

BACKGROUND

Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe

March 10, 2022

[Office of the Premier](#)

Here's what our partners are saying about *Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe*, a 30-year plan that prepares for significant population and employment growth and builds toward a more connected transportation system to meet the needs of individuals, families and businesses across the region.

“The Toronto and Area Road Builders Association welcomes the release of the 30-year plan for the growth and integration of the roads and transit systems in the Greater Golden Horseshoe region. The plan demonstrates both foresight and commitment in ensuring that the necessary transportation infrastructure is in place to keep people and goods moving efficiently so the region can continue to deliver maximum economic benefits to the province as it grows in the future. Highway 413 and the Bradford Bypass are critical components of this strategy for success.”

— Rob Bradford, Executive Director, Toronto and Area Road Builders Association (TARBA)

“I welcome today’s release of the Greater Golden Horseshoe Transportation Plan by the Government of Ontario, which includes several initiatives that will help address gridlock and get Brampton moving, including commitments to transportation infrastructure expansion projects, all-day two-way GO train service for Brampton, and advancing the design of the Queen Street/Highway 7 bus rapid transit corridor.”

— Patrick Brown, Mayor, City of Brampton

“The Regional Municipality of York is one of the fastest growing communities in Ontario with a population anticipated to grow to over 2 million people and 900,000 jobs by 2051. Investments in transportation help support our growing communities and provide residents and travellers with an enhanced transportation network whether walking, cycling, taking transit or driving. Projects, like the Bradford Bypass, will make life easier for people by alleviating gridlock that already exists on our roads and highways. York Regional Council has made historic investments in transportation infrastructure and looks forward to working with the Government of Ontario to further improve the ways people and goods move through our communities and the Greater Golden Horseshoe area.”

— Wayne Emmerson, Chairman and CEO, The Regional Municipality of York

“The members of the Ontario Livestock Transporters’ Alliance support the proposal for a new 400 series highway. The 413 would provide an alternate route if there were accidents or other traffic slowdowns on the existing East/West corridor which is very important when you are transporting animals. We do not want to keep the animals on the truck longer than necessary. A new route through the GTA is long overdue.”

— Susan Fitzgerald, Executive Director, Ontario Livestock Transporters’ Alliance (OLTA)

“The GGH Transportation Plan reflects a vision of better transit connectivity for the broader region, which we know is a key ingredient for sustainable economic recovery. As one of the most internationally connected airports in the world, and an anchor institution in the 2nd largest employment zone in Canada, Toronto Pearson is proving the power of strongly connected airports. Government investment in better regional transit connections, particularly to Toronto Pearson, will help achieve a shared vision of economic strength, supply chain resiliency, and a cleaner environment.”

— Deborah Flint, CEO, Greater Toronto Airports Authority (GTAA)

“I applaud the province for its Connecting the GGH plan, a commitment to building a transportation system that supports people and businesses across the Greater Golden Horseshoe. This plan includes continued support for the 400-404 Bypass, an investment that will connect communities, reduce gridlock, and grow our economy.”

— Virginia Hackson, Mayor, Town of East Gwillimbury

“Ontario’s world class roadbuilding industry delivers important public infrastructure such as highways, bridges, and transit systems. The Greater Golden Horseshoe needs large infrastructure projects like the widening of Highway 401, the construction of Highway 413, the Bradford Bypass, and the expansion of the GO Transit system. Projects like these improve efficiency and accessibility to markets, connecting us as Ontarians and increasing economic activity.”

— Bryan Hocking, Chief Executive Officer, Ontario Road Builders’ Association (ORBA)

“I am pleased that the current provincial government has recognized that a transformational Greater Golden Horseshoe Transportation Plan is essential to support the anticipated growth that this region will experience over the next 30 years. Proposed infrastructure such as a Caledon-Vaughan GO Line and the GTA West Transportation Corridor being implemented together demonstrates this government’s understanding of the complex issue facing us all. It is particularly important that our residents are provided with the appropriate transportation options that suit their needs and lifestyles, while at the same time ensuring that connectivity between neighbouring communities is enhanced to foster the region’s economic growth in the decades to come. I believe this Greater Golden Horseshoe Transportation Plan provides the opportunity to achieve that goal.”

— Jennifer Innis, Ward 3 and 4 Regional Councillor, Town of Caledon

“The much needed Bradford Bypass is a critical addition to inter-regional highway capacity. It will improve the movement of goods, including agricultural products, grow and retain business investments, and allow for plans to transform our main street-area into a complete streetscape to support our small businesses, and divert commuter and regional traffic away from urban residential roads.”

— Rob Keffer, Mayor, Town of Bradford West Gwillimbury

“The Greater Golden Horseshoe (GGH) is an important area for economic growth. The GGH’s highways are key routes for domestic and international trade, serving multiple sectors of Ontario’s supply chain. With \$1.16 trillion annually worth of goods transported on the GGH network, strategic planning and investment in this area will help keep Ontario competitive now and for future generations.

Congestion in the Greater Toronto and Hamilton Area is already costing the Ontario economy up to \$11 billion a year in productivity losses; and this figure is expected to continue rising. The Ontario supply chain cannot continue to absorb these types of inefficiencies while competing for market share in the North American supply chain. The Ontario Trucking Association strongly supports the Government of Ontario’s decision to address key infrastructure needs, such as reducing chokepoints and building additional capacity in GGH network. These investments are great news for our sector and the Ontario economy.”

— Stephen Laskowski, President, Ontario Trucking Association (OTA)

“Highway 413 is a critical piece of infrastructure for the long-term growth and development of the Greater Golden Horseshoe. As the region expands, it is important that the province invests in the necessary transportation infrastructure to accommodate the movement of the almost 5 million more people expected to reside here by 2051. This is precisely what this highway will help to do. We commend the Ford government’s foresight in moving this project forward, as it will help to secure the future prosperity of our region and province.”

— Patrick McManus, Executive Director, Ontario Sewer and Watermain Construction Association / Greater Toronto Sewer and Watermain Contractors’ Association

“Bradford has long-standing plans to transform our downtown business district along Holland Street by pursuing a complete street concept of tree-lined, wide sidewalks and restoring this nearly 200 year-old street to its former glory. Thanks to Minister Mulroney and the provincial government delivering the necessary and long-promised Bradford Bypass, those plans to transform Holland Street are able to move forward; downtown businesses are thrilled and our residents are relieved that existing commuter traffic will be diverted away from our urban and agricultural roads. This project has historically enjoyed support from all three parties in the legislature, and we’re thrilled our MPP is delivering after over 30 years of studies, official plans, growth plans and environmental assessments.”

— Jonathan Scott, Ward 2 Councillor and Chair of the Downtown Revitalization Committee, Town of Bradford West Gwillimbury

“The Heavy Construction Association of Toronto applauds the ministry’s commitment to expanding the transportation routes across the 905 belt, an area that will see significant growth in the coming decades. The long-term focus of the plan provides planning certainty to the roadbuilding industry in terms of capacity building for companies, stability of employment and beyond that, opportunities for young and new Canadians to enter into our skilled workforce.”

— Peter Smith, Executive Director, Heavy Construction Association of Toronto (HCAT)

“A key component of the province’s Greater Golden Horseshoe Transportation Plan is investing in transit expansion in the City of Toronto. It is so important that we move ahead with transit expansion all three governments are committed to and this plan will help ensure that happens. Beyond transit expansion and upgrades, the City is committed to working with the province on many other parts of this plan including transit fare integration and active transportation which will help fight gridlock. The Greater Golden Horseshoe is ready for a strong economic restart in the wake of this pandemic and ensuring all governments are making investments in building up our regional transit system will help make sure we come back stronger than ever.”

— John Tory, Mayor, City of Toronto

“Multiple transit options are critically needed to support the significant growth in the Greater Golden Horseshoe and that includes the 413 and the future Caledon Vaughan Go Rail Line. The 413 will move goods and people across the GGH and will take traffic off our local Caledon roads; the Caledon Vaughan Go Rail Line will help to create transit-oriented communities. Thank you, Minister Mulroney and the provincial government, for moving forward in building modern multimodal transportation infrastructure to serve our growing communities.”

— Allan Thompson, Mayor, Town of Caledon

“RCCAO is delighted to see this kind of long-term infrastructure planning in Ontario. The Greater Golden Horseshoe Transportation Plan is a crucial element of ensuring that the transportation needs across the region are addressed and that critical infrastructure is expanded appropriately to meet the long-term needs of the province. We commend the fact that the plan contains a blend of significant highway expansion along with continued focus on transit development for the region.”

— Nadia Todorova, Executive Director, Residential and Civil Construction Alliance of Ontario (RCCAO)

Additional Resources

- [Ontario Releases Plan to Build Transportation and Transit Infrastructure in the Greater Golden Horseshoe](#)