

From: IRENE FORD

Sent: Wednesday, January 12, 2022 11:59 AM

To: Regional Clerk <ClerkGeneralLine@york.ca>

Subject: Agenda Item C1 - Jan 13, 1pm

Hello,

Bradford Bypass

I am asking Council to support the new Federal Impact Assessment Request and the need for more studies and information surrounding the Bradford Bypass and express concern about early works construction.

Highway 413

The following questions remain unanswered and/or there is no public information available to support statements made by politicians or the MTO. I am forwarding these items for inclusion on the public record and for Council to consider asking the MTO after their presentation on Jan 13. .

I would also like to let Council know that MTO staff mislead community members at the York Region engagement session held near the end of last year. They stated that the highway would result in greenhouse gas emission reductions. However, when the MTO staff member who conducts modeling provided an explanation if this was factual he indicated that the modelling 'may' show a reduction in GHG emissions and that more modeling needs to be completed. This is another statement coming from MTO staff that is not factually or based on any studies or reports. It is very concerning that MTO staff in their professional capacity are making such misleading and perhaps even untrue statements. More concerning is these statements support the Ontario PC Party's political agenda who has included Highway 413 in their election platform. While it is inevitable that Highway 413 will be a political issue it is not appropriate for staff to take a partisan position and provide information that supports a political agenda rather than the evidence, information, research. This is not the only example but it is the most egregious and unacceptable. It is a Climate Emergency there is no longer a debate and narratives such as this defy progress and put Ontario citizens at greater risk and will defy meaningful progress to deal with the inevitable extreme weather that is and has already started.

1. Time Savings - 30m vs 30

Residents have been asking for supporting reports and assumptions to substantiate the 30m time savings estimate for some time now. The MTO staff indicated that there is a report substantiating this information. Councillor Lafrate asked if a copy could be shared with her, can a copy of this report also be shared with the public and posted on the Highway 413 Information website?

2. Tolls

The media was reporting that the proposed highway will not be tolled after the press conference held November 10, 2021 in which Minister Mulroney stated it was not the governments 'intent' to toll highway 413. As recently as November 1 local residents received an email from the project team stating that this was a decision that would be made by the MTO during subsequent stages of the study. Was an announcement made by the MTO announcing that the proposed 413 route

would not be tolled if so when and how was this communicated? If so, what information changed since Nov 1 to enable the MTO to make this announcement?

3. **Transit Plans & Highway 413**

Extensive development is proposed in both the Region of Peel and Region of York's draft Official Plans. The proposed Highway 413 suggests a transit-way. The Bolton Go line is not a Metrolinx priority until after 2051. How are transit options being timed and considered with construction of Highway 413 and proposed surrounding developments (MTO staff indicated that little progress has been made on the Transit Way during recent community engagement session)? Has the provincial government had any discussions with CP Rail about the feasibility of using the Bolton Line for commuter transit as a Go Line?

4. **Costs**

What is the total cost of the proposed highway and if costing is provided does it include costs for the transit-way, operation maintenance as well as transit stations and community benefits (presented to residents at Community value Plan Meetings (municipal trails, wetland/woodlot restoration)?? Should any cost information be

5. **TRCA**

While I understand that the MTO has committed to participating in TRCA's VPR process could you tell me if my understanding of the following is correct?

The MTO could choose the most environmentally destructive route and even with the VPR in place the TRCA's role is to provide their feedback and advice to avoid, adapt, mitigate and compensate and the TRCA will have no input to the selection of the proposed route? <https://pub-trca.escribemeetings.com/filestream.ashx?DocumentId=7972>

6. **Natural Heritage Protection**

How will MTO staff verify that their contractor will not 'accidentally' destroy natural heritage features during construction or alter the drainage so much that land previously protected will no longer require protection and then become suitable for development? This occurred in Vaughan and recently the TRCA issued a permit to allow gravel to be fill an area that was previously protected but is no longer protected because a culvert was not installed and development in the surrounding area has altered drainage/flow to the area. This change has been done w/out any consideration of downstream or upstream flood risk and impacts. How will it be any different with the proposed highway 413 that will cross over 85 streams and the surrounding area is under immense and relentless development? <https://pub-trca.escribemeetings.com/filestream.ashx?DocumentId=7925>

7. **Endangered Species Protection**

How will endangered species be protected given the gutting of the Endangered Species Act The Auditor general's report this week highlighted the failure of the provincial government to protect endangered species, faith in the province is irreparably damaged on this front - how can we trust the process?

There are at least 4 overall species benefit permits approved recently in Vaughan surrounding the proposed route that impact red-side dace habitat. How will the MTO staff verify that this species and others that are endangered will not become locally extinct in Vaughan? How are cumulative impacts being considered

8. **Nashville Conservation Reserve Proposed Route Changes**

The route moved from the preferred route of [section 8-3](#) Fall PIC #2 (see pg. 8) to further north to [Section 8.5](#) announced August, 2020. This route will pass through and consume a greater portion of the TRCA's Nashville Conservation Reserve. Was the proposed route 8.5 contemplated during Phase 1 of the EA or earlier evaluations for route selection prior to 2018? What was the new information provided after the 2019 PIC that justified moving the route further north through the conservation owned lands? Neither route is presented in the [evaluation table](#) is an updated version available that includes these routes and explains why they became the preferred route?

9. **Expert Advisory Panel/Alternatives**

What information does the MTO have to dismiss the conclusions of the Expert Advisory Panel? Are any alternatives to the proposed highway being considered at this time, such as those brought forward in the Expert Advisory Panel?

10. Early Works/Decision Authority

My understanding is that the highway was a conclusion from Phase 1 of the GTA West EA. Phase 2 is about how the highway will be built and the proposed route. Is it correct that no government to date has reviewed the EA study and made a decision that would support that highway 413 is in the public interest to proceed? At present the decision to proceed with this project, against the expert advisory panel report conducted by the previous liberal government, is based upon the PC 2018 and now 2022 party platform (i.e. no government decision has been made to proceed based on the information collected during Phase 1 of the study)? There is a previous proposal on the environmental registry that contemplated a streamlined environmental assessment and early works construction. No decision has been made as of yet. It was recently reported that the MTO issued an EOI and RFP for the Bradford Bypass. The EOI was released the day after the legislation that allowed for early works for this project was approved. This suggests that MTO staff drafted the EOI/RFP under the assumption that early works construction would be approved. At any point was the MTO planning and conducting the EA study under the assumption that early works construction for Highway 413 would be allowed?

Thank you,

Irene Ford