Executive Summary

407 TRANSITWAY – WEST OF BRANT STREET TO WEST OF HURONTARIO STREET

MINISTRY OF TRANSPORTATION - CENTRAL REGION

TABLE OF CONTENTS

E. EXECUTIVE SUMMARY

E.1. Background

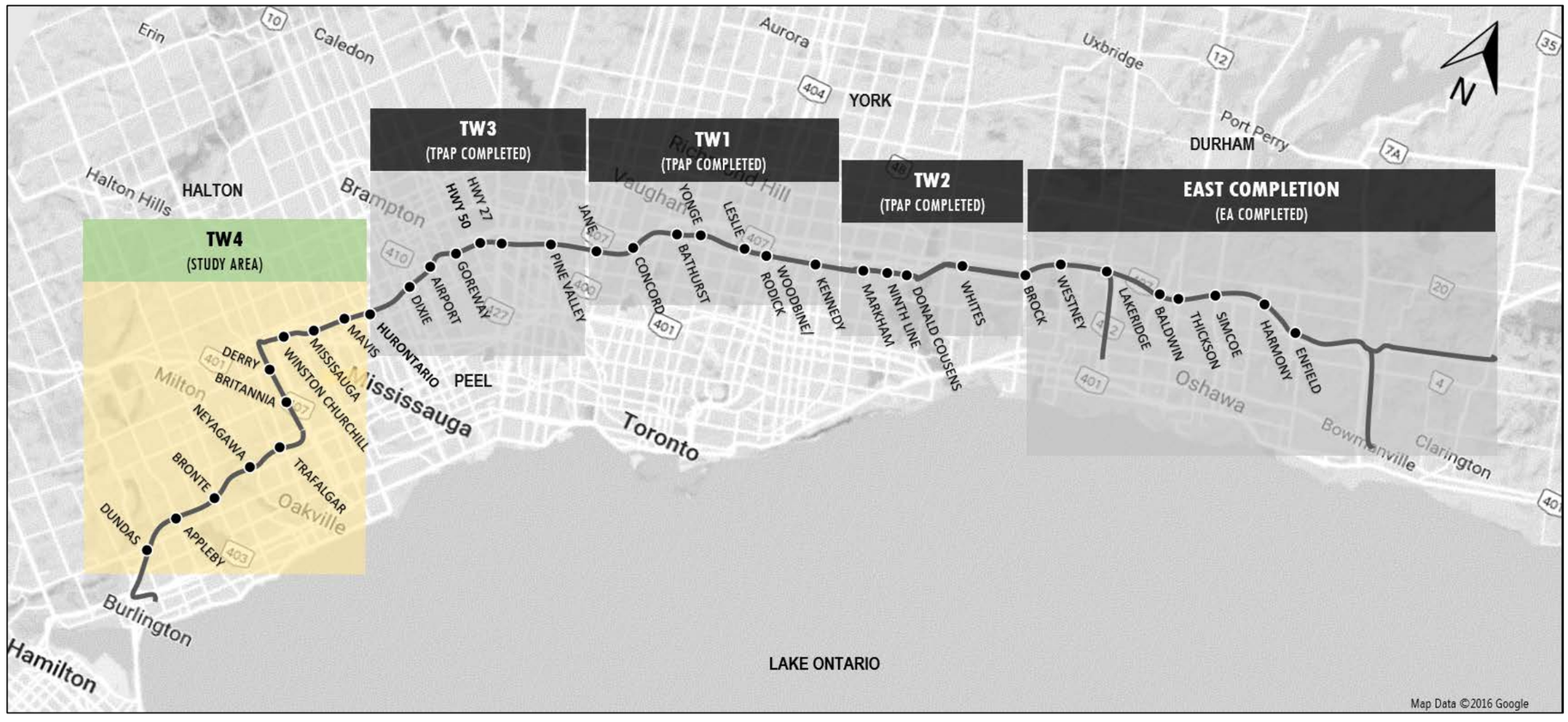
E.1.1. 407 Transitway Background and Status

The complete planned 407 Transitway is a 150 km high-speed public transit facility on a separate right-of-way. It will parallel the existing 407 ETR from Burlington (Halton) to the Highway 35/115 interchange (Durham) (**Figure E.1**) The right-of-way is being designed to accommodate Bus Rapid Transit (BRT), however, it will allow the opportunity to convert to light rail transit (LRT) in the future, if needed. To meet rapidly growing transportation demands across the Greater Toronto Area (GTA), this transit facility has been identified as a key element of the future. The Transitway is intended to form a northern spine parallel to the Lakeshore GO corridor that will connect the municipalities in this corridor. The Transitway will also integrate with north-south transit services by providing stations for quick and convenient transfers.

MTO has received Ministry of the Environment, Conservation and Parks (MECP) approval under the Transit Project Assessment Process (TPAP) Regulation for the sections located between Hurontario Street in Brampton and Brock Road in Pickering and has finalized the TPAP study from Brant Street to Hurontario Street, which is presented in this EPR. For the section between Brock Road and the Highway 35/115 interchange, the Ministry has received Environmental Assessment (EA) approval for the 407 Transitway corridor as part of the Highway 407 East Completion/Transitway EA study.

This current undertaken is seeking Transit Project Assessment Process approval for the 43 km runningway, 8 stations and associated facilities from west of Brant Street (City of Burlington) to west of Hurontario Street (City of Brampton).

FIGURE E.1: FULL 407 TRANSITWAY STUDY LIMITS



E.1.2. Study Purpose and Objectives

The primary purpose and objectives of the undertaking include the following:

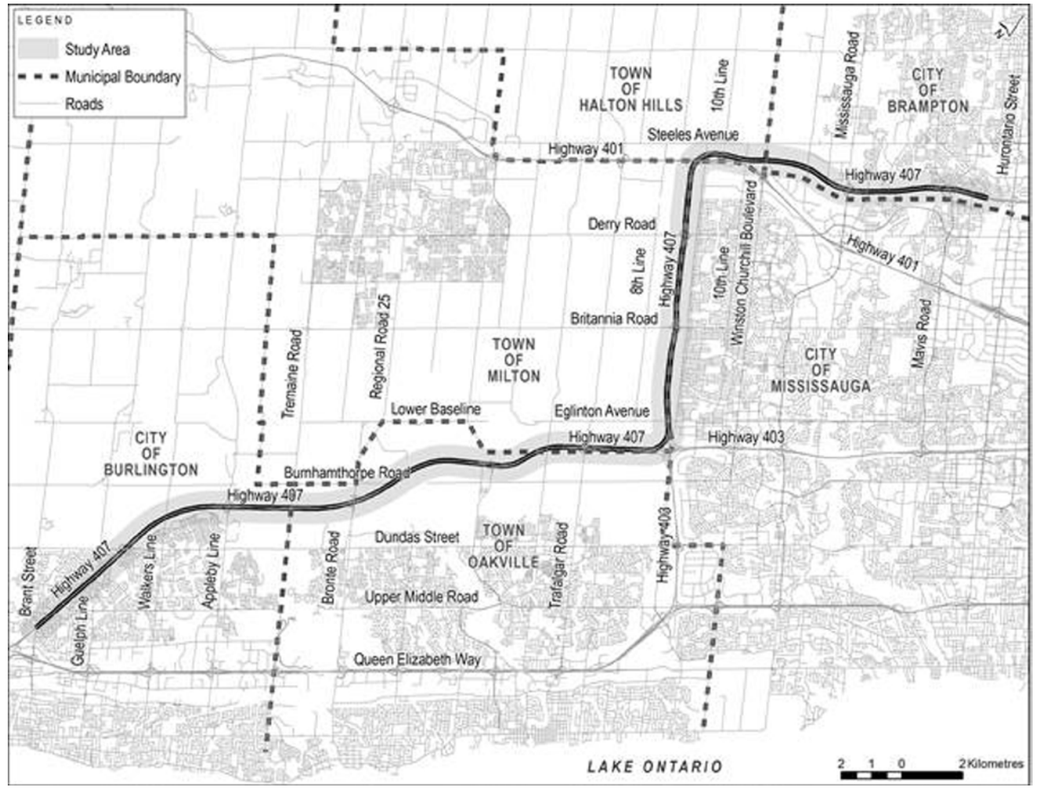
- Enhance east-west cross-regional mobility and increase transit capacity to meet forecast travel demand;
- Offer a viable, cost-effective alternative way of moving people in the 407 Corridor;
- Improve accessibility to existing/planned major urban centres/nodes, post-secondary educational institutions, and other nodes of high demand, such as: Burlington Centre, Oakville Centre, Sheridan College, University of Toronto – Erindale Campus and Brampton City Centre;
- Improve integration with the regional transportation network – connecting to the Spadina Subway, the future Yonge Subway Extension, GO Lakeshore, Kitchener, Barrie, Richmond Hill and Stouffville rail lines, the future Hurontario LRT, as well as Halton, Peel, York and Durham Transit systems;
- Reduce automobile dependence and greenhouse gas emissions, contributing to climate change effects; and,
- Identify land protection requirements to accommodate the 407 Transitway infrastructure.

E.1.3. Study Area

The study area encompasses the proposed section of 407 Transitway corridor from west of Brant Street in the City of Burlington, Region of Halton, to west of Hurontario Street in the City of Brampton, Region of Peel as illustrated on **Figure E.2**.

The boundaries in which the environmental effects were identified and assessed; and the reason(s) why these areas were considered sufficient, are described in **Chapter 1** of this EPR.

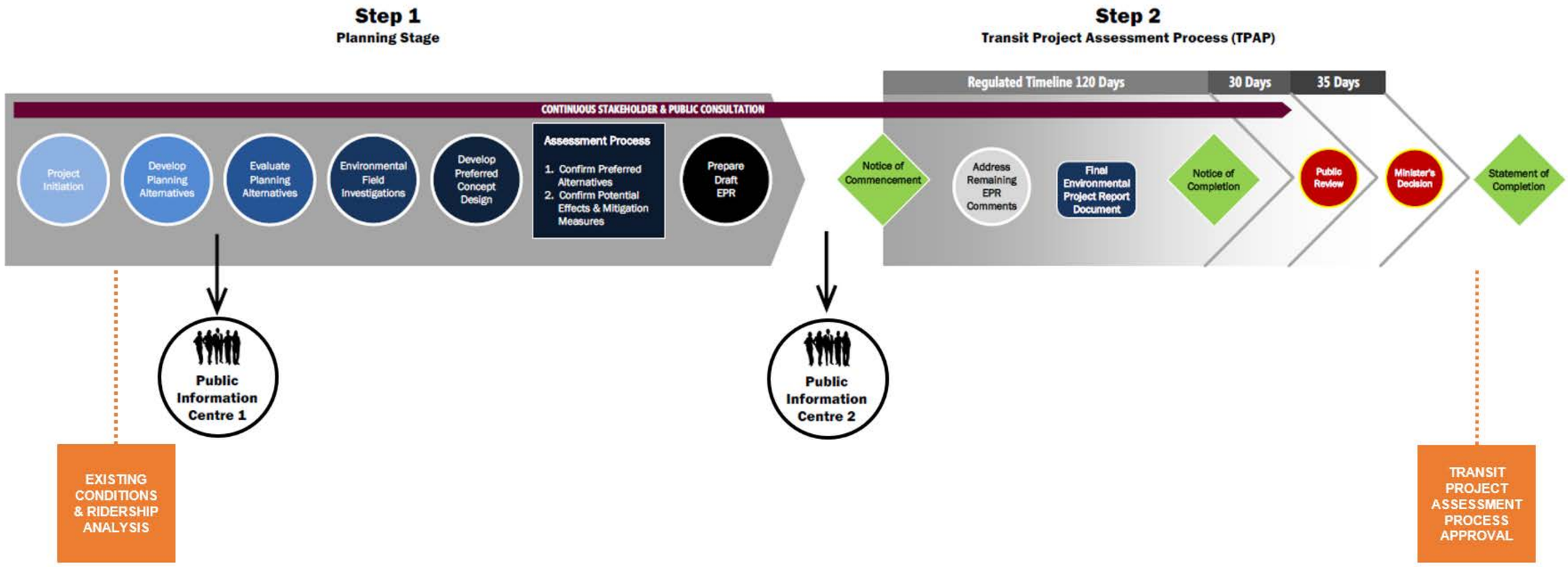
FIGURE E.2: STUDY AREA



E.1.4. Transit Project Assessment Process

This study was conducted following the *Transit Project Assessment Process (TPAP) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings*. This regulation allows proponents of all public transit projects to proceed with the TPAP process rather than, as traditionally done, through Part II of the *Environmental Assessment Act*. The TPAP is a fully-prescribed process in which the proponent must follow specified procedures and timeframes. The Minister of the Environment, Conservation and Parks determines if the final transit project can proceed. This integrated TPAP approach is illustrated in **Figure E.3**.

FIGURE E.3: STUDY PROCESS



E.1.5. Statutory Requirements

PROVINCIAL LEGISLATION - ENVIRONMENTAL ASSESSMENT ACT OF ONTARIO

This study followed the Transit Project Assessment Process under the *Transit Projects and Greater Toronto Transportation Authority Undertakings Regulation, Ontario Regulation 231/08*, June 2008. This process formally started concurrently with the publication of the "Notice of Commencement of TPAP ".

OTHER PROVINCIAL LEGISLATION

The 407 Transitway project is subject to and will be carried out in accordance with all applicable provincial legislation including the *Planning Act*, *the Public Transportation and Highway Improvement Act, the Freedom of Information Act, and the Environmental Protection Act*.

FEDERAL LEGISLATION – IMPACT ASSESSMENT ACT

Federal environmental assessment requirements for this project were investigated early in the study process to identify and address the federal *Impact Assessment Act* requirements. A review of the new legislation and its regulation, the "Physical Activities Regulations" (SOR/2019-285), determined that this project is not identified as a "designated project" that requires an environmental assessment by the Impact Assessment Agency of Canada. Therefore, a Federal environmental assessment process is not required. Nevertheless, Federal agencies and their interests including Fisheries and Oceans Canada, Environment Canada, Transport Canada and others were consulted throughout the study

POLICY CONTEXT

This study has considered the following plans and policies:

- Provincial Policy Statement 2014;
- Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2019;
- Move Ontario 2020;
- The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area;
- Greenbelt Plan (2017);
- Halton Region Official Plan and Transportation Master Plan (2011);
- City of Burlington Official Plan;
- Town of Oakville Official Plan;
- Town of Halton Hills Official Plan;
- Peel Region Official Plan;
- City of Mississauga Official Plan;
- City of Brampton Official Plan; and,
- MiWay Five: Transit Service Plan – 2016 – 2020.

E.2. Transportation Needs Assessment

Chapter 2 of the EPR describes in detail the Transportation Needs Assessment of the project. A summary is included in this section.

E.2.1. Route Structure Conceptual Operating and Service Strategy

The proposed route structure and service concept was developed considering two types of service: base spine services along the Transitway, and an enhanced service which builds on base spine while providing interlined service to nearby growth centres.

BASE SPINE SERVICE CONCEPT

The transitway is linear transit infrastructure connecting stations within the subject area and providing connection to the transitway already planned from Hurontario Street to Brock Road. As the transitway would likely be built and operated primarily by Metrolinx, an initial service plan was developed under the single operator model with spine services assumed to be travelling between stations and connecting to the east at Hurontario Street.

Under this 'base' service concept, buses would travel between the Burlington Terminus (to be determined in another study), and Hurontario stations, and continue eastbound on the transitway past Hurontario Street to Brock Road. Connections to background municipal transit services are provided wherever background services exist (e.g. along Dundas Street in Burlington, and Ninth Line in Mississauga), however require passengers to transfer as there are no direct connections provided outside of the spine corridor.

Figure E.4 illustrates the stations and routing of the transit services.

FIGURE E.4: CONCEPTUAL SERVICE STRATEGY, BASE SERVICE CONCEPT.

ENHANCED SERVICE CONCEPT

An 'enhanced' service concept was also developed as a means to capture additional ridership outside the immediate 407 ETR corridor, which was noted earlier as having limited land use density and development potential. Observed travel patterns illustrated that many of travellers along the 407 corridor are to and from low-density to medium-density developments in the west GTHA and north GTHA and are a difficult target market for transit services.

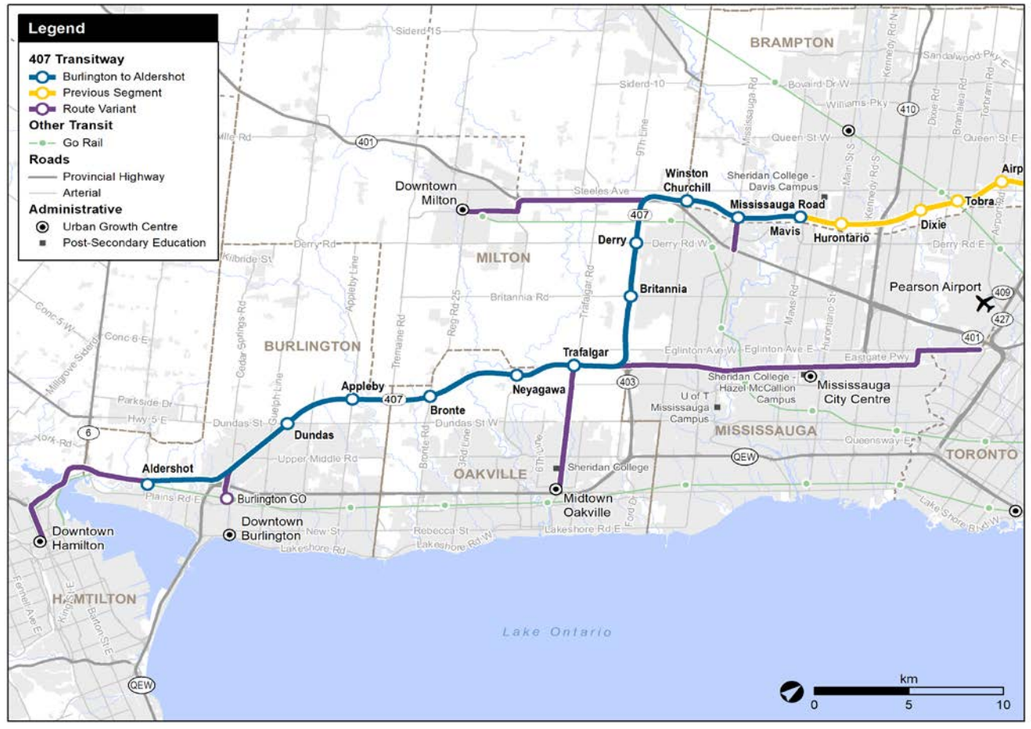
The structure of the enhanced service concept is to extended bus service from the transitway to provide transfer-free service to urban growth centres, which Downtown Hamilton, Downtown Burlington, Midtown Oakville, Downtown Milton, Mississauga City Centre, and Pearson Airport. The enhanced service concept

is aggressive in that it is a major increase in total service length compared to Base Service Concept, intended to capture the accessibility and market potential of the transitway.

The transfer-free service would leverage the ability of the transitway to accept interlining buses at various locations, assuming buses are selected as the preferred vehicle technology as opposed to other rapid transit such as LRT. The connections to Mississauga and Pearson Airport would be via the Mississauga Transitway, implying a connection between services near the interchange of 407 ETR and Highway 403.

A map illustrating the service connections is provided in **Figure E.5**.

FIGURE E.5: CONCEPTUAL SERVICE STRATEGY, ENHANCED SERVICE CONCEPT.



E.2.2. 407 Transitway Ridership Forecasts

The 407 Transitway, from Hurontario Street to Highway 400, 2041 ridership forecasts have been developed using the Greater Golden Horseshoe Model (GGHM) for the 8 selected stations and the conceptual operating strategy described above.

BASE SERVICE RIDERSHIP FORECAST

Under the 'base' service concept, transitway buses would operate and stop at stations along the main spine of the transitway only. **Table E.1** shows ridership forecasts for the initial stations when operating under the base service concept.

TABLE E.1: 2041 AM PEAK HOUR BOARDINGS AND ALIGHTINGS, INITIAL STATIONS WITH BASE SERVICE

STATION	EASTBOUND					WESTBOUND				
	BRANCH ON	VOLUME IN	STATION BOARD	STATION ALIGHT	BRANCH OFF	BRANCH ON	VOLUME IN	STATION BOARD	STATION ALIGHT	BRANCH OFF
Aldershot GO	-	-	300	-	-	-	-	-	-	-
Dundas	-	300	180	30	-	-	80	-	80	-
Appleby	-	450	140	-	-	-	130	-	50	-
Bronte	-	590	50	30	-	-	130	50	60	-
Neyagawa	-	600	50	-	-	-	100	40	-	-
Trafalgar	-	650	40	60	-	-	230	-	130	-
Britannia	-	630	40	40	-	-	320	20	110	-
Derry	-	620	110	40	-	-	200	170	50	-
Winston Churchill	-	690	30	40	-	-	210	20	30	-
Mississauga Road	-	680	10	50	-	-	340	10	140	-
Mavis	-	630	-	20	-	-	350	10	20	-
(continuing east)	-	610	-	-	-	-	-	-	-	-

Source: 2041 GGHM-4, initial stations with base service

ENHANCED SERVICE CONCEPT RIDERSHIP FORECAST

The enhanced service concept includes interlining bus routes to divert from the spine transitway to provide direct connection nearby urban growth centres. Ridership forecasts for the initial stations increase when operating under this enhanced service concept, as is shown in **Table E.2**.

TABLE E.2: 2041 AM PEAK HOUR BOARDINGS AND ALIGHTINGS, INITIAL STATIONS WITH ENCHANCED SERVICE

STATION	EASTBOUND					WESTBOUND				
	BRANCH ON	VOLUME IN	STATION BOARD	STATION ALIGHT	BRANCH OFF	BRANCH ON	VOLUME IN	STATION BOARD	STATION ALIGHT	BRANCH OFF
Aldershot GO	390	390	340	30	-	-	310	140	50	400
Dundas	430	1,120	160	130	-	-	780	360	70	760
Appleby	-	1,150	100	-	-	-	760	30	10	-
Bronte	30	1,280	130	60	-	-	790	40	70	-

STATION	EASTBOUND					WESTBOUND				
	BRANCH ON	VOLUME IN	STATION BOARD	STATION ALIGHT	BRANCH OFF	BRANCH ON	VOLUME IN	STATION BOARD	STATION ALIGHT	BRANCH OFF
Neyagawa	-	1,350	180	10	-	-	770	30	10	-
Trafalgar	380	1,900	940	720	980	300	1,250	790	690	590
Britannia	60	1,200	250	110	-	-	1,250	50	110	250
Derry	-	1,340	290	50	-	-	1,080	220	40	-
Winston Churchill	40	1,620	640	50	270	580	1,530	110	530	30
Mississauga Road	30	1,980	530	100	-	-	1,380	20	500	70
Mavis	-	2,410	30	10	-	-	1,370	20	10	-
(continuing east)	-	2,430	-	-	-	-	-	-	-	-

Source: 2041 GGHM-4, initial stations with enhanced service

In summary, the enhanced service concept with direct connection provided to nearby urban growth centres greatly benefits ridership forecasts. The study corridor is an end segment feeding the core portions of the Transitway. As such, the study corridor is recommended to be carried forward as it supports the central sections of the Transitway while also supporting other objectives set out by the Province, including provision of a high-quality transit service to an underserved market, supporting intensification of growth centres per the Provincial Growth Plan.

E.2.3. Vehicle Storage and Maintenance Needs Assessment

The main Maintenance and Storage Facility (MSF), located at Jane Street was part of the 407 Transitway Highway 400 to Kennedy Road Section, approved by MECP in 2012.

To support service in the west section of the 407 Transitway, a needs assessment was conducted which resulted in the need of a facility to be located as close as possible to the potential terminus in Burlington. The assessment concluded that the facility would require a bus storage area with capacity of 40 buses and the provision for routine maintenance and cleaning.

The support MSF will be located in the Bronte Road area. The screening process of potential locations is included in **Chapter 4** (Section 4.5). The description of the yard is included in **Chapter 5** (Section 5.3).

E.3 Existing and Future Conditions

Chapter 3 of the EPR includes a comprehensive document which consists of the existing and future conditions along the corridor in study.

The identification of the environmental features involved collection of primary and secondary source data including consultation with technical agencies. This was done in two steps, an inventory and analysis of existing conditions and an investigation as to how these conditions might change in the future. In general, the existing and future conditions can be categorized into the following topics and are presented in the associated sections:

- Natural Environment;
- Socio-Economic and Cultural Environment;
- Transportation; and,
- Utilities.

E.4 Identification and Evaluation of Alternatives Process

Chapter 4 of the EPR describes in detail, the identification of alternatives, the evaluation of alternatives and the selection of alternatives. A summary is described below

E.4.1 Corridor Assessment

Following the conclusions of the two previous Corridor Protection Studies (CPS) concluded in 1998 and 2005, both sides of 407 ETR were assessed to identify potential runningway alignment and associated station sites at 407 ETR Interchange locations. Major factors considered in identifying potential areas suitable to accommodate the 407 Transitway facilities included:

- Land availability;
- Avoiding or minimizing environmental impacts of provincial significance;
- Federal, Provincial and Municipal land use and transportation plans and planning policies;
- Connectivity to potential station sites;
- Impacts to private property and development plans;
- Impacts to 407 ETR footprint and operations;
- Impacts to utility facilities such as the Hydro One Corridor and the Parkway Belt Utility Corridor;
- Impact to existing or planned public and private infrastructure;
- Watercourse and floodplain crossings;
- Existing road and rail line crossings;
- Compatibility with MTO–407 Transitway Design Standards;
- Suitability for efficient construction phasing; and,
- Major constructability issues and cost considerations.

E.4.2 Evaluation of Station Alternatives

SCREENING OF STATION NODES

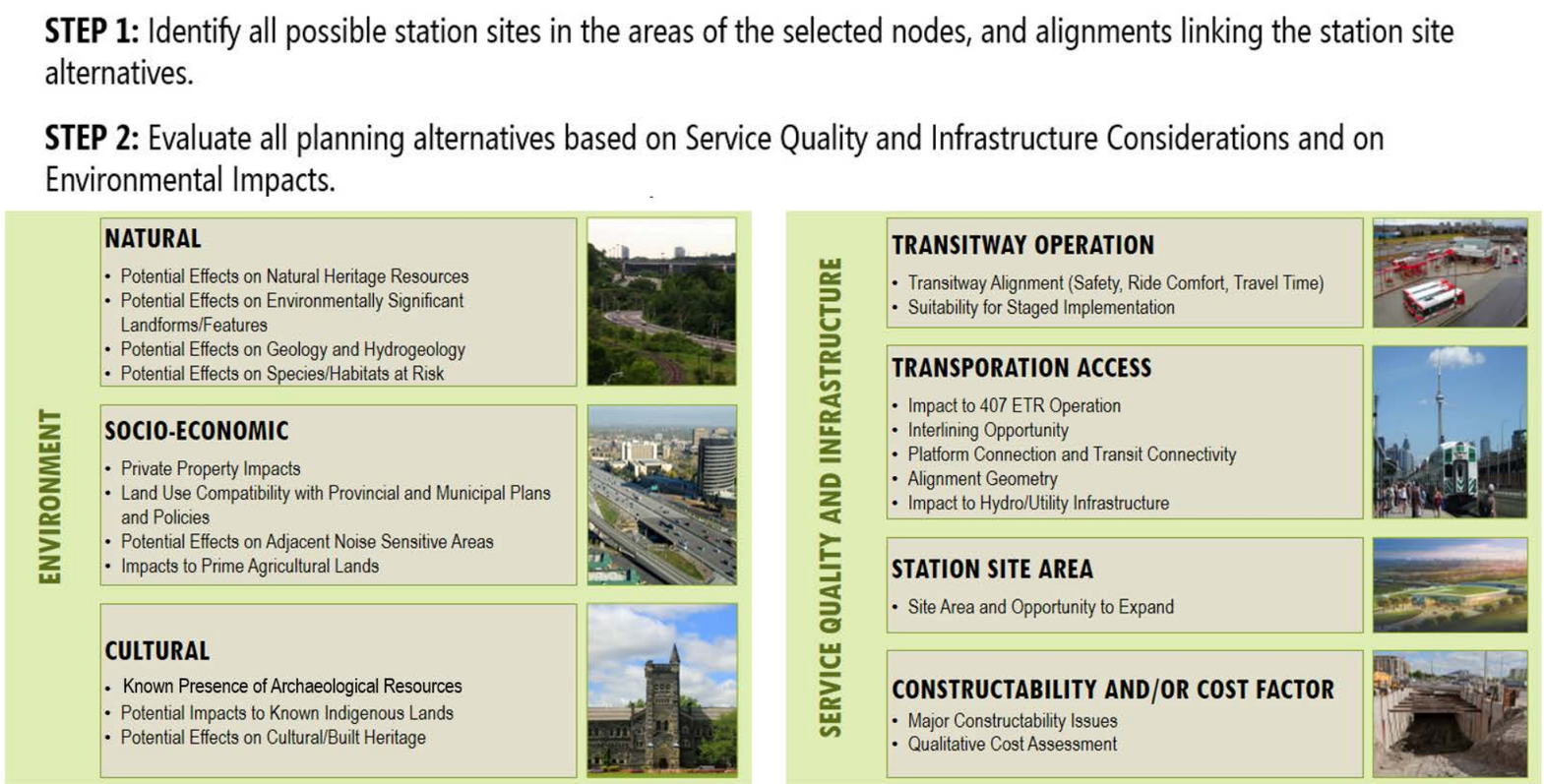
As an initial step, all 407 ETR crossings of existing and future arterial roads identified in the CPS were

considered potential station locations. Each location was individually assessed based on criteria focused on ridership, land availability and presence of environmental features of provincial significance affected by the facility within potential sites. As a result of this initial step, which consisted of 10 station nodes, 7 nodes were carried forward to the next stage: Dundas Street, Appleby Line, Bronte Road, Trafalgar Road, Britannia Road, Derry Road, and Mississauga Road. Station at Neyagawa Boulevard was not carried forward due to low ridership forecast and land availability. A station at Winston Churchill Boulevard was not carried forward due to major access issues and limited land availability. A station at Mavis Road was not carried forward due to land availability issues, inconvenient accessibility, and proximity to Hurontario Street Station.

EVALUATION OF STATION SITES

For the 7 nodes carried forward, potential sites were evaluated following the criteria illustrated in **Figure E.6**.

FIGURE E.6: STATION SITE OPTION AND ALIGNMENT ALTERNATIVE EVALUATION APPROACH AND CRITERIA



As a result of the detailed evaluation of the alternative sites, the following sites were identified:

- **Dundas Street Station:** Located south of 407 ETR, east of Dundas Street, connecting with future planned transit hub.
- **Appleby Line Station:** Located north of 407 ETR, west of Appleby Line. Existing MTO carpool lot will serve the Transitway in the interim stage.
- **Bronte Road Station:** Located south of 407 ETR, east of Bronte Road. Existing GO carpool currently located north of 407 ETR and planned to be relocated on south side of 407 ETR, will serve the Transitway in the interim stage.
- **Trafalgar Road Station:** Located south of 407 ETR, west of Trafalgar Road. Existing carpool and bus facility lot will serve the Transitway in the interim stage.
- **Britannia Road Station:** Located east 407 ETR, south of Britannia Road.
- **Derry Road Station:** Located east of 407 ETR, north of Derry Road Facility
- **Lisgar GO Station:** With the elimination of the Winston Churchill Boulevard Station due to major land availability and accessibility issues and assessing the potential opportunity of linking the 407 Transitway with the existing Metrolinx **GO Milton Line**, a connection to the existing **Lisgar GO Station** is being provided.
- **Mississauga Road Station:** Located north of 407 ETR, west of Mississauga Road

E.4.3 Evaluation of Alignment Alternatives

HORIZONTAL ALIGNMENT ALTERNATIVES

Once station site alternatives were evaluated, horizontal alignment alternatives were identified and assessed linking the carried forward station alternatives and following the selected corridor south of 407 ETR, with exception of the Lisgar GO Station area, where an alignment following the Hydro Corridor was identified to connect the existing Lisgar GO Station.

The evaluation of alternatives was conducted following the criteria included in **Figure E.6**. A detailed description of the evaluation is included in **Chapter 4** of the EPR.

VERTICAL ALIGNMENT ALTERNATIVES

For each selected horizontal alignment, runningway profile options (overpasses and underpasses) crossing arterial roads, highway Interchanges and track lines were evaluated. Aspects considered are included in **Figure E.6**. A detailed description of the evaluation is included in Chapter 4 of the EPR.

E.4.4 Evaluation of MSF Sites

Three potential sites for the MSF support yard were identified and evaluated: A site located south of 407 ETR, east of Bronte Road; a site located south of 407 ETR, east of Trafalgar Road, and a site located south of Highway 401, east of Ninth Line.

To assess feasibility of these three sites, presence of major environmental features, site availability/municipal development plans, and functionality and operational costs considerations were assessed.

As a result of the assessment, the Bronte Road site was selected as the preferred option as it does not present environmental issues of Provincial Significance, it is compatible with land use plans for the area and being the most westerly of the three site options, it offers the most convenient, functionality and least operational costs

E.5. Final Project Description

Chapter 5 of the EPR describes in detail all components of the technically preferred alternative, selected in Chapter 4.

As illustrated in **Figure E.7**, the technically preferred Transitway alternative has been planned for the operation of an intermediate capacity, regional rapid transit service provided as BRT using single or double-decker coaches. The alignment design was developed to allow potential conversions to LRT if needed in the future. In both cases, the vehicle's maximum in-service speed will be 100 km/h. This technology matches with that of the approved Highway 400 to Kennedy Road, and Kennedy Road to Brock Road, and Hurontario Street to Highway 400 sections.

The primary component of the Transitway infrastructure is the fully-grade separated runningway which, for BRT operation, is a two-lane runningway with paved shoulders and additional stopping lanes through station platforms. The runningway will incorporate access for emergency response vehicles at stations and appropriate intervals between.

In summary, seven stations, spaced on average at 6-kilometers, are planned along this section of the 407 Transitway, as illustrated in **Figure E.7**. The station facilities will consist of weather protected platforms, park and ride lots, passenger pick up and drop off (PPUDO) and bus facilities, all amenities related to active transportation, and special needs associated facilities. Bus, vehicular and pedestrian access from the local road network is also a component of the proposed facilities.

The project includes a support Maintenance and Storage Facility (MSF) for the 407 Transitway vehicles. The yard located east of Bronte Road will consist of bus storage area, bus routine maintenance area, administration offices and parking facilities.

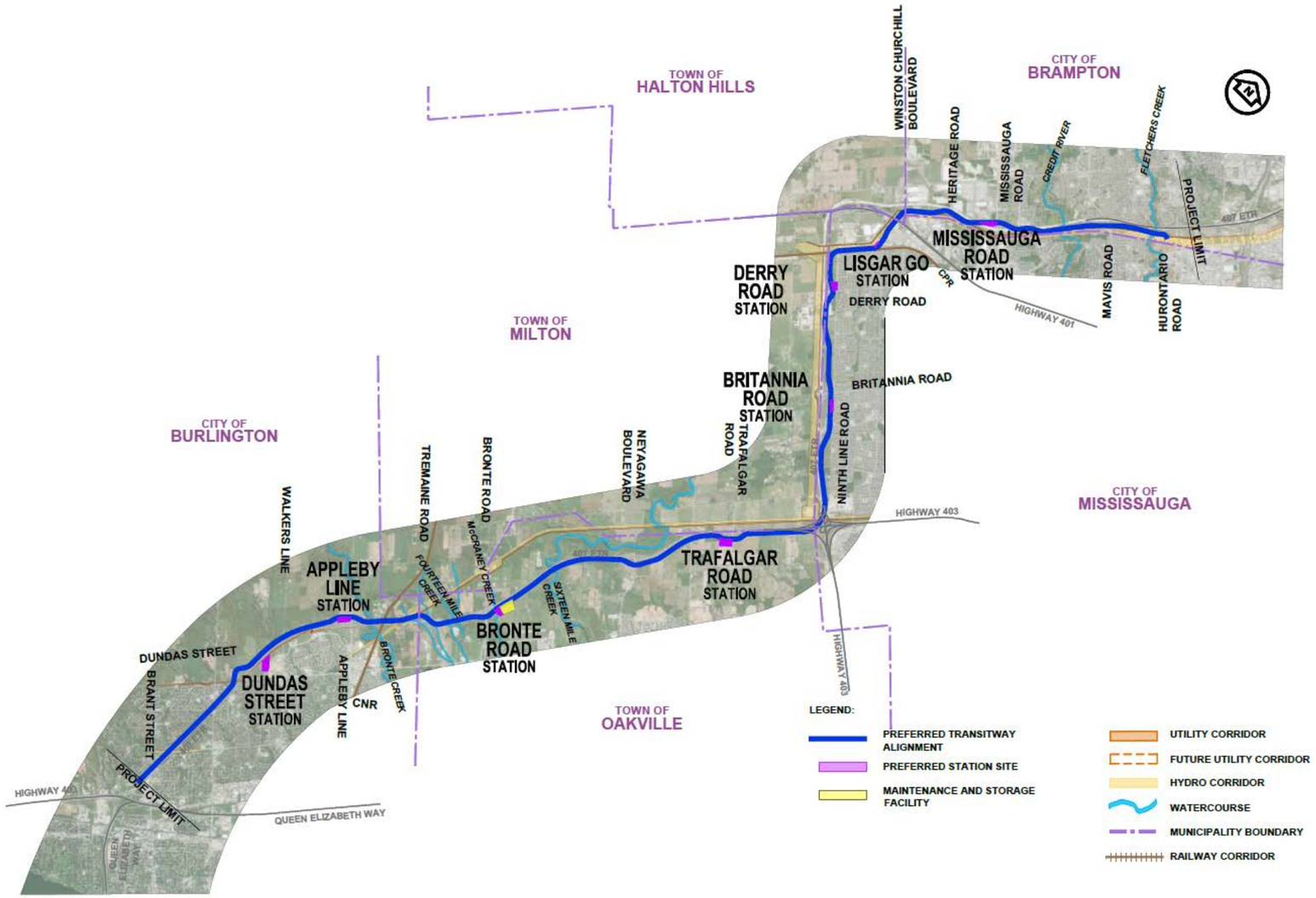
A total of 32 new structures have been identified along the Transitway route. Bridge and underpass widths were defined based on lane and sidewalk widths and side clearances and followed the 407 Transitway Design Standards.

Where applicable, the existing structures of the 407 ETR were used for comparison purposes, as the profile of the Transitway was designed following the profile of the Highway wherever possible. Exceptions were made at specific locations to respond to the presence of major underground utilities or natural features.

Landscape treatments will accomplish several functions including slope stabilization, stream crossing restoration, naturalized planting sites, visual/wind buffers while generally improving the aesthetics of the corridor. Landscaping around the station sites and parking facilities will complement the surrounding land uses and present the stations as visual assets to the local area.

Selected sites that are under Provincial ownership or are landlocked as a result of the Transitway design are being protected for environmental compensation.

FIGURE E.7: PREFERRED ALTERNATIVE FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET



E.6. Impact Assessment, Mitigation, and Monitoring

The Transit Projects and Greater Toronto Transportation Authority Undertakings Regulation, Ontario Regulation 231/08 under the Environmental Assessment Act, Section 9 (2) requires the proponent to prepare an Environmental Project Report (EPR) that contains the following information, among other requirements:

- Description of the environment that will be affected or might reasonably be affected;
- Anticipated potential impacts;
- Proposed mitigation measures to minimize, manage, prevent and avoid environmental effects; and,
- Proposed monitoring and contingency measures, if required.

An impact assessment was undertaken to identify the impacts associated with the implementation of the 407 Transitway. **Chapter 6** of the EPR includes the complete impact assessment which involved the application of the following steps:

1. Identify and analyze activities where the project, as described in **Chapter 5**, may interact with the existing environmental conditions described in **Chapter 3** of this EPR.
2. Propose mitigation measures that can be implemented during construction or operation of the project.
3. Identify the residual environmental effects and their significance, if any.
4. Recommend monitoring activities during the construction and operation of the project.

The environmental effects of the undertaking can be classified under three categories:

Footprint Impacts: Long term impacts on the existing environmental features located within the study area that will potentially be displaced or lost through the introduction of the Transitway;

Construction Impacts: These are potential short-term disruption effects resulting from construction of the Transitway; and,

Operation and Maintenance Impacts: These are potential long-term disruption effects resulting from the operation and maintenance of the Transitway.

E.7. Implementation Strategy

Chapter 7 of the EPR describes the assessment and recommendations related to a potential Implementation Plan of the 407 Transitway.

The presence of 407 ETR provides a unique opportunity to stage the implementation of the Transitway infrastructure, maintaining operation and reliable transit service along the corridor while addressing demand needs, travel time and convenience to the users, and priorities for transit investment in the GGH.

In establishing the objectives for phased implementation of the Transitway, the current availability of the 407 ETR to Metrolinx services is assumed as the baseline phase. Phasing strategies assessed are based on a combination of part or parts of the existing 407 ETR service. From this starting point, the following objectives were adopted in defining candidate phasing strategies:

- Each phase implemented should not result in a significant increase in travel time. Preferably, segment lengths should yield a travel time saving greater than the time penalty to divert buses to and from the 407 ETR. Phase limits selected must minimize the time to transfer from 407 ETR lanes to the new Transitway;
- Ideally, the sequence of implementation should correspond with the likely distribution of traffic congestion on Hwy 407 ETR;
- Phase sequencing should respond to the zones with highest ridership potential to maximize benefits and exposure to dedicated Transitway service. Ideally, segment phasing should respond to the timing of adjacent development implementation (particularly UGCs) and provide access to the Transitway by all modes (local transit, park and ride, pick up and drop off, walk-in);
- Phase sequence should respond to bus interlining opportunities; and,
- Phase costs should result in a contract cash flow that MTO (or the funding agency) can accommodate in annual budgeting.

With a view to meeting the above objectives, potential Phasing Strategies being investigated include:

- A Baseline Strategy: Cross-regional Rapid Transit Service on the 407 ETR in mixed traffic;
- An Enhanced Baseline Strategy: Cross-regional Rapid Transit Service on 407 ETR with implementation of stations at strategic locations; and,
- Rapid Transit Service on newly-constructed 407 Transitway in specific segments, combined with service still operating on the 407 ETR.

Approval of this TPAP will enable the MTO to pursue any one or more of the above strategies, or variations of them, within the limits of this TPAP.

E.8. Consultation Process

Chapter 8 of the EPR includes a complete record of the consultation conducted during the study.

Consultation is an integral component of the TPAP process and essential to the successful completion of this study. Consultation was undertaken throughout the study to assist in the planning and impact assessment process for the 407 Transitway. The consultation process was designed to meet the requirements of *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings*. Consultation was initiated in May 2017, well before the formal declaration of the TPAP, through the mailing of initial contact letters to stakeholders and Indigenous communities, and the initiation of the project website. The TPAP 120-day consultation and documentation period for this project was initiated on April 16, 2020.

Consultation was conducted with government review agencies, technical agencies, local and regional

municipalities, elected officials, the public, landowners and Indigenous and Métis communities.

The consultation process included the following types of consultation activities:

- Public notices;
- Liaison with relevant agencies, members of the public and landowners (residents were notified beyond the required 30 m of the project limits);
- Liaison with Indigenous and Métis communities;
- Public Information Centers (PICs); and,
- Project website.

Two Technical Advisory/Resource Group (TRG) meetings were held in October 2018 and December 2019. Meetings with various agencies were held throughout the study.

Two PICs were held in November 2018 and in February 2020.

Indigenous and Métis communities were contacted throughout this study beginning in May 2017.

E.9. Commitments to Future Action

During the TPAP, MTO worked closely with stakeholders to address and resolve issues or concerns identified. However, not all issues can be addressed within the context of a TPAP since the design of the 407 Transitway has been prepared at a Preliminary Design level and further details are required to be finalized prior to construction and during construction.

Commitments have been made, as outlined in **Chapter 10** of this EPR, to further address potential impacts prior to construction, during construction and during operation.