

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1 (section 4 of the Act respecting Mobilité Infra Québec)

Add the following paragraph at the end of proposed section 4:

For the purposes of this Act, a complex transportation project is a project whose components, or combined components, in particular the scope, calendar, integration of new technologies, stakeholders concerned, location, financing strategies, associated risks, or necessity to call on leading-edge expertise, present a high level of intensity or variability.

Sam 2

Sam 1

*adapte
mcp.*

AM 1
SAM 1
s. 1

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 1 (section 4 of the Act respecting Mobilité Infra Québec)

Replace "call on" in the amendment to proposed section 4 by "resort to".

adopté mep

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 1 (section 4 of the Act respecting Mobilité Infra Québec)

Insert "and interdependent" after "combined" in the amendment to proposed section 4.

adopté msp.

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 1 (section 4 of the Act respecting Mobilité Infra Québec)

Insert "quality and" after "with a view to" in the first paragraph of proposed section 4, as amended.

adopté map

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 1 (section 4 of the Act respecting Mobilité Infra Québec)

Insert "strengthening the State's know-how and achieving" after "with a view to" in the first paragraph of proposed section 4, as amended.

adopté mcp.

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TRANSPORTATION**

SECTION 1 (section 4 of the Act respecting Mobilité Infra Québec)

Insert “, universal accessibility” after “quality” in the first paragraph of proposed section 4, as amended.

*adoption
mcp.*

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 1 (section 4 of the Act respecting Mobilité Infra Québec)

Add at the end of the second paragraph of proposed section 4, as amended:

(3) become a special partner within a limited partnership or a shareholder of a business corporation with a third person to carry out, in the place and stead of a public body it determines and within the limits set out in section 43.2, a project to build an immovable property adjacent to an immovable, or part of an immovable, that is not necessary for a shared transportation infrastructure built, rebuilt or under repair as part of the complex transportation project.

*adopté
mcp.*

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 1 (section 28 of the Act respecting Mobilité Infra Québec)

Withdraw proposed section 28.

adopté msp

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 1 (sections 43.1, 43.2, 43.3 of the Act respecting Mobilité Infra Québec)

Insert after proposed section 43:

“DIVISION IV

**“POWERS RELATING TO THE CONSTRUCTION OF AN IMMOVABLE
PROPERTY AS PART OF A COMPLEX TRANSPORTATION PROJECT**

“43.1. The costs and risks related to the sale of an immovable or the laying out of an immovable or civil engineering structure under subparagraphs 1 and 2 of the second paragraph of section 4 must not be borne by Mobilité Infra Québec.

Any financial consideration related to the sale of an immovable referred to in the first paragraph or of a part of it must be used to finance the complex transportation project for which the immovable was acquired.

“43.2. For the purposes of subparagraph 3 of the second paragraph of section 4, Mobilité Infra Québec may act in the place and stead of a public body empowered to become a special partner within a limited partnership or a shareholder of a business corporation with a third person for the carrying out of a project to build an immovable property. Mobilité Infra Québec is subject to the provisions applicable to that project and provided for in the public body’s constituting Act.

Where Mobilité Infra Québec acts in the place and stead of a public body under the first paragraph, it is deemed to be a mandatary of that body.

“43.3. Division I of this chapter does not apply to the construction of an immovable property under subparagraph 3 of the second paragraph of section 4.

*adopté
mep.*

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

**SECTION 1.0.1 (section 42.1 of the Act respecting the Autorité régionale
de transport métropolitain)**

Insert before section 1.1, introduced by amendment:

1.0.1. The Act respecting the Autorité régionale de transport métropolitain (chapter A-33.3) is amended by inserting the following section after section 42:

“42.1. Division I.1 of Chapter II of Title I of the Act respecting public transit authorities (chapter S-30.01) applies, with the necessary modifications, to the Authority with regard to property designated as being of metropolitan scope under sections 38 and 39.”

*adopté
mep.*

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 5 (section 8 of the Act respecting the Réseau de transport
métropolitain)

Replace by:

adapté MCP.

5. The Act is amended by inserting the following sections after section 8:

“8.1. The Network may, with the Government’s authorization and on the conditions determined by the latter, become a special partner within a limited partnership or a shareholder of a business corporation with a third person for the carrying out of a project to build an immovable property.

When acting as a special partner in a limited partnership constituted under the first paragraph, the Network must not give opinions other than advisory opinions regarding the management of the partnership. It may not negotiate any business on behalf of the partnership or act as mandatary or agent for the partnership or allow its name to be used in any act of the partnership.

The Network may acquire or establish a subsidiary to act as substitute special partner or shareholder for the Network with regard to the carrying out of a construction project referred to in the first paragraph. The Network may, with the Government’s authorization, gratuitously transfer to that subsidiary the rights on the immovable that are necessary for carrying out the project.

A legal person or a partnership that is controlled by the Network is a subsidiary of the latter.

For the purposes of the fourth paragraph,

(1) a legal person is controlled by the Network when the latter holds, directly or through legal persons it controls, all the voting rights attached to the equity securities of the legal person or is in a position to elect all of the legal person’s directors;

(2) a partnership is controlled by the Network when the latter holds, directly and through legal persons it controls, all the shares. However, a limited partnership is controlled by the Network when the latter or a partnership or legal person it controls is, directly or indirectly, the general partner of the partnership.

“8.2. In order for the Network to obtain the authorization referred to in the first paragraph of section 8.1, the construction project must, in particular, meet the following conditions:

(1) the immovable property to be built must be adjacent to an immovable, or part of an immovable, that is not necessary for a shared transportation infrastructure, already existing or to be built, and that is owned by the Network or one of its subsidiaries;

(2) the project is carried out independently of any project to build, rebuild or repair a shared transportation infrastructure other than a layout made in accordance with section 8.5;

(3) the Network or its subsidiary provides no financing or suretyship for the carrying out of the project; its contribution to the limited partnership or business corporation in charge of carrying out the project is limited to the transfer of rights on the immovable, or part of an immovable, referred to in paragraph 1.

“8.3. For the purpose of carrying out a construction project referred to in the first paragraph of section 8.1, a subsidiary of the Network may, on the conditions determined by the Government, constitute any other business corporation with the third person referred to in that paragraph in order to take part in the project’s management.

The subsidiary may not provide any financing or suretyship to a business corporation constituted under the first paragraph, its contribution being restricted to the payment of the subscription price, which may not exceed \$100, for shares in the business corporation.

No officer or director of the Network may be an officer or a director of the business corporation constituted under the first paragraph.

“8.4. Despite section 9, the third person with which the Network or its subsidiary may become a partner within a limited partnership or a shareholder of a business corporation for the carrying out of a construction project under the first paragraph of section 8.1 is selected by means of a public call for projects in accordance with the terms and on the basis of the criteria determined by the Government.

The criteria determined by the Government under the first paragraph must include high standards of integrity.

Where the owner of an immovable contiguous to the immovable on which the shared transportation infrastructure is situated wishes to carry out a construction project under the first paragraph of section 8.1, the Government may forego the call for projects, provided that the following conditions are met:

- (1) the owner has sufficient expertise for that type of project;
- (2) the owner meets high standards of integrity; and
- (3) a call for projects would not serve the public interest.

“8.5. Where a shared transportation infrastructure must be laid out so that it can support or receive a building or an underground structure as part of the carrying out of a construction project authorized under the first paragraph of section 8.1, the Network may accept a mandate from the limited partnership or business corporation in charge of carrying out the project in order for the latter to obtain supplies or services or have construction work performed in connection with that layout.

The costs and risks related to a layout made under the first paragraph must not be borne by the Network.

“8.6. For the purposes of the first paragraph of section 8.1, the Network or its subsidiary and the third person must enter into a contract of limited partnership or a unanimous shareholder agreement, as applicable, specifying, in particular,

- (1) the method of distributing the revenues generated by the immovable property built as part of the project;
- (2) the scope, budget and calendar of the construction project;
- (3) the rules of internal management; and
- (4) a dispute settlement mechanism.

“8.7. Despite any contrary provision of this Act,

- (1) an immovable or part of an immovable may not be acquired by expropriation if it is deemed necessary solely for the purposes of a project to build an immovable property referred to in the first paragraph of section 8.1; and
- (2) the revenues that the Network or its subsidiary may derive from the immovable property built under the first paragraph of section 8.1 must be invested to build and maintain shared transportation infrastructure assets or to acquire and

maintain shared transportation equipment under its responsibility, on the conditions determined by the Government.”

adopte mep

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 23 (Division I.1 of Chapter II of the Act respecting public transit authorities)

Replace by:

*adopté
mef*

23. The Act is amended by inserting the following division after section 92.0.7:

"DIVISION I.1

"POWERS RELATING TO THE CONSTRUCTION OF AN IMMOVABLE PROPERTY ADJACENT TO A SHARED TRANSPORTATION INFRASTRUCTURE

"92.0.8. A transit authority may, with the Government's authorization and on the conditions determined by the latter, become a special partner within a limited partnership or a shareholder of a business corporation with a third person for the carrying out of a project to build an immovable property.

When acting as a special partner in a limited partnership constituted under the first paragraph, the transit authority must not give opinions other than advisory opinions regarding the management of the partnership. It may not negotiate any business on behalf of the partnership or act as mandatary or agent for the partnership, or allow its name to be used in any act of the partnership.

The transit authority may acquire or establish a subsidiary to act as substitute special partner or shareholder for the transit authority with regard to the carrying out of a construction project referred to in the first paragraph. The transit authority may, with the Government's authorization, gratuitously transfer to that subsidiary the rights on the immovable that are necessary for carrying out the project.

A legal person or a partnership that is controlled by a transit authority is a subsidiary of the latter.

For the purposes of the fourth paragraph,

(1) a legal person is controlled by a transit authority when the latter holds, directly or through legal persons it controls, all the voting rights attached to the equity securities of the legal person or is in a position to elect all of the legal person's directors;

(2) a partnership is controlled by a transit authority when the latter holds, directly and through legal persons it controls, all the shares. However, a limited partnership is controlled by a transit authority when the latter or a partnership or legal person it controls is, directly or indirectly, the general partner of the partnership.

"92.0.9. In order for a transit authority to obtain the authorization referred to in the first paragraph of section 92.0.8, the construction project must, in particular, meet the following conditions:

(1) the immovable property to be built must be adjacent to an immovable or part of an immovable that is not necessary for a shared transportation infrastructure, already existing or to be built, and that is owned by the transit authority or one of its subsidiaries;

(2) the project is carried out independently of any project to build, rebuild or repair a shared transportation infrastructure other than a layout made in accordance with section 92.0.12;

(3) the transit authority or its subsidiary provides no financing or suretyship for the carrying out of the project; its contribution to the limited partnership or business corporation in charge of carrying out the project is limited to the transfer of rights on the immovable, or part of an immovable, referred to in paragraph 1.

"92.0.10. For the purpose of carrying out a construction project referred to in the first paragraph of section 92.0.8, a subsidiary of the transit authority may, on the conditions determined by the Government, constitute any other business corporation with the third person referred to in that paragraph in order to take part in the project's management.

The subsidiary may not provide any financing or suretyship to a business corporation constituted under the first paragraph, its contribution being restricted to the payment of the subscription price, which may not exceed \$100, for shares in the business corporation.

No officer or director of the transit authority may be an officer or a director of the business corporation constituted under the first paragraph.

"92.0.11. Despite sections 92.1 to 108.1, the third person with which a transit authority or its subsidiary may become a partner within a limited partnership or a shareholder of a business corporation for the carrying out of a construction project under the first paragraph of section 92.0.8 is selected by means of a public call for projects in accordance with the terms and on the basis of the criteria determined by the Government.

The criteria determined by the Government under the first paragraph must include high standards of integrity.

Where the owner of an immovable contiguous to the immovable on which the shared transportation infrastructure is situated wishes to carry out a construction project under the first paragraph of section 92.0.8, the Government may forego the call for projects, provided that the following conditions are met:

- (1) the owner has sufficient expertise for that type of project;
- (2) the owner meets high standards of integrity; and
- (3) a call for projects would not serve the public interest.

"92.0.12. Where a shared transportation infrastructure must be laid out so that it can support or receive a building or an underground structure as part of the carrying out of a construction project authorized under the first paragraph of section 92.0.8, the transit authority may accept a mandate from the limited partnership or business corporation in charge of carrying out the project in order for the latter to obtain supplies or services or have construction work performed in connection with that layout.

The costs and risks related to a layout made under the first paragraph must not be borne by the transit authority.

"92.0.13. For the purposes of the first paragraph of section 92.0.8, the transit authority or its subsidiary and the third person must enter into a contract of limited partnership or a unanimous shareholder agreement, as applicable, specifying, in particular,

- (1) the method of distributing the revenues generated by the immovable property built as part of the project;
- (2) the scope, budget and calendar of the construction project;
- (3) the rules of internal management; and
- (4) a dispute settlement mechanism.

“92.0.14. Despite any contrary provision of this Act,

(1) an immovable or part of an immovable may not be acquired by expropriation if it is deemed necessary solely for the purposes of a project to build an immovable property referred to in the first paragraph of section 92.0.8; and

(2) the revenues that the transit authority or its subsidiary may derive from the immovable property built under the first paragraph of section 92.0.8 must be invested to build and maintain shared transportation infrastructure assets or to acquire and maintain shared transportation equipment under its responsibility, on the conditions determined by the Government.”

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Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 1 (section 6 of the Act respecting Mobilité Infra Québec)

Replace "Despite any incompatible provision in an Act or regulation" in proposed section 6 by "Unless the Government decides otherwise".

adopté m.e.p.

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Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1 (section 8.1 of the Act respecting Mobilité Infra Québec)

Insert after proposed section 8:

adopté mep.

8.1. Any road under the Minister's or a municipality's management that is crossed or bordered by a shared transportation system on rails developed by Mobilité Infra Québec and any immovable under the Minister's or a municipality's authority that is deemed necessary by the Minister or municipality, as applicable, for the purposes of that shared transportation system, are subject, without indemnity, to a servitude affecting the site required for the construction, operation, alteration or extension of the system, from the making of an agreement specifying the terms and conditions of the servitude between Mobilité Infra Québec and, as applicable, the Minister or municipality.

Once the agreement has been entered into, the municipality, the Minister or Mobilité Infra Québec may publish the servitude in the land register. Mobilité Infra Québec is required to publish the servitude if

- (1) the management of the road devolves to the Minister or a municipality under the Act respecting roads (chapter V-9);
- (2) the road is permanently closed; or
- (3) the servient land is disposed of without having been included in a road's right of way.

The Minister or municipality, as applicable, must inform Mobilité Infra Québec without delay of a devolution, closure or disposition referred to in the second paragraph.

Registration of the servitude is obtained by filing a notice that describes the site of the servitude, states its terms and conditions and refers to this section.

In all cases, the servitude is extinguished with the dismantling of the shared transportation system on rails.

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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SECTION 1 (section 12 of the Act respecting Mobilité Infra Québec)

*adopté
mcp.*

1. Replace "composed of nine members" by "composed of a minimum of 9 and a maximum of 11 members".

2. Add the following paragraph after the first paragraph:

Among the board members, one is a member of the Ordre des ingénieurs du Québec.

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 1 (section 13 of the Act respecting Mobilité Infra Québec)

Replace "in the 10 years before their appointment" in paragraph 2 of proposed section 13 by ", unless they obtained a pardon".

*adopté
mef.*

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SECTION 1 (section 15 of the Act respecting Mobilité Infra Québec)

Insert "exclusively and" after "office" in proposed section 15.

*adepk
mcp.*

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1 (section 28.1 of the Act respecting Mobilité Infra Québec)

Insert after proposed section 28:

*adapte
mef.*

“**28.1.** Mobilité Infra Québec must, with respect to the planning or carrying out of a complex transportation project entrusted to it under section 4, take into account the costs arising from the operation and maintenance of the transportation system, the infrastructure or a property useful for the operation of the transportation system.

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 1 (section 42 of the Act respecting Mobilité Infra Québec)

Strike out “, other works that may be located under the surface of the public roads affected by a complex transportation project,” in the first paragraph of proposed section 42.

*adep k
mcp.*

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TRANSPORTATION**

SECTION 1 (section 19 of the Act respecting Mobilité Infra Québec)

Insert "not later than 30 days after they are adopted by the board of directors" after "website" in the second paragraph of proposed section 19.

adopté mes.

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SECTION 1 (section 34.1 of the Act respecting Mobilité Infra Québec)

Insert after proposed section 34:

“34.1. Mobilité Infra Québec publishes on its website any information that is relevant for the public, in particular information concerning the occupation of public roads that must be modified or reconfigured and traffic management, as a result of an agreement entered into under section 31 and a notice sent under section 34, within 30 days after the agreement is entered into or the notice is sent.

adopté - mcp.

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SECTION 1 (section 16 of the Act respecting Mobilité Infra Québec)

Insert "for a period not exceeding 24 months" at the end of proposed section 16.

*adp le
mef.*

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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SECTION 1 (section 47 of the Act respecting Mobilité Infra Québec)

Insert "and written" after "express" in the first paragraph of proposed section 47.

adopté en C.P.

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TRANSPORTATION**

SECTION 1 (section 48 of the Act respecting Mobilité Infra Québec)

Replace "and office personnel" in paragraph 6 of proposed section 48 by ", office personnel and workmen".

adopté mep.

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1 (section 53 of the Act respecting Mobilité Infra Québec)

Withdraw proposed section 53.

adopté mcp

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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SECTION 1 (section 59 of the Act respecting Mobilité Infra Québec)

Replace "155" in proposed section 59 by "154".

adopté - mep.

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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SECTION 1 (section 60.1 of the Act respecting Mobilité Infra Québec)

Insert after proposed section 60:

“60.1. Despite any inconsistent provision, when a responsibility is entrusted to Mobilité Infra Québec in relation to a complex transportation project under section 4 or when a function is entrusted to it under section 5, the expropriation procedures and proceedings begun by the body that was responsible for the project or on behalf of that body are continued by that body.

Despite the first paragraph, the Government may determine that Mobilité Infra Québec becomes responsible for the expropriation procedures and proceedings, in which case the procedures are continued by Mobilité Infra Québec, subject to the following terms and conditions:

(1) where a notice of expropriation was served by the body, Mobilité Infra Québec replaces the body and so informs the divested party by sending a new information text established by the Minister in accordance with section 9 of the Act respecting expropriation (chapter E-25); the divested party may not object to that replacement;

(2) where procedures must be completed so that the notice of transfer of right is published within the time limits set out in section 26 of the Act respecting expropriation, the body that began the expropriation procedures must carry out those procedures, unless that body and Mobilité Infra Québec agree otherwise;

(3) where no indemnity has yet been paid in the course of the expropriation procedures and proceedings, the indemnity must be paid by the body, unless the latter and Mobilité Infra Québec agree otherwise;

(4) where a notice of transfer of right has been registered in the land register, the Government may determine that a body acquires the right concerned by the notice of transfer of right; Mobilité Infra Québec informs the divested party and publishes a document in the land register to that effect;

adopté - mep.

(5) the service contracts entered into by the body in connection with the expropriation procedures and proceedings are transferred to Mobilité Infra Québec as regards the expropriations for which it becomes responsible, unless the parties agree otherwise;

(6) the body that began the procedures must, as soon as possible, transmit to Mobilité Infra Québec the documents and information relating to the expropriation procedures and proceedings that it holds; and

(7) Mobilité Infra Québec becomes the expropriating party in any proceedings in progress.

The Government may provide for the transfer of the benefit of a reserve registered in favour of a body referred to in section 8 for which Mobilité Infra Québec may acquire an immovable.

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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SECTION 1 (section 62 of the Act respecting Mobilité Infra Québec)

Amendment 26 has been withdrawn and renamed AM S.

mep.

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Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 1 (section 62.1 of the Act respecting Mobilité Infra Québec)

Insert after proposed section 62:

62.1. Where the planning or carrying out of a complex transportation project is entrusted to Mobilité Infra Québec under section 4, the authorizations issued under the Environment Quality Act (chapter Q-2) for that project are transferred by operation of law to Mobilité Infra Québec.

The application of the first paragraph is equivalent to a transfer of authorization completed under section 31.0.2 of the Environment Quality Act and, as applicable, section 31.7.5 of that Act, and produces the same effects.

All the processes related to obtaining an authorization referred to in the first paragraph are maintained and Mobilité Infra Québec replaces the initial applicant by operation of law.

The initial applicant may not take part in judicial proceedings for any claims relating to expenses incurred in order to obtain the authorizations transferred under this section.

*adopté
mep.*

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AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION

SECTION 1 (section 64.1 of the Act respecting Mobilité Infra Québec,
section 1 of the Railway Act)

Insert after proposed section 64:

"RAILWAY ACT

"**64.1.** Section 1 of the Railway Act (chapter C-14.1) is amended by inserting ", or to Mobilité Infra Québec where the planning or carrying out of a complex transportation project involving a shared transportation system on rails is entrusted to it under section 4 of the Act respecting Mobilité Infra Québec (*insert the year and chapter number of this Act and the number of the section of this Act that enacts the Act respecting Mobilité Infra Québec*)" at the end of the second paragraph.

*Amplé
mcp*

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**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
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TRANSPORTATION**

SECTION 1 (section 64.2 of the Act respecting Mobilité Infra Québec –
section 556.1 of the Cities and Towns Act)

Insert after proposed section 64.1, introduced by amendment:

“CITIES AND TOWNS ACT

“**64.2.** Section 556.1 of the Cities and Towns Act (chapter C-19) is amended by
adding the following paragraph at the end:

“(3) the payment of a financial contribution for a complex shared
transportation project established in accordance with section 12.21.11 of the Act
respecting the Ministère des Transports (chapter M-28).”

adopté m.g.

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1 (section 64.3 of the Act respecting Mobilité Infra Québec –
article 1061.0.1 of the Municipal Code of Québec)

Insert after proposed section 64.2, introduced by amendment:

“MUNICIPAL CODE OF QUÉBEC

“**64.3.** Article 1061.0.1 of the Municipal Code of Québec (chapter C-27.1) is amended by adding the following paragraph at the end:

“(3) the payment of a financial contribution for a complex shared transportation project established in accordance with section 12.21.11 of the Act respecting the Ministère des Transports (chapter M-28).”

adopté
mep

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1 (section 64.4 of the Act respecting Mobilité Infra Québec –
section 18 of the Act respecting contracting by public
bodies)

Insert after proposed section 64.3, introduced by amendment:

“ACT RESPECTING CONTRACTING BY PUBLIC BODIES

“**64.4.** Section 18 of the Act respecting contracting by public bodies (chapter C-65.1), amended by section 4 of chapter 28 of the statutes of 2024, is again amended by inserting “Mobilité Infra Québec,” after “by the Minister of Transport,” in the first paragraph.

*adp le
mep*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1 (section 74 of the Act respecting Mobilité Infra Québec)

Strike out the second paragraph of proposed section 12.21.11.

adopté MEP

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1 (section 79.1 of the Act respecting Mobilité Infra Québec,
section 4 of the Act to ensure safety in guided land
transport)

Insert after proposed section 79:

“ACT TO ENSURE SAFETY IN GUIDED LAND TRANSPORT

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mgf*

“79.1. Section 4 of the Act to ensure safety in guided land transport (chapter S-3.3) is replaced by the following section:

“4. This division does not apply to construction work concerning

(1) the metro operated under the Act respecting public transit authorities (chapter S-30.01);

(2) the Network project carried out under the Act respecting the Réseau structurant de transport en commun de la Ville de Québec (chapter R-25.03) or construction work carried out during the operation of that Network; or

(3) a complex shared transportation project on rails, in particular a metro, tramway, train or high-speed train, carried out by Mobilité Infra Québec under the Act respecting Mobilité Infra Québec (*insert the year and chapter number of this Act and the number of the section of this Act that enacts the Act respecting Mobilité Infra Québec*).

Neither does it apply to the construction of any guided land transport works comprising no level crossing or junction and extending over less than two kilometres.

Despite subparagraph 2 of the first paragraph, on completion of all construction work and before permitting the operation of the works, the body responsible for carrying out the Network or the operator, as applicable, shall transmit to the Minister a declaration by the engineer in charge of the work to the

effect that he is satisfied that the construction work has been carried out in accordance with recognized engineering standards.

Despite the first paragraph, the inspection and inquiry powers provided for in Chapter V apply in matters of rail safety during the construction work and the testing phases prior to the official putting into operation of the works.”

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1 (section 80 of the Act respecting Mobilité Infra Québec)

Replace proposed section 80 by:

*adp ke
m ep.*

“80. The provisions of sections 3.1 and 3.3 of the Act respecting the governance of state-owned enterprises (chapter G-1.02) relating to the expertise and experience profiles of the members of the board of directors, to the board’s recommendation and the expertise and experience profile of the president and chief executive officer to be appointed do not apply when the first president and chief executive officer and the first members of the board of directors of Mobilité Infra Québec are appointed. However, when appointing them, the Government must ensure that they collectively have suitable expertise and experience in the following fields:

- (1) governance of projects and management of project portfolios;
- (2) project management;
- (3) financial management;
- (4) human resources management, labour relations and organizational development;
- (5) ethics and governance;
- (6) sustainable mobility and the fight against climate change;
- (7) land use planning; and
- (8) universal accessibility.

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1 (section 81 of the Act respecting Mobilité Infra Québec)

Withdraw proposed section 81.

*adopté
mcp.*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1 (section 90.1 of the Act respecting Mobilité Infra Québec)

Insert after proposed section 90:

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mef.*

“90.1. An association of employees wishing to represent a bargaining unit of Mobilité Infra Québec provided for in section 48 must file a petition for certification with the Administrative Labour Tribunal within 30 days after the first transfer of an employee under section 86 or after the first hire, for each class of employment.

After that date, the Administrative Labour Tribunal proceeds as follows:

(1) if the Tribunal concludes that no petition for certification complying with the Labour Code (chapter C-27) was filed for a particular class of personnel, the employees of that class remain unrepresented until, if applicable, an association files a petition that complies with section 25 of the Labour Code;

(2) if the Tribunal concludes that the petitioning association of employees is the only association to have filed a petition to represent the employees to be included in the bargaining unit, it certifies the association, indicating the class of personnel included in the new bargaining unit; or

(3) if the Tribunal concludes that there is more than one association of employees petitioning to represent the employees to be included in a bargaining unit, it orders the holding of a vote for the employees of the bargaining unit and certifies the association of employees that obtains the greatest number of votes, indicating the class of personnel included in the new bargaining unit.

At the end of the process, the certifications that do not comply with sections 48 and 49 are revoked.

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1.1 (section 97.5 of the Act respecting the Autorité régionale
de transport métropolitain)

Insert after the heading of Chapter II:

**ACT RESPECTING THE AUTORITÉ RÉGIONALE DE TRANSPORT
MÉTROPOLITAIN**

1.1. Section 97.5 of the Act is replaced by the following section:

“**97.5.** A by-law made by the Authority under sections 97.2 and 97.3 concerning the transportation dues in respect of the Réseau express métropolitain may not be amended or repealed without the Minister’s approval.”

adopté MCP.

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1.2 (section 97.12 of the Act respecting the Autorité régionale
de transport métropolitain)

Insert after section 1.1, introduced by amendment:

1.2. Section 97.12 of the Act is amended by adding the following paragraph at the end:

“Except for dues established by a by-law made by the Authority under sections 97.2 and 97.3 concerning the transportation dues in respect of the Réseau express métropolitain, the Authority may, by by-law, determine that a social or community body, other than a business corporation, is exempted from paying the dues.”

*adopté
mcp.*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 6 (section 9 of the Act respecting the Réseau de transport
métropolitain)

Replace "may also" by "has all the powers of a legal person to".

*adopté
MCP*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 3.1 (section 15 of the Public Protector Act)

Insert after section 3:

PUBLIC PROTECTOR ACT

3.1. Section 15 of the Public Protector Act (chapter P-32) is amended by adding the following paragraph at the end:

“(11) Mobilité Infra Québec, only when it exercises the power of expropriation provided for in section 8 of the Act respecting Mobilité Infra Québec (*insert the year and chapter number of this Act and the number of the section of this Act which enacts the Act respecting Mobilité Infra Québec*).”

*adopté
mcp*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 7 (section 36 of the Act respecting the Réseau de transport
métropolitain)

Replace paragraph 2 of section 7 by:

- (2) by striking out the second paragraph.

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mcp.*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 8.2 (section 2 of the Act respecting the Réseau structurant de transport en commun de la Ville de Québec)

Insert after section 8.1, introduced by amendment:

8.2. Section 2 of the Act is replaced by the following section:

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"2. Despite section 3 of the Act respecting public transit authorities (chapter S-30.01), the Network project is carried out by Ville de Québec, CDPQ Infra inc. as the wholly-owned subsidiary of the Caisse de dépôt et placement du Québec and the Minister.

The Minister must enter into implementation agreements concerning the Network project with those bodies, which must, in particular, specify

- (1) the responsibilities relating to the Network project and the replacement of a body where that body is unable to fulfil its responsibilities;
- (2) the financial responsibilities relating to the project; and
- (3) the ownership of the infrastructures built as part of the project and the transfer of ownership, subject to the provisions of chapters III and IV.

In the course of carrying out the Network project and in keeping with the agreements entered into under the second paragraph, the responsible body may acquire any property required for the construction and operation of the Network and build any accessory works. It may also dig a tunnel under any immovable, regardless of its owner, provided that the body may acquire property by expropriation for the carrying out of the Network project.

For the purposes of this Act, a reference to CDPQ Infra inc. is also a reference to a wholly-owned subsidiary or a limited partnership constituted by a single general partner and a single special partner each of which is a wholly-owned

subsidiary. Such a limited partnership is considered to be a mandatary of the State if the purpose of its activity is to carry out the Network project.

“Wholly-owned subsidiary” means a legal person all of whose voting shares are held directly or indirectly by CDPQ Infra inc. or the Caisse de dépôt et placement du Québec.”

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 8.3 (section 3 of the Act respecting the Réseau structurant de
transport en commun de la Ville de Québec)

Insert after section 8.2, introduced by amendment:

8.3. Section 3 of the Act is amended

- (1) by striking out “made by Ville de Québec” and “by Ville de Québec”;
- (2) by inserting “by the body responsible for the decision under section 2” at the end.

adoption

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 8.4 (section 4 of the Act respecting the Réseau structurant de
transport en commun de la Ville de Québec)

Insert after section 8.3, introduced by amendment:

8.4. Section 4 of the Act is replaced by the following section:

“4. The rules governing the tendering processes and the performance of contracts for contracts that derive, under section 2, from the responsibilities of CDPQ Infra inc. are those that are applicable to that body, despite any contrary provision.

This section applies despite the Act respecting contracting by public bodies (chapter C-65.1).”

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AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 8.5 (section 5 of the Act respecting the Réseau structurant de
transport en commun de la Ville de Québec)

Insert after section 8.4, introduced by amendment:

8.5. Section 5 of the Act is amended, in the first paragraph,

- (1) by striking out “Ville de Québec must, in”;
- (2) by replacing “vehicles,” by “vehicles must”;
- (3) by replacing “Ville de Québec may” by “The contract may”.

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AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 8.6 (section 6 of the Act respecting the Réseau structurant de
transport en commun de la Ville de Québec)

Insert after section 8.5, introduced by amendment:

8.6. Section 6 of the Act is amended by replacing “Ville de Québec” and “in connection with the Network” by “the bodies responsible for carrying out the Network project under section 2” and “necessary for the Network project”, respectively.

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AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 8.7 (section 7 of the Act respecting the Réseau structurant de
transport en commun de la Ville de Québec)

Insert after section 8.6, introduced by amendment:

8.7. Section 7 of the Act is amended by striking out the second and third paragraphs.

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AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 8.8 (sections 8 and 9 of the Act respecting the Réseau
structurant de transport en commun de la Ville de Québec)

Insert after section 8.7, introduced by amendment:

8.8. Sections 8 and 9 of the Act are repealed.

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AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 8.9 (heading of Division I of Chapter III of the Act respecting
the Réseau structurant de transport en commun de la Ville
de Québec)

Insert after section 8.8, introduced by amendment:

8.9. The heading of Division I of Chapter III of the Act is replaced by the following
heading:

“POWER OF EXPROPRIATION AND TRANSFERS OF OWNERSHIP OF
IMMOVABLES”.

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mep.*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 8.10 (section 12 of the Act respecting the Réseau structurant de
transport en commun de la Ville de Québec)

Insert after section 8.9, introduced by amendment:

8.10. Section 12 of the Act is amended

- (1) by inserting “, CDPQ Infra inc.” after “Ville de Québec” at the beginning of the first paragraph;
- (2) by striking out “of Ville de Québec” in the first paragraph;
- (3) by inserting “or CDPQ Infra inc.” after “Ville de Québec” in the third paragraph.

*adopté
mcp.*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 8.11 (section 14 of the Act respecting the Réseau structurant de transport en commun de la Ville de Québec)

Insert after section 8.10, introduced by amendment:

8.11. Section 14 of the Act is amended

(1) by inserting “or CDPQ Infra inc., if applicable,” after “of Ville de Québec” in the first paragraph;

(2) by inserting “or CDPQ Infra inc.” after “to which Ville de Québec” in the first paragraph;

(3) by inserting “or CDPQ Infra inc.” after “Ville de Québec” in the second paragraph;

(4) by adding the following paragraph at the end:

“The first and second paragraphs apply, with the necessary modifications, to assets transferred to Ville de Québec by CDPQ Infra inc.”

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MCP*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

**SECTION 8.12 (section 15 of the Act respecting the Réseau structurant de
transport en commun de la Ville de Québec)**

Insert after section 8.11, introduced by amendment:

8.12. Section 15 of the Act is amended

(1) by replacing “Ville de Québec,” in the second paragraph by “Ville de Québec or CDPQ Infra inc. as well as”;

(2) by inserting “or CDPQ Infra inc., as applicable,” after both occurrences of “Ville de Québec” in the third paragraph;

(3) by inserting “or CDPQ Infra inc., as applicable,” after “Ville de Québec” in the fourth paragraph.

adopté - mep.

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 8.13 (section 22 of the Act respecting the Réseau structurant de
transport en commun de la Ville de Québec)

Insert after section 8.12, introduced by amendment:

8.13. Section 22 of the Act is replaced by the following section:

"22. The Railway Act (chapter C-14.1) does not apply to the Network."

adopté mlp

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

**SECTION 8.14 (sections 22.1 and 22.2 of the Act respecting the Réseau
structurant de transport en commun de la Ville de Québec)**

Insert after section 8.13, introduced by amendment:

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mcp.*

8.14. The Act is amended by inserting the following sections after section 22:

“22.1. Despite section 31.1 of the Environment Quality Act (chapter Q-2) and section 2 of the Regulation respecting the environmental impact assessment and review of certain projects (chapter Q-2, r. 23.1), the following activities for the Network construction project referred to in section 1 are not subject to the environmental impact assessment and review procedure and need not be subject to an authorization from the Government under section 31.5 of that Act:

(1) any extension toward the Charlesbourg sector of the route connecting the Chaudière sector to the D’Estimauville sector, authorized by Order in Council 655-2022 dated 6 April 2022; and

(2) the construction of a route connecting the Saint-Roch sector to the Charlesbourg sector.

Obtaining a prior authorization from the minister responsible for the environment under section 22 of the Environment Quality Act remains required insofar as the Network project includes one or more activities referred to in that section.

“22.2. The authorizations related to the construction of the Network, including those issued under the Environment Quality Act (chapter Q-2), are transferred by operation of law to the body responsible under section 2.

The application of the first paragraph is equivalent to a transfer of authorization completed under section 31.0.2 and, if applicable, section 31.7.5 of the Environment Quality Act and produces the same effects.

All the processes related to obtaining an authorization under that Act are maintained and the body responsible under section 2 replaces the initial applicant by operation of law.

The initial applicant may not take part in judicial proceedings for any claims relating to the expenses incurred to obtain the authorizations transferred under this section.”

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 8.15 (section 23.1 of the Act respecting the Réseau structurant
de transport en commun de la Ville de Québec)

Insert after section 8.14, introduced by amendment:

8.15. The Act is amended by inserting the following section after section 23:

“**23.1.** Ville de Québec succeeds to the rights and obligations of the Société de transport de Québec for any decision made by the Société regarding the Network project since 1 January 2018.”

*adopté
mcp.*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 8.16 (section 24 of the Act respecting the Réseau structurant de
transport en commun de la Ville de Québec)

Insert after section 8.15, introduced by amendment:

8.16. Section 24 of the Act is amended by replacing “Ville de Québec” by “the
bodies responsible under section 2”.

*adopté
mcp*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

**SECTION 8.1 (section 1 of the Act respecting the Réseau structurant de
transport en commun de la Ville de Québec)**

Insert after section 8:

ACT RESPECTING THE RÉSEAU STRUCTURANT DE TRANSPORT EN
COMMUN DE LA VILLE DE QUÉBEC

8.1. Section 1 of the Act respecting the Réseau structurant de transport en commun de la Ville de Québec (chapter R-25.03) is amended by replacing the first paragraph by the following paragraph:

“The purpose of this Act is to allow the carrying out of the Réseau structurant de transport en commun de la Ville de Québec (Network), that is, a tramway project between the Le Gendre and Charlesbourg sectors, linking the Sainte-Foy, Université Laval, Parliament Hill and Saint-Roch hubs and including a connection to the d’Estimauville sector, and a rapid bus or minibus service.”

*adopté
mcp.*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 20 (section 86 of the Act respecting public transit authorities)

Withdraw.

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mef.*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

**SECTION 26.1 (section 162.1 of the Act respecting public transit
authorities)**

Insert after section 26:

26.1. Section 162.1 of the Act is amended by adding the following paragraph at the end:

“The Société de transport de Québec may enter into a contract with a third person to have the latter supply, in whole or in part, the services the Société de transport de Québec provides in accordance with the first paragraph.”

*adopté
mep.*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 26.2

Insert before section 27:

26.2. Every expropriation procedure under the first paragraph of section 7 of the Act respecting the Réseau structurant de transport en commun de la Ville de Québec (chapter R-25.03), for which a notice of expropriation has been served in accordance with section 9 of the Act respecting expropriation (chapter E-25) and that is in progress on *(insert the date preceding the date of assent to this Act)*, remains governed by the provisions of the Act respecting the Réseau structurant de transport en commun de la Ville de Québec that were applicable to it on that date.

*adopté
mes.*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 26.3

Insert after section 26.2, introduced by amendment:

26.3. The Minister must, not later than (*insert the date that is five years after the date of assent to this Act*), report to the Government on the implementation of sections 1.0.1, 5 and 23.

The report must be tabled by the Minister in the National Assembly within the next 30 days or, if the Assembly is not sitting, within 30 days of resumption.

*adopté
mlp.*

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

SECTION 1 (section 62 of the Act respecting Mobilité Infra Québec)

Add the following paragraph at the end of proposed section 62:

Similarly, Mobilité Infra Québec becomes a party to the existing contracts that do not qualify as service, construction or partnership contracts within the meaning of the Act respecting contracting by public bodies (chapter C-65.1) and that concern a complex transportation project, unless the Government decides otherwise when entrusting a responsibility or function to Mobilité Infra Québec. The parties to those contracts and Mobilité Infra Québec must agree on the terms governing the application of those contracts arising from the responsibility or function entrusted to Mobilité Infra Québec.

adep Te - mep.

AMENDMENT

Bill 61

**AN ACT ENACTING THE ACT RESPECTING MOBILITÉ INFRA QUÉBEC
AND AMENDING CERTAIN PROVISIONS RELATING TO SHARED
TRANSPORTATION**

HEADING

**(Chapter III of the Act enacting the Act respecting Mobilité
Infra Québec and amending certain provisions relating to
shared transportation)**

Replace the heading of Chapter III by:

TRANSITIONAL AND FINAL PROVISIONS

*adopté
mep.*