

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf.	23 11-95-0612
DATE	1 June 1998
TO/DEST.	Co-ordinator Corporate Services and Economic Development Committee
FROM/EXP.	Planning and Development Approvals Commissioner
SUBJECT/OBJET	INTERPROVINCIAL TRANSPORTATION INITIATIVE: CONSULTANT APPOINTMENT

DEPARTMENTAL RECOMMENDATION

That the Corporate Services and Economic Development Committee approve the appointment of a consultant team, comprised of Totten Sims Hubicki and Associates (Kanata) and the Cartier Group (Hull), to undertake four studies relevant to interprovincial transportation matters within the National Capital Region, at a total contract provision of \$107,000.00 including GST, with the NCC and the CUO each contributing \$50,000.00 towards the cost.

BACKGROUND

The Regional Official Plan, adopted by Regional Council on 9 July 1997, contains the following (Section 9.5, Policy No. 9, pg. 134):

"Council shall actively participate with other levels of government to finalise the location of the next crossing of the Ottawa River outside of the Greenbelt needed to meet interprovincial roadway capacity requirements over the planning horizon and to reduce the impacts of through truck traffic on the Central Area. Pending an agreement on the location, Council shall protect the approaches to the Cumberland-Angers crossing, and request the federal government and affected agencies to do the same."

Over the past several months, a number of meetings have taken place between the Chair and his counterparts in the Outaouais.

In order to maintain progress and build upon the consensus reached to date, a number of issues have been identified for immediate and further study.

PROPOSED WORK PLAN

The following elements of a work plan are to be carried out by the end of September 1998.

1. Interprovincial Transportation Strategy

This will result in the development of a basic interprovincial transportation strategy for the National Capital Region and will document the necessary transportation elements including east and west end links (bridges or tunnels), Central Area transit links (transitways/busways/light rail), pedestrian and cycle linkages and Airport servicing priorities relating to both Macdonald-Cartier International and Gatineau Airports. This document will represent a long-term interprovincial transportation strategic plan and provide the basic framework for the future implementation of the identified infrastructure. The estimated cost is \$25,000.

2. Economic Study

Fundamental to the consolidation of the support of the Municipality of Gatineau for a corridor link somewhere other than at Kettle Island/Montee Paiement, is a study to assess the broad economic implications of east-end linkages and the identification of the specific economic implications for Gatineau, Masson-Angers and Cumberland of an east-end corridor outside the Greenbelt such as the Petrie Island corridor. The study will also assess the broad economic implications of a far west-end linkage. The estimated cost is \$50,000.

3. Interprovincial Transportation Authority Study

The possible establishment of an Interprovincial Transportation Authority for the National Capital Region was an idea with considerable support among the participants. It is envisaged that such an authority would have full responsibility for the complete management of all existing bridges and for the planning, construction and maintenance of all future links. The authority would be responsible for all modes of travel.

The Federal Government is very interested in assessing the feasibility of such an authority with both the RMOC and CUO, bearing in mind that there are many existing examples of such an authority in Canada and elsewhere.

This study would develop a report on the implication of such an authority in the National Capital Region and include the review of models, legislation requirements, stakeholder impacts, etc. The estimated cost is \$15,000.

4. Public/Private Partnership Study

This would result in the development of a report detailing basic principles of possible procurement and financing processes, involving both the private and public sectors, that might apply to the implementation of future interprovincial links including tolls. The estimated cost is \$10,000.

Two other possible elements of the proposed work plan have been identified for completion in the near future. They are the development of Draft Terms of Reference for an Environmental Assessment of east-end corridor locations, at an estimated upset cost of approx. \$50,000, and the development of a Public Consultation Strategy for the execution of the complete package of interprovincial transportation initiatives, at an estimated upset cost of approx. \$15,000. The Draft Terms of Reference for the EA and the consultant appointment will also come to Committee and Council for approval.

CONSULTANT SELECTION

Staff have followed the normal selection process for such an assignment. Four local firms, each of which was advised to have Ontario and Québec based contacts were interviewed in December 1997, and asked to submit letters of interest by 13 January 1998.

Three proposals were received and the consortium composed of Totten Sims Hubicki and Associates and the Cartier Group were selected and appointed. Their original assignment, which consisted of assembling relevant existing data from both sides of the Ottawa River into a report and briefing notes is now completed. This appointment was under the CAO's delegated authority. The same consortium is being recommended to carry out the four studies outlined in the work program above, because of their current familiarity with the issues and the links which have been established with the various municipalities involved.

The work program will be evenly shared between both consultants, i.e., between the Ontario and Québec sides of the National Capital Region.

STUDY BUDGET AND TIMING

The four studies outlined above are scheduled to be completed by the end of September 1998. The cost is estimated at \$107,000, i.e., \$100,000 + 7% GST.

Both the NCC and the CUO have agreed to contribute \$50,000 each to the total set of assignments, including the other two which will be carried out at a later date. A contribution from the Department of Transport, which is not yet quantified is also anticipated. Consequently, RMOC will be contributing approx. \$50,000 also at the EA stage.

The studies will be administered by RMOC, Planning & Development Approvals Department staff.

CONSULTATION

No direct public consultation is envisaged as part of this group of four studies. The findings of each individual study will become background information into the establishment of Terms of Reference for the Environmental Assessment of East End Bridge Corridors. In establishing these Terms of Reference, public comment on the findings of the studies to date (this assignment) and, as mentioned earlier, a Public Consultation Plan for the continuing process will be developed in the near future, in anticipation of proceeding with the Environmental Assessment.

FINANCIAL STATEMENT

	\$
Approved Funding to Date	890,000
Total Paid and Committed	<u>(261,541)</u>
Balance Available	628,459
THIS REQUEST	<u>(107,000)</u>
NCC/CUO Share*	100,000
Balance Remaining	<u>621,459</u>

Funds are available in the 1998 Capital Budget Account No. 912-33406, Strategic Transportation Planning Studies.

* The NCC/CUO contribution is towards the four studies identified in this assignment and for two future studies to be initiated later this year.

*Approved by
Nick Tunnacliffe, MCIP, RPP*

BR/md

FINANCE DEPARTMENT COMMENT

Funds are available as indicated.

*Approved by C. Colaiacovo
on behalf of the Finance Commissioner*