



Canada

**No.:** 2010-P23e**To:** Board of Directors**For:****Date:** 2010-06-29

## PART A

### 1. TITLE

Environmental Assessment Study, Phase 2A on Future Interprovincial Crossings in the National Capital Region

### 2. PURPOSE OF THE SUBMISSION

- To seek approval of the Consultant's Study Design Report on Future Interprovincial Crossings in the National Capital Region;
- To endorse the Scoping Document on Future Interprovincial Crossings in the National Capital Region and direct staff to submit it to the Federal Environmental Assessment Committee (FEAC) to serve as guidance in completing the Study; and
- To obtain approval to proceed with Phase 2B.

### 3. AUTHORITY

*National Capital Act* — Section 10

### 4. RECOMMENDATIONS

That the following decisions be made:

- Approve the Study Design Report on Future Interprovincial Crossings in the National Capital Region;
- Endorse to submit the Scoping Document on Future Interprovincial Crossings in the National Capital Region to the FEAC;
- Approve, conditional upon funding being confirmed by the Ontario Ministry of Transportation (MTO) and the ministère des Transports du Québec (MTQ), proceeding with Phase 2B; and
- Authorize the CEO to sign the new funding agreement for this project.

### 5. ISSUES, IMPACTS AND RISKS

#### **Study Design Report on Future Interprovincial Crossings in the National Capital Region**

The report sets out the framework for the environmental assessment (EA) study activities in Phase 2B. More specifically, this Study Design Report set out the work program, which describes the procedural and technical aspects of the assessment.

#### **Scoping Document on Future Interprovincial Crossings in the National Capital Region**

The *Canadian Environmental Assessment Act* (CEAA) document sets out the scope of the project and the scope of the assessment for the screening of the proposed Future Interprovincial Crossing project spanning the Ottawa River between Ottawa, Ontario, and Gatineau, Quebec. The document describes the factors proposed to be considered and the proposed scope of study for those factors.

### Funding

As identified in February 2009, additional financial obligations are required to complete the study and are estimated at \$7.3 million for a total study cost of \$11.8 million plus an additional amount on account of disbursements of \$130,000 for a total disbursement amount of \$280,000. The adjustment is to be equally cost-shared amongst the three funding partners. The following is a determination of each partner's share:

\$7,300,000	
<u>\$130,000</u>	
\$7,430,000	Each partner's share = \$7,430,000 / 3 = \$2,476,000

For the NCC's share, the NCC Board approval was granted on February 13, 2009. The NCC is awaiting Ontario and Quebec acceptance of these additional financial obligations.

An Agreement regarding the Environmental Assessment Study of Interprovincial Crossings in Canada's Capital Region between the governments of Canada (NCC), Ontario (MTO) and Quebec (MTQ) expired on March 22, 2010. A new agreement will therefore be required.

### Related Studies

NCC studies related to the Interprovincial Crossing Study include the Greenbelt Master Plan Update, NCR Goods Movement Study and Interprovincial Transit Integration Strategic Planning Study.

The Greenbelt Master Plan Update has included public consultation sessions where the topic of the interprovincial crossings has been raised. The timeline for this study indicates completion in 2012, allowing for the coordination of activities and discussions between this study and the Phase 2B EA Study.

The NCR Goods Movement Study is intended to improve understanding of the Capital Region goods movement sector and to develop a strategic framework and action plan that will devise, identify and prioritize goods movement strategies and projects within and beyond the 2031 planning horizon. The Study will include an environmental scan and best practices review, examine future demands that freight will place on the regional and interprovincial transport system and what will shape the transport aspects of the goods transport supply chain, and provide a gap analysis of current and future transport infrastructure. Considering the strategic nature of the Goods Movement Study, a more detailed assessment of commercial vehicle operations will be needed in Phase 2B to differentiate between the corridors being evaluated.

The Interprovincial Transit Integration Study is working towards the identification of an optimal operational and infrastructure strategy in 2010. This will inform the work of the Interprovincial Crossings Study, allowing for an assessment of the differences between the corridors with respect to future plans for interprovincial transit.

The provinces and municipalities in the study area also have a number of projects described in municipal planning documents that are related or of interest to this project.

### **Commercial Vehicle Operations**

The Phase 2B EA Study will include an assessment of commercial vehicle demands related to the three corridors and their ability to meet forecast demand. This assessment is complementary to and distinct from the NCR Goods Movement Study and will address the NCC Board decision of February 13, 2009.

## **6. NEXT STEPS**

The NCC will continue to manage and administer the Study in a collaborative effort between the three funding partners (NCC, MTO and MTQ), the City of Ottawa and the City of Gatineau.

Assuming funding is confirmed by MTO and MTQ by end of July 2010, the funding partners expect to select a consultant team in late fall 2010 to proceed with Phase 2B. Phase 2B is scheduled to commence at the end of 2010, with an anticipated completion date during 2013, including environmental approvals. Prior to awarding the contract to the consultant team, NCC Board approval to award the contract will be required.

Phase 2B of the study will evaluate the more detailed environmental, social, economic, heritage and transportation effects of the three corridors and propose mitigation measures to address these effects. Following this evaluation, a recommended project corridor out of the three under consideration will be presented to the EA proponent (the NCC) and its partners, the MTO and MTQ for endorsement (Decision 1) to carry forward the recommended corridor. Then, the preliminary design, the EA Study and a *Canadian Environmental Assessment Act* (CEAA) Screening Report will be completed for the recommended project corridor followed by a decision (Decision 2) and approval of the EA Proponent and Responsible Authorities (RAs) under the CEAA with respect to the project.

## **PART B**

### **7. STRATEGIC LINKS**

The NCC is responsible for the planning of federal lands in the Capital Region and represents the federal government in addressing interprovincial transportation issues with provincial and municipal partners in Canada's Capital Region (CCR). The *Environmental Assessment Study of Future Interprovincial Crossings in the National Capital Region* is an important step in addressing these issues.

### **8. BACKGROUND**

The purpose of the study is to address prospective interprovincial transportation infrastructure capacity deficiencies in the NCR by considering the provision of sufficient additional interprovincial transport infrastructure capacity for a 20-year planning horizon and beyond.

The Interprovincial Crossing Environmental Assessment (EA) study is part of long-term transportation planning by the federal, provincial and municipal authorities in the National Capital Region. This EA Study consists of Phases 1, 2A and 2B and is led by the NCC and funded jointly by the NCC, MTO and MTQ, with

technical support of the cities of Ottawa and Gatineau. Phase 1 of the EA study was completed in February 2009.

A partnership funding Agreement was signed by the three funding partners, NCC, MTO and MTQ, on March 22, 2006. NCC, MTO and MTQ mutually agreed to cost-share equally the budget associated with the Study in the amount of \$3 million. An additional \$1.5 million was committed in July 2006, for a total of \$4.5 million, each partner's share amounting to \$1.5 million.

Phase 1 confirmed the need for an additional interprovincial crossing, examined alternative solutions and recommended a preferred corridor location (Kettle Island — Corridor 5).

Following the completion of the Phase 1 report:

- MTO supported further detailed analysis of Corridors 5, 6 and 7. Analysis should include review of impacts on communities, economic development and transit.
- MTQ supported studying Corridors 5, 6 and 7 as part of Phase 2.

In light of the comments of its funding partners, the NCC Board approved, on February 13, 2009, the following:

- That, in addition to the Consultant's recommendation "to assess in detail the Kettle Island Crossing" (Corridor 5), the corridors at Lower Duck Island (Corridor 6) and Gatineau Airport/McLaurin Bay (Corridor 7) also be included in the Phase 2 Study, subject to the approval of funding by the three partners; and
- That the recommendation on a commercial vehicles planning study to review interprovincial crossings and the ability to meet forecast demand be started in parallel to the Phase 2 of the EAS.

The NCC Board also approved:

- An additional \$2,476,000 in funding be budgeted by the NCC to complete Phase 2 of the Environmental Assessment Study (EAS).

Phase 2 was initiated in October 2009 and is being undertaken in two stages. There was consensus among the funding partners to proceed to Phase 2A of the Interprovincial Crossings EA and to assess Corridors 5, 6 and 7 during Phase 2A.

Phase 2A included the preparation of this Study Design Report and Scoping Document to direct activities during Phase 2B. The Study Design Report sets out the work program, which describes the procedural and technical aspects of the assessment. Phase 2B will require additional funding approval.

## 9. ANALYSIS OF OPTIONS

Not applicable.

## 10. CONSULTATIONS AND COMMUNICATIONS

The Consultation Program undertaken in Phase 2A reflected the funding Partners' commitment to ensuring that the public and stakeholders were consulted in a meaningful way, and that a broad spectrum of input was

collected to inform the decision-making process. Communications were used primarily to create awareness for and engagement in the consultation activities, with a goal of increasing participation rates. Given the high degree of interest in this study, the Communications Strategy also served to ensure that structured and consistent messaging was delivered to the media, the public and all stakeholders. The Consultant worked closely with the funding partners, the City of Ottawa and the City of Gatineau in the planning and execution of the Plan's communications and consultation activities, to ensure consistent, targeted and effective messaging.

## **11. LIST OF APPENDICES**

Appendix 1 — Future Interprovincial Crossings in the National Capital Region, Study Design Report

Appendix 2 — Future Interprovincial Crossings in the National Capital Region, Scoping Document

## **12. SUBMISSION AUTHORS**

Francois Lapointe, Executive Director, Capital Planning Branch

Fred Gaspar, Director, Federal Transportation Coordination in the NCR, Capital Planning Branch

Gabrielle Simonyi, Project Manager, Capital Planning Branch

## **APPENDIX 1 — Future Interprovincial Crossings in the National Capital Region, Study Design Report**

The Future Interprovincial Crossings in the National Capital Region, Study Design Report is provided in the enclosed CD and can be viewed on the project website at:

<http://www.ncrcrossings.ca/en/index.php> (English)

<http://www.ncrcrossings.ca/fr/index.php> (French)

## **APPENDIX 2 — Future Interprovincial Crossings in the National Capital Region, Scoping Document**

The Future Interprovincial Crossings in the National Capital Region, Scoping Document is provided in the enclosed CD and can be viewed on the project website at:

<http://www.ncrcrossings.ca/en/index.php> (English)

<http://www.ncrcrossings.ca/fr/index.php> (French)