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**Federal Environmental Assessment for
Transit Projects
Update for the Board of Metrolinx**

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Issues

- Streamlining federal Environmental Assessment (EA)
- Delivering the Premier's commitment
- Benefits 6-month EA process not delayed

Background

- Federal EA triggers:
 - Proposes project
 - Provides financial assistance
 - Involves federal land
 - Issues a licence or a permit, or grants an approval
- Trans-boundary EA

Concerns

- Concerns included:
 - Uncertainty and timing
 - Multiple EAs for same project
 - Multiple EAs for a single project
 - Lack of guidance
 - Federal-provincial overlap
 - Need for greater cooperation

New Directions Federal EA

- *Cabinet Directive (2005):*
 - Greater predictability, certainty, timeliness
 - Canadian Environmental Assessment Agency role
 - Use of Strategic EAs (SEA)
 - Operational improvements

Options for Enhancing Federal EA

- Three opportunities:
 - Greater coordination at the federal level
 - Strategic focus
 - A project-specific agreement

Greater Coordination

- A single point of entry
- Timelines and service standards
- Communication among federal agencies
- Tracking and monitoring
- Report back, recommend further changes
- Federal and provincial integration
- Dedicated resources
- Other regional authorities support

Strategic Focus

- Advantage of SEA
- The Regional Transportation Plan (RTP)
- SEA informs project-specific federal transit EAs

Project-Specific Agreement

- British Columbia example
- An agreement to streamline transit EAs
- Builds case for broader application

Conclusion

- **There is momentum**
- **Translate into streamlining federal and federal-provincial transit EAs**
- **Greater coordination leads to:**
 - **Quickly achieving policy objectives**
 - **Making processes more effective, efficient, and economic**