

RAG MEETING SUMMARY NO. 2

Project: 407 East Individual Environmental Assessment
Meeting Date: October 18, 2005
Meeting Time: 1:30 p.m.
Report Date: October 20, 2005
 (Revised November 4, 2005)
Recorder: S. Khokhar
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Note: If any of the contents of this meeting report differ in any respect from your own recollection of the points discussed or decisions reached, please notify us immediately. In the meantime, we will proceed in accordance with the understanding described herein.

This summary report contains the questions, comments and responses that were put forth during the second meeting of the Regulatory Agencies Group (Individual Environmental Assessment phase). The questions asked, and comments made by attendees are noted in italics. The response is written below each question or comment. General comments are noted in bold.

LOCATION: Whitby Centennial Building – Gould Room

PRESENT:

Rob Hersey	Central Lake Ontario Conservation (CLOCA)	Dan Remollino	MTO Project Manager – IEA
Perry Sisson	Central Lake Ontario Conservation (CLOCA)	Linda Fischer	MTO Env. Planner
Cam McCauley	Ministry of Natural Resources (MNR)	Rita Venneri	MTO Engineer in Training
Laura James	Toronto Region Conservation (TRCA)	Heide Garbot	MTO P.E. Co-ordinator
Don Haley	Toronto Region Conservation (TRCA)	Doug Allingham	Consultant Project Manager – TSH
Dena Lewis	Toronto Region Conservation (TRCA)	Sabeen Khokhar	Environmental Planner - TSH
Michael Sone	GO Transit		
Chris Strand	Department of Fisheries and Oceans (DFO)		
Darla Cameron	Canadian Environmental Assessment Agency		
Mike Shaw	Environment Canada (EC)		

PURPOSE: Regulatory Agencies Group – Meeting #2

Action By

1.0 Introductions

D. Allingham welcomed the group and asked all meeting attendees to introduce themselves.

Info

2.0 Presentation Summary

- Policy Framework - guiding policy documents that impact the assessment and common themes (objectives, criteria) in these documents
- Transportation Assessment, Evaluation Framework and Problem Definition - A general overview of existing and future transportation conditions and priorities
- Planning Alternatives Assessment - discussion of factors, criteria and objectives to be chosen for assessing alternatives
- Next steps – Project Team tasks and scheduling and topics for next meeting

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3.0 Comments / Questions / Points of Clarification

Do the screenlines take into account the 10% target for auto reduction in Durham Region?

Durham Region has an auto reduction target of 15%. A reduction of 15% translates to about 4 times more transit use.

Info

What does a 15% reduction in growth, mean in terms of number of trips

	Action By
TSH will search for that data and report back at the next meeting.	TSH
<p><i>Given that a lot of policy work is still in draft form, do you have a cut off point for moving forward</i></p> <p>The forecasts have shown that policies and guidelines are not going to change enough to impact the results, and the Project Team is comfortable moving forward. Situations where there may be an impact have been taken into consideration. For example, adjustments to population and employment targets for the Seaton Lands, has been accounted for. Although the numbers may vary, the results in Durham Region have not changed to an extent that would change the outcome of our analysis. We have on-going communication with MPIR to remain current with their process. Sound judgement has been used and the process has been moved forward in spite of of some policies being in draft.</p>	Info
<p><i>Planning alternatives should include a Transitway corridor.</i></p> <p>Transitway corridors will be considered at the alternative methods stage of the study.</p>	Info
<p><i>If the planning alternatives are considered using the building blocks approach, will population targets be part of the analysis?</i></p> <p>Population targets are considered for multiple planning horizons to 2031.</p>	Info
<p><i>What are the environmental components at this phase? These are normally looked at in the design alternative phase. However, what components will be looked at during this phase?</i></p> <p>Environmental components are not considered during the Problem and Opportunity phase, but will be addressed in detail in subsequent phases of the study.</p>	Info
<p><i>Will you be looking at Noise and other environmental criteria?</i></p> <p>Yes environment criteria will considered during the planning alternatives phase (Alts To). Noise impacts and other environmental factors will be examined at a broad level. The alternative methods phase will include noise and other studies at a more detailed level.</p>	Info
<p><i>Perhaps it needs to be more clear when you say 'environmental'</i></p> <p>The assessment level criteria will be presented in more detail as part of the upcoming meetings. Comment noted.</p>	PT/Info
<p><i>Is Durham Region a key participant in this process?</i></p> <p>Yes, Durham Region is on the Municipal Technical Advisory Group.</p>	Info
<p><i>Does the same apply with GO Transit? Are they on board?</i></p> <p>The Project Team will be working with GO Transit. GO has long term plans and we will be working closely with them.</p>	Info

Action By

Will other alternatives to transit be considered for planning alternatives? If you build a new road you won't discourage driving.

The reality is that a lot of travel cannot be serviced by transit. The question of inducing increased auto use through road building is valid. It is probably true that more travellers are attracted to the use of a larger or improved network if it is more convenient. The model uses a 'logit' function, to assign network trips on the basis of travel time.

There is an effort to increase intensification within Durham, decrease out-travel, and increase the use of transit. Improvements to the existing GO Lakeshore East service attract trips in and out of Durham.

The Greenbelt and the Growth Plan define the 407 as a Goods Movement Corridor. If it gets built then we would expect greater goods movement in this corridor as a result.

The Greenbelt legislation and Growth Plan will limit areas of development. Therefore a new freeway will not necessarily generate more development.

Info

Will the increase in cost of fuel discourage traffic and truck traffic?

It has not been possible to obtain any empirical data to show the relationship between the increase in gas prices and use of rail for goods movement. The potential to transfer goods from road to rail depends the type of good that is being moved, the trip length. There is a diversion of approximately 15 – 20% where road to rail exists.

Info/TSH

There are a lot of proposals for inter-modal facilities.

Inter-modal facilities are necessary for truck/rail goods transfer, but introducing new facilities in communities has been challenging due to their large size and generation of large volumes of trucks. The inter-modal facility in Milton for example has received significant opposition from the community. Commercial goods movement is not governed by the Province but is regulated by the Federal Government. It is more economical in the U.S. to move goods by road, it effects the movement of goods within Ontario due to the magnitude of cross border trade. For example, NAFTA prevents the subsidizing of goods movement from road to rail.

Info

TRCA would like to further consider these new criteria and comments regarding natural environment criteria provided during the Terms of Reference phase. At what point will the TRCA and the Project Team be able to discuss these criteria?

The Project Team would be happy to meet either before or after the next RAG meeting to discuss these issues and any concerns.

PT

TRCA provided detailed comments on tables for the Terms of Reference in the appendices.

This will be re-examined.

TSH

	Action By
<p><i>TRCA commented that the opportunities for enhancements to the natural environment should be considered in addition to 'protecting and preserving'.</i> Comment noted. The Project Team will meet with TRCA to discuss further.</p>	Info
<p><i>How will this process be impacted by the Environmental Standards Project?</i> No impact is anticipated. We will discuss with MTO Head Office in St. Catherine's.</p>	Info
<p><i>Wildlife crossing / corridor is an issue.</i> Comment noted.</p>	Info
<p><i>Are you going to stop at the 'building block' that solves the problem?</i> Yes. If, for example, a conclusion is drawn that transit will solve all the Transportation problems outlined during the presentation, it will be the preferred solution to be carried forward.</p>	Info
<p><i>Will higher order transit be considered?</i> It would be taken into consideration as a solution (as part of Plus Expansion to Existing Corridors solution).</p>	Info
<p><i>The 'Plus Transit System Improvements' includes transit, could the 'Plus Expansion to Existing Corridors' also include transit?</i> Yes.</p>	Info
<p><i>An alternative which reflects the changes with the neighbours to the east and west will have to taken into careful consideration. For instance, the public will ask how this project relates to Highway 427.</i> MTO to discuss further with the Urban Planning Office. It will be made certain that other projects and undertakings will be taken into account. Comment Noted.</p>	MTO/Info
<p>Question posed by the PT: Would agencies consider joint meetings with MTAG and CAG? Feedback:</p>	

Action By

- It is a good idea.
- It will aid in comparing what is noted at the regional level.
- It should be done after a milestone event.
- Not regularly.
- Conservation Authorities are already tied into municipalities.
- It would be important for MTAG and RAG to get together for the alternative routes phase, or when the Project Team is ready to go from its long list of alternatives to its short list.
- It would be good for a mutual understanding of where the regional level of government and agencies stand.
- Perhaps it could be done in a workshop format.
- Must be careful of the Federal and Provincial policy overlap.

5.0 Other comments

It is still too early for CEAA to be triggered as there is no defined project. CEAA is considering ways to advance determination of possible triggers in the project life cycle.

Info

6.0 Schedule

- **Documentation: (i.e. the Problem and Opportunity Report) will be sent to Agencies for comments late in late November.**
- **Workshops: The PT plans to hold these after the PIC**
- **Newsletter: It is anticipated that a Newsletter will be circulated next week, and be made available at public buildings and municipal offices.**
- **Website: will be updated by the end of October**
- **PIC: will be held early in the new year**
- **Next MTAG / RAG / CAG meetings: will be held at the end of November to begin discussions on planning alternatives**
- **Subsequent MTAG / RAG / CAG meetings: will also meet in January to discuss the preliminary steps towards a preferred solution**

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END OF MEETING REPORT.

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