

# What Formal Process will be Followed?

Metrolinx is working with various municipalities to advance planning and design of the Dundas BRT:

- Transit Project Assessment Process (TPAP)
- Preliminary Design (PD)
- Preliminary Design Business Case (PDBC)

## What is the Transit Project Assessment Process (TPAP)?

A Transit Project Assessment Process (TPAP) is a focused impact assessment created specifically for transit projects. The process involves a pre-planning phase followed by a regulated timeline (up to 120 days) and includes consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation. Consultation occurs with the public, stakeholders and Indigenous Nations throughout the process. A TPAP makes sure that the natural, social, cultural, and economic environments are addressed and any potential adverse effects from the proposed infrastructure are either avoided, mitigated, or minimized. TPAPs are regulated under Ontario's Environmental Assessment Act, and are submitted for the Minister of the Environment, Conservation and Parks' review prior to proceeding with the transit project.



## What is Preliminary Design (PD)?

The preliminary design phase will build upon the pre-planning completed as part of the TPAP for Toronto and Mississauga. In this phase, the project team will utilize the environmental impact assessment from the TPAP to refine the BRT design to a 30% design level. The 30% design will seek to further refine corridor infrastructure widths such as lanes, buffers, boulevards, active transportation facilities, and grading limits in order to reduce the site-specific impacts identified in the TPAP. The preliminary design will generate the analytic information to feed the PDBC that will be completed by the project team to allow Metrolinx to make evidence-based investment decisions.



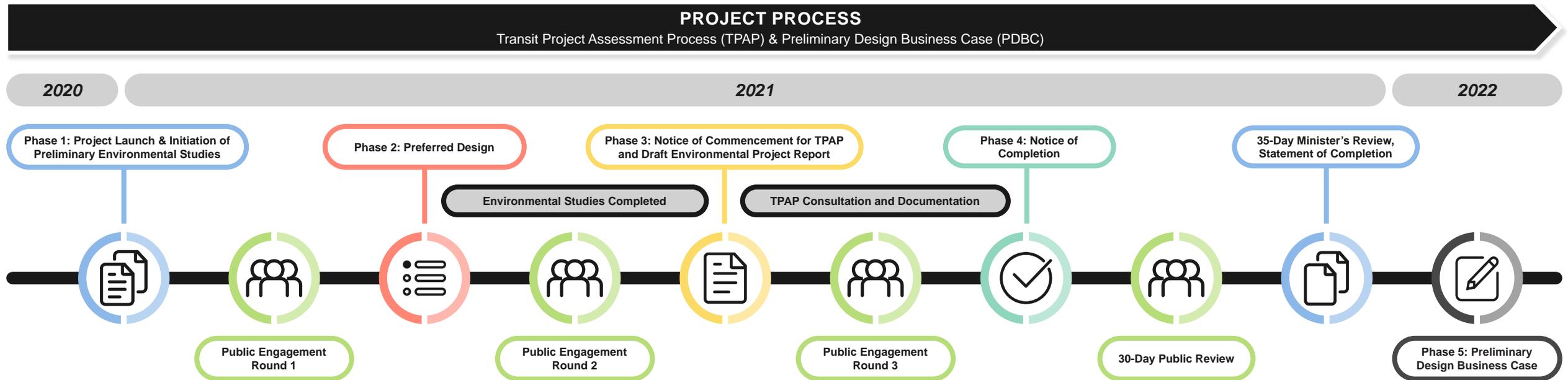
## What is the Preliminary Design Business Case (PDBC)?

The PDBC analyzes the Dundas BRT against strategic objectives, financial and economic impacts and operations considerations. The PDBC builds upon the work done in the Dundas BRT Initial Business Case and will compare the corridor against a business-as-usual scenario (i.e., without the project). The PDBC will assist in refining the service plan for the corridor. The PDBC will also identify risks and barriers that may impact the project as well as infrastructure and policy measures which may support its implementation.



# Project Process

This graphic shows the project process and demonstrates where public engagement will take place. Engagement is strategically aligned with key project milestones to allow the project team to validate their technical studies and inform the development of future work. The timeline also accounts for the completion of mandated environmental studies.



## How is the community involved?

Metrolinx believes that when you have your say our transportation system gets stronger. We are committed to keeping you informed, building understanding and collecting your feedback. Engagement presents an opportunity for you to provide your input on:

### Round 1 Engagement

- Dundas BRT in your community
- What is important to you about this project
- Factors you consider important for assessing the pinch points (constrained areas)

### Round 2 Engagement

- Environmental existing conditions
- Pinch point alternatives and preferred design
- Corridor design outside pinch points

### Round 3 Engagement

- Environmental summary reports
- Environmental impacts and mitigation measures
- Preliminary corridor design