Executive Summary

Transformer [TPSS#7] must move out of this vibrant community! Why...

HEALTH & SAFETY

There's a reason you don't see Transformers next to playgrounds! Expert report highlights the hazzards of Transformers.

Kingsbridge is 30 years old and was not designed with protective curtain walls!

UNKNOWN HAZZARDS

This location was never researched and *never reported upon!* [TPSS#7] was safetly engineered next to an offramp.
Why the change now?

BUDGET

Original location is on crown land next to an offramp.
Cost = $0.00

Hazzardous location is on private land and requires heart-breaking expropriation
Cost = $Millions

MOVE
TOXIC TRANSFORMERS
OUT OF COMMUNITIES!



LRT Kingsbridge MATTERS

Grant Gorchynski

From: Joe Wray
Sent: May-19-17 2:55 PM
To: grant@lisgardev.ca
Cc: Nancy-Jane Wray; Trish Chan
Subject: Material Fact affecting insurance Rating
Attachments: TPSS.pdf; TPSS-FactSheet-09-02-2016-LM.pdf

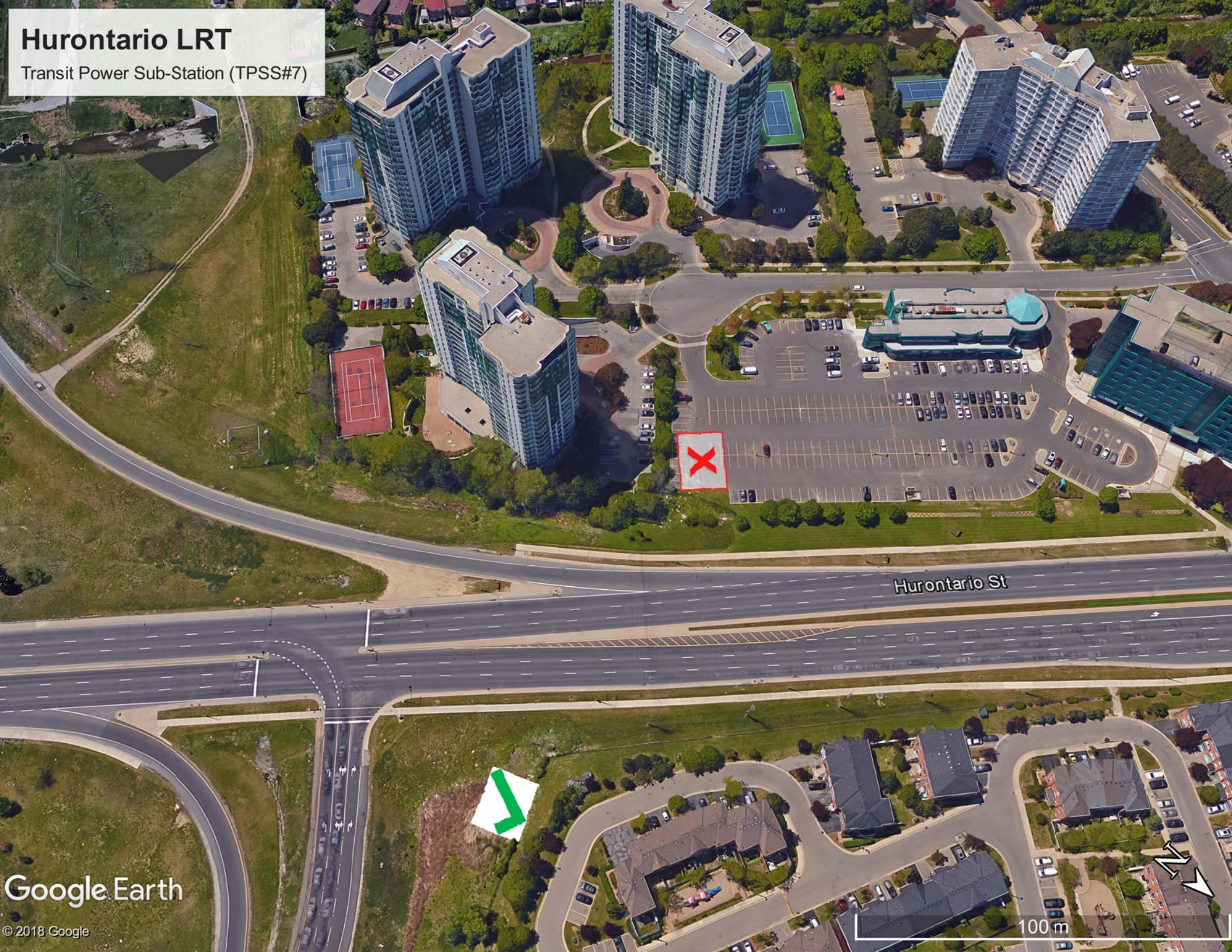
Hello Grant :
Thank you for having provided the information contained in the two attachments regarding the eventual installation of the Traction Power Substation.

We have had a significant claim experience with respect to the explosion of a transformer which blew the insulating oil and the cooling PCBs throughout the underground mechanical section of downtown hi-rise office complex, which, in turn, created a fire, and very extensive smoke damage in the elevator pit, ruined the mechanism, and spread burning oil and grease throughout the mechanical room. The greater clean-up cost however related to the environmental issue of the PCBs blasted throughout the environment.

And the power generation from this TPSS is not equal to that of a hydro substation, nor does the Substation seem to be situated in close proximity to your building complex, however the TPSS installation does represent increased risk, not only due to its function but due , as well, to the location and the running path of the cables.
Presumably there's exposure to lightning , impact by vehicle, power surge and resultant explosion, however I presume (when the timing is appropriate) we'd have to better gauge the proximity of the installation to your building complex and the TPSS installation's exposure to traffic .

Regards
Joe

Joe Wray


Hurontario LRT
Transit Power Sub-Station (TPSS#7)
Hurontario St
Google Earth
© 2018 Google
100 m

POTENTIAL PROPERTY REQUIREMENTS

CHANGES TO ACCESS

PROPOSED ULTIMATE STREETSCAPE *

WEST

Property Requirements
TPSS

Removed Channelized
Right Turn

Station Gate Road

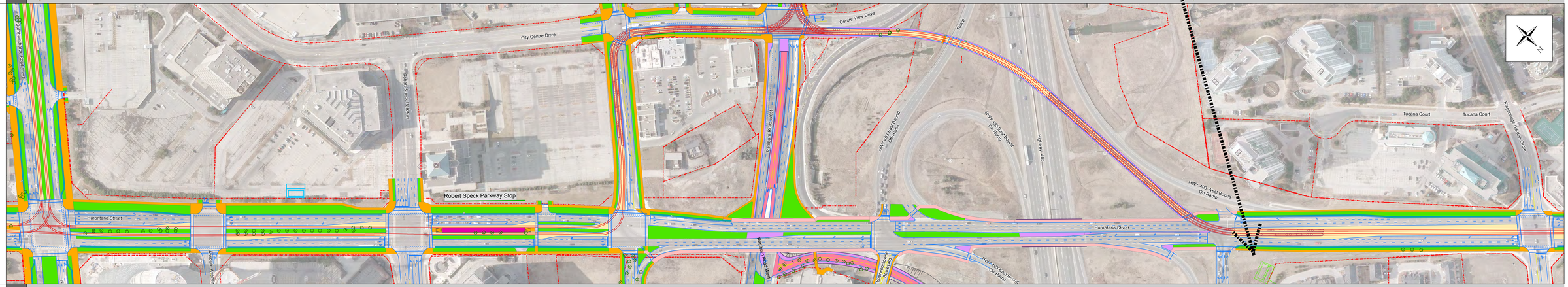
Hurontario LRT

Engineer Approved Location of TPSS #7

Enhanced Urban

Typical Greenway

All renderings, cross sections, plans and port plans are conceptual in nature and may be subject to change.



Legend

Alignments:

- Segregated LRT
- Furnishings Zone
- Truck Overrun Zone
- On Boulevard Cycle Lane
- Fimishings/Planting Zone
- Sidewalk
- Multi-Use Trail
- Proposed Traction Power Station
- Future Traction Power Substation
- Potential Tree Impacts

0 20 40 80 m

PROPOSED ULTIMATE STREETSCAPE *

CHANGES TO ACCESS

POTENTIAL PROPERTY REQUIREMENTS

EAST

Enhanced Urban

Typical Greenway

Removed Channelized
Right Turn

Right In, Right Out

Property Requirements
TPSS

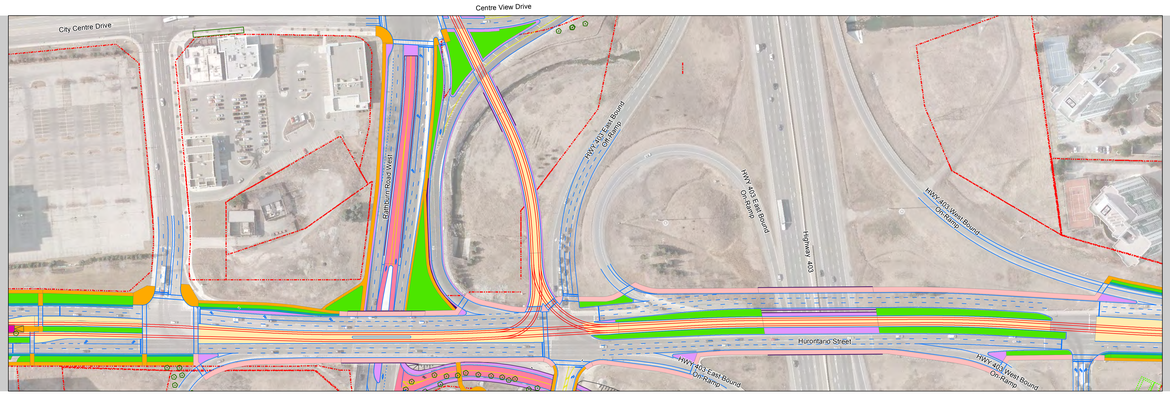
* Refer to Proposed Streetscape Type Board for details.

MISSISSAUGA DOWNTOWN CORE (Robert Speck - 403)

Mississauga City Centre will continue to emerge as an increasingly vibrant, mixed-use destination along the Hurontario Main LRT Corridor. As a major regional urban centre, and as expressed through the City's Downtown 21 Master Plan, the vision for the area is to achieve "a walkable and human-scaled downtown with juxtapositions and surprises, arts and culture, grit and polish, rich in information, convenient, stimulating, flexible, wired, innovative, productive, sensual and able to do more things in less space. It is the place we want to be. ....Downtown21 is designed to promote the continued evolution of a livable, compact, sustainable downtown centre for the entire city which will enhance ississauga's competitive advantage and reputation as a forward looking community."

Design Directions:

- Wider sidewalks, where feasible, new street trees, and furnishings
- New on-street physically separated bicycle lanes
- Two continuous vehicle through-lanes: northbound and southbound
- One left turn lane at most intersections: northbound and southbound
- Removal of dedicated right turn lanes and associated pedestrian islands at intersections
- Opportunity to enhance new median.

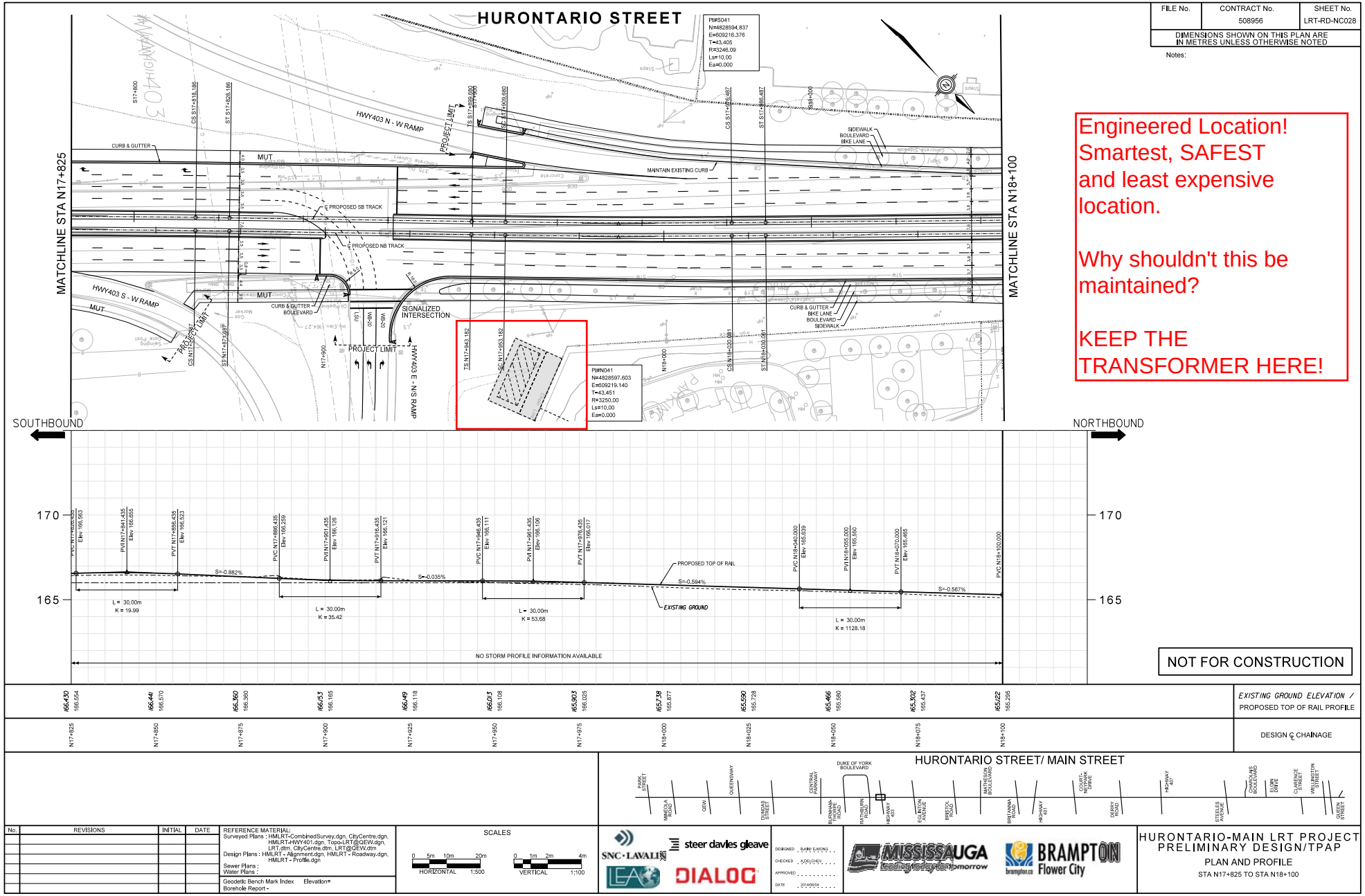


HURONTARIO-MAIN LRT Project

SNC-LAVALIN steer davies gleave

Hurontario LRT

Detailed drawing of TPSS #7



Engineered Location!
Smartest, SAFEST and least expensive location.

Why shouldn't this be maintained?

KEEP THE TRANSFORMER HERE!

FILE No.	CONTRACT No.	SHEET No.
	508956	LRT-RD-NC028

DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES UNLESS OTHERWISE NOTED

Notes:

NOT FOR CONSTRUCTION

EXISTING GROUND ELEVATION / PROPOSED TOP OF RAIL PROFILE

DESIGN ℄ CHAINAGE

No.	REVISIONS	INITIAL	DATE

REFERENCE MATERIAL:
Surveyed Plans : HMLRT-CombinedSurvey.dgn, CityCentre.dgn, HMLRT-HWY401.dgn, Topo-LRT@QEW.dgn, LRT.dtm, CityCentre.dtm, LRT@QEW.dtm
Design Plans : HMLRT - Alignment.dgn, HMLRT - Roadway.dgn, HMLRT - Profile.dgn
Sewer Plans :
Water Plans :
Geodetic Bench Mark Index Elevation=
Borehole Report -

SCALES
HORIZONTAL 1:500
VERTICAL 1:100

SNC-LAVALIN | steer davies gleave | LEA | DIALOG

DESIGNED BARRY EWONG
CHECKED A.DELICHEV
APPROVED
DATE 2014/09/04

MISSISSAUGA leading today for tomorrow | BRAMPTON Flower City

HURONTARIO-MAIN LRT PROJECT
PRELIMINARY DESIGN/TPAP
PLAN AND PROFILE
STA N17+825 TO STA N18+100

Appendix B6: Noise and Vibration Impact Assessment Report

TPSS#7



FIGURE 17
TRACTION POWER SUBSTATIONS

Multiple independent third party reports researched the locations of Transformers (TPSS). This is the yet another one showing the transformer safely next to an off ramp.

A lot of effort, time and money was invested into all these reports. Lets listen to them!

SCHEDULE				
PART	BLOCK	PLAN	PIN	AREA m^2
1	PART OF 2	43M-576	PART OF 13135-0780 (LT)	429.3
2				3.2
3				18.1
4				175.2
5				4.5
6				9.0
7				4.5
8				33.6
9				80.8
10				23.4
11				9.0
12				9.0
13				31.9
14	PART OF 6 (0.30 RESERVE)		PART OF 13135-0792 (LT)	0.9
15				0.9

PARTS 3, 11 & 12 ARE SUBJECT TO AN EASEMENT AS IN INSTRUMENT LT1308738.

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.

DATE: JULY 31, 2019

JEFFREY E. BUISMAN, O.L.S.

PLAN 43R- 39098
RECEIVED AND DEPOSITED
DATE: August 02/19

REPRESENTATIVE FOR LAND REGISTRAR FOR THE LAND TITLES DIVISION OF PEEL No. 43

PLAN OF SURVEY OF PART OF BLOCKS 2 & BLOCK 6 (0.30 RESERVE) REGISTERED PLAN 43M-576 CITY OF MISSISSAUGA REGIONAL MUNICIPALITY OF PEEL

SCALE 1 : 200

0 5 10 15 meters

VAN HARTEN SURVEYING INC.

LEGEND:

⊡	DENOTES SURVEY MONUMENT SET
■	DENOTES SURVEY MONUMENT FOUND
SIB	DENOTES .025 x .025 x 1.20 STANDARD IRON BAR
IB	DENOTES .015 x .015 x 0.60 IRON BAR
SSIB	DENOTES .025 x .025 x 0.60 SHORT STANDARD IRON BAR
RP	DENOTES .015 DIA. X 0.07 ROUND IRON BAR WITH STAMPED WASHER
PB	DENOTES .025 x .025 x 0.30 PLASTIC BAR
CC	DENOTES CUT CROSS
WIT	DENOTES WITNESS
OU	DENOTES ORIGIN UNKNOWN
1225	DENOTES DAVID B. SEARLES SURVEYING LTD.
1370	DENOTES KRCMAR SURVEYORS LTD.
BCJ	DENOTES BROWNE CAVELL & JACKSON LTD.
MISS	DENOTES CITY OF MISSISSAUGA
MMM	DENOTES MMM GEOMATICS ONTARIO LIMITED
MTC	DENOTES MINISTRY OF TRANSPORTATION AND COMMUNICATIONS
UME	DENOTES UNWIN MURPHY & ESTEN LTD.
VH	DENOTES VAN HARTEN SURVEYING INC., O.L.S.'s
P1	DENOTES PEEL CONDO PLAN No. 455 BY (1370)
P2	DENOTES DEPOSITED PLAN 43R-16593 BY (UME)
P3	DENOTES DEPOSITED PLAN 43R-16203 BY (UME)
P4	DENOTES DEPOSITED PLAN 43R-14954 BY (UME)
P5	DENOTES DEPOSITED PLAN 43R-38776 BY (VH)
P6	DENOTES REGISTERED PLAN 43M-576
N.D.S.	DENOTES NORTH OF DUNDAS STREET

BEARING COMPARISONS:

FOR THE PURPOSES OF BEARING COMPARISONS, PREVIOUS SURVEYS HAVE BEEN ROTATED TO UTM BEARINGS BY THE ANGLES SHOWN BELOW.

PLAN	ROTATION FOR NORTHEAST BEARINGS
P1, P2, P3 P4 & P6	-1°01'20"

NOTE:

ALL SET SSIB AND PB MONUMENTS WERE SET DUE TO THE LACK OF OVERBURDEN AND /OR PROXIMITY OF THE UNDERGROUND UTLITIES IN ACCORDANCE WITH SECTION 11(4) OF O REG 525/91 OF THE SURVEYORS ACT

BEARING AND COORDINATE NOTE:

1. BEARINGS ARE GRID BEARINGS AND ARE DERIVED FROM THE HURONTARIO LRT HORIZONTAL CONTROL (HU2016) MONUMENTS WHICH ARE REFERRED TO THE UTM PROJECTION, ZONE 17, NAD83 ORIGINAL ADJUSTMENT AS WELL AS THE NAD83 CSRS-2010 ADJUSTMENT
2. DISTANCES ON THIS PLAN ARE ADJUSTED GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY AN AVERAGED COMBINED SCALE FACTOR OF 0.999732.
3. COORDINATES ON THIS PLAN ARE UTM, ZONE 17, AND ARE DERIVED FROM THE HURONTARIO LRT HORIZONTAL CONTROL (HU2016) MONUMENTS WHICH HAVE COORDINATES IN THE NAD83 ORIGINAL ADJUSTMENT AS WELL AS THE NAD83 CSRS-2010 ADJUSTMENT.

	UTM NAD83 ORIGINAL Hu2016 DATUM		UTM NAD83 CSRS-2010 Hu2016 DATUM	
MONUMENT	NORTHING	EASTING	NORTHING	EASTING
Hu2016059	4,828,782.58	608,995.33	4,828,782.29	608,995.38
Hu2016060	4,828,704.35	609,138.64	4,828,704.07	609,138.68

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THIS SURVEY WAS COMPLETED ON THE 30th DAY OF JULY, 2019.

DATE: JULY 31, 2019

JEFFREY E. BUISMAN
ONTARIO LAND SURVEYOR

METRIC: DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

Van Harten SURVEYING INC.
LAND SURVEYORS and ENGINEERS

Elmira	Guelph	Orangeville
Ph: 519-669-5070	Ph: 519-821-2763	Ph: 519-940-4110

www.vanharten.com info@vanharten.com

DRAWN BY: S.A.P. CHECKED BY: J.E.B. PROJECT No. 24216-16 - 121A - VER5

Jul 31,2019-11:11am G:\MISSISSAUGA\GARDOADS\Miss LRT ZONE 2 ORIGINAL\ACAD\LRT UTM-17 2010 - 121A VERSION 5.dwg

PROPERTY PLAN 121A

HURONTARIO STREET
ROAD ALLOWANCE BETWEEN LOTS 15 AND 16, CONCESSION 2, NORTH OF DUNDAS STREET
(TRANSFERRED TO THE CITY OF MISSISSAUGA BY ORDER -IN- COUNCIL OC-1019/82, INSTRUMENT No. 608660)
PIN 13177 - 0202 (LT)

KINGSBRIDGE GARDEN CIRCLE
(ESTABLISHED BY REGISTERED PLAN 43M-576)
PIN 13137-0242 (LT)

TUCANA COURT
PART 5, 43R-14594
(ESTABLISHED BY BY-LAW No. 306-95, REGISTERED AS INSTRUMENT LT1586595)
PIN 13135 - 0778 (LT)

BLOCK 2, REGISTERED PLAN 43M-576

PEEL CONDOMINIUM PLAN No. 455

CONDO BLOCK 19455

CONDO PLAN No. 338 | CONDO PLAN No. 400

Metrolinx (Susan Walsh & Darshpreet Bhatti) are on record stating that 'MTO' told them to move the Transformer [TPSS#7] away from the Off-Ramp.

FACT: *MTO doesn't have a problem with the Transformer on their land & THEY HAVE NO RECORD OF* ***ANYONE*** *REQUESTING THE MOVE.*

(See attached correspondence)

Metrolinx (Susan Walsh & Darshpreet Bhatti) are fabricating excuses and saying Metrolinx doesn't have the resources to build a transformer in a 'ditch'.

FACT: The $5.6 Billion Eglington Crosstown LRT line is 75 feet *underground!* Overcoming a ditch obviously isn't an engineering marvel.

Furthermore, the construction process is being contracted out. The winning corporation would easily be able to complete this in a safe location.

Fascinating Discovery: A company called 'Comtech' is contracted by Metrolinx to do everything for the rapid transit projects (LRT) from '*Program/Project Planning*', '*Stakeholder Management*' and '*Project Change Management*', just to name a few.

Digging further, I stumbled upon a public document illustrating the ninety (90) contract awarded by Metrolinx in the short span of *eleven (11) months*. This totalled over **$260 million** to do the work of Metrolinx!

Grant Gorchynski

From: Saad Baig <sbaig@strategycorp.com>
Sent: January-12-18 9:48 AM
To: 'Grant Gorchynski'
Cc: Andrew Steele; John Duffy
Subject: FW: Location of TPSS#7 (Hwy 403 & Hurontario St)

Follow Up Flag: Follow up
Flag Status: Completed

Categories: LRT

Grant,

As discussed, below is the email from the MTO Central Regional Director stating they have no preference between the two locations.

Thanks,
Saad

-----Original Message-----
From: Khawja, Teepu (MTO) [mailto:Teepu.Khawja@ontario.ca]
Sent: December-18-17 12:21 PM
To: Saad Baig
Subject: RE: Location of TPSS#7 (Hwy 403 & Hurontario St)

Hi Saad,

I confirmed with my folks that we don't have a preference between the old and new location. We don't have a record of pushing it to the new location.

Your City contacts simply referred us to Mx's Hurontario LRT team.

As I am not privy to the discussions between this individual and the city and/or Mx, nor how he interpreted and relayed those conversations to you, I respectfully suggest you follow-up with the City and/or Mx if you would like to explore further.

Thanks

Teepu Khawja, B.Sc., M.B.A.
Regional Director - Central Region
Provincial Highways Management Division
Ministry of Transportation

(T) 416-235-5400
(M) 416-258-6142

(E) teepu.khawja@ontario.ca

-----Original Message-----
From: Saad Baig [mailto:sbaig@strategycorp.com]
Sent: December-15-17 7:57 PM
To: Khawja, Teepu (MTO)
Subject: Re: Location of TPSS#7 (Hwy 403 & Hurontario St)

Of course! Have a great weekend as well.

Saad

Sent using OWA for iPhone

_____
From: Khawja, Teepu (MTO) <Teepu.Khawja@ontario.ca>
Sent: Friday, December 15, 2017 6:22:50 PM
To: Saad Baig
Subject: RE: Location of TPSS#7 (Hwy 403 & Hurontario St)

Hi Saad,

My staff looking into this was away today - can I close the loop with you later on Monday?

Enjoy your weekend.

Teepu Khawja, B.Sc., M.B.A.
Regional Director - Central Region
Provincial Highways Management Division
Ministry of Transportation

(T) 416-235-5400
(M) 416-258-6142
(E) teepu.khawja@ontario.ca<mailto:teepu.khawja@ontario.ca>

[MTO ONE]

From: Saad Baig [mailto:sbaig@strategycorp.com]
Sent: December-14-17 5:48 PM
To: Khawja, Teepu (MTO)
Subject: RE: Location of TPSS#7 (Hwy 403 & Hurontario St)

Hi Teepu,

I wanted to follow-up here to see if your staff have been able to get in touch with either of the two contacts below from the City of Mississauga.

Thanks again.

Saad

From: Saad Baig
Sent: December-07-17 3:13 PM
To: 'Khawja, Teepu (MTO)'
Subject: RE: Location of TPSS#7 (Hwy 403 & Hurontario St)

Hi Teepu,

The property owner has informed me that the following individuals told him of the decision to move the transformer to his property and have had meetings and official correspondence with him on the matter. They are both from the City of Mississauga.

Ron Sanderson, Manager - Real Estate
City of Mississauga
Tel - (905) 615-3200 x 4773
M - (905) 330-1895

Domenic Tudino, Legal Counsel
City of Mississauga
Tel - (905) 615-3200 x4804
M - (905) 330-9580

The property owner is getting increasingly concerned as he is hearing expropriation notices may be going out soon.

Thanks for your help looking into this.

Saad

From: Saad Baig
Sent: December-07-17 2:46 PM
To: 'Khawja, Teepu (MTO)'
Subject: RE: Location of TPSS#7 (Hwy 403 & Hurontario St)

Hi Teepu,

I believe I have the contacts but I'm double checking with the property owner and will get back to you asap.

Thanks,
Saad

From: Khawja, Teepu (MTO) [mailto:Teepu.Khawja@ontario.ca]
Sent: December-07-17 2:29 PM
To: Saad Baig
Subject: RE: Location of TPSS#7 (Hwy 403 & Hurontario St)

Hi Saad,

To be honest, neither my corridor or engineering folks can find any info related to us requiring a transformer to be moved. Can you send us the MX and City contacts that informed the landowner so that we can follow-up with them and try to figure this out please?

Thanks

Teepu Khawja, B.Sc., M.B.A.
Regional Director - Central Region
Provincial Highways Management Division
Ministry of Transportation

(T) 416-235-5400
(M) 416-258-6142
(E) teepu.khawja@ontario.ca<mailto:teepu.khawja@ontario.ca>

[MTO ONE]

From: Saad Baig [mailto:sbaig@strategycorp.com]
Sent: December-06-17 3:33 PM
To: Khawja, Teepu (MTO)
Subject: RE: Location of TPSS#7 (Hwy 403 & Hurontario St)

Hi Teepu,

I hope you are having a great week. I wanted to follow-up to see if you were able to get any insight on the decision to relocate the transformer.

Happy to discuss with one of your staff if that is easier and you wouldn't mind connecting us.

Thanks,
Saad

From: Saad Baig
Sent: December-01-17 5:16 PM
To: 'Khawja, Teepu (MTO)'
Subject: Location of TPSS#7 (Hwy 403 & Hurontario St)

Hi Teepu,

Thanks for taking the time for the call this morning. As promised, I've attached the following three files:

· Sketch of the new location for the transformer (parking lot of private property just northwest of Hwy 10 & 403)

· Drawings of the original location (beside the 403 off-ramp on the northeast side of Hwy 10 & 403)

· Aerial view of the area to give you a better sense of the area and the built environment

To your question on how the property owner found out, I gave him a call and he said staff at the City of Mississauga and Metrolinx reached out to meet him and inform him of the change. I'm told it was an MTO decision to move the location of the transformer.

We are trying to better understand the problem at this stage. It would be very helpful if you could check with your staff and help us understand MTO's rationale for the move.

Regards,
Saad

[StrategyCorp-Logo-2015]

[Line]

Saad Baig
Manager
D: 647.286.0480
T: 416.864.7112 ext.2264
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sbaig@strategycorp.com<mailto:sbaig@strategycorp.com> | strategycorp.com<http://strategycorp.com/>
[cid:image003.jpg@01D2F1B8.203338F0]<https://www.facebook.com/StrategyCorpInc/>[cid:image004.jpg@01D2F1B8.203338F0]<https://twitter.com/strategycorp>[cid:image005.jpg@01D2F1B8.203338F0]<https://www.linkedin.com/company/strategycorp-inc->[cid:image006.jpg@01D2F1B8.203338F0]<https://www.instagram.com/strategycorpinc/>

[Line]

BACK TO FEATURED PROJECTS

PROGRAM & PROJECT MANAGEMENT

Metrolinx Rapid Transit (RT) Program

CLIENT:
Metrolinx

SCOPE:
$13+ Billion Rapid Transit Expansion



Overview

In 2012, Comtech was selected to be a strategic Program Management Consulting partner with Metrolinx to provide Program Management consulting services to support the successful delivery of the Rapid Transit (RT) Program. The RT Program is one of the most ambitious transit expansion programs in North America and is part of Metrolinx's Regional Transportation Plan – a 25-year, $50 Billion plan that will transform regional transportation across the Greater Toronto and Hamilton Area (GTHA). The RT Program will help drive economic growth, reduce travel and connection times and improve quality of life in the GTHA.

The ambitious RT program includes the delivery of the following Light Rail Transit (LRT) projects:

- Eglinton Crosstown LRT (ECLRT): Will add 19 kilometers of new rapid transit along Eglinton Avenue. The ECLRT project consists of the delivery of an integrated rapid transit system consisting of a 10-kilometer underground portion, 25 stations/stops, track work, signalling, communications and related infrastructure. The project is being delivered with the Alternative Financing and Procurement (AFP) delivery model.
- Finch West LRT: Will add 11 kilometers of new rapid transit along Finch Avenue. The Finch West LRT consists of 18 surface stops, track work, signalling, communications and related infrastructure. The Finch West LRT project is being delivered using the Alternative Financing and Procurement (AFP) delivery model.
- The Sheppard East LRT: Will add 13 kilometers of new transit along Sheppard Avenue. The Sheppard East LRT project will consist of a 1.1-kilometer tunneled connection to Don Mills subway station and 26 surface stops along the alignment.

The Metrolinx RT program also includes the supply of new LRT vehicles and related infrastructure, including the design and construction of stations and facilities including operation centers, maintenance and storage facilities and transit terminals in the GTHA.

Our Services

Comtech is providing strategic Program Management consulting services to support the successful initiation, planning, design, construction, monitoring and control of the projects that form the RT Program. We are bringing program management best practices and lessons learned from an international scale to Metrolinx to support the successful delivery of one of the largest transit expansion program in the City of Toronto's history.

Our consultant team is working collaboratively within Metrolinx's integrated, matrix program delivery environment, forming a collegial partnership to support Metrolinx in managing multi-billion-dollar transit and related infrastructure projects simultaneously.

We are providing a proven program management framework built on a foundation of proven best practices, processes and cutting-edge program management and project controls tools. As part of our scope of services, we have developed and implemented an extensive set of program management and controls tools – partnering closely with Metrolinx to provide industry leading Program Management Information Systems (PMIS) for robust, integrated and real-time program planning, execution, monitoring and control.

Comtech's consultant team is providing full-scope Program Management and Technology services for the RT Program including, but not limited to:

- Owner's Representation
- Program/Project Planning
- Budget Management and Control
- Contract Management and Administration
- Project Change Management
- Program/Project Reporting
- Business Systems Implementation and Management
- Program Accounting, Financial Control and Financial Administration
- Document Management and Control
- Training and Knowledge Transfer Management
- Program & Project Management and Control
- Schedule Development, Management and Control
- Cost Management and Control
- Claims Analysis and Dispute Resolution
- Risk Management and Mitigation
- Program Management Information Systems (PMIS) Implementation and Management
- Quality Assurance and Quality Control
- Program Audit and Compliance
- Stakeholder Management

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