



CITY OF HAMILTON

PUBLIC WORKS DEPARTMENT
Transportation Division

and

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Growth Management Division

TO: Mayor and Members General Issues Committee	WARD(S) AFFECTED: CITY WIDE
COMMITTEE DATE: January 15, 2014	
SUBJECT/REPORT NO: Niagara to Greater Toronto Area (NGTA) Corridor Planning and Environmental Assessment Study - Western Golden Horseshoe Municipal Network Charter (PW13020(b)/PED13044(b)) - (City Wide)	
SUBMITTED BY: Gerry Davis, CMA General Manager Public Works Department Joe-Anne Priel Acting General Manager Planning and Economic Development Department	PREPARED BY: Alan Kirkpatrick (905) 546-2424, Extension 4173 Diana Morreale (905) 546-2424, Extension 4101
SIGNATURE:	

RECOMMENDATION

- (a) That the City Manager be authorized to sign the Western Golden Horseshoe Municipal Network Charter on behalf of the City of Hamilton;
- (b) That staff be authorized to further participate in the Western Golden Horseshoe Municipal Network planning sessions to collaboratively and proactively work with

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the Province of Ontario and the Ministry of Transportation on strategic initiatives related to the planning of the Niagara to Greater Toronto Area project;

- (c) That staff report back to the General Issues Committee (GIC) at key milestones in the work being completed by the Western Golden Horseshoe Network.

EXECUTIVE SUMMARY

The City of Hamilton has been actively participating in the development of a **Western Golden Horseshoe Municipal Network** (used to refer to as the Municipal Caucus). The Network is comprised of Regions of Peel, Halton, Niagara, and Waterloo and the City of Hamilton. The purpose of the Municipal Network is to advance common perspectives regarding the need for transportation/transit infrastructure and a more efficient and connected network for the movement of goods and people.

The major benefit of the Municipal Network is the development of a united vision for our future quality of life that supports the forecasted regional and municipal population and economic growth targets in the west end of the Greater Golden Horseshoe. Working in partnership, the Network can take a broader view of transportation/transit and planning issues, focusing on and promoting the prosperity of the greater region, and the Province. The Network's ultimate goal is to see an integrated multi-modal transportation network established that:

- Addresses existing highway capacity issues
- Maximizes the potential of air, rail and marine goods movement modes
- Provides efficient connections to hubs, employment lands, and local and bi-national markets
- Incorporates an inter-regional multi-modal transit network that uses road and rail based modes and connects our communities
- Provides redundancy to reduce impacts of collisions or maintenance construction work
- Is planned and implemented in a manner that respects the importance of sensitive natural heritage, social, cultural and environmental areas
- Is planned to keep pace with growth and in a cooperative manner, with active participation by municipalities, the province, the federal government and the private sector

The Network will be a leader in establishing and using cross-boundary, multi-governmental, multi-disciplinary partnerships to advocate for the infrastructure needed for the region (area), recognizing benefits of working together and with the private sector.

Alternatives for Consideration - See Page 6

FINANCIAL / STAFFING / LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Several staff reports regarding the Niagara to Greater Toronto Area (NGTA) have been presented to Council. The reports and a summary of Council resolutions are as follows:

September 20, 2007

- On July 12, 2006, City Council approved the participation in a joint study with the Niagara Region Economic Development Corporation to prepare an economic impact analysis of developing a transportation corridor from the GTA to the Niagara Region. The Study identified both the economic benefits of building the proposed NGTA Corridor and the lost opportunity costs of doing nothing.

February 25, 2008 - PW08025

- MTO maintain contact with the City with respect to this project on an on-going basis for the duration of the study.

September 14, 2010 - PW05054(a)/PED10213

- NGTA multi modal corridor must be identified as the preferred option
- Supported concept of optimizing the existing transportation network
- Supported concept of new/expanded non-road infrastructure
- Concerns with widening Highway 403
- Concerns that there is no direct transportation system connection from Niagara to the Airport Employment Growth District (AEGD) area
- Would like MTO to confirm Right-of-way needs for Highway 6 adjacent to the AEGD
- Concerns with increasing congestion of roadways under the City jurisdiction without consideration for operational and maintenance costs
- MTO provide a presentation to Council before finalizing study
- Concerns on impacts of Niagara to GTA corridor on Flamborough

May 9, 2011 - PW05054(b)/PED10213(a)

- Construction of NGTA multi-modal corridor be identified as the preferred option and MTO continue to accelerate their investigation
- The appropriate location for the corridor excludes Flamborough Wards 14 and 15 and North Burlington
- Supports optimizing the existing transportation network
- Supports new/expanded non-road infrastructure with specific emphasis on:

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- GO extension to downtown Hamilton
- Port infrastructure
- Promote expansions at Hamilton International Airport
- Hamilton focused inter-regional transit service
- Transit-supportive highway corridor improvements
- Inter-regional Transit links between Hamilton and other urban centres
- Concerns with widening Hwy 403
- Concerns that there is no direct transportation system connection from Niagara to the AEGD area
- Would like MTO to confirm ROW needs for Highway 6 adjacent to the AEGD
- Concerns with increasing congestion of roadways under the City jurisdiction without consideration for operational and maintenance costs

March 20, 2013 - PW13020/PED13044

- Support for staff to participate in future studies identified through the NGTA Corridor Planning and Environmental Assessment Study Phase 1 for the West and Central areas
- The City of Hamilton updates their 2005 Goods Movement Study
- Staff participates in the Inter-Regional Strategic Economic Logistics Corridors and Gateway Connections Municipal Caucus
- Representatives from the MTO and their consultants, URS Canada Inc., also made presentations on the status of the study at this meeting

October 16, 2013 - PW PW13020(a)/PED13044(a)

- supported staff working with MTO on future corridor planning
- encouraged MTO to immediately begin developing Terms of Reference (TOR) for a corridor study through the central and west areas to determine when a new corridor is required and options of where it should be
- supported staff working with MTO in developing the TOR for the central and west area corridor study area
- supported staff working with the municipal caucus
- requested MTO to accelerate plans to widen the eastbound (downtown) lanes of Highway 403 between the LINC and Main Street by one lane into downtown

POLICY IMPLICATIONS/LEGISLATED REQUIREMENTS

The recommendation requesting the City Manager to sign the Western Golden Horseshoe Municipal Network Charter aligns with our Strategic Plan 2012 - 2015.

Strategic objective 3.1 of the Corporate Strategic Plan states:

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Engage in a range of intergovernmental relations (IGR) work that will advance partnerships and projects that benefit the City of Hamilton. This includes Strategic Actions:

- (i) Develop an intergovernmental relations strategy to promote City priorities.
- (ii) Adopt infrastructure, transportation, housing, downloading and Accessibility for Ontarians with Disabilities Act (AODA) as initial priority areas relative to intergovernmental relations advocacy, finding priorities and grant programs.

RELEVANT CONSULTATION

The City has been participating in discussions with the Regions of Halton, Niagara, Peel and Waterloo, and the City of Burlington and Southern Ontario Gateway Council to accelerate new collaborations and relationships for the long-term economic growth of the western area of the Golden Horseshoe through the development of a NGTA transportation and trade corridor that would connect to the GTA West Corridor.

Report PW13020/PED13044 gave staff the direction to work with the above listed Regions in the creation of a Municipal Caucus/Network in order to develop a multi-disciplinary partnerships to plan, approve, fund and build the infrastructure needed for the area, recognizing benefits of working together and with the private sector.

City staff has been working on a charter and governance model. The Municipal Network's ultimate goal is to establish an integrated multi-modal goods movement network that:

- Addresses existing highway capacity issues
- Maximizes potential non-road based modes
- Efficiently links employment lands and markets
- Provides redundancy to reduce impacts of collisions or maintenance construction work
- Addresses sensitive natural heritage, social, cultural and environmental areas
- Is planned and implemented in partnership with municipalities, the province, the federal government and the private sector

Staff is recommending continued participation in the Municipal Network to further our interests.

ANALYSIS / RATIONALE FOR RECOMMENDATION

The Network will be a leader in establishing and using cross-boundary, multi-governmental, multi-disciplinary partnerships to advocate for the infrastructure needed for the region, recognizing benefits of working together and with the private sector.

ALTERNATIVES FOR CONSIDERATION

Committee and Council may choose not to participate in the Municipal Network. This is not recommended as the City of Hamilton holds a key position in the Greater Golden Horseshoe Corridor and will greatly benefit by a collaborative approach to inter-regional transportation and transit.

ALIGNMENT TO THE 2012 - 2015 STRATEGIC PLAN

Strategic Priority #1

A Prosperous & Healthy Community

WE enhance our image, economy and well-being by demonstrating that Hamilton is a great place to live, work, play and learn.

Strategic Objective

- 1.1 Continue to grow the non-residential tax base.
- 1.2 Continue to prioritize capital infrastructure projects to support managed growth and optimize community benefit.
- 1.3 Promote economic opportunities with a focus on Hamilton's downtown core, all downtown areas and waterfronts.
- 1.4 Improve the City's transportation system to support multi-modal mobility and encourage inter-regional connections.
- 1.6 Enhance Overall Sustainability (financial, economic, social and environmental).

Strategic Priority #2

Valued & Sustainable Services

WE deliver high quality services that meet citizen needs and expectations, in a cost effective and responsible manner.

Strategic Objective

- 2.3 Enhance customer service satisfaction.

APPENDICES / SCHEDULES

Appendix "A" Draft Western Golden Horseshoe Municipal Network Charter 2013

2013



Western Golden Horseshoe Municipal Network

Charter



A: Western Golden Horseshoe Transportation Trade Network

The Western Golden Horseshoe, as illustrated in Figure 1, is an area rich in opportunity. Is one of the most strategic commercial and industrialized locations in all of North America.

The foundation of our economies is the municipal infrastructure we have in place. Businesses need roads and bridges to deliver goods and services. Workers need fast efficient public transit to connect them to jobs. And growing companies count on high quality community services to attract skilled workers.¹

However, today our municipal foundations are under growing pressure and lack of capital investment the infrastructure gap continues to increase. Given the major fiscal and infrastructure challenges facing this area, local governments have decided it's time to look past municipal boundaries and have an open and frank discussion on what needs to be done.

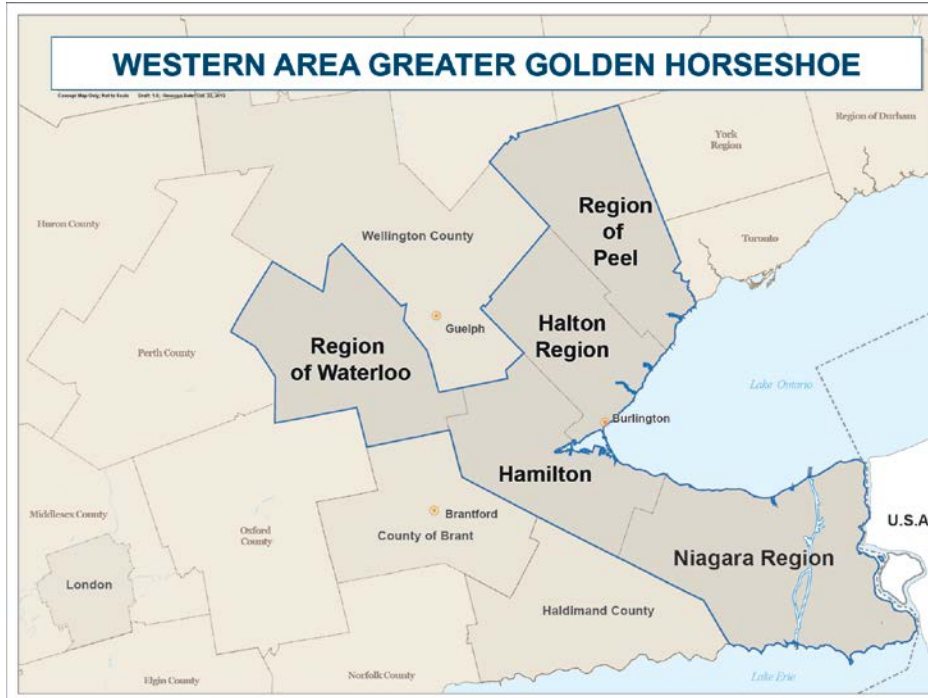
The issues, challenges and opportunities facing the Western Golden Horseshoe are not singularly municipal, regional, provincial, or federal. They are shared across all levels of government, the private sector, and transcend local political boundaries. If various government factions continue to work separately on these matters when cooperation and collaboration is required this will continue to create confusion and waste.

Recognizing the growth momentum occurring in the Western Golden Horseshoe, the regions of Peel, Halton, Niagara, and Waterloo and the City of Hamilton have formed an alliance to advance common perspectives regarding the challenges and opportunities facing this area. It is important to improve the competitiveness of the Western Golden Horseshoe to grow our economies, meet the requirements of our growing populations and play a proper role in the provincial, federal and global economy.

As a result, there is an excellent opportunity to form an overarching regional Network to champion and work with provincial and federal governments to see our unified vision of a **Western Golden Horseshoe Transportation and Trade Network**² come to fruition.

¹ The Road to Jobs & Growth: Solving Canada's Municipal Infrastructure Challenge, FCM, November 2012.

² The Western Golden Horseshoe Transportation and Trade Network was formerly known as the Greater Golden Horseshoe Corridor.



B: The Western Golden Horseshoe Municipal Network

Vision:

The purpose of the *Western Golden Horseshoe Municipal Network* is to advance common perspectives regarding the need for transportation/transit infrastructure and a more efficient and connected network for the movement of goods and people.

Ultimate Goal:

The Network's ultimate goal is to see an integrated multi-modal transportation network established that:

- Addresses existing highway capacity issues,
- Maximizes the potential of air, rail and marine goods movement modes,
- Provides efficient connections to hubs, employment lands, and local and international markets,
- Incorporates an inter-regional multi-modal transit network that uses road and rail based modes and connects our communities,
- Provides redundancy to reduce impacts of collisions or maintenance construction work,
- Is planned and implemented in a manner that respects the importance of sensitive natural heritage, prime agricultural, social, cultural and environmental areas, and

- Is planned to keep pace with growth and in a cooperative manner, with active participation by municipalities, the province, the federal government and the private sector.

The Network will be a leader in establishing and using cross-boundary, multi-governmental, multi-disciplinary partnerships to advocate for the infrastructure needed for the region (area), recognizing benefits of working together and with the private sector.

Membership and Stakeholders:

The Regions of Peel, Halton, Niagara, and Waterloo and the City of Hamilton are the current members of the Municipal Network. Key stakeholders to be involved in achieving the Municipal Network's objectives include:

- Local municipalities within the boundaries of the members' jurisdictions
- Neighbouring municipalities, including York Region, Durham Region, Brantford, Brant County, Haldimand County, London, Guelph and the County of Wellington
- Various ministries of the Provincial Government, including those with responsibility for and oversight of transportation/transit, land use planning, economic development, the environment, agricultural, natural resources, infrastructure planning and funding, approval processes, and finance.
- Various departments of the Federal Government, including those with responsibility for and oversight of railways, ports and airports; economic development and trade; the environment; natural resources; infrastructure planning and funding; approval processes; and finance.
- The private sector, including groups such as the Southern Ontario Gateway Council, the trucking and rail industries, industry, and goods movement and logistics companies and carriers.

C: Enhancing and Sustaining Prosperity

The Municipal Network will develop a united vision for our future quality of life that supports the forecasted population and economic growth in the west end of the Greater Golden Horseshoe as well as regional and municipal targets.

The Municipal Network will advocate as a unified coalition for a TTN across our municipal boundaries through the Western Golden Horseshoe and will work with Provincial and Federal Governments and private stakeholders to ensure a clear plan is developed, funded and constructed.

MTO and governments of the Network need to take an integrated approach to have an understanding of how decisions made in one area can affect the economy of a much larger area.

Economic Reality:

The Municipal Network recognizes that a “regional benefits focus” approach for a transportation and trade network is important to strengthen Ontario’s competitiveness as well as Canada’s.

Quality of Life Reality:

The Municipal Network is focused on the transportation/transit infrastructure needed to maintain and improve the quality of life of those that work, live and play in the Western Golden Horseshoe area.

Land Use and Infrastructure Planning Reality:

The Municipal Network will consider the Protection of lands for transportation/transit infrastructure needed to maintain and improve the quality of life of those that work, live and play in the Western Golden Horseshoe area.

Natural Environment Reality:

Planning a new transportation and trade network through the Western Greater Golden Horseshoe, while protecting the environment (Niagara Escarpment), agricultural lands and rural character, will require a balance between transportation, economic, and environmental priorities.

The Niagara Escarpment is a prominent environmental feature in the Western Golden Horseshoe and the Network supports a western connection between Highway 403 and Highway 401 that avoids a new escarpment crossing.

Transportation Infrastructure Reality:

The Municipal Network supports the reform of approval processes for transportation infrastructure to make them more efficient and adaptable than the existing Environmental Assessment (EA) paradigm in Ontario for highway planning.

The planning horizon of 2031 needs to be extended to 2041 to meet the objectives and targets of the current provincial growth plan and a streamlined EA process for highway/transportation network planning is required.

The Municipal Network supports “The Big Move” and the projects listed therein.

However, capital investment strategies are needed in both transit and road-based transportation, in an area larger than that covered by “The Big Move” to keep pace with growth. In addition to the projects in “The Big Move”, new infrastructure is required to:

- Support the growth in population and employment projected by Places to Grow,
- Provide capacity within the Provincial network to address congestion issues such as the off-loading traffic onto Highway 401 from the future GTA West corridor,
- Provide regular inter-regional transit connections to neighbouring municipalities outside of the GTHA,
- Provide redundancy in the event of major collision or incident on existing Provincial corridors,
- Improve connections to multi-modal terminals, planned and existing logistics and employment centres, and to address market access constraints, and
- Protect the condition and usefulness of existing infrastructure.

Success:

The major benefit of the Municipal Network is the development of a united vision for our future quality of life that supports the forecasted population and economic growth in the west end of the Greater Golden Horseshoe as well as regional and municipal targets. Working in partnership, the Network can take a broader view of transportation/transit and planning issues, focusing on and promoting the prosperity of the greater region and the Province.

SIGNATURES & APPROVAL

Regional Municipality of Halton

Regional Municipality of Niagara

Regional Municipality of Peel

Regional Municipality of Waterloo

City of Hamilton
