

C2
CW (WS)
March 10/15
Item 2

09/03/2015



Vaughan Mainline Expansion (VME) Project King's North Connection (KNC) Update

City of Vaughan - Committee of the Whole
March 10, 2015



Agenda

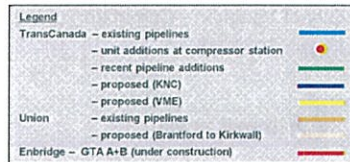
1. Energy context in southern Ontario
2. Vaughan Mainline Expansion (VME)
 - Commercial drivers
 - Project description
 - Routing considerations
 - Stakeholder and Aboriginal engagement
 - Regulatory framework
 - Project schedule
3. KNC update
 - Regulatory process & project schedule
 - Right-of-way width
 - Balancing stakeholder interests



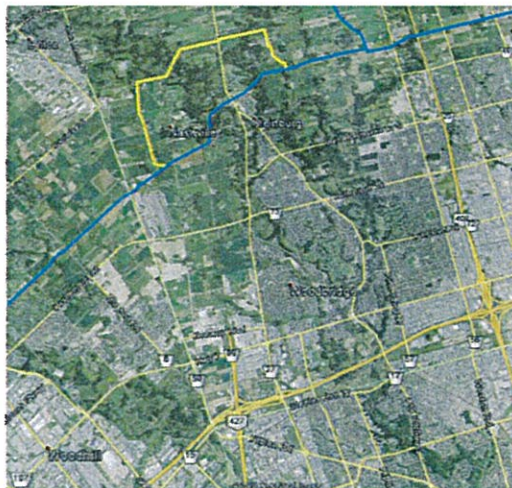
Energy Context in Southern Ontario



- TransCanada is responding to customer requests for additional capacity to meet consumer demand in Ontario and Eastern Canada
- Ontario Energy Board (OEB) encouraged TransCanada, Union Gas and Enbridge Gas Distribution to work together
- Identify efficient expansions, avoid redundant facilities, reduce costs to ratepayers
- Result: numerous related projects
- King's North Connection (KNC) is part of a coordinated, joint effort



Commercial Drivers



- Open Season held in January 2014; natural gas shippers signed contracts for new capacity in July 2014
- The Vaughan Mainline Expansion (VME) project is required to meet the additional demand
- VME is part of an interconnected network of pipelines that will enable TransCanada and LDCs to meet increasing energy demand

Vaughan Mainline Expansion (VME) Project

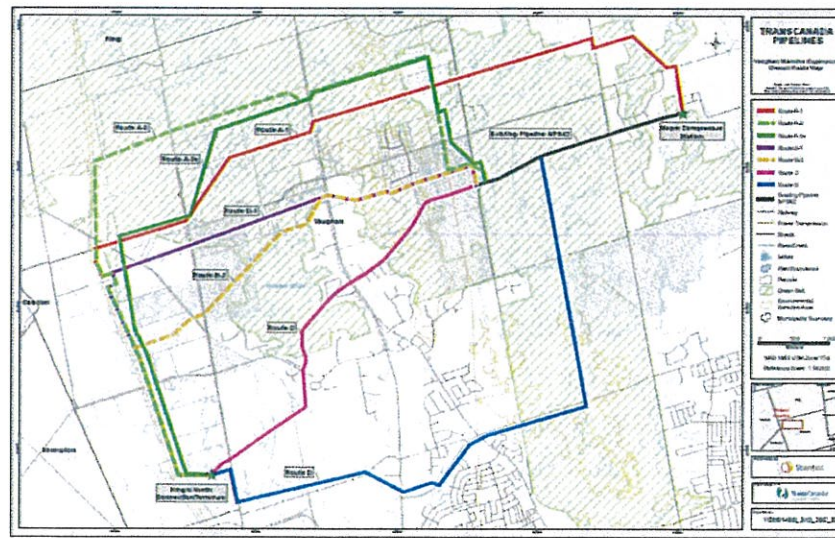


Project Description

- Natural gas transmission pipeline
 - Length: ~12 km; diameter = 42"
 - Min. depth of cover = 1.2m (deeper at crossings)
 - One horizontal directional drill (HDD) at Humber River (up to 40-50m deep)
- Routing mostly rural; some lands planned for future development
- Partially within Green Belt
- Likely ~18m wide permanent right-of-way
- During construction ~35m width required



Route Alternatives Examined



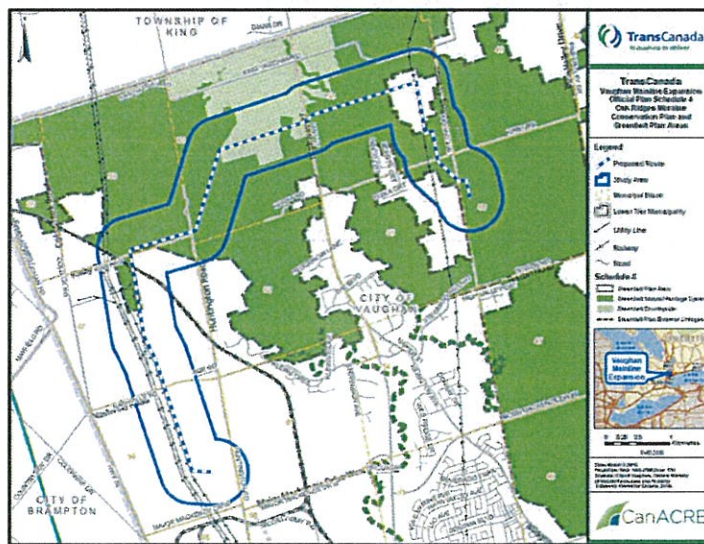
Routing Selection Criteria

Many criteria are used in route selection including the following:

- Parallel existing transmission infrastructure
- Avoid or minimize routing near current or planned urban development and residences
- Reduce the number and complexity of watercourse crossings
- Avoid or minimize effects on identified environmentally sensitive areas, e.g. wetlands
- Avoid or minimize fragmenting properties
- Minimize number of road crossings, particularly highways & paved roads
- Input from municipalities, landowners, stakeholders and Aboriginal communities



Vaughan Mainline Expansion (VME) Proposed route



Stakeholder & Aboriginal Engagement

- TransCanada is committed to:
 - Timely, effective and meaningful engagement with all stakeholders and Aboriginal groups who may have an interest in the project
- Phased outreach to:
 - Municipalities
 - Directly affected landowners and occupants
 - Stakeholders
 - Aboriginal communities
- Outreach will be ongoing throughout the project and will include:
 - Face-to-face meetings
 - Mailings, advertising
 - Public open house



Regulatory Framework - National Energy Board (NEB)

National Energy Board Act (NEBA) and its regulations assesses:

1. Present and future public convenience and necessity
2. Safety, security and engineering integrity of the proposed facilities
3. Environmental and socio-economic impact, and related mitigation measures



VME Project Schedule

Subject to Revision

- Public notification, landowner and stakeholder consultation to start mid-March
- Open house planned for late April 2015
- Start survey and environmental field work Q2 2015
- Submit application to National Energy Board Q3 2015
- Subject to regulatory approvals:
 - Construction targeted for Q2-Q3 2016
 - Expect to be in service in Q4 2016



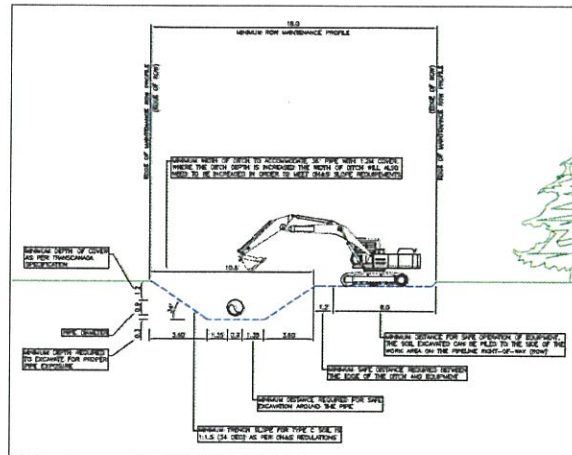
KNC Regulatory Process & Project Schedule

- National Energy Board (NEB) jurisdiction
- Hearing underway:
 - Intervenor responses to questions due March 12
 - TransCanada to file reply evidence March 19
 - Final argument from all parties starts March 26 (process TBD)
 - Timeline of Board decision TBD
- Project schedule:
 - Currently providing landowners with offers of compensation
 - Construction:
 - Would start after receiving Board Order and clearing conditions
 - 9-12 month duration



Right-of-Way (ROW) Width

- In remote/rural locations:
ROW width for 36" pipeline
= 32m
- In Vaughan: ROW width
reduced to 18m
- For site-specific case, ROW
width reduced to 12m
- ROW cannot be narrowed
any further for operations
and maintenance reasons



Balancing Stakeholder Interests

To balance multiple competing interests in an urban environment, KNC:

- Incorporates 5 horizontal directional drills (HDDs) to:
 - Avoid or reduce impacts on environmentally sensitive areas
 - Avoid existing and proposed municipal infrastructure, where feasible
 - Avoid existing and proposed transit and highway infrastructure
- Parallels existing and future transit corridors as closely as possible to reduce linear disturbance on private lands
- Traverses Crown lands, where possible, to reduce the pipeline ROW on private lands
- Preserves the frontages of private land
- Reduces temporary work space requirements on private lands, where feasible
- Avoids environmentally sensitive areas and Aboriginal archaeological sites in the Claireville Conservation Area

[KNC-JDB Proposed Route PL1;h TWS-2Mar15.pdf](#)

Slide 14

PL1 This will be a hyperlink to the route alignment file.
Patrick Leys, 3/6/2015

TransCanada's VME and KNC Projects

Thank You

Questions?

