

**Political Parties Transportation Platforms And Position on
Building the Mid-Peninsula Highway
also known as the
Niagara to GTA Corridor**

Ontario Provincial Election – June 12, 2014



PC Party

Position on the Mid-Peninsula Highway / Niagara to GTA Corridor

- Will build the Mid-Peninsula Highway. Complete Fort Erie to Highway 6 at the [Hamilton] airport first. Then look at the next section. “First...get the engineering, get the property and get the highway built. Then look at the different options on how you finance it.” (Hudak interview with CBC May 2014)

Election Platform

- Put the province in charge of all rail-based transit and major highways in the GTA.
- Build subways. First priority will be the East-West Express Subway in Toronto.
- Will expand our highways by fixing bottlenecks throughout the region.
- Expand GO Transit with more rush hour service, more express trains, more all-day, two-way service.
- Solve urban and rural Ontario’s transportation needs through an Ontario Transportation Trust.
- Will not pay for LRT in Hamilton or Ottawa.



Liberal Party

Position on the Mid-Peninsula Highway / Niagara to GTA Corridor

- Results of the Niagara to GTA Environmental Assessment Study completed in 2013 under the Liberal government.
- For the West Area (Hamilton/Flamborough to Burlington / Oakville) highway recommendations are two-pronged. Widening of existing provincial highways to address 2021 to 2031 demands. To address longer term planning to 2041 or later, a separate future study is recommended.
- For the Central Area (Stoney Creek / Hamilton to West Niagara), expand the QEW to 8 lanes including HOV lanes.

- For the East Area (St. Catharines / Niagara Falls / Welland / Fort Erie), build a new four lane highway to connect Hwy 406 to QEW near Fort Erie with additional improvements to the 406/140 corridor.

Election Platform

- Expanding two-way, all-day GO service on the Lakeshore line.
- Building a new \$44 million GO station on James Street North.
- Continuing expansion of GO service to Aldershot and Hamilton.
- We cannot look at any plan in isolation.
- Will implement a 10-year plan that invests more than \$130 billion in the next generation of transit and transportation infrastructure, hospitals and schools, and colleges and universities.
- Will invest \$15 billion in transit projects in the GTHA, including:

- o *Electrification of GO Express Rail, enabling 15-minute service on all GTHA lines*
- o *Relief line*
- o *Hamilton rapid transit*

⊛ *\$14 billion on roads, bridges, highways and other transportation and transit projects outside the GTHA, including:*

- o *\$1 billion to support the development of the Ring of Fire*
- o *Four-laning highways in Northern Ontario*
- o *A permanent roads and bridges fund for municipalities*
- o *The next phase of the Waterloo Region and Ottawa LRTs*

⊛ *In transit projects already in planning or under construction, such as:*

- o *Union-Pearson Express*
- o *Scarborough subway*
- o *Eglinton Crosstown LRT*

⊛ *Getting border traffic moving via the Rt. Hon. Herb Gray Parkway in Windsor*



Position on the Mid-Peninsula Highway / Niagara to GTA Corridor

- **Would not create new highways like the Mid-Peninsula corridor. Would instead prioritize high-impact transit projects and boost GO Transit investment by \$250 million annually.**

Election Platform

- Bring better public transit to cities and towns across Ontario
- Prioritize high impact transit projects including the Downtown Relief Line, Clean Trains Now, Scarborough transit and all day two-way GO Train to Kitchener-Waterloo and Niagara Falls
- Commit to widen 60 km of highways across Ontario every year
- A promise to restore passenger service on Ontario Northland Rail.
- Create a dedicated fund of \$29 billion for special transit and invest in local transportation projects.