

PRIORITIES AND KEY INITIATIVES COMMITTEE - JANUARY 28, 2013

METROLINX - THE BIG MOVE UPDATE AND NEXT WAVE PROJECTS CITY WIDE

Recommendation

The Commissioner of Planning and the Commissioner of Engineering & Public Works recommend:

1. THAT a copy of this report containing staff's comments on the Big Move Update be forwarded to Metrolinx and the Region of York, and that Council ratify this action at its meeting on January 29, 2013.

Contribution to Sustainability

Higher order transit infrastructure such as the Spadina and Yonge Subway Extension projects and the Viva Highway 7 Bus Rapid Transitway will support compact urban form and will offer an alternative mode of transportation to the single occupant vehicle.

Economic Impact

There are no immediate economic impacts associated with this report.

Communications Plan

A copy of this report will be forwarded to both the Region of York and Metrolinx.

Purpose

The purpose of this report is to respond to the request from Metrolinx to provide comments on The Big Move Regional Transportation Plan update by February 2013.

Background - Analysis and Options

In November 2008, Metrolinx adopted a Regional Transportation Plan, entitled The Big Move, to tackle gridlock across the Greater Toronto and Hamilton Area (GTAH) through the building of new integrated transit and transportation systems. The Big Move, adopted unanimously in 2008 by the Metrolinx Board of Directors, was developed through intensive public consultation and collaboration with key stakeholders, municipal leaders and professionals throughout the Region.

First wave of transit projects underway

Since 2008, over \$16 billion from various levels of government has already been allocated to a first wave of projects drawn from The Big Move. Major projects in this first phase are now under construction, including the Toronto-York Spadina Subway Extension and the Viva Highway 7 Bus Rapid Transit (BRT) in Vaughan. City staff continues to work with the subway project team to integrate Vaughan's needs in the subway construction.

City staff continues to work with Metrolinx staff on the development of a number of additional Big Move initiatives

City staff continues to work with Metrolinx and other transit agencies to support the implementation of the Big Move in Vaughan. In addition, City staff is participating on the Metrolinx Municipal Working Group and is providing input into the following Metrolinx initiatives:

- Bolton Go Commuter Rail Service Feasibility Study
- Barrie Go Line Rail Corridor Study
- Mobility Hub Design Guidelines
- Go Rail Parking Strategy

Metrolinx staff is contributing to the integrated planning approaches on City projects

In addition, Metrolinx is an active member of the inter-governmental Vaughan Metropolitan Centre Implementation Team and is represented on the Technical Advisory Committees for the Concord Go Centre Secondary Plan and the Maple Go Secondary Plan.

Metrolinx announces next wave of The Big Move projects (2012 - 2031)

On November 26, 2012, Metrolinx announced the next wave of The Big Move transit projects including:

- Yonge subway line north to Vaughan, Markham, and Richmond Hill
- Downtown Relief Subway line improving access to the regional core for residents from across the GTHA
- Light rail transit (LRT) in Mississauga, Brampton and Hamilton
- Bus rapid transit (BRT) in Durham, Toronto, Peel and Halton.

In addition, the next wave will also provide transformative investment in the GO Transit rail network, including line extensions, more two-way, all-day service, and electrification of both GO lines and the Union Pearson Express (formerly known as the Air Rail Link). The next wave of proposed investment extends beyond major rapid transit projects to include resources for local transit, roads, active transportation and other strategic transportation initiatives. A full listing of the Next Wave Projects is included as Attachment No. 1 to this report. The timing, funding and details of each project are not fully known at this time.

A Funding and Timing Commitments to the Yonge Street Subway extension is continuing to be Vaughan's highest rapid transit priority

Staff strongly supports the next phase of projects in Vaughan including the Yonge Street Subway Extension. It is important to note, however, that the Yonge Subway Extension has not been funded. Metrolinx is scheduled to report to the Provincial Government in June 2013 with funding sources that may be available to finance the unfunded elements of the Big Move program. Funding the Yonge Street Subway Extension continues to be Vaughan's priority.

Metrolinx is now updating The Big Move to recognize findings of recent studies

Metrolinx is of the view that it is timely to refine certain elements of the plan and fully integrate the GO2020 ten-year plan within the longer term transportation goals and objectives of The Big Move. The Big Move Update revises Metrolinx's long-range regional transportation plan by incorporating the findings of recent studies, including the recommendations of the GO Electrification Study, project benefits case analyses and other technical studies.

The Big Move Update is not intended to fundamentally change The Big Move's foundational vision, goals, objectives, projects, policies or priority actions; rather its purpose is to keep The Big Move current and relevant. Studies and decisions since 2008 have provided further definition to projects and generated more detailed data and findings that can now be incorporated into the plan. A summary of the changes to The Big Move Update is included as Attachment No. 2 to this report.

As part of the update the Go Bolton line is to move from the 15 year to the 25 year plan

The Big Move Update includes the recommendation to move the proposed Go Bolton line from the 15 year to the 25 year plan to reflect the findings of the Bolton Go Commuter Rail Service Feasibility Study. This study concluded that the 2031 ridership on this line was very modest in relation to the very high capital costs required to initiate the service given the need to double-track the corridor. The findings of this Bolton Go study were received by Council in May 2011.

The Big Move is to undergo a comprehensive review by 2016

The Big Move Update is not a full legislated review of the Regional Transportation Plan. That review, required by 2016, will be a complete review of The Big Move with a broader stakeholder and public consultation process. This upcoming comprehensive review will revisit the vision, goals and objectives of the plan as well as its priorities. The initial stakeholder consultation process in connection with the review of The Big Move is planned to begin in 2014.

Regional and City – approved intensification, conforming to the Provincial Growth Plan objectives, will further increase the need for rapid transit in Vaughan

Growing congestion and the need for greater accessibility continue to be major issues facing Vaughan. Since the adoption of The Big Move in 2008, the City has completed a Transportation Master Plan and the Vaughan Official Plan 2010 which addresses in part the need for transit.

The new Official Plan Chapter 4 includes policies on active transportation and transit oriented development. New requirements for travel demand management and active transportation are being reflected in development application review processes and in projects across the City. An Anchor Mobility Hub (the highest order Mobility Hub) is being planned for the Vaughan Metropolitan Centre Station which includes the proposed development of an office building, commercial, residential, retail and civic uses including a civic square.

In addition, four new land use studies for growth areas including the Vaughan Mills Secondary Plan, the Vaughan Hospital Precinct Plan, Maple Go Secondary Plan, and the Concord Go Centre Secondary Plan have identified opportunities for transit oriented development and hubs where transit oriented development is planned. Two earlier land use studies identified transit oriented development in the form of mixed use intensification focused around the Steeles West Station and the proposed Yonge Street Subway line.

Metrolinx should consider further rapid transit expansion in Vaughan through the upcoming review of The Big Move

In consideration of the above, staff recommend that the comprehensive review of The Big Move consider the findings of these studies and the following comments:

1. Subway extension from VMC Subway Station northwards on Jane to Major Mackenzie

The Council approved and Region of York endorsed Vaughan Official Plan 2010 protects for the extension of the Spadina Subway northwards from the Vaughan Metropolitan Station along Jane Street. The City and Region are actively protecting for rapid transit and transit oriented development surrounding the Mackenzie Vaughan Hospital and Canada's Wonderland (Jane Street and Major Mackenzie Drive). In addition, on lands near Rutherford and Jane (lands surrounding the Vaughan Mills Mall) a regional transit hub exists, a government office is under construction and several private sector mixed use developments are proposed. The in-progress Vaughan Mills Secondary Plan has recognized the potential for short-term high-rise mixed = 2.276.351 square feet and long-term high-rise mixed = 3.638.739 square feet of additional high rise development including several mixed use higher density developments east of Vaughan Mills Mall along Jane Street. It is anticipated that this massing of density will support the future extension of the Spadina Subway northward to Major Mackenzie Drive.

2. Rapid Transit on Major Mackenzie Drive

Major Mackenzie Drive is a major transit spine in the City and serves as a major east west arterial road within York Region. Major Mackenzie will eventually connect 3 hospitals, Vaughan City Hall, Canada's Wonderland, Maple Go Station, and several VIVA and TTC lines including Yonge Street rapidway. Accordingly, a rapid transit line should be considered along Major Mackenzie Drive.

3. Additional Gateway Hubs at Vaughan Mills, Major Mackenzie and Jane, and Promenade Mall

Recognizing the importance of connecting Jane Street and Major Mackenzie and the proposals for transit oriented development surrounding GO stations, staff recommends the following sites be included as Gateway Hubs in The Big Move Plan:

- Vaughan Mills (southwest corner of Rutherford and Jane Street)
- Major Mackenzie and Jane Street – vicinity of south west corner
- Promenade Mall (Thornhill Centre)

4. New designations for Gateway Zones such as Vaughan Enterprise Zone and Intermodal Yards

The Highway 427 Extension as approved should be shown in the update to the Big Move and recognized as an important economic gateway due to the presence of employment lands (the Vaughan Enterprise Zone) and presence of major infrastructure CP inter-modal yard. Similarly, the CN McMillan Yard should be recognized as an important economic gateway.

Metrolinx embarks on the “Big Conversation”

Metrolinx is hosting a series of public roundtable meeting across the GTHA to provide the public with an opportunity to learn more about Metrolinx's plan to tackle gridlock and to discuss current and future transportation projects. These roundtable meetings will be held between January 15th and February 19th. The full schedule of the meetings is included as Attachment No. 3 to this report.

The Big Move Progress Report

Metrolinx anticipates releasing the first progress report on The Big Move in early 2013. By legislation, Metrolinx is required to undertake a full and comprehensive review of The Big Move by 2016.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities previously set by Council including the strategic objective to:

- The pursuit of excellence in service delivery;
- Ensuring and enhancing community safety, health and wellness;
- Leading and promoting environmental sustainability;
- Planning and managing growth and economic vitality;

This report is therefore consistent with the priorities previously set by Council. The necessary resources have been allocated and approved.

Regional Implications

Vaughan's rapid transit objectives are aligned with the Region's Transportation Plan.

Conclusion

Metrolinx recently announced the next wave of The Big Move projects, which includes the Yonge Street Subway extension north to Vaughan, Markham, and Richmond Hill. During the month of January and February this year, Metrolinx will be holding a series of public roundtable meetings to obtain public input on the current and future transportation projects. Staff will continue to work with the Region and Metrolinx to facilitate the implementation of The Big Move projects in Vaughan including the Spadina and Yonge Subway extensions, Viva Highway 7 Bus Rapid Transit system and the walking and cycling networks.

In addition, Metrolinx is proposing to update The Big Move Update to incorporate the findings of recent studies, project benefits case analyses and other technical studies. This update includes the recommendation to move the proposed Go Bolton line from the 15 year to the 25 year plan to reflect the findings of the Bolton Go Commuter Rail Service Feasibility Study.

Metrolinx is mandated by legislation to undertake a comprehensive review of The Big Move by 2016. In anticipation of this review, staff has identified in this report a number of transportation opportunities in Vaughan which should be considered by Metrolinx in conjunction with the upcoming review of The Big Move.

Attachments

- No 1. List of the Next Wave Projects (2012 – 2031)
- No 2. Proposed Changes to The Big Move 2008
- No 3. Metrolinx Public Roundtable Meeting Schedule

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Respectfully submitted,

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Media Release

Metrolinx Unveils Next Wave of Big Move Projects

TORONTO – November 29, 2012 – At an address today to the Toronto Board of Trade Metrolinx President and CEO Bruce McCuaig unveiled the next wave of projects drawn from *The Big Move*, the Regional Transportation Plan for the Greater Toronto and Hamilton Area (GTHA), that will continue Metrolinx's ongoing transformation of the region's transportation system.

"*The Big Move* is our plan to tackle gridlock across the Greater Toronto and Hamilton Area by building new transit and integrating our transportation system so that it's easier for everyone to get around," said Bruce McCuaig. "We already have over \$16 billion invested in projects from *The Big Move* that are now in progress, but we need to keep moving forward and that's why I'm pleased to unveil the next wave of projects."

The Big Move projects in the next wave include two new subway lines: a Downtown Relief line improving access to the regional core for residents from across the GTHA, as well as a new extension of the Yonge subway line north to Richmond Hill. Light rail transit (LRT) in Mississauga, Brampton and Hamilton, and bus rapid transit (BRT) in Durham, Toronto, Peel and Halton, will reduce congestion and serve as a catalyst for development across the GTHA. The next wave also includes transformative investment in the GO Transit rail network, including line extensions, more two-way, all-day service, and electrification of both GO lines and the Union Pearson Express (formerly known as the Air Rail Link).

The next wave of proposed investment extends beyond major rapid transit projects to include resources for local transit, roads, active transportation and other strategic transportation initiatives.

"With our plan in place, it's now time for the big conversation about the best ways to pay for this \$34 billion investment," said McCuaig. "Together, let's look to what other world class cities have done to fund their transit plans and then get the job done here in the GTHA."

The Big Move, adopted unanimously in 2008 by the Metrolinx Board of Directors, was developed through intensive public consultation and collaboration with key stakeholders, municipal leaders and professionals throughout the region. An update to *The Big Move* is proposed that will incorporate the findings of recent, more detailed studies to refine elements of the plan to meet emerging transit needs. The proposed updates will be posted on the Metrolinx website on December 5 for public comment.

Over \$16 billion from all three levels of government has already been allocated to a first wave of projects drawn from *The Big Move*, the largest financial commitment to transit expansion in Canadian history. Major projects in this first wave are now under construction, including the Eglinton-Scarborough Crosstown LRT, the Toronto-York Spadina subway extension, the Mississauga BRT, the Union Pearson Express and new dedicated bus lanes in York Region.

See the full list of the proposed projects in the backgrounder.

Metrolinx is working to provide residents and businesses in the Greater Toronto & Hamilton Area with a transportation system that is modern, efficient and integrated. Find out more about *The Big Move*, Metrolinx's Regional Transportation Plan for the GTHA. Find out more about GO Transit, PRESTO, and Union Pearson Express, divisions of Metrolinx.

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Disponible en français.

Media enquiries – Anne Marie Aikins, (416) 576-0859; Vanessa Thomas, (416) 874-5974

Background

The Big Move's next wave of projects will continue Metrolinx's transformation of the region's transportation system by expanding the regional transit network as well as providing resources for local transit, roads, active transportation and more.

The Next Wave: Key Facts

- 713 km of enhanced transit
- 33 million new transit trips by 2031
- 6,139,344 people will live within 2 km of rapid transit by 2031
- 800,000 to 900,000 new jobs created between 2012 to 2031
- \$110 to \$130 billion growth to Ontario's GDP between 2012 to 2031
- \$25 to \$35 billion in total Government Revenues between 2012 to 2031

Rapid Transit Projects:

75 per cent of proposed investment is allocated to a transformative slate of regional transit projects:

- **Brampton Queen Street Rapid Transit:** 10 km of upgraded transit along Queen Street.
- **Downtown Relief Line:** New subway that will improve access to the regional core for residents from across the Greater Toronto and Hamilton Area (GTHA) and provide relief to the overflowing arteries of the Toronto transit system.
- **Dundas Street Bus Rapid Transit:** 40 km of bus service running in dedicated lanes, connecting Toronto, Mississauga and Halton.
- **Durham-Scarborough Bus Rapid Transit:** 36 km of bus service running in dedicated lanes, connecting Scarborough Centre to downtown Oshawa via Pickering, Ajax and Whitby.
- **GO Rail Expansion: More Two-Way, All-Day and Rush Hour Service:** Introducing more two-way, all-day service, adding additional rush hour service across the entire network, and extending trains to Hamilton and Bowmanville.
- **Electrification of GO Kitchener line and Union Pearson Express:** Upgrading diesel train service to electric propulsion for these two complementary transit services that share a substantial portion of their routing.
- **GO Lakeshore Express Rail Service - Phase 1 (including Electrification):** Transforming GO Transit's backbone from Hamilton to Oshawa into a faster, more frequent and more convenient transit option by beginning the transition to an international-style Express Rail service.
- **Hamilton Light Rail Transit:** 14 km LRT line stretching from McMaster University to Eastgate Square.
- **Hurontario-Main Light Rail Transit:** 23 km LRT line connecting Port Credit to downtown Brampton via Cooksville and Mississauga City Centre.
- **Yonge North Subway Extension:** 6 km extension that will connect the City of Toronto to the Richmond Hill / Langstaff Urban Growth Centre.

Local transit, roads and highways and other projects

The remaining 25 per cent is allocated to local transit projects, as well as roads and highways, active transportation and transportation demand management throughout the region.

Proposed Changes

to *The Big Move*, 2008

Map
Reference

CHAPTER 4.0 STRATEGIES

Strategy #1: Build a Comprehensive Regional Rapid Transit Network

1. Update The Big Move's portrayal of regional rail (two-way all-day GO service) in the 15-year and 25-year plan map to align The Big Move and GO2020 and based on the most recent planning work on phasing of all day service. Shift the following sections of regional rail service to the 25-year plan:

- | | |
|--|--------------|
| • Milton line, between Meadowvale and Milton; | (map edit A) |
| • Kitchener line, between Mt. Pleasant and Georgetown; and | (map edit B) |
| • Barrie line, between E. Gwillimbury and Bradford. | (map edit D) |

This change will make the 15-year plan for Regional Rail (full day, 2-way) service consistent with the core network identified in GO2020, and identifies the sections of corridors noted above as Regional Rail peak period only. This change is also consistent with current phasing plans for all day service.

2. In the description of the Air Rail Link in the list of Top 15 Transit Priorities, add the word "electrified."

- This reflects the recommendation of the GO Electrification Study, and the phasing plan of that study: electrify the Airport Rail Link first, before electrifying the GO Lakeshore line (also a top priority within The Big Move) and the balance of the Kitchener corridor.

3. Move the GO Bolton line from the 15-year plan to the 25-year plan. (map edit C)

- This reflects the findings of the 2010 *Bolton Feasibility Study* which concluded that 2031 ridership was very modest in relation to the very high capital costs required to initiate the
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	Map Reference
service given the need to double-track the corridor.	
4. Move the GO Havelock line (Union to Locust Hill in Markham) from the 15-year plan to the 25-year plan.	(map edit E)
<ul style="list-style-type: none"> Due to very modest ridership potential and significant infrastructure and operational challenges related to the Agincourt rail yards. 	
5. Advance the eastern section of the "Downtown Core" rapid transit line (a.k.a. Downtown Relief Line) from the 25-year plan to the 15-year plan and the Top 15 Transit Priorities.	(map edit F)
<ul style="list-style-type: none"> The eastern section of this project is now understood to be a pre-requisite before the Yonge subway can be extended to Richmond Hill Centre. This change reflects analysis on the capacity constraints of the Yonge subway reported in the TTC's <i>Downtown Rapid Transit Expansion Study (DRTES)</i>. Further study, including transit network considerations, is required before the scope and alignment of this project are decided. 	
6. Make the Richmond Hill extension slightly shorter, terminating at Bloomington Rd. instead of Aurora Rd.	(map edit I)
<ul style="list-style-type: none"> This reflects the conclusions of the 2009 <i>Richmond Hill Rail Service Extension</i> Environmental Assessment. The proposed Aurora Rd. station was listed as "not preferred" due to a number of environmental factors. A station at Bloomington Rd. will offer adequate access to drivers on Highway 404. 	
Strategy #7: Build Communities that are Pedestrian, Cycling and Transit Supportive	
7. Update the mobility hub designations:	
<ul style="list-style-type: none"> Move the Oshawa GO mobility hub to the proposed new location identified in the approved Environmental Assessment on the CP Belleville subdivision, north of the 401. 	(map edit H)

Strategy #9: Goods Movement

8. Update Big Move #8 – A Comprehensive Strategy for Goods Movement – to incorporate the five strategic directions and supporting actions identified in the GTHA Urban Freight Study (received by the Metrolinx Board of Directors in February 2011), as well as note coordination with the Ontario Multimodal Goods Movement Strategy that is currently in draft. (Appendix A)
- The overall objective is to revise Big Move #8 to reflect the strategic directions adopted by the Metrolinx Board, rather than only the need to “develop a comprehensive goods movement strategy.”

CHAPTER 6.0 INVESTMENT STRATEGY

9. Focus this chapter on the June 2013 release of a new Investment Strategy, while retaining section 6.1 “Costs of the RTP”. (Not on map. see TBM pp. 68-74)
- The “Costs of the RTP” section 6.1 and the box containing Big Move #9 will be retained by merging it into Chapter 5.0 “Looking Ahead.”
 - Anticipating the Metrolinx’ Investment Strategy in June 2013, the remaining parts of this chapter would be out of date at that time. Hence sections 6.2 – 6.4 are revised to ensure co-ordination with the upcoming Investment Strategy.

CHAPTER 7.0 IMPLEMENTATION

10. Add discussion of transit project prioritization to section 7.2.2.
- Metrolinx has adopted a prioritization process that was not contemplated in detail in 2008.

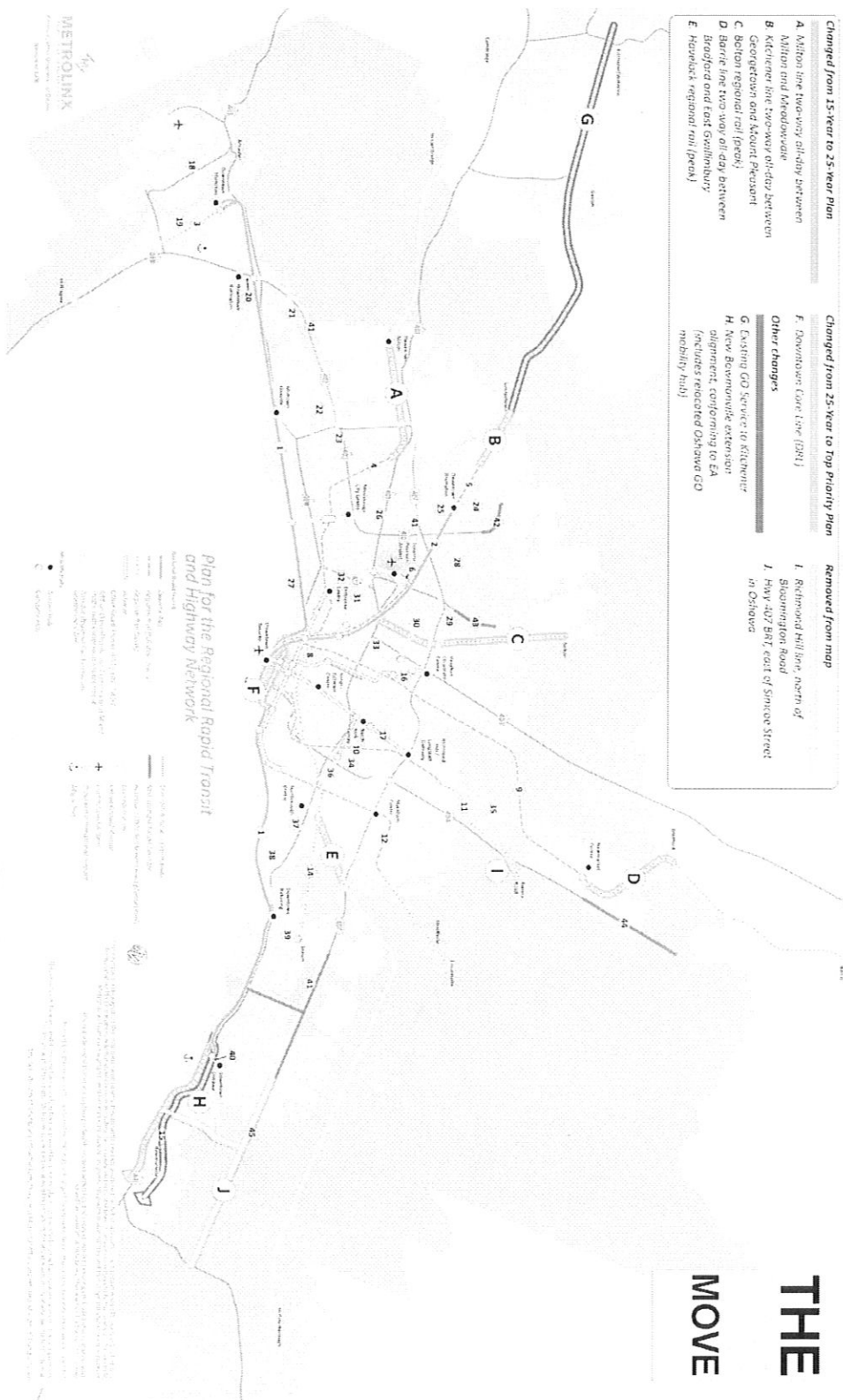
MAP UPDATES *in addition to those required by Strategy #1*

11. Show existing GO services to Kitchener in the maps similar to the portrayal of services to Barrie. (map edit G)
- In 2008, this was a potential service outside Metrolinx’
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	Map Reference
jurisdiction. Today, the service is in operation.	
12. Remove GO 407 bus services in Durham shown running from Simcoe St. to Highway #35 / 115.	(map edit J)
<ul style="list-style-type: none"> Highway 407 will extend to Highway #35 / 115 and GO intends to operate bus services along that route, but services in that section are not planned to be at a "BRT" level 	
13. Update the GO Lakeshore East Oshawa/Bowmanville route to reflect the Environmental Assessment recommended alignment.	(map edit H)

PLAN FOR THE REGIONAL RAPID TRANSIT NETWORK

Changed from 15-year to 25-year Plan	Changed from 25-year to Top Priority Plan	Removed from map
A. Milton line two-way all-day between Milton and Reddownside	F. Downtown Core Line (DCL)	I. Richmond Hill line, north of Steelesville Road
B. Kitchener line two-way all-day between Georgetown and Mount Pleasant	Other Changes	J. Hwy 407 BRT, east of Spence Street in Oakville
C. Belton regional rail (peak)	G. Existing GO service to Kitchener	
D. Barrie line two-way all-day between Bradford and East Gwillimbury	H. New Richmond extension alignment, conforming to EA	
E. Hurontario regional rail (peak)	(includes reselected Oakville GO mobility hub)	



THE
MOVE

APPENDIX A

Proposed Changes to BIG MOVE #8 (see page 55 of *The Big Move*)

BIG MOVE #8

A comprehensive strategy for goods movement.

- 9.1 Develop a comprehensive strategy for goods movement within the GTHA, and between the GTHA and other regions, that identifies opportunities and actions to improve efficiency, increase capacity, enhance the region's competitiveness, and reduce emissions of GHGs and other pollutants.

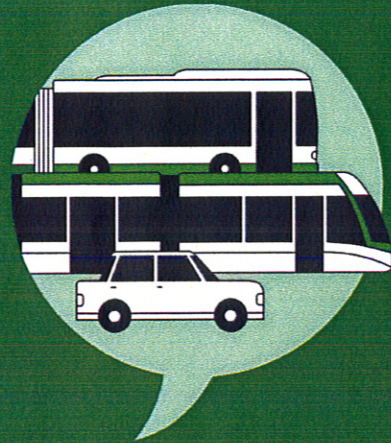
Priority actions for Urban Freight (goods movement within the GTHA):

- Build collaboration and support by strengthening and collaborating with multi-sectoral forums; establishing an inter-governmental freight committee; and improving and coordinating public outreach on urban freight, particularly with Provincial and municipal goods movement strategies.
- Improve urban freight information by strengthening data sharing on freight vehicles, routes and activities; and establish a GTHA urban freight data collection program.
- Increase transportation network efficiency for goods movement by developing and protecting a strategic GTHA truck network; harmonizing truck route standards and mapping; investigating intelligent lane utilization and truck-only lanes; and exploring opportunities to move freight on transit.
- Enhance planning and development by establishing freight-supportive land use guidelines; supporting development of innovative freight hubs; improving access to existing intermodal facilities; and planning and protecting complementary land uses near major freight hubs.
- Improve operational practices by using technology to optimize and manage the movement of goods; exploring opportunities for flexible freight delivery times; enhancing incentives to encourage off-peak deliveries; and implementing reserved curbside delivery options.
- Collaborate with MTO to develop and implement the Ontario Goods Movement Strategy.

**THE
BIG
MOVE.**

Join the Big Conversation

Attend a Public Roundtable Meeting Near You



The Big Move is Metrolinx's plan to rebuild transportation in the Greater Toronto and Hamilton Area.

It's all about tackling gridlock and improving transportation access, integration and efficiency. And whether you drive a car, use public transit, cycle or walk this plan will change how you get around your community.

The first phase of Big Move projects is well underway and \$34 billion of local and regional transit projects are proposed for the next phase of development. There's a lot on the go and a lot to discuss.

We're hosting a Big Conversation about our plan to get the region moving. It's a good opportunity to learn about and discuss current and future transportation projects.

Join us at a Public Roundtable Meeting in your area

January 15	Oakville	Halton Regional Headquarters, Bronte Room, 6-8pm
January 19	Newmarket	Newmarket Community Centre, Room 1, 1-3pm
January 22	Mississauga	Erin Meadows Community Centre, 6-8pm
January 26	Georgetown	Gellert Community Centre, Kinsmen Hall, 2-4pm
January 29	Ajax	Ajax Community Centre, HMS Room, 6-8pm
February 2	Brampton	Flower City Seniors Centre Lawn Bowling Club, 1-3pm
February 5	North York	North York Central Library, Auditorium, 6-8pm
February 7	Oshawa	Jubilee Pavilion Banquet & Conference Centre, 6-8pm
February 9	Toronto	Metro Hall, Room 308, 1-3pm
February 12	Hamilton	Hamilton Art Gallery, 6-8pm
February 16	Dundas	Dundas Town Hall, 1-3pm
February 19	Richmond Hill	Richmond Hill Centre for Performing Arts, Plaza Suite, 6-8pm

Registration is optional. If you would like to register or you have any questions, call 1-888-480-2546.

All meetings are close to public transit. Parking will also be available. Each meeting location is accessible. If you require accommodation because of a disability or special need, call 1-888-480-2546.