



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: March 20, 2013	
SUBJECT/REPORT NO: Niagara to Greater Toronto Area (NGTA) Transportation Corridor (PW13020/PED13044) - (City Wide)	
SUBMITTED BY: Gerry Davis, CMA General Manager Public Works Department Tim McCabe General Manager Planning and Economic Development Department	PREPARED BY: Lorissa Skrypniak (905)546-2424, Extension 2732 Diana Morreale (905)546-2424, Extension 4101
SIGNATURE:	

RECOMMENDATION

- (a) That staff be directed to participate in future studies that have been identified through the Niagara to Greater Toronto Area (NGTA) Corridor Planning and Environmental Assessment Study Phase 1 for the West and Central Areas;
- (b) That staff be directed to update the 2005 Hamilton Goods Movement Study, and that City Council consider this project as part of the 2014 Capital Budget deliberations; and

- (c) That staff be directed to participate in the Inter-Regional Strategic Economic Logistics Corridors and Gateway Connections Municipal Caucus to explore areas of mutual interest and support in order to develop a collective position on strategic transportation corridors to be presented for consideration to Provincial and Federal Governments.

EXECUTIVE SUMMARY

NGTA

Inter-regional transportation plays an important role in the prosperity of Hamilton. There are a number of provincial transportation initiatives underway, which staff are recommending continued involvement from the City of Hamilton, to ensure municipal interests are addressed now and into the future.

The primary purpose of this report is to provide an update on the assessment and evaluation of Highway expansion alternatives for the NGTA study area (See Appendix A). On January 29th, 2013 staff from Public Works and Planning and Economic Development Departments attended the NGTA Corridor Planning and EA Study – Phase 1- Municipal Technical Advisory Group/Regulatory Agency Advisory Group Meeting.

At the Municipal Technical Advisory Group meeting the Ministry of Transportation of Ontario (MTO) presented recommendations on the three (3) NGTA sub areas (East, Central, and West – see Appendix B). The City of Hamilton falls within the Central and West sub areas. The planning horizon for the NGTA study is currently to 2031, and as such the planning horizon does not recommend a new transportation corridor through the East-Central sub-areas of the NGTA. Staff have raised concerns to the NGTA study team requesting that the planning horizon be changed to 2041 to incorporate the draft population and employment projections recently released by the province.

Below are the recommendations (See Appendix C) that MTO is carrying forward for further assessment.

Recommendations

Central

1. Widen QEW to two (2) lanes from Highway 406 to the Skyway Bridge
2. Monitor Longer term traffic growth to determine when a further widening of the QEW to ten (10) lanes or a new highway corridor should be re-examined

East Area

1. Medium-term widening improvement to existing highways with two (2) additional lanes. The existing highways to be widened included:
 - Highway 403 through Hamilton
 - Highway 6 between Hamilton Airport and Highway 403
 - QEW over the Burlington Skyway
 - 407 ETR through Halton

2. Scope a future study to address longer term needs to 2031. Elements of the study may include:
- Longer planning horizon (beyond 2031)
 - Expanded study area geography and transportation problems/opportunities
 - Opportunities for increased mode shift and increased integration of non-roadway transportation service providers

INTER-MUNICIPAL COLLABORATION

The NGTA transportation system is an important inter-regional connection between Halton Region, Region of Peel, Region of Waterloo, Niagara Region, City of Burlington and the City of Hamilton. Due to the importance of these linkages it was determined that an inter-regional group needed to be championed to help promote the needs of these communities and beyond.

The municipalities began meeting in December 2012 to discuss common interests regarding “Strategic Economic Logistics Corridors and Gateway Connections”. The Municipal Caucus is attended by Chief Administrative Officers, City Managers, Public Works Commissioners, General Managers, senior transportation staff and economic development officers. The intent of the Caucus is to present a unified vision for multi-modal transportation needs within the NGTA corridor for consideration to the Provincial and Federal governments.

There are strategic highway connections between Toronto through the golden horseshoe area and beyond to Fort Erie, connecting to the eastern seaboard gateway to the USA. Support for the strategic integration of inter-regional transportation initiatives would significantly improve goods movement, logistics and access to the markets for the City of Hamilton. The Municipal Caucus wants to address these important needs as a unified group to improve the necessities for their communities and the entire region. It would be beneficial for the City of Hamilton to participate in these discussions to form a local perspective, to ensure alignment of our local transportation planning to the inter-regional system and align to our corporate economic development strategies.

GOODS MOVEMENT UPDATE

For Hamilton to continue to attract new businesses and the expansion of existing companies it is essential that it work with the province and neighbouring municipalities in the development of efficient and effective movement of goods and people, as well as provide for serviced employment lands. It is also essential that the 2005 Hamilton Goods Movement Study be updated and strategies be developed in order to enhance economic development activity through goods movement growth. The transportation system and movement of both goods and people within the Greater Toronto Hamilton Area is increasingly impacted by rising levels of congestion.

The update would provide staff with a better understanding of what Hamilton’s goods movement needs are and assist staff in their review of the on-going work that has been developed by the province on the NGTA study. It would help illustrate any

synergies or connections coming out of the NGTA recommendations that the Hamilton area would benefit from.

TRANSPORTATION MASTER PLAN

The City of Hamilton is in a good position with respect to local public transportation planning to 2031, with the recent report to Committee and Council Rapid Ready – Expanding Mobility Choices in Hamilton (PW13014). The report also calls for an update of the City's Transportation Master Plan and will be an important resource to the on-going inter-regional discussions.

BIG MOVE

The Big Move project that the province is working on addresses the significant transportation challenges that are affecting people, the environment and the economy. It is evident that the Greater Toronto Hamilton Area (GTHA) regional transportation system is no longer meeting the needs of the area residents and businesses. The Big Move is focusing on changing the transportation system as it exists. The City's report Rapid Ready - Expanding Mobility Choices in Hamilton (PW13014) will be provided to Metrolinx for consideration. Staff will continue to update Council as the discussions evolve with these studies.

Alternatives for Consideration - See Page 7

FINANCIAL / STAFFING / LEGAL IMPLICATIONS

Financial: Funding for the 2005 Hamilton Goods Movement Study Update will be considered as part of the 2014 Capital Budget deliberations or will be included as part of the Transportation Master Plan Update.

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 Niagara-GTA 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

- Niagara to 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 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
- 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 Niagara to GTA 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:
 - 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

POLICY IMPLICATIONS/LEGISLATED REQUIREMENTS

The recommendation requesting staff to participate in future NGTA studies and to be involved with the Inter-Regional Strategic Economic Logistics Corridors and Gateway Connections Municipal Caucus aligns with our Strategic Plan 2012 – 2015.

Strategic objective 3.1 of the Corporate Strategic Plan states:

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 AODA as initial priority areas relative to intergovernmental relations advocacy, finding priorities and grant programs.

RELEVANT CONSULTATION

City staff have been participating in discussions with a group of municipalities on Inter-Regional Strategic Economic Logistics Corridors and Gateways. The municipal discussions included staff from: Burlington, Hamilton, Halton, Niagara, Peel and Waterloo. Staff are recommending continued participation in the Municipal Caucus.

ANALYSIS / RATIONALE FOR RECOMMENDATION

Participating in the NGTA study allows the City to participate in the improvement of the regional transportation network that would provide positive economic, environmental and social impacts on the City of Hamilton.

The establishment of the Inter-Regional Strategic Economic Logistics Corridor and Gateway Connections Municipal Caucus was an outcome of senior staff discussions at the CAO and Commissioner level in Niagara, Waterloo, Halton, and Peel Regions and Cities of Hamilton and Burlington. The discussions explored areas of mutual interest and there was consensus that there would be benefits of having a forum for inter-municipal collaboration. An update on the group's activities was provided to the Mayors and Regional Chairs of Ontario of Single Tier Cities and Regions (MARCO) at the March 1, 2013 meeting. The Municipal Caucus, along with the respective Mayors and Regional Chairs, also met following the MARCO meeting and municipalities were requested to seek support from their Councils to participate in the Caucus.

A coordinated approach will benefit all participants, especially in discussions with the Provincial and Municipal governments. The objective would be to identify areas of agreement, establish a shared municipal vision for strategic Greater Golden Horseshoe (GGH) Corridor & Gateway to markets in the United States. The Municipal Caucus will also be an opportunity for on-going collaboration with the MTO, Province and private sector to develop consensus on a goods movement strategy for the GGH Corridor, supporting studies, and acceleration of approvals processes. Hamilton's participation on the Caucus will be a forum to collaborate on complementary municipal, Provincial and Federal interests.

Staff from the City Manager's Office, Public Works and Planning and Economic Development Departments will provide support to Hamilton's participation on the Municipal Caucus. Reports will be brought back to provide updates to Council and for any approvals as required.

ALTERNATIVES FOR CONSIDERATION

Committee and Council may choose not to participate in the Inter-Regional Strategic Economic Logistics Corridors and Gateway Connections Municipal Caucus. This is not recommended as Hamilton holds a key position in the GGH Corridor and will greatly benefit by a collaborative approach to inter-regional transportation.

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"	NGTA Study Area
Appendix "B"	NGTA Sub Areas
Appendix "C"	NGTA Recommendations

NGTA Study Area



NGTA Sub Areas



NGTA Recommendations

