

# Highway 407 East

## 407 East Advisory Committee (EAC) Meeting #10

### Agenda

Wednesday July 10, 2013

1:30 p.m. – 3:30 p.m.

Regional Municipality of Durham, Regional Headquarters  
605 Rossland Rd. E, Whitby, ON  
Meeting Room I-A

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#### Purpose:

- a) Confirm approval of the 407 EAC meeting #9 minutes;
- b) Provide the 407 EAC members with an update on Phase 1 implementation and environmental issues;
- c) Provide the 407 EAC members with an update on Phase 2 procurement process, environmental issues and Public Information Centre; and
- d) Provide an opportunity for Questions and Answers.

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| <b>1:30 p.m.</b> | <b>1. Opening remarks, purpose of the meeting and agenda review</b><br>Lou Politano, Regional Director |
| <b>1:35 p.m.</b> | <b>2. Confirm approval of Minutes from 407 EAC meeting #9</b><br>Calvin Curtis / All                   |
| <b>1:40 p.m.</b> | <b>3. Update on Phase 1 implementation</b><br>Calvin Curtis  |
| <b>1:55 p.m.</b> | <b>4. Update on environmental issues for Phase 1</b><br>Darlene Proudfoot                              |
| <b>2:10 p.m.</b> | <b>5. Questions and Answers for Phase 1</b><br>Calvin Curtis / All                                     |
| <b>2:20 p.m.</b> | <b>6. Break</b>  |
| <b>2:30 p.m.</b> | <b>7. Update on Phase 2 procurement process</b><br>Faisal Khan   |
| <b>2:40 p.m.</b> | <b>8. Update on environmental issues and Public Information Centre for Phase 2</b><br>Chris Brown      |
| <b>2:55 p.m.</b> | <b>9. Questions and Answers for Phase 2</b><br>Faisal Khan / All                                       |
| <b>3:05 p.m.</b> | <b>10. Other business, next meeting and adjourn</b><br>Calvin Curtis                                   |

**Highway 407 East – 407 East Advisory Committee (407 EAC)  
Minutes of Meeting #10**

**Date:** Wednesday, July 10, 2013; 1:30 p.m. – 3:00 p.m.

**Location:** Meeting Room: I-A, Regional Municipality of Durham, Regional Headquarters, Whitby

**Present:**     **Project Team:**     Peter Chackeris (MTO, Manger, MPO)  
  Calvin Curtis (MTO, Head Phase 1, Planning and Engineering, MPO)  
  Faisal Khan (MTO, Head Phase 2, Planning and Engineering, MPO)  
  Diane Naluzny (MTO, Communications Specialist, MPO)  
  Chris Brown (MTO, Senior Environmental Planner, MPO)  
  John MacKinnon (MTO, Project Engineer, MPO)  
  Grant Kauffman (LGL, 407 Owner's Engineer, Lead Environmental Planner)  
  Lisa Josephson (Delcan, 407 Owner's Engineer, EAC Coordinator)

**Members:**           Beth Williston (TRCA, Manager of Environmental Assessment Planning)  
                                  Dhaval Pandya, alternate for Steve Gaunt (City of Pickering, Coordinator,  
                                  Transportation Engineer)  
                                  Greg Hardy, alternate for Suzanne Beale (Town of Whitby, Manager,  
                                  Engineering Services)  
                                  Jane Tymoshuk (DFO, Habitat Management Biologist)  
                                  Leslie Benson, alternate for Tony Cannella (Municipality of Clarington, Manager,  
                                  Transportation and Design)  
                                  Paul Gee, alternate for Cliff Curtis (Regional Municipality of Durham,  
                                  Commissioner of Works)  
                                  Perry Sisson (CLOCA, Director, Engineering and Field Operations)  
                                  Suzanne Beale (Town of Whitby, Commissioner of Public Works)

**CC:**                 **Project Team:**     Lou Politano (MTO, Regional Director, Central Region)  
                                  Darlene Proudfoot (MTO, Senior Environmental Planner)

**Members:**           Dan Orr, observer (MOE, Manager, Technical Support)  
                                  Cliff Curtis (Regional Municipality of Durham, Commissioner of Works)  
                                  Darla Cameron (CEAA, Section Lead)  
                                  Debbie Pella Keen (MNR, District Manager)  
                                  Gary Carroll (City of Oshawa, Director, Engineering Services)  
                                  Greg Wells (GRCA, Manager, Planning & Regulations)  
                                  Ranjit S. Gill (Town of Ajax, Senior Transportation Planner)  
                                  Rob Dobos (Environment Canada, Manager, Environmental Assessment Section)  
                                  Steve Gaunt (City of Pickering, Principal Planner)  
                                  Tony Cannella (Municipality of Clarington, Director, Engineering Services)

**Meeting Purpose:**

The purpose of this meeting was to: confirm approval of the minutes from the 407 EAC meeting #9; provide an update on Phase 1 implementation and environmental issues; provide an update on Phase 2 procurement process, environmental issues and Public Information Centre; and provide an opportunity for questions and answers.

Hard copies of the meeting agenda and minutes from the 407 EAC meeting #9 were distributed. Discussions were led by Peter Chackeris, Calvin Curtis, Faisal Khan and Chris Brown from MTO.

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No.	Item	Action
<b>1.0</b>	<b>Opening remarks, Purpose of the Meeting and Agenda Review</b>	
1.1	– Peter Chackeris chaired the meeting on behalf of Lou Politano (who was unable to attend) and initiated a round table of introductions. He then reviewed the purpose of the meeting.	
<b>2.0</b>	<b>Review of Action Items from 407 EAC Meeting #9</b>	
2.1	– Calvin Curtis reviewed the action items from meeting #9 (held on March 4, 2013) minutes.	
2.1.1	<ul style="list-style-type: none"> <li>• Item 3.7.3.2: The comment tracking document referred to in the minutes, related to the DCRs, has not yet been circulated to the EAC. EDG provided responses to comments from TRCA and CLOCA and is in the midst of compiling responses to comments from municipalities. These will be issued in August or beforehand. EDG intended to have 6 DCRs, but have since added a 7<sup>th</sup> that captures modifications, upgrades and revisions from the time of the PIC dealing with the DCR item.</li> </ul>	
2.1.1.1	<ul style="list-style-type: none"> <li>○ Calvin explained that comments from the PICs have been addressed and captured, while other comments from the DCR process were not captured in one spot.</li> </ul>	
2.1.1.2	<ul style="list-style-type: none"> <li>○ Paul Gee noted that responses received from PIC comments simply state that they'll be discussed during the next MTAG meeting.</li> </ul>	
2.1.1.3	<ul style="list-style-type: none"> <li>○ Calvin replied that EDG (accompanied by MTO) has met with municipalities with respect to Phase 1. Moving forward, MTAG meetings will be minuted. He acknowledged the fact that face to face discussions are more effective than publishing responses in a document and that an issue resolution/discussion would be effective and should be continued at the MTAG level.</li> </ul>	
2.1.2	<ul style="list-style-type: none"> <li>• Item 7.2.1: Completed; presentation from meeting #9 sent to EAC members on March 4, 2013.</li> </ul>	
2.1.3	<ul style="list-style-type: none"> <li>• Item 7.3.1: Completed.</li> </ul>	
2.2	– Minutes from meeting #9 were sent out to EAC members for review and comment and once finalized, uploaded to the project website.	
<b>3.0</b>	<b>Update on Phase 1 Implementation</b>	
3.1	– Calvin reviewed the meeting's agenda and provided the EAC with an update to Phase 1 activities.	
3.2	– Design proposals are submitted by the design builder (EDG) to MTO and HMQ has a response timeline and multiple teams that review the designs against the requirements of the Project Agreement (PA). They then provide comments back to EDG to make revisions, note discrepancies or address issues for the next phase of process when designs reach 50% completion, 90% completion or Issued for Construction (IFC).	
3.3	– At this point, designs are more advanced for structures / bridges than the roadway.	
3.4	– EDG has awarded contracts to construct bridges and access roads.	

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No.	Item	Action
3.5	– Phase 1 includes 12 Redside Dace (RSD) crossings. EDG submitted final details associated with bridge configurations at 4 locations to MNR and has received one approval to proceed from MNR at East Duffins Creek. The other three are still under review.	
3.6	– EDG to host PIC #5 associated with DCR #5 on July 17, 2013 at the old community centre in Brooklin and will include works located within A2 (segment where West Durham Link intersects with Highway 407 East). PIC #6 associated with DCR #6 will likely occur in late September or early October 2013 and will include Stormwater Management, Community Value Plan, Landscaping Plan, Vegetation Restoration, and final noise barrier wall designs.	
3.7	– MTO has secured possession of the last property required for Phase 1 through expropriation as of Friday July 5, 2013.	
3.8	– MTO has had discussions with MTAG groups. Although EDG hasn't yet finalized comments on 90% design, they will be completed prior to IFC stage. Issues related to municipal intersections are still outstanding. There is limited opportunity for additional scope outside the PA. MTO is conscious of the aggressive schedule and cost. It's the intent to continue with MTAG meetings. EDG has recently focused on discussions related to traffic management issues. Other items for discussion include intersections, horizontal alignment at specific locations.	
<b>4.0</b>	<b>Update on Environmental Issues for Phase 1</b>	
4.1	– Calvin continued by providing an update on environmental issues and EA Conditions of Approval for Phase 1.	
4.2	– <u>Archaeology</u> : MTO provided an archaeological update to various heritage committee representatives from Oshawa, Whitby and Ajax in early May.	
4.3	– <u>Community Value Plan (CVP)</u> : Consultation with Brooklin interest groups regarding the Baldwin Bridge is not as advanced as the Simcoe Street Bridge.	
4.4	– <u>Endangered Species</u> : Conditions of the permits require EDG to submit detailed drawings with respect to structures, tree clearing, erosion sediment control and other measures. Drawings have been completed for the tree clearing component and early sediment control measures. Drawings are 25% complete with respect to structures crossing RSD creeks.	
4.5	– <u>Heritage</u> : All heritage buildings have been removed with the exception of one residential property.	
4.6	– <u>Vegetation Restoration Plans</u> : There have been three to four meetings with stakeholders about the Vegetation Restoration Plans. Agencies are generally supportive of EDG's approach and the final Landscaping Plan will follow the same set of principles.	
4.7	– <u>Waste and Contamination</u> : Issues have been found on various properties. EDG is undertaking related work and all related management responsibilities including proper disposal and proper data report.	

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No.	Item	Action
4.8	– EA Conditions of Approval:	
4.8.1	<ul style="list-style-type: none"> <li>• <u>Condition 5 (Annual Compliance Report)</u>: Annual Compliance Reports for Phase 1 and Brock Road Interchange were circulated to EAC prior to submission to MOE. Both have been submitted to MOE and are awaiting approval.</li> </ul>	
4.8.2	<ul style="list-style-type: none"> <li>• <u>Condition 7 (Stormwater Management Plan)</u>: Partners at the University of Guelph are happy with the installation of the pilot project testing materials and surface run-off and monitoring is continuing.</li> </ul>	
4.8.3	<ul style="list-style-type: none"> <li>• <u>Condition 8 (Surface Water Monitoring)</u>: MTO has a monitoring program that will continue into the summer of 2013. Following this, EDG to continue monitoring program and will use same locations as used by MTO.</li> </ul>	
4.8.4	<ul style="list-style-type: none"> <li>• <u>Condition 9 (Winter Maintenance)</u>: Work has been completed and submitted to MOE. EDG will incorporate the plan into their winter maintenance and rehabilitation program.</li> </ul>	
4.8.5	<ul style="list-style-type: none"> <li>• <u>Condition 10 (Noise Mitigation)</u>: Mitigation plans to be discussed at EDG's PIC #6.</li> </ul>	
4.8.6	<ul style="list-style-type: none"> <li>• <u>Conditions 13 (Complaint Protocol)</u>: EDG has taken MTO's protocol and added to it. It is now complete. Calvin encouraged those receiving complaints to direct the public to visit EDG's website.</li> </ul>	
4.9	– Brock Road Interchange:	
4.9.1	<ul style="list-style-type: none"> <li>• Chris Brown provided an update on the Brock Road Interchange.</li> </ul>	
4.9.2	<ul style="list-style-type: none"> <li>• The contract was awarded to AECON on April 15<sup>th</sup> and the contract administrator is D.M. Wills.</li> </ul>	
4.9.3	<ul style="list-style-type: none"> <li>• Work is proceeding on schedule.</li> </ul>	
4.9.4	<ul style="list-style-type: none"> <li>• Awaiting one final Endangered Species permit for RSD crossings. The permit was already submitted and now awaiting signed copy to get in-water works started.</li> </ul>	
<b>5.0</b>	<b>Questions and Answers</b>	
5.1	– Paul asked about the status of the letters / correspondence with respect to conservation authority's involvement in the project.	
5.1.1	<ul style="list-style-type: none"> <li>• Peter responded that MOE will respond directly to the letters.</li> </ul>	
5.1.2	<ul style="list-style-type: none"> <li>• Perry Sisson noted that CLOCA sent a letter to MOE asking them for similar clarification but haven't heard back yet. Beth Williston mentioned that MOE has up to 45 days to respond to letters.</li> </ul>	
5.2	– Suzanne Beale asked about the comments discussed re: winter maintenance plan.	
5.2.1	<ul style="list-style-type: none"> <li>• Calvin explained that MOE had a series of issues that MTO was asked to look into with regards to winter maintenance for the facility over the course of the 30 years (focused on salt management). MTO responded to MOE and highlighted that MTO's salt management plan is used across the province and would be extended to this project. MOE was satisfied with the response.</li> </ul>	

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No.	Item	Action
<b>6.0</b>	<b>Update on Phase 2 Procurement Process</b>	
6.1	– Calvin introduced Faisal Khan to the EAC. He explained that Faisal was successful in the competition for the head position with respect to Phase 2. Faisal continued by providing an update regarding the Phase 2 procurement process to the EAC.	
6.2	– Phase 2 RFQ was released in the spring and is now closed. MTO is currently reviewing and evaluating the four submissions received.	
6.3	– MTO is developing the RFP in parallel to this process and once ready, IO will announce the shortlisted teams (typically three) and then release the RFP late summer/fall 2013.	
6.4	– Ongoing activities are on schedule.	
6.5	– Greg Hardy asked if MTO is incorporating any lessons learned (from Phase 1) and if any more flexibility will be built into the PA for insuring that additional items from municipalities and other agencies can be incorporated.	
6.5.1	<ul style="list-style-type: none"> <li>• Calvin explained that MTO is trying to do this and recognizes that there can be improvements made. Those discussions are ongoing and will continue until the RFP is released.</li> </ul>	
6.5.2	<ul style="list-style-type: none"> <li>• Peter continued by explaining the difficulties associated with adding scope to the contract. Once the contract is awarded, the consortium’s financiers have significant control in accepting additional scope. The consortium does not receive payment, and are responsible for financing the design and build, and therefore have huge sensitivities. MTO is witnessing how consortium partners are performing and that the Ontario market is relatively new with little experience. MTO will look for items that will enhance the relationship with municipalities and stakeholders. IO has put some attribution towards local experience content in the latest RFQ document.</li> </ul>	
6.6	– Suzanne noted that Whitby had raised this issue in March.	
6.6.1	<ul style="list-style-type: none"> <li>• Peter explained that MTO has initiated meetings with Clarington in terms of support regarding infrastructure. After financial close/50%/90% design, it becomes very hard to incorporate into plans without incurring huge costs Staff/MTO should inform councils that the time to ask for additional scope (in particular key infrastructure needs) is prior to RFP release. Phase 1 contains a lot of municipal improvements in the PA (30 – 40 separate elements).</li> </ul>	
6.6.2	<ul style="list-style-type: none"> <li>• Paul recognizes the additions made to Phase 1 beyond typical MTO projects but explained that it won’t help with items that will need to be reconstructed, not included in the original PA despite being told that they should be. There are still many items that municipalities will have to revisit (EDG is not interested in them due to schedule and cost in including these changes). The Region kept asking for these changes / additions while the PA was being developed and were told that they’d be given the chance once a consortium was brought on board. Paul continued that the items the Region was asking for were included in the approved EA document and shown on the preliminary design plans. However, they weren’t included in the final PA.</li> </ul>	

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No.	Item	Action
6.6.3	<ul style="list-style-type: none"> <li>• Peter responded that there were some exchanges between certain parties and there was some reference to final design scope that was included in the RFP document; however it was not ideal with timing. Now, parties are striving to work with scope in the RFP. MTO hopes that they and the consortium party would have some flexibility as far as minor works / new development / additional funded municipal works have direct tie in to the facilities.</li> </ul>	
6.6.4	<ul style="list-style-type: none"> <li>• Paul continued by saying that Faisal and the Phase 2 MTO group has met with Clarington and Durham to discuss the scope in the PA and RFP and are working with lessons learned from Phase 1.</li> </ul>	
6.7	<ul style="list-style-type: none"> <li>– Suzanne noted that lessons learned from this type of project can be used for other projects using a similar model moving forward. For example, Highway 401 EA is wrapping up and if using the same model, can look at the 407 East and incorporate ideas before it gets too far.</li> </ul>	
6.7.1	<ul style="list-style-type: none"> <li>• Peter explained that one of the challenges MTO faced with their first experience with this type of project was the Windsor Essex Parkway project where it was built to ultimate at the beginning. The PDR was reflective of the current build and was a preliminary / pre-design way to undertake in a period of time. MTO did significant additional work (\$80 million). Where MTO can do this and get support from the minister’s office is still uncertain. MTO may face similar issues in Clarington, but hoping to maintain a relationship as other issues come up.</li> </ul>	
6.8	<ul style="list-style-type: none"> <li>– <u>Property acquisition:</u> MTO took possession of all properties in late April / early May and granted extensions to 14 properties (primarily to deal with relocation efforts and crop removal).</li> </ul>	
6.9	<ul style="list-style-type: none"> <li>– <u>Key Dates:</u> Calvin reviewed the key dates for Phase 2. RFP release is undetermined but IO is targeting September / October.</li> </ul>	
6.9.1	<ul style="list-style-type: none"> <li>• Faisal explained that IO won’t commit to a particular date because there are a number of committees that need to vet information</li> </ul>	
6.9.2	<ul style="list-style-type: none"> <li>• Paul asked if MTO / IO will try to meet with Durham / Clarington before the RFP is released.</li> </ul>	
6.9.3	<ul style="list-style-type: none"> <li>• Faisal responded that they will try to meet in July / August to continue where the dialogue was left off.</li> </ul>	
6.9.4	<ul style="list-style-type: none"> <li>• Faisal asked Durham / Clarington to pass on anything related to capital works since they are trying to put some language in the PA for flexibility. Phase 2 doesn’t have the same type of rigid schedule as Phase 1 except for the interim completion (which is the main restriction on schedule).</li> </ul>	
6.10	<ul style="list-style-type: none"> <li>– Calvin noted that one improvement between the two phases is the timing of Phase 2 financial close, which is anticipated for fall 2014. This allows time for non-construction activities to be completed early in the process.</li> </ul>	
6.11	<ul style="list-style-type: none"> <li>– Faisal explained that Phase 2 timing will be based on similar dates as Phase 1 and will take a year to start construction from financial close.</li> </ul>	

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No.	Item	Action
7.0	<b>Update on Environmental Issues for Phase 2</b>	
7.1	– Chris Brown provided an update on the environmental works within Phase 2. He indicated that the project is moving along quickly and MTO needs to finish up as much work as possible by September.	
7.2	– <u>Archaeology</u> : MTO has found Euro-Canadian and First Nations sites. Some work will be completed by MTO and other sites will be turned over to the consortium.	
7.3	– <u>Heritage</u> : MTO initiated a heritage resale for eight homes in Phase 2. MTO is working with Clarington heritage to salvage strategy some materials from buildings slated for demolition if they are not relocated.	
7.4	– <u>Natural Terrestrial and Aquatic Impacts</u> : MTO is finalizing impact requirements for bobolink, eastern meadowlark and butternut and aren't sure if a permit will be required for these species. This should be determined by the end of the month.	
7.4.1	<ul style="list-style-type: none"> <li>• MTO is impacting some bobolink habitat. The new regulation has a 30 hectare cut off. If more than 30 hectares is being impacted, a permit is required; however, if less is being impacted, a permit is not required. The compensation and mitigation will be the same as Phase 1 but the difference will be whether or not a permit will be required. This is the same for the Little Brown Bat and the Northern Long-eared Bat both listed in January, 2013.</li> </ul> <p>LGL completed thorough ultrasonic based surveys and found several Little Brown and Northern Long-eared Myotis in the study area</p>	
7.4.2	<ul style="list-style-type: none"> <li>• Calvin noted that he received an email yesterday with photos of Barn Swallow nesting sites recently completed in Phase 1. Work had to be stopped at one construction site because, a barn swallow nested on the structure being built as work was progressing. Once the birds leave, work can continue.</li> </ul>	
7.5	– <u>Waste and contamination</u> : Two sites, the OPG lands and waste management site on the north side of Highway 401, require a Section 27 amendment to existing Certificates of Approval. This is being initiated by the owners.	
7.6	– <u>Groundwater / surface water</u> : There were comments from the public related to their wells at the two PICs that occurred in June. MTO carried out an extensive ground water monitoring program for Phase 1 and they will be doing the same thing starting in August for Phase 2.	
7.7	– <u>Surface water monitoring program</u> : Similar to Phase 1 and will be circulated to the EAC before initiation.	
7.8	– <u>MOE Conditions of Approval</u> : MTO will need to finalize documents that are to be reviewed by the EAC by late September. The EAC will only have 2 – 2.5 weeks to review and comment on these documents.	
7.8.1	<ul style="list-style-type: none"> <li>• <u>Condition 15 (Construction Noise, Vibration and Air Quality)</u>: Air quality monitoring will occur at 2 sites in Clarington in late 2014.</li> </ul>	
7.9	– Most work done over the last six months has been dedicated to negotiating land management issues. Agricultural use has continued throughout the summer.	



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No.	Item	Action
7.10	<ul style="list-style-type: none"> <li>– Chris briefly followed up on some of the submissions from agencies. Once MTO submits some of the plans, they'll coordinate a meeting date in September with LGL to go over comments face to face to make sure everyone gets their input heard.</li> </ul>	
7.11	<ul style="list-style-type: none"> <li>– <u>Road Closures</u>: Faisal noted that there are seven anticipated road closures in Phase 2. He explained that there are two ways to close a road: either by OMB or by municipal bylaw. MTO approached Clarington to consider the latter option. Clarington and Durham have seen the relevant sections in the PA with regards to crossing roads and MTO is continuing to keep this dialogue open. However, they are focusing discussions on the interim completion and how they will interpret this in the PA.</li> </ul>	
7.11.1	<ul style="list-style-type: none"> <li>• MTO is undertaking discreet traffic analysis for the interim condition and for all of Phase 2 to see impacts on intersections and interchanges.</li> </ul>	
8.0	<b>Questions and Answers</b>	
8.1	<ul style="list-style-type: none"> <li>– Perry noted that CLOCA is interested in the surplus property MTO has acquired for mitigation and asked if the final property fabric was available for viewing.</li> </ul>	
8.1.1	<ul style="list-style-type: none"> <li>• Chris responded that the final property roll out is available and will be included in the draft vegetation restoration plan.</li> </ul>	
8.1.2	<ul style="list-style-type: none"> <li>• <b>Action:</b> MTO to provide CLOCA and GRCA with final property roll out.</li> </ul>	MTO
8.2	<ul style="list-style-type: none"> <li>– Paul asked if the widening opportunity of Highway 401 (between Salem Road and Brock Street) is still being considered. At one point, MTO was fast tracking the EA to get the widening done in time to be incorporated with the ramps for Lakeridge and the freeway to freeway interchange.</li> </ul>	
8.2.1	<ul style="list-style-type: none"> <li>• The TESR for the widening of Highway 401 between Salem Road and Brock Street has now been completed and has received EA approval. This TESR was for the ultimate widening of Highway 401 and its recommendations will be included in the overall widening strategy for the Highway 401 corridor through Durham. This widening is envisioned as long-term and will likely not be implemented in the near future. However, the ministry is considering the replacement of the Henry Street and Brock Street structures in the near future in order to be able to accommodate the ultimate Highway 401. In addition, some auxiliary lanes on Highway 401 may be considered in the vicinity of the West Durham Link entrance and exit ramps once traffic operations can be fully assessed after the Highway 407 East opens in late 2015.</li> </ul>	
8.2.2	<ul style="list-style-type: none"> <li>• Peter continued by explaining that this is outside the 30 year maintenance period. This section is still being monitored and maintained by the OMC contractor and the potential to do additional work at this location might be easier from a contractual point of view.</li> </ul>	
8.2.3	<ul style="list-style-type: none"> <li>• Calvin explained that the maintenance of the 401 on that stretch is excluded from the contract with EDG. MTO will maintain delivery of the maintenance function for Highway 401 even though EDG will construct it.</li> </ul>	
8.3	<ul style="list-style-type: none"> <li>– Paul provided comments about the way 407EDG has been engaging with municipalities. He explained that Durham Region is concerned with the way MTAG</li> </ul>	

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8.3.1	<p>meetings have been running. He hopes that better notification, organization (including circulation of agendas), frequency of meetings and distribution of minutes will improve communication efforts. However, the ongoing interaction and work with MTO has been very good. Paul also voiced Durham’s concern with how EDG has been responding to comments regarding the DCRs. He explained that the Region has responded to all PIC notices and DCR notices as per deadlines; however, the responses received have not been satisfactory nor had EDG acknowledged comments submitted by Durham. Paul did recognize that full responses might be coming (in August) and the Region looks forward to that.</p> <ul style="list-style-type: none"> <li>• Beth expressed the similar concerns from TRCA’s perspective but added that they were not getting invited to RAG meetings.</li> </ul>	MTO
8.3.2	<ul style="list-style-type: none"> <li>• Calvin responded that MTO is working with EDG to address municipal issues and concerns regarding meetings and responses to comments.</li> </ul>	
8.3.3	<ul style="list-style-type: none"> <li>• <b>Action:</b> Calvin to confirm with EDG that TRCA should be invited to RAG meetings.</li> </ul>	
8.3.4	<ul style="list-style-type: none"> <li>• Perry explained that RAG meetings have been occurring (mostly) on the second or third Tuesday of every month but require improved organization.</li> </ul>	
8.3.5	<ul style="list-style-type: none"> <li>• Greg agreed with Paul and suggested that MTAG meetings should return to their monthly schedule.</li> </ul>	
8.3.6	<ul style="list-style-type: none"> <li>• Calvin responded that EDG is looking to update meeting schedule and organization and a meeting has been with the City of Oshawa in late August. This was a commitment to meet monthly with Whitby, Durham and Oshawa.</li> </ul>	
8.3.7	<ul style="list-style-type: none"> <li>• <b>Action:</b> Calvin to follow up with EDG to confirm that a date has been set to meet with the City of Oshawa and other municipalities/Durham.</li> </ul>	
8.4	<p>– Lisa asked if everyone accepted the way the minutes are being reviewed /approved and posted on website. Everyone agreed with the updated process.</p>	
<b>9.0</b>	<b>Closing Remarks, Next Meeting, and Adjournment</b>	
9.1	<p>– Calvin suggested that the next EAC meeting take place in early November 2013.</p>	
9.2.1	<ul style="list-style-type: none"> <li>• <b>Action:</b> Lisa to set date with the Region.</li> </ul>	Delcan

If there are any errors or omissions, please advise [l.josephson@delcan.com](mailto:l.josephson@delcan.com) within ten business days of the issuance of these minutes.

Minutes prepared by  
DELSCAN CORPORATION