



Legislative & Planning Services  
Department  
Office of the Regional Clerk  
1151 Bronte Road  
Oakville ON L6M 3L1

**VIA EMAIL**

April 5, 2018

City of Burlington, Angela Morgan  
Town of Halton Hills, Suzanne Jones  
Town of Milton, Troy McHarg  
Town of Oakville, Vicki Tytaneck  
Regional Municipality of Peel, Kathryn Lockyer  
City of Brampton, Peter Fay  
Town of Caledon, Carey Degorter

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Please be advised that at its meeting held Wednesday, March 28, 2018, the Council of the Regional Municipality of Halton adopted the following resolution:

**RESOLUTION: LPS37-18/PW-14-18 - Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study**

1. THAT Report No. LPS37-18/PW-14-18 re: "Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study" be received for information.
2. THAT the Regional Clerk forward a copy of Report No. LPS37-18/PW-14-18 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Regional Municipality of Peel, the City of Brampton and the Town of Caledon for their information.

Included please find a copy of Report No. LPS37-18/PW-14-18 for your information.

If you have any questions please contact me at extension 7110 or the e-mail address below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Graham Milne".

Graham Milne  
Regional Clerk  
[graham.milne@halton.ca](mailto:graham.milne@halton.ca)

**Regional Municipality of Halton**

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**The Regional Municipality of Halton**

Report To:	Chair and Members of the Planning and Public Works Committee
From:	Art Zuidema, Commissioner, Legislative and Planning Services Jim Harnum, Commissioner, Public Works
Date:	March 21, 2018
Report No. - Re:	LPS37-18/PW-14-18 - Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study

**RECOMMENDATION**

1. THAT Report No. LPS37-18/PW-14-18 re: "Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study" be received for information.
2. THAT the Regional Clerk forward a copy of Report No. LPS37-18/PW-14-18 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Regional Municipality of Peel, the City of Brampton and the Town of Caledon for their information.

**REPORT**

**Executive Summary**

- In December 2015, the Ministry of Transportation suspended its work on the GTA West Transportation Corridor Planning and Environmental Assessment Study. An Advisory Panel of technical experts was appointed to review the need for the corridor in light of changes in government policy and transportation technology that could impact the demand for travel in the Greater Toronto Area.
- Based on the advice and recommendations of the Advisory Panel, on February 9, 2018, the Ministry of Transportation announced that the Province would not proceed with completing the Environmental Assessment Study for a proposed highway in the GTA West Corridor.
- The Ministry of Transportation noted that the continued protection of a narrower corridor as part of the Northwest GTA Corridor Identification Study is necessary to ensure that the ongoing urbanization of the northwest GTA does not impede future infrastructure, such as utilities, transit or other transportation options needed to support growth.

- This report provides Regional Council with an update on the Ministry of Transportation's GTA West Transportation Corridor Environmental Assessment Study.
- In light of the GTA West Transportation Corridor Planning and Environmental Assessment Study not proceeding, staff will review the status of the Halton-Peel Boundary Area Transportation Study (HPBATS) with the municipal partners and report back to Council with recommendations for addressing the related transportation and planning issues.

## **Background**

In March 2008, the Ministry of Transportation initiated an Environmental Assessment Study to examine the long-term transportation challenges and opportunities to the year 2031 for the GTA West Transportation Corridor.

In November 2012, Stage 1 of the Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study was completed. The outcome of Stage 1 was the development of a multi-modal Transportation Development Strategy as outlined to Council in Report No. PW-06-13 - "Greater Toronto Area West Corridor Transportation Development Strategy Update".

In 2014, Stage 2 of the Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study was initiated. As part of Stage 2, route alternatives for a new transportation corridor were developed within the Route Planning Study Area however no preferred alternative was identified by MTO. The new transportation corridor was to feature a 400-series highway, a transitway, and potential goods movement priority features. In February 2015, Report No. LPS22-15 – "Greater Toronto Area West Transportation Corridor Planning and Environmental Assessment Study (Stage 2) Update" was presented to Council.

In December 2015, the Ministry of Transportation suspended its work on the GTA West Transportation Corridor Planning and Environmental Assessment Study. Subsequently, an Advisory Panel of industry experts was appointed to provide the Ministry with advice on the need for the GTA West Transportation Corridor, in light of changes in government policy and transportation technology that could impact the demand for travel in the Greater Toronto Area.

On February 9, 2018, the Province announced that the Ministry of Transportation would not be moving forward with the GTA West Transportation Corridor Planning and Environmental Assessment Study as recommended by the GTA West Advisory Panel. It was noted that a narrower corridor, identified through the Northwest GTA Corridor Identification Study, that is approximately one-third of the size of the analysis area of the Environmental Assessment Study will be protected from development while the Province

assesses what infrastructure, such as new transit, utilities or other transportation options, will be needed to support the growing region.

### **Halton Peel Boundary Area Transportation Study**

The Halton-Peel Boundary Area Transportation Study (HPBATS) was a joint study undertaken by the Region of Peel, Halton Region, City of Brampton, Town of Caledon, and Town of Halton Hills. The purpose of the study was to develop a coordinated interconnected roadway network near the Halton-Peel Boundary to address long term transportation needs in the area including the proposed Halton-Peel Freeway corridor and an east-west connection. The study was finalized in 2010 and the recommendations were presented to Regional Council through Report No. PW-34-10/LPS65-10 – “Halton-Peel Boundary Area Transportation Study Report.”

A Memorandum of Understanding (MOU) was signed in 2012 between the HPBATS municipal partners to establish a framework for the implementation of the recommended transportation network improvements. However, through Stage 1 of the GTA West Transportation Corridor Planning and Environmental Assessment Study the Ministry of Transportation recommended a portion of the GTA West Transportation corridor to follow a broadly similar corridor to the Halton-Peel Freeway identified in HPBATS (May 2010). As such, further work related to HPBATS was suspended pending the outcome of the GTA West Transportation Corridor Planning and Environmental Assessment Study.

### **Regional Official Plan Amendment 43 and 47**

As a result of the findings in the HPBATS and GTA West Transportation Corridor Planning and Environmental Assessment Study, and as required by provincial policy direction under the Provincial Policy Statement and Growth Plan and the MOU, Halton Region amended the Regional Official Plan to protect the proposed transportation corridor. Through Report No. LPS58-14 – “Adoption of Regional Official Plan Amendment No. 43 – “Halton-Peel Boundary Area Transportation/Greater Toronto Area West Corridor Protection”, Regional Council adopted ROPA 43 which provided corridor protection policies that restricted urban development within the HPBATS / GTA West Transportation Corridor Planning and Environmental Assessment Study Area in the Town of Halton Hills and Town of Milton (see Attachment #1).

ROPA 43 also re-phased employment lands along the Town of Halton Hills’ Premier Gateway Employment Area from a 2021 phasing horizon to a 2021 to 2031 phasing horizon. Lands to the west of Eighth Line were phased to a 2021 horizon to maintain the targets in Table 2 and Regional Phasing in Table 2A of ROPA 38. The re-phasing resulted in a shortfall of employment lands to be addressed through a further Regional Official Plan Amendment. Council authorized the commencement of an amendment (ROPA 47) through Report No. LPS72-17 – “Commencement of Proposed Regional Official Plan Amendment to Address a Shortfall of Employment Lands in the Town of Halton Hills’ Premier Gateway Employment Area” to address the shortfall of employment lands. ROPA 47 is currently under review and staff will be bringing a recommendation

report forward in the near future. As the Northwest GTA Corridor Identification Study continues to require corridor protection for a significant area within the Town of Halton Hills Premier Gateway Employment Area, the need for ROPA 47 is unchanged

In 2014, ROPA 43 was appealed to the Ontario Municipal Board by two land owners. An additional land owner obtained party status to the hearing identifying issues related to the corridor protection policies. Through a partial decision in January 2017, the Board approved the re-phasing of the lands, allowing Halton Region to proceed with ROPA 47 to identify appropriate employment lands to address the remaining shortfall.

## **Discussion**

The Ministry of Transportation and the Independent Electricity System Operator, with support from the Ministry of Energy, have initiated a joint corridor identification study known as the Northwest GTA Corridor Identification Study, which commenced in December 2017. The study is to ensure that lands are protected so that new infrastructure, such as transit or utilities can be developed to support and accommodate future growth. The study is expected to move forward through 2018 over the next 9-12 months. The study area is shown in Attachment #2.

The Ministry of Transportation has noted that the continued protection of a corridor is necessary to ensure that the ongoing urbanization of the northwest GTA does not impede future infrastructure, such as utilities, transit or other transportation options that will be needed to support this growth. Any infrastructure recommended would require the completion of an applicable Environmental Assessment study in the future.

It was further noted that the transportation needs of the corridor will be evaluated from a regional perspective through the Ministry of Transportation's on-going Greater Golden Horseshoe (GGH) Transportation Plan, which considers the many ways people and goods move around the GGH, and will incorporate new and emerging transportation technologies into future projects.

## **Greater Golden Horseshoe Transportation Plan**

In 2016, the Ministry of Transportation initiated the development of a multimodal plan for the Greater Golden Horseshoe that will be used to inform future provincial investments in transportation infrastructure. The plan will consider a range of transportation options including trucks, cars, transit, railways, cycling and walking, as well as emerging mobility models and technologies.

The Ministry of Transportation is anticipating that the Greater Golden Horseshoe Transportation Plan will be completed in Q1 2019 and will contain the following major components:

- 2051 optimal transportation system with supporting policies and priorities; and
- 2071 long-term goals and objectives, vision and aspirational strategies.

## **Impacts to Halton Region**

In light of the GTA West Transportation Corridor Planning and Environmental Assessment Study not proceeding and the length of time that has passed since the signing of the HPBATS MOU, staff will be reviewing HPBATS with the municipal partners and will report back to Council with recommendations for addressing the related transportation and planning issues.

FINANCIAL/PROGRAM IMPLICATIONS

There are no financial implications associated with this report.

Respectfully submitted,



Curt Benson  
Director, Planning Services and Chief  
Planning Official



Art Zuidema  
Commissioner, Legislative and Planning  
Services



Lisa De Angelis P. Eng.  
Director, Infrastructure Planning and Policy



Jim Harnum  
Commissioner, Public Works

Approved by



Jane MacCaskill  
Chief Administrative Officer

If you have any questions on the content of this report,  
please contact:

Curt Benson  
Lisa De Angelis

Tel. # 7181  
Tel. # 7547

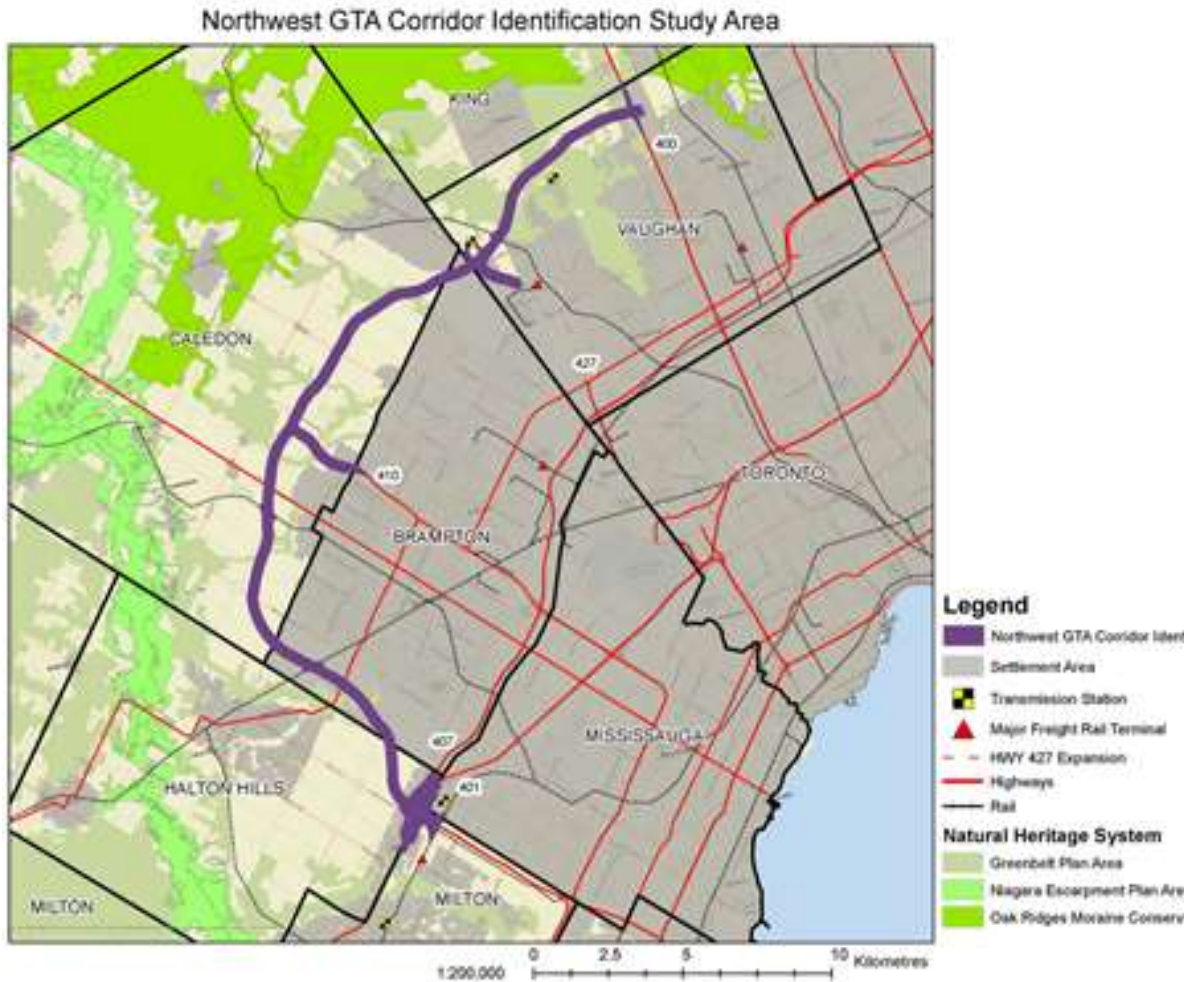
Attachments: Attachment #1 – Map of Regional Official Plan Amendment 43 - Halton-Peel Boundary Area Transportation Study / GTA West Corridor Protection  
Attachment #2 – Map of Greater Toronto Area called Northwest GTA Corridor Identification Study

## ROPA 43 – Halton-Peel Boundary Area Transportation Study/GTA West Corridor Protection





**Northwest GTA Corridor Identification Study Area**  
**Reference: February 2018, Source – MTO Project webpage: Northwest GTA**  
**Corridor Identification Study**  
**(<http://www.mto.gov.on.ca/english/publications/gta-west-report/north-west-gta-corridor.shtml>)**



**Robinson, Laurie**

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**From:** Ontario Good Roads Association <DoNotReply@ConnectedCommunity.org>  
**Sent:** 2018/03/29 12:43 PM  
**To:** Fay, Peter  
**Subject:** Introducing OGRA Connect, a policy-focused communication to add to your council's agenda

**Categories:** TRANSITORY RECORD

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*Since 1894, the Ontario Good Roads Association (OGRA) has continuously searched for new ways to serve its membership more effectively. Our members have told us that they would like their councils to be better informed about the association's policy & advocacy efforts as well as on important issues at Queen's Park. In response, OGRA is introducing OGRA Connect, a policy-focused communication piece that can easily be added to your council's agenda. OGRA Connect will keep you updated on advocacy efforts and as important issues at the provincial level arise.*

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March 29, 2018

### **2018 Ontario Budget – What Municipalities Need to Know**

The 2018 Ontario Provincial Budget, entitled A Plan for Care and Opportunity, was heavy in new spending measures as the province heads into a general election and the unofficial campaign period begins. While most of the media coverage has focused on new social programs and the return to deficit, there are many goodies in this budget for municipalities looking for assistance with regard to transportation and infrastructure. Some items included in this budget have been previously announced but are now enshrined in the budget bill that will be debated at the Ontario Legislature over the coming weeks. [Click Here to read the highlights.](#)

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[Click here](#) to view past OGRA Connect issues

*The mandate of the Ontario Good Roads Association is to represent the transportation and public works interests of municipalities through advocacy, consultation, training and the delivery of identified services.*



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## Robinson, Laurie

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**From:** MFOA <info@mfoa.on.ca>  
**Sent:** 2018/04/03 2:00 PM  
**To:** Fay, Peter  
**Subject:** MFOA e-News: Provincial Budget Write-Up

**Categories:** TRANSITORY RECORD

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# MFOA e-Newsletter

April 2018

## 2018 Provincial Budget Released

[MFOA's summary](#) of the 2018 provincial budget is now available on our website. If you have any questions please contact Christine Duong, Policy Advisor at MFOA at [christine@mfoa.on.ca](mailto:christine@mfoa.on.ca).

This budget is the last provincial budget prior to the provincial general election in June 2018. Budget initiatives focus on enhanced care for Ontarians such as:

- Strengthening Ontario hospitals
- Improved care for children
- Better care for seniors
- Improved supports for mental health services
- Financial support for drug and dental costs, and
- Strengthening income security

There are also initiatives to increase economic opportunity and increase jobs and growth.

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## THE POLICY AGENDA

**Province to support municipalities with \$40 million from its share of the federal excise duty on recreational cannabis sales**

## QUICK LINKS

[Policy Projects](#)  
[Training at a Glance](#)  
[Virtual Library](#)

## UPCOMING EVENTS

### TRAINING

**DEVELOPMENT CHARGES 201**  
[November 14 - Kingston](#)

**DEVELOPMENT CHARGES 201**  
[November 21 - Brampton](#)

**DEVELOPMENT CHARGES 201**  
[November 21 - Live Stream](#)

**DEVELOPMENT CHARGES 201**  
[November 22 - London](#)

[Click here for all training](#)

### ANNUAL CONFERENCE 2018

MFOA's Annual Conference & AGM  
September 19 - 21, 2018  
Sheraton on the Falls Hotel  
Niagara Falls, Ontario

The Ministry of Finance recently announced that the province will be giving municipalities \$40 million from its share of the federal excise duty on recreational cannabis sales. The funds are to help communities with costs related to the implementation of legal marijuana, including policing. Funding will be distributed to municipalities on a per household basis, adjusted to ensure that each municipal government receives no less than \$10,000. If the province's portion of the revenue from federal excise duty on recreational cannabis for the first two years of legalization exceeds \$100 million, the province will provide municipal governments with 50 per cent of the surplus. [Read more...](#)

### **City of Toronto to implement a Municipal Accommodation Tax on hotels and short-term rentals**

The City of Toronto is implementing a four percent Municipal Accommodation Tax (MAT) on all hotel accommodations within Toronto as of April 1 and short-term rentals on or after June 1, pending the enactment of the short-term rental bylaw. The short-term rental bylaw is under appeal at the Ontario Municipal Board (OMB) and will only come into effect on or after June 1, pending the OMB decision. For short-term rental guests, the tax will be automatically collected through the short-term rental platform's transaction process.

The provincial government's [Transient Accommodation Regulation 436/17](#) came into effect on December 1, 2017 and provides the necessary provisions for municipalities to implement a MAT. On January 31, City Council approved a mandatory MAT in Toronto. [Read more...](#)

### **Ontario Legislature Prorogued**

The Ontario legislature was prorogued on March 19th. All bills that had not received Royal Assent before prorogation have been terminated, and will need to be reintroduced in the new session. Bills that are re-introduced will have a different name/number than prior to prorogation. For more information see our Legislative Updates table below.

[Click here](#) for a full list of MFOA's research projects, guides, policy positions and tools

## **CAREERS**

### **[Metrolinx](#)**

Senior Finance & Contract Officer  
Closes: April 8, 2018

### **[Town of New Tecumseth](#)**

Utility Revenue Specialist  
Closes: April 9, 2018

### **[City of Cambridge](#)**

Budget Analyst  
Closes: April 5, 2018

[Click here to view all postings.](#)

**Get the latest presentations, updates,  
and videos from the MFOA.**



A banner for the CPA Public Sector Conference. On the left is the CPA logo with the text "CPA CHARTERED PROFESSIONAL ACCOUNTANTS CANADA" and "COMPTABLES PROFESSIONNELS AGRÉÉS CANADA". The main text reads "Public Sector Conference" in large white font, with "October 22-23, 2018 | Ottawa, ON or attend virtually" below it. On the right, there are icons for a building, a heart with a pulse line, a graduation cap, and a water drop. A "Register now &gt;" button is in the bottom right corner. The background features silhouettes of people.

## **Upcoming Training Lineup**

Click Here to View  
All MFOA Training



## Development Charges 201

Development Charges 101 & 201 workshops are designed to provide the attendee with a full perspective of the Development Charges Act (DCA). The 201 workshop will focus on a more advanced level of the Act and how to manage the financing of the capital requirements for growth.

This workshop is eligible for CPD hours

- [Register](#) for November 14 in Kingston
- [Register](#) for November 21 in Brampton
- [Register](#) for November 21 Live Stream
- [Register](#) for November 22 in London

All  
Dates

Register



## The Changing Landscape of Municipal Investment Powers

Webinar Recording Now Available

Section 418.1, which has recently come into effect, provides authority for municipalities to invest funds not required immediately using the prudent investor standard (PI) rather than the more restrictive "legal list" approach of the past. A new section to the eligible investment regulation (Part II) provides details in the PI standard, who can access it, what you need to do to have it apply and what governance structures must be in place. At the same time that these changes were made, regulatory amendments were also made to the regulation (Part I) with respect to pre-existing investment powers. This webinar discusses the changes to investment powers that will affect your municipality.

[Click here](#) to download a copy of the March 21 webinar recording

## CALL FOR TOPICS 2018

MFOA is inviting proposals for topics and speakers for Professional Development throughout the year. We encourage you to submit a topic proposal or suggestion related to municipal finance so that MFOA can continue to serve our members by offering practical, relevant and credible training.

[Click here](#) to complete our 2018 Call for Topics Survey.

## MFOA NEWS

### MFOA Roadshow - Where We Will Be in April/May

Staff	Event	Date and Place
Colin Macdonald	AMOntario Working Group	April 26 - Halton Hills
Donna Herridge	<a href="#">GFOA Annual Conference</a>	May 6-9 - St Louis, Missouri

## OTHER NEWS

### GFOA Winter 2017/2018 Newsletter released

The Canadian GFOA chapter has released their Winter 2017/2018 newsletter. Articles include:

1. Municipal Asset Management: Understanding where you are to map your way forward (written by Colin MacDonald, Manager of Policy (Acting), MFOA)
2. A New Approach to Financial Sustainability

[Click here to view the newsletter](#)

## ONTARIO LEGISLATIVE UPDATES

MFOA monthly e-newsletters include brief legislative updates to keep our members informed about proposed changes in the sector. Are we missing an update? Is there an issue you would like to learn more about or believe we should monitor more closely? Let us know at [policy@mfoa.on.ca](mailto:policy@mfoa.on.ca).

Bill/Regulation/Review	Status	Proposed Changes Highlights	MFOA Action
<a href="#">O. Reg. 525/97</a>	Comments open until May 06, 2018	The Ministry of Municipal Affairs is proposing a regulation under the <i>Planning Act</i> to exempt <a href="#">certain municipalities</a> from the requirement to obtain the Minister's approval of official plan amendments.	Monitoring
<a href="#">Bill 16, Respecting Municipal Authority Over Landfilling Sites Act, 2018</a>	First Reading Carried	The Act amends the <i>Environmental Assessment Act</i> to provide that the Minister shall not give approval to proceed with an undertaking in respect of a landfilling site within a municipality or on a reserve unless the municipal council or the council of the band, as the case may be, passes a resolution supporting the establishment of the landfilling site.	Monitoring

<a href="#">Local Planning Appeal Tribunal Act, 2017</a>	Effective as of April 03, 2018	The Ontario Municipal Board (OMB) will become the Local Planning Appeal Tribunal (LPAT) on April 03, 2018. Key differences include: Tribunal Role and Mandate, New Standard of Review, Statutorily-Mandated Time Limits, Validity of Appeal, Mandatory Case Management Conferences, and New Hearing Process/Procedures. For further details on the new changes, see <a href="#">these presentations</a> by ELTO.	Monitoring
<a href="#">Places to Grow Act, 2005</a>	Comments open until May 07, 2018	The Province is seeking feedback on two draft technical guidance documents that help municipalities: (1) plan for Growth Plan targets; and (2) bring their official plans into conformity with the Growth Plan.	Monitoring
<a href="#">Construction Lien Amendment Act, 2017</a>	Comments closed March 08, 2018	Amendments made to <i>the Act</i> modernize the construction lien and holdback rules; introduce rules around prompt payment; and establish an adjudication process. These amendments require a supporting regulation to set out details and procedures deemed necessary to bring the amendments into effect. The proposal would not create an additional regulatory impact. Instead, it would ensure that the amendments to <i>the Act</i> are successfully implemented by setting out the details and procedures necessary to bring the changes into effect.	Monitoring
<a href="#">Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring</a>	Comments closed March 07, 2018.	The Ministry of Municipal Affairs is seeking input on a study area for proposed greenbelt expansion. The study area is comprised of the 'outer ring' of the current Greenbelt with the highest concentrations of important water resources under pressure from current or forecasted urban growth.	Monitoring
<a href="#">Ontario Infrastructure and Lands Corporation Act, 2011</a>	Comments closed April 02, 2018	Proposed regulation would permit Infrastructure Ontario to provide realty advice and services to public entities that have some measure of government control, community health centres and certain transfer payment recipients, subject to written ministerial direction.	Monitoring
<a href="#">Fire Protection and Prevention Act, 1997</a>	Comments closed March 11, 2018	Proposed regulations under the <i>Fire Protection and Prevention Act, 1997</i> related to new requirements for: 1. Mandatory training and certification for firefighters, and 2. Mandatory risk assessments to inform the delivery of fire protection services. Also, MCSCS is proposing that mandatory	Monitoring



		certification requirements also set out by the NFPA apply to existing firefighters currently employed or appointed in fire departments across Ontario.	
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**ABOUT MFOA**

The Municipal Finance Officers' Association of Ontario (MFOA), established in 1989, is the professional association of municipal finance officers with more than 2,300 individual members. We represent individuals who are responsible for handling the financial affairs of municipalities and who are key advisors to councils on matters of finance policy. [Click here for more information.](#)

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