenette has been appointed as Chair of the HSR Planning Advisory Board.
- **Peel Region Sustainable Transportation Strategy - Study completed in February 2018, which ties into work on the Region’s Official Plan.**
- **407 Transitway** – Meeting with MTO was held on February 27, 2018 to discuss a future station at Kennedy Road. MTO cannot accommodate a transit station due to the geometry of the transitway and close proximity of a station at Hurontario Street, but MTO has agreed to provide an on/off ramp connection for buses to slip on and off at Kennedy Road, allowing buses to come directly into the Destination District (407/410 Opportunity Lands).
- **Regional Transportation Plan Update** - Metrolinx approved the plan at its March 7, 2018 board meeting.
- **Hurontario LRT** – Meeting was held on March 22, 2018 with Metrolinx CEO regarding operation & maintenance responsibilities, pedestrian tunnel at
Brampton Gateway, and replacement of gateway landscaping along the corridor as per May 23, 2018 Committee of Council report.

- Züm Airport Road – Construction was completed in early 2018 with in-service by Fall 2018.
- Bramalea Mobility Hub Master Plan – Land use study on-going with Open House held on April 4, 2018 to present draft Land Use Framework.
- Regional Express Rail, CN Freight Bypass, and Pearson Transit Hub – Province announced on April 6, 2018 that it will hire a technical advisor for two EA studies: (1) electrified service between Georgetown and Kitchener, and (2) CN freight bypass and connection of Kitchener GO line to Pearson Transit Hub.
- High Speed Rail (HSR) – Province announced on April 6, 2018 more than $11 billion to support construction of Phase 1 of HSR between Toronto and London as contained in its 2018 Provincial budget.
- LRT Extension EA study – A public open house was held on April 25, 2018 to introduce the project and seek public comments on the alternative LRT routes to be considered.
- Staff met with the Deputy Minister of Transportation’s office in early May 2018 to discuss several initiatives including Northwest GTA Corridor Identification Study, Regional Express Rail, High Speed Rail, CN Freight Bypass Corridor, Queen Street Rapid Transit Master Plan, LRT Extension, Downtown Mobility Hub, etc.

2018 Association of Municipalities of Ontario (AMO) Annual Conference – Prioritization of Regional Connections Initiatives

The 2018 Association of Municipalities of Ontario’s Annual Conference is taking place August 19-22. Currently, and similar to previous AMO Conferences, municipalities have the opportunity to request meetings with Ministers, Parliamentary Assistants and senior government officials. The deadline to submit requests is July 3, 2018.

With the June 7th Provincial Election on the horizon, this year’s conference (assuming the next Ontario Government continues with participating at the AMO Conference) will provide the City with an opportunity to request a meeting with the next Minister of Transportation. By August 2018, the City will be positioned to begin understanding the priorities of the next government and align critical transportation and transit initiatives to the direction of government. This alignment may alter the proposed issues to be raised at the Conference. Any changes will be communicated to Council when possible.

The Transit Council of Chairs Committee in May was strategically set to identify and recommend, for Council’s consideration, proposed major regional transportation and transit matters for the City to raise at the AMO Conference. In reviewing and updating transportation related projects, the following issues are proposed to be addressed at the AMO conference:
<table>
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<th>Theme</th>
<th>Advocacy Position</th>
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<tr>
<td><strong>Northwest GTA Corridor Identification Study</strong></td>
<td>Expedite this study and other related provincial studies that affect northwest Brampton (i.e., GGH Transportation Plan) to identify future transportation needs and infrastructure requirements/location.</td>
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<tr>
<td><strong>GO Regional Express Rail (RER) and High Speed Rail</strong></td>
<td>Expedite the completion of GO Regional Express Rail (RER) along the Kitchener GO line to facilitate Two-Way All-Day GO Rail service along Canada’s Innovation Super Corridor. Ensure that High Speed Rail looks at the need for a station in Brampton including a business case analysis. The CN Freight Bypass Rail Corridor is completed as soon as possible to divert CN freight traffic off the Kitchener GO line.</td>
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<tr>
<td><strong>LRT Extension and Downtown Mobility Hub</strong></td>
<td>Partner with the City to advance the Light Rail Transit Extension EA (Brampton Gateway Terminal to Brampton GO) and Master Plan for the Downtown Brampton GO station.</td>
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These issues will then be part of a broader City of Brampton 2018 AMO report being brought forward in June 2018. Staff will develop briefing materials that will be shared with Council and support the City’s delegation participating in the AMO Conference.

**Corporate Implications:**

**Financial Implications:**

There are no financial implications resulting from this report.

**Strategic Plan:**

This report achieves the Strategic Plan priorities of Move & Connect and Smart Growth with the delivery of well-planned infrastructure and efficient transit modes to shape a liveable city and the building of complete communities to accommodate growth for
people and jobs. Regional Connections is one of the six areas of focus for the Strategic Plan.

**Conclusion:**

Staff will continue to monitor, engage and identify opportunities to meet with government officials to advance Brampton’s transportation needs including the 2018 AMO Conference.

Approved by:       Approved by:

Director, Transportation  Commissioner, Public
Special Projects  Works & Engineering

**Attachments:**

Attachment A – Regional Connections: Summary of Transportation Projects

Report authored by: Chris Duyvestyn
## Attachment A - Regional Connections – Summary of Transportation Projects

### A. External Agency Led - Improve regional transportation connections between Brampton & GTHA

1. Regional Express Rail (Two Way All Day GO) - Metrolinx
2. CN Freight Bypass Rail Corridor - Metrolinx
3. High Speed Rail (HSR) - MTO
4. GTA West Corridor EA - MTO
5. Northwest GTA Corridor Identification Study - MTO
6. Greater Golden Horseshoe Transportation Plan – MTO
7. Hwy 410 Expansion – MTO
8. Hurontario LRT – Metrolinx
9. Regional Transportation Plan (RTP) Update - Metrolinx
10. Hwy 407 Transitway – MTO
11. Long Range Transportation Plan - Peel
12. Peel Region Sustainable Transportation Strategy - Peel
13. Goods Movement - Peel
14. Pearson Transit Hub - GTAA
15. Vision Zero – Peel

### B. Brampton Led - Continue to improve transportation connections within Brampton

16. Queen St Rapid Transit Master Plan
17. LRT Extension EA (Gateway-Brampton GO)
18. Brampton Transportation Master Plan (TMP)
19. Active Transportation Master Plan
20. Züm Airport Road
21. Connected and Autonomous Vehicles

### C. Brampton Led - Mobility hubs & intensification corridors to provide higher density, transit oriented, mixed use development

22. Gateway Mobility Hubs & Intensification Corridors
23. Bramalea Mobility Hub Master Plan
24. Downtown Mobility Hub Master Plan
25. Hurontario - Steeles Mobility Hub Master Plan
26. Mount Pleasant Mobility Hub
<table>
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<tr>
<th>Initiative</th>
<th>Lead Agency</th>
<th>Description</th>
<th>Outcomes</th>
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<tbody>
<tr>
<td><strong>A. External Agency Lead - Improve regional transportation connections between Brampton &amp; GTHA</strong></td>
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</table>
| 1 Regional Express Rail (RER) | Metrolinx | RER will facilitate two-way all-day (TWAD) GO rail service on Kitchener GO line (and others) providing 15 minute service between Union Station and Bramalea GO Station | • TPAP for electrification between Bramalea and Toronto completed in December 2017.  
• Province to hire a technical advisor for two EA studies: (1) electrified service between Georgetown and Kitchener, and (2) CN freight bypass and connection of Kitchener GO line to Pearson Transit Hub.  
• Construction completion by 2024.  
• Bramalea GO station improvements (platforms, parking garage, bus loop) to be completed in 2021  
• **Advocate for:**  
  o Delivery of RER improvements up to Bramalea GO sooner than 2024  
  o Extension of TWAD GO rail west of Bramalea GO along the Kitchener GO line as soon as possible |
| 2 CN Freight Bypass Rail Corridor | Metrolinx | New 30 km freight rail corridor between Brampton and Milton that would divert CN freight traffic from the existing CN (Kitchener) corridor, allowing extension of future RER service through Brampton and deliver TWAD GO rail service to Kitchener | • Province to hire a technical advisor for two EA studies: (1) electrified service between Georgetown and Kitchener, and (2) CN freight bypass and connection of Kitchener GO line to Pearson Transit Hub.  
• **Advocate for delivery of Bypass Rail Corridor sooner than 2024 in order for TWAD GO to proceed to Kitchener as soon as possible** |
| 3 High Speed Rail (HSR) | Ministry of Transportation (MTO) | Preliminary design and environmental assessment of a new HSR corridor between Toronto and Windsor. Phase 1 projected to be in-service between Toronto and London by 2025 and to Windsor by 2031. | • 2018 Provincial budget - more than $11 billion to support construction of Phase 1 of HSR between Toronto and London.  
• **Advocate and meet with EA project team to look at the need for a HSR station in Brampton including a business case analysis** |
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<th>Initiative</th>
<th>Lead Agency</th>
<th>Description</th>
<th>5.3-9</th>
<th>Outcomes</th>
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<td>A. External Agency Lead (cont’d)</td>
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<tr>
<td>4 GTA West Corridor EA</td>
<td>MTO</td>
<td>GTA West Corridor EA study (Stage 2) to finalize alignment of new highway facility.</td>
<td>• GTA West Corridor EA study CANCELLED by Minister on February 9, 2018.</td>
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<tr>
<td>5 Northwest GTA Corridor Identification Study</td>
<td>MTO</td>
<td>MTO &amp; IESO initiated a study in Dec. 2017 to identify and protect lands in the northwest GTA for a multi-purpose linear infrastructure corridor that could accommodate utilities, transit or other transportation options. Corridor study area generally follows preliminary route alignment from GTAW EA, except thru Heritage Heights. Uncertainty remains impeding the progress of development planning for Secondary Plan Areas 47, 52, and 53.</td>
<td>• MTO study to be completed within 9-12 months (Q1 2019).</td>
<td>• <strong>COB/Peel staff commencing a study to confirm transportation infrastructure needs for NW Brampton; results will be provided to MTO to inform NWGTA study.</strong> • <strong>Staff met with MTO project team to present concerns with the proposed alignment thru Heritage Heights, and with the negative impact of the Province’s course of action on Brampton’s ability to plan the area for future growth.</strong></td>
</tr>
<tr>
<td>6 Greater Golden Horseshoe Transportation Plan</td>
<td>MTO</td>
<td>New long-range transportation plan (2051 System Plan and 2071 Vision) for the GGH to ensure that the future transportation system supports continued prosperity and quality of life, and is responsive to current and future environmental, economic and social needs. Plan will consider a range of transportation options as well as emerging mobility models and technologies.</td>
<td>• Identify a strategic network that: reduces congestion; supports economic growth and job creation; is resilient; can adapt to climate change and other major shifts in the global context. • Peel Region is representing and coordinating with Peel municipalities. • Need for “GTA West Corridor” and other major transportation infrastructure to be assessed in this study • Staff contributed to GGH Vision workshop in March 2018 • Study completion expected in 2019</td>
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<tr>
<td>7 Hwy 410 Expansion</td>
<td>MTO</td>
<td>Widening of Highway 410 between Eglinton Avenue on Highway 403 and north of Queen Street including one High Occupancy Vehicle (HOV) Lane and one General Purpose Lane in each direction.</td>
<td>• Construction completion by end of 2018 • <strong>Continue to advocate for future widening north of Queen Street, which is currently beyond next five years, beginning with the initiation of an EA study</strong></td>
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<td>Initiative</td>
<td>Lead Agency</td>
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<td>5.3-10</td>
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<td>A. External Agency Lead (cont’d)</td>
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| 8     Hurontario LRT                            | Metrolinx   | 20 km of Light Rail Transit (LRT) in a dedicated centre right-of-way serving 22 stops between Brampton Gateway Terminal and Port Credit GO Station. Brampton portion includes 3 LRT stops, 2 km of LRT mainline track, operations maintenance & storage facility, cycling tracks and sidewalks, and streetscape and public realm improvements. | • Successful bidder selection by end of 2018/early 2019  
• Construction start in early 2019  
• In-service by end of 2022  
• **Ensure city requirements are incorporated into the project**  
• **Negotiate with Metrolinx and City of Mississauga regarding operation & maintenance responsibilities and costs, including MOU, as per recent staff report** |                                                                                                                                                                                                                           |
| 9     Regional Transportation Plan (RTP) Update | Metrolinx   | Legislated review of the Regional Transportation Plan (RTP), which outlines a strategy to develop an interconnected, seamless transit/transportation system across GTHA.                                                                                                                                                                                                                       | • Staff participating in Metrolinx technical advisory committees, and Planning and Transit Leaders’ forums.  
• Final RTP approved Mar. 8, 2018 by Metrolinx Board  
• **Ensure Brampton interests are addressed in the development of an RTP Implementation Plan (“Making it Happen”) through 2018/2019, as a member of municipal technical advisory committee** |                                                                                                                                                                                                                           |
| 10    Hwy 407 Transitway                         | MTO         | New fully grade-separated transitway along Hwy 407 between Hwy 400 and Hurontario Street in an exclusive right-of-way (dedicated roadway for buses).                                                                                                                                                                                                                   | • MTO will include on/off ramp at Kennedy Rd allowing buses direct access to/from CAA site (Powerade)  
• Transit Project Assessment Process (TPAP, Transit EA) completion by late Fall 2018  
• **Continue to advocate for active transportation corridor as part of the Transitway** |                                                                                                                                                                                                                           |
| Peel Long Range Transportation Plan Update     |             | Strategic plan to address major transp. challenges facing the Region over the coming decades. Includes Regional road improvements to 2031; strategies, studies and action plans in goods movement, TDM, and other sustainability initiatives. Current LRTP needs to be updated to 2041, per Provincial Growth Plan.                                           | • Currently on hold. Anticipated post 2020.  
• **Cancellation of GTAW has implications on key transportation network and population/employment assumptions that now need to be revisited.**  
• City staff continue to coordinate with Region through various transportation and growth management working groups. |                                                                                                                                                                                                                           |
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<th>Initiative</th>
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<tr>
<td>Peel Region Sustainable Transportation Strategy (STS)</td>
<td>Peel</td>
<td>Action plan – aligned with the Region’s Long Range Transportation Plan – that outlines Peel’s responsibilities to increase proportion of trips by walking, cycling, transit, carpooling; and trips avoided through teleworking, towards 2041 target for a 50% sustainable mode share</td>
<td>• Study completed in February 2018, which ties into work on the Region’s Official Plan &lt;br&gt; • Continued participation in STS initiatives to promote Brampton’s interests and to coordinate with complementary Brampton projects such as ATMP and Complete Streets.</td>
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<td>Goods Movement</td>
<td>Peel</td>
<td>Several goods movement initiatives underway including: &lt;br&gt; • Peel Goods Movement Task Force &lt;br&gt; • Implementation of Peel Region’s Goods Movement Strategic Plan &lt;br&gt; • Designation of Prime Employment Areas &lt;br&gt; • Smart Freight Centre/Goods Movement Centre of Excellence &lt;br&gt; • Off-Peak Delivery Pilot Program</td>
<td>• Participation in Peel Region projects to promote Brampton’s interests through 2018/2019 including balancing goods movement with complete streets, economic development, and protecting the character of adjacent communities</td>
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<tr>
<td>Pearson Transit Hub</td>
<td>Greater Toronto Airport Authority (GTAA)</td>
<td>New multi-modal regional transit centre at Toronto Pearson Airport that will connect the airport area with key employment and residential areas throughout the Greater Golden Horseshoe.</td>
<td>• Province to hire a technical advisor for two EA studies: (1) electrified service between Georgetown and Kitchener, and (2) CN freight bypass and connection of Kitchener GO line to Pearson Transit Hub. &lt;br&gt; • Participate in future studies and promote Brampton’s interests</td>
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<td>Vision Zero</td>
<td>Peel</td>
<td>Vision Zero is a road safety initiative with the goal of achieving zero fatalities or serious injuries on the road network.</td>
<td>• Region to complete detailed report in Q2 2018 &lt;br&gt; • Staff to bring future report to Council for endorsement of Vision Zero once Region’s report completed</td>
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<td>Initiative</td>
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<tr>
<td>B. Brampton Lead - Continue to improve transportation connections within Brampton</td>
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| 16 Queen St Rapid Transit Study | Brampton | Study to determine dedicated rapid transit (BRT or LRT) lanes between Downtown Brampton and Highway 50 as well as land use planning and urban design framework | | • Open house #2 in Q2 2018 and completion by mid-2019  
• Partnering with Metrolinx on business case with initiation in Q2/Q3 2018  
• **Advocate for Queen St Rapid Transit in next 5-10 years** |
| 17 LRT Extension EA (Gateway-Brampton GO) | Brampton | Determine a preferred LRT route between Brampton Gateway Terminal and Brampton GO with alternatives along Kennedy and McLaughlin Roads | | • Public Open House held on April 25, 2018  
• Staff report and PIC #1 with short-list in June 2018  
• Completion of EA study in Fall 2020 |
| 18 Brampton Transportation Master Plan (TMP) | Brampton | TMP provides strategic direction for a sustainable, safe and efficient multi-modal city-wide transportation network (transit, active transportation, roads, goods movement, transportation demand mgmt) | | • Complete Streets Review initiated, which will establish a framework for TMP approach and analysis  
• Transportation modelling work on-going  
• Coordinate with Development Charges By-law update due by August 2019 |
| 19 Active Transportation Master Plan | Brampton | Develop an implementation strategy to build a connected cycling and pedestrian network to enable safer, more convenient travel by non-motorized modes | | • Study completion by Summer 2018  
• Begin implementation of recommended active transportation projects work plan through 2019 capital budget process |
| 20 Züm Airport Road | Brampton | Züm Airport Road extends current Züm Bovaird service via Airport Road between Bovaird Drive and Steeles Avenue with buses connecting to Malton GO | | • Construction completed early 2018 (in-service Fall 2018)  
• **Advocate for funding from Provincial and Federal governments for extension of the service beyond Malton GO to Toronto Pearson Airport** |
| 21 Connected and Autonomous Vehicles (CAVs) | Brampton | Exploratory work to determine the potential implications of CAVs on transportation and land use in Brampton. Staff membership with the Ontario Good Roads Association, Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO). | | • May 29, 2018 Transit Council of Chairs report outlining:  
  • Participation in MACAVO, considering preferred roads within Brampton for testing of Autonomous and Connected vehicles  
  • Methods to facilitate the use of Autonomous and Connected vehicles through data sharing  
  • CAVs to be included in the next TMP update (2019) |
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<tr>
<td><strong>C. Brampton Lead - Mobility hubs &amp; intensification corridors to provide higher density, transit oriented, mixed use development</strong></td>
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| 22 Gateway Mobility Hubs & Intensification Corridors | Brampton | Assess the role and function of the mobility hubs, major transit station areas and intensification corridors designated in the Official Plan in order to identify opportunities for higher density, transit-oriented, mixed-use development that is integrated with the municipal and regional transportation network | • Coordination with Urban Centres and Planning Vision game changers  
• Study significantly advanced by end of 2018 with completion in 2019 |
| 23 Bramalea Mobility Hub Master Plan | Brampton | Undertake planning of mobility hub at this location to provide higher density, transit oriented, mixed use development | • Coordination with Urban Centres and Planning Vision game changers  
• Land use study on-going with Open House held on April 4, 2018 to present draft Land Use Framework with finalization expected by end of August 2018  
• Retain consultant for mobility hub study by mid-2019 with completion by mid-2021 |
| 24 Downtown Mobility Hub Master Plan | Brampton | Undertake partial planning of mobility hub at this location to provide higher density, transit oriented, mixed use development | • Part of on-going Queen Street Rapid Transit Study  
• **Continue to advocate for funding from Metrolinx for full mobility hub study** |
| 25 Hurontario-Steeles Mobility Hub Master Plan | Brampton | Undertake planning of mobility hub at this location to provide higher density, transit oriented, mixed use development | • Coordination with Urban Centres and Planning Vision game changers  
• Mobility Hub boundary delineation & related study to be completed by mid 2019 |
| 26 Mount Pleasant Mobility Hub | Brampton | Undertake planning of mobility hub at this location to provide higher density, transit oriented, mixed use development | • Lands within mobility hub mostly developed  
• Remaining lands have been pre-zoned for phased, mixed-use, transit-oriented development addressing mobility hub guidelines (OMB Order – PL160478 dated July 10, 2017) |
Date: 2018-05-14

Subject: Update on the GTA West Corridor Environmental Assessment Study, Northwest GTA Corridor Identification Study, and Planning for Northeast and Northwest Brampton

Contact: Brian Lakeman, Transportation Policy Planner
Planning & Development Services
905-874-3480
brian.lakeman@brampton.ca

Recommendations:

1. That the report from Brian Lakeman, Transportation Policy Planner, Planning and Development Services, dated May 14, 2018, to the Transit Council of Chairs Meeting of May 29, 2018, re: Update on the GTA West Corridor Environmental Assessment Study, Northwest GTA Corridor Identification Study, and Planning for Northeast and Northwest Brampton (File HA.A GTAW), be received.

Overview:

- In February 2018, the Minister of Transportation announced that the Province would not be moving forward with the GTA West Corridor Environmental Assessment (EA) Study.

- At the same time, the Minister announced the initiation of the Northwest GTA (NWGTA) Corridor Identification Study. The purpose of this study is to identify and protect lands for a multipurpose linear infrastructure corridor in the area.

- The study area of the NWGTA Corridor Identification Study – lands that will be frozen pending confirmation of the corridor alignment – is approximately one-third as wide as the Focused Analysis Area identified in Stage 2 of the GTA West Corridor EA.

- Staff is actively engaged in the NWGTA Corridor Identification Study and is
seeking clarification from the Province regarding the impacts of the study on planning for the Secondary Plan Areas in northeast and northwest Brampton.

- As directed by Council, staff has also commenced a transportation study to confirm the long term transportation infrastructure needs for northwest Brampton.

- This report supports the Move and Connect and Smart Growth priorities of the Strategic Plan.

### Background:

#### Provincial Activity

The Ontario Ministry of Transportation (MTO) initiated the GTA West Corridor Environmental Assessment Study (EA) in January 2007 to examine long term transportation problems and opportunities in the western Greater Toronto Area (GTA) and to consider options for providing better linkages between urban areas and enabling the efficient movement of people and goods.

Stage 1 of the EA was completed in November 2012 with the release of a Transportation Development Strategy, which concluded that a new transportation corridor linking Highway 400 in Vaughan and Highways 401 and 407 in Halton Region was needed (as one component of a suite of multi-modal recommendations) and identified a Preliminary Route Planning Study Area.

Stage 2 of the EA – route identification and preliminary design – was initiated in February 2014. A series of alternative alignments and a Focused Analysis Area (see Appendix A) were released for public consultation in late 2014.

In December 2015, the Minister of Transportation announced that work on the GTA West Corridor EA was suspended pending a review of the work undertaken to date and to ensure that the project still aligned with recent changes in government policy in the region and recent emerging technologies.

In April 2016, an Advisory Panel was appointed and tasked with conducting a strategic assessment of potential alternative approaches to meet future transportation demand and infrastructure needs for passengers and goods movement in the GTA West Corridor.

Following the decision to suspend the GTA West Corridor EA and during the Advisory Panel review period, staff, through Council, advocated for the Province to reactivate and
complete the EA and identify and protect a preferred route alignment as soon as possible.

In February 2018, the Minister of Transportation announced that, as recommended by the Advisory Panel, MTO would not be moving forward with the GTA West Corridor EA – the corridor is no longer seen as the best way to address changing transportation needs in the northwest GTA area.

As part of the February 2018 announcement, the Minister of Transportation let it be known that MTO and the Independent Electricity System Operator (IESO) had, in December 2017, initiated the Northwest GTA (NWGTA) Corridor Identification Study. The purpose of this joint planning study is to identify and protect lands for a multipurpose linear infrastructure corridor in the area for uses such as utilities, transit, or other transportation modes. In this respect, the identified corridor will be comparable to the corridor identified in the Parkway Belt West Corridor Plan.

This study is expected to take 9 to 12 months to complete.

This is not an Environmental Assessment Study. Any infrastructure recommended for inclusion in the identified corridor would require the completion of an applicable EA study.

The study area for the NWGTA Corridor Identification Study (see Appendix B) is, for the most part, located within the Focused Analysis Area identified in Stage 2 of the GTA West Corridor EA. The new study corridor is approximately one-third as wide as the Focused Analysis Area.

Further to the February 2018 announcement, it was noted that the transportation needs of the northwest GTA area will be evaluated from a regional perspective through the ongoing Greater Golden Horseshoe Transportation Plan. This study is intended to guide and support all of the Province’s multimodal transportation investment decisions and coordinate strategic planning across the region for the next 30 years and provide a long term vision to 2071. Completion of this study is anticipated for early 2019.

City of Brampton

Prior to and/or concurrent with the GTA West Corridor EA, planning was underway for the Secondary Plan Areas in northeast and northwest Brampton.

**Northeast Brampton – Secondary Plan Area 47**

Council directed staff to initiate secondary planning for the Highway 427 Industrial Secondary Plan (Area 47) in northeast Brampton in June 2008. The Secondary Plan was adopted by Council in September 2014. The implementing Official Plan Amendment (OPA 105) was subsequently appealed to the Ontario Municipal Board. The appeals by
the Province of Ontario and the Region of Peel were based on the depiction of the GTA West Corridor Preliminary Route Planning Study Area in OPA 105.

The Focused Analysis Area identified in Stage 2 of the GTA West Corridor EA covered a broad swath of land in Secondary Plan Area 47. This swath of land is primarily designated for employment uses, but also includes a small area of residential land. While the EA was underway, the lands covered by the Focused Analysis Area were effectively frozen.

Following the cancellation of the GTA West Corridor EA, staff requested that the Local Planning Appeal Tribunal (formerly the Ontario Municipal Board) revise the corridor protection area depicted in OPA 105 to align with the study area of the NWGTA Corridor Identification Study. The Tribunal has issued an oral decision approving the modification to OPA 105.

**Northwest Brampton – Heritage Heights**

In December 2006, the Ontario Municipal Board approved an Official Plan Amendment (OPA 245) to expand the urban area boundary to include all of northwest Brampton. OPA 245 included a policy requiring that a North-South Transportation Corridor be planned, designed and constructed in accordance with the recommendation of an Environmental Assessment Study prior to the full development of North West Brampton.

In 2007, the Halton-Peel Boundary Area Transportation Study (HPBATS) – a joint study undertaken by the Regions of Peel and Halton, the City of Brampton, and the Towns of Caledon and Halton Hills to examine transportation needs within the Halton-Peel boundary area – was initiated. Phases 1 and 2 of the EA study, completed in spring 2010, confirmed the need for a north-south transportation corridor and recommended that it be constructed as a “Halton-Peel Freeway” with connections to Highways 401 and 407 in Halton Region.

Council directed staff to initiate secondary planning for Secondary Plan Areas 52 and 53 in northwest Brampton (collectively known as Heritage Heights) in December 2009. This included the preparation of a Heritage Heights Transportation Master Plan (HHTMP) as a Phase 1 component study to support the Secondary Plan work program. The HHTMP identified a preferred alignment for a North-South Transportation Corridor to accommodate a 6-lane road.

The Preliminary Route Planning Study Area identified in Stage 1 of the GTA West Corridor EA in 2012 encompassed significant portions of the Heritage Heights area.

The HPBATS area largely coincided with a portion of the Preliminary Route Planning Study Area. Given this overlap and, at the time, the ongoing GTA West Corridor EA, it was determined in the spring of 2013 that it was not feasible to advance Phases 3 and 4 of the HPBATS EA. MTO was encouraged to use the HPBATS and Secondary Plan
component studies as input to the GTA West Corridor EA and to expedite the designation of the corridor and the release of lands not required for it.

**Current Situation:**

*Northeast Brampton – Secondary Plan Area 47*

With the cancellation of the GTA West Corridor EA and the initiation of the NWGTA Corridor Identification Study, the lands that had been within the Focused Analysis Area and that are outside of the new study area have been, per a ruling by the Local Planning Appeal Tribunal, released for development.

*Northwest Brampton – Heritage Heights*

As noted above, the study area for the NWGTA Corridor Identification Study is narrower than the Focused Analysis Area identified in Stage 2 of the GTA West Corridor EA. As seen in Appendix B, the new study area in northwest Brampton overlays Heritage Road. Work done as part of the GTA West Corridor EA and for studies undertaken for the City had identified potential corridor alignments on either side of Heritage Road as preferred alignments.

Staff is seeking guidance from the Province on the implications of the NWGTA Corridor Identification Study and its study area on the planning for transportation facilities in northwest Brampton. In particular, staff is seeking clarification of the potential for the corridor to accommodate a major arterial road and of the potential to build such a road outside of the corridor (keeping in mind that Provincial policy encourages the co-location of linear infrastructure). Staff has also asked the Province for the technical materials developed as part of the GTA West Corridor EA for use in planning for Heritage Heights (one of the Advisory Panel’s recommendations was that this material be made available.)

Staff from the Region of Peel and the area municipalities met with the relevant Provincial agencies regarding the NWGTA Corridor Identification Study on April 25, 2018. Provincial staff provided an overview of the work they have completed to-date (a literature review of provincially and municipally identified transportation and energy infrastructure needs in the corridor) and sought information on current studies and emerging trends that they should be aware of. Brampton and Peel staff raised the issue of the alignment of the NWGTA Corridor Identification study area in northwest Brampton. It was agreed that a separate meeting would be convened to address this issue and the opportunities to accommodate municipal road infrastructure in the corridor.

A Brampton-focused conference call between City, Region of Peel and Provincial staff was held on May 7, 2018. MTO staff committed to providing a written rationale for the alignment of the NWGTA Corridor Identification study area in northwest Brampton. They
also expressed openness to shifting the corridor alignment in this area away from Heritage Road.

Staff will stay actively involved in the NWGTA Corridor Identification Study and will advocate that the Province expedite their work.

Staff has also been and will remain actively involved in the Greater Golden Horseshoe Transportation Plan.

As directed by Council on February 28, 2018, staff has also commenced, in parallel to the NWGTA Corridor Identification Study, a transportation study to confirm the long term transportation infrastructure needs for northwest Brampton. This Heritage Heights Transportation Needs Assessment Study is being undertaken jointly with the Region of Peel. A consultant will be retained to provide the City and Region with an independent assessment. This study is expected to take 4 to 6 months to complete after the consultant is brought on board. The findings of this work will be provided to the province to inform their work on the NWGTA Corridor Identification Study.

Corporate Implications:

Financial Implications:
There are no immediate financial implications associated with this information report.

Other Implications:
The area that remains protected in Secondary Plan Area 47 as part of the NWGTA Corridor Intensification Study is significantly smaller than the area that had been protected for the GTA West Corridor EA. The newly unprotected employment lands can now be developed, subject to planning approvals.

The cancellation of the GTA West Corridor EA and initiation of the NWGTA Corridor Identification Study have introduced a new element of uncertainty to secondary planning for the Heritage Heights area and have contributed to the extension of the timeline for completion of this planning work.

Strategic Plan:

This report supports the Move and Connect and Smart Growth priorities of the Strategic Plan by providing information on Provincial transportation studies and their impact on planning for northeast and northwest Brampton.
Conclusion:

Cancellation of the GTA West Corridor EA and initiation of the NWGTA Corridor Identification Study have impacted planning for the Secondary Plan Areas in northeast and northwest Brampton. Staff is seeking clarification from the Province on the implications of the NWGTA Corridor Identification Study and its study area on the planning for transportation facilities in northwest Brampton. Staff will remain actively involved in this study and will advocate for its expeditious conclusion.

Staff has also commenced a study to confirm the long term transportation infrastructure needs of the northwest Brampton area. The findings of this work will be provided to the province to inform their work on the NWGTA Corridor Identification Study.

Approved by:

Henrik Zbogar, MCIP, RPP
Senior Manager, Transportation Planning

Approved by:

David Waters, MCIP, RPP, PLE
Director (Interim), Policy Planning

Approved by:

Rob Elliott, MCIP, RPP
Commissioner, Planning and Development Services

Attachments:

Appendix A: GTA West Corridor Focused Analysis Area Map
Appendix B: Northwest GTA Corridor Identification Study Area Map

Report authored by: Brian Lakeman
Appendix A: GTA West Corridor Environmental Assessment Study Focused Analysis Area Map

Green Area: Preliminary Route Planning Study Area (2012)

Orange Area: Focused Analysis Area (2014)

Minor refinement based on stakeholder input
Appendix B: Northwest GTA Corridor Identification Study Area Map
Transit Council of Chairs
Terms of Reference

Composition:

The Transit Council of Chairs (Council of Chairs) is a Committee of Council and shall be comprised of the following six (6) members:

1. The Mayor
2. Chair, Planning and Development Committee
3. Chair, Community Services section of Committee of Council
4. Chair, Corporate Services section of Committee of Council
5. Chair, Economic Development and Culture section of Committee of Council
6. Chair, Public Works and Engineering section of Committee of Council

Term of Office:

Appointments to the Council of Chairs will be concurrent with the term of Council, ending November 30, 2018.

Established by:

Council Resolution C159-2017 as adopted at the June 7, 2017 City Council meeting.

Meetings:

Scheduled meetings will be held twice a year, in May and November, to align with annual advocacy opportunities such as Conferences (typically spring/summer), pre-budget consultations (typically fall/winter); or when time sensitive and other advocacy opportunities arise, such as public consultations; or at the call of the Chair, and scheduled by the City Clerk in consultation with the Chair and Committee. Length of meetings will vary depending on the agenda.

Reports to:

Corporate Services Section, Committee of Council

Supported by:

Meeting management support will be provided by the City Clerk’s Office, in accordance with Council’s Procedure By-law.

Subject matter expertise for the Committee will be provided by staff resources, subject to budget approval.
Committee Structure/Responsibilities:

Mandate

The Transit Council of Chairs will serve as an advocacy, awareness and promotion body to establish a united voice, on behalf of Council on matters pertaining to major transportation and transit plans, programs and initiatives of regional significance affecting Brampton.

The Council of Chairs reports to Council through the Corporate Services Section of Committee of Council. It serves as an advocacy, awareness and promotion body to establish a united voice, on behalf of Council, on matters pertaining to major regional transportation and transit matters for the City to the federal, provincial, and regional governments.

The Council of Chairs is specifically responsible for:

- Serving as a steering committee to Corporate efforts to pursue the Regional Connections “game-changer” initiatives as part of Council’s refocused 2016-2018 Strategic Plan, including:
  - Grow transit services including Züm enhancements
  - GTA West corridor
  - Higher-order transit connections
  - Hwy 410 expansion
  - Mobility hubs
  - Queen Street rapid transit corridor master plan
  - Transportation master plan
  - Two-way all-day GO Rail
  - High Speed Rail
  - Active Transportation

- In consultation with the Mayor, in the interest of transparency and effective communication, participating (through inclusion of at least one (1) Council of Chairs member) in all scheduled Mayoral meetings, teleconferences and discussions with senior levels of government regarding regional transportation and transit matters, and report a summary of all such meetings and communications to Council in a timely fashion.

- Hosting meetings of locally elected MPP’s and MP’s, and their staff, to discuss Regional Connections “game-changer” priority for the City of Brampton.

Non-Voting Resource Group and Subject Matter Experts:

Representation from the following (but not limited to) departments, organizations and groups will be invited to attend and participate in the Transit Council of Chairs meetings, when necessary:

1. City of Brampton Commissioners and Departments:
i. Planning and Development Services
ii. Brampton Transit
iii. Public Works and Engineering
iv. Government Relations

2. Region of Peel Departments
   i. Public Works
   ii. Corporate Services (Planning)

3. Provincial Ministries and Agencies:
   i. Metrolinx
   ii. Ministry of Transportation

4. Other external subject matter experts