

To: York Region Council and Clerk with copies to Vaughan Councilors

Good morning, my name is Tony Malfara. I am a resident of Vaughan and a concern citizen opposed to GTA West Corridor and the proposed Highway 413. I made a deputation at the February 11th meeting and thank you again for the time to do so.

In reviewing the agenda for the York Region Council meeting on February 25th there are three topics of interest , namely the F3 (Bradford Bypass) & F4 (GTA West Corridor) and a communications from Federal Government to York Region Council requesting input from regional local Councils on the Federal EA (Impact Assessment Request).

The recommended action on your agenda is 'receive' which I think means to acknowledge the communication and no further action will be taken. Is this they case? If not, what happens once a communication or report has been received? With respect to these three items, does the community have an opportunity and a forum to get engaged, understand, and contribute before municipal decisions are finalized?

In the case of the communication from the Federal Government to York Region Council requesting input from regional local Councils on the Federal EA (Impact Assessment Request), what is the Region's position? Is York Region Council going to put forward a motion supporting the Federal Impact Assessment for both highways as are other municipalities are discussing? Failing that, and at a minimum, will York Region refer the report to staff for review and recommendation and do more than simply acknowledge the letter.

It's time for York Region to act. Similar to Mississauga Councilor Parrish, I urge Regional Council to pass a resolution stating it will be pursuing a full Provincial and Federal Environmental Assessment.

Below is a letter sent on February 22nd to Mayor Crombie and the Councilors for Mississauga, with copies to each of my Councilors in Vaughan. At the Mississauga Council meeting a motion is being put forward by Councilor Parrish to reject the GTA West Highway as well as pursuing a full Provincial and Federal Environmental Assessment, should the Provincial government wish to have this project proceed.

Thanks Tony Malfara

To Mayor Crombie and all Mississauga Councilors

My name is Tony Malfara and I am a resident of Vaughan. Along with many others in York Region, we are collectively opposed to the proposed building of Highway 413.

Your actions to support the GTA West Corridor and Highway 413 will not only negatively impact the residents of Mississauga, but also the residents across the many municipalities that the route of this highway travels.

We urge you as councilors for one of the multiple municipalities that will be impacted by the construction of the GTA West Highway to stop its construction and urge Mississauga Council to pass a resolution stating the same. I am also in full support of Councilor Parrish's Motion to reject the GTA West Highway and pursue a full Provincial and Federal Environmental Assessment.

We in Vaughan will request the same from our councilors!

The provincially driven effort to build this redundant and unnecessary toll highway that would pave

over farm, forests, wetlands and a portion of the Greenbelt will cost taxpayers between an estimated \$6 and \$10 billion dollars and most likely more. This is an enormous amount of money that is sorely needed to build transit, address infrastructure deficits and protect and restore natural areas and farmland throughout the regions which would be negatively impacted by this Highway. Our provincial government is ill informed, supported by old and dated information, and perhaps biased in its expected outcomes.

The provincial government's priorities are out of order and not in the best interests of the citizens and taxpayers in our municipalities!

Right now Highway 407 (another toll highway) is significantly underused. Yet the province is proposing to build another east-west toll highway in close proximity. This is despite a sustained drop in traffic volume during the pandemic, in part due to loss of work and work-from-home. These work and traffic trends are expected to continue well beyond this immediate health crisis. In addition, there are a number of local, regional, provincial and federal policies which discourage if not outright dismiss the idea of building more highways as a solution to current challenges. This includes policies on urban densification, protection of our Greenbelt and prime farmland, building a "Smart City", building modern transit and cycling infrastructure, increasing the modal split for transit and active travel while reducing car dependency and, most crucially, acting on climate change and setting strict emission reductions targets. The urgency of climate change has been further emphasized by governments across Canada declaring a "Climate Emergency" - including our own.

Building a new highway gets more polluting cars on the road, and usually does nothing to relieve congestion over time. The concept of "induced demand", seen in highway projects all over the world, confirms this (resource: <https://www.youtube.com/watch?v=2z7o3sRxA5g>). In fact, an expert panel study found the highway would only save drivers 30-60 seconds per trip (resource: <https://web.archive.org/web/20190618163558/http://www.mto.gov.on.ca/english/publications/gta-west-report/executive-summary.shtml#conc>). Such infrastructure neither benefits the environment or the economy, while shifting away from urgent priorities such as transit, cycling facilities and infrastructure maintenance and repair.

Highway 413 would degrade the parts of the Credit River and Humber River watersheds that flow into Lake Ontario – a source of drinking water for millions of GTA residents. Highway 413 would be 50 km long and would pave over 2,000 acres of Class 1 and Class 2 farmland – among Ontario's most productive farmland. If we truly care about access to and stewardship of our Great Lakes ecosystem and world-class prime farmland local and still in production, then we must show it in opposition to this Highway.

Collectively, there is a strong case against Highway 413, and it's time for Councilors to "take a position" and stand in opposition with local residents and experts (resource: <https://www.theglobeandmail.com/opinion/editorials/article-ontarios-proposed-highway-413-is-a-6-billion-sprawl-accelerator/>) concerned for our environment, our economy and the legacy we are leaving for generations to come. It's time for municipal actions to align with what we say - our policies and our declaration of a climate emergency.

I am not a resident of Mississauga, but we in Vaughan will be impacted by municipalities that support the construction of the GTA West Highway, I, with many of your citizens, oppose what the Provincial government is trying to get approved and the approach being used.

I urge Council to pass a resolution stating its opposition. I am also in full support of Councilor Parrish's Motion to reject the GTA West Highway as well as pursuing a full Provincial and Federal Environmental Assessment, should the Provincial government wish to have this project proceed.

Let's develop a sustainable GTA West transportation solution that is courageous and progressive and does not include the outdated thinking of a 400 series highway and one that shows leadership and solidarity with neighboring municipalities.

I have also copied Vaughan Councilors, hoping that they too will show the leadership and courage to stand up to the Provincial government by passing a motion to stop this highway and also request a full Provincial and Federal Environmental Assessment.

I look forward to Council considering my out of region feedback.

Sincerely,

Tony Malfara