
Potential Projects for Submission to the Investing in Canada Infrastructure Plan

Recommendation

That the Governance and Priorities Committee endorse the proposed infrastructure projects listed in Attachments 2, 3, and 4 to this report for submission to the Investing in Canada Infrastructure Plan.

Topic and Purpose

The purpose of this report is to obtain the Governance and Priorities' endorsement of potential infrastructure projects that the City of Saskatoon may submit for federal and provincial funding under Phase 2 of the Government of Canada's Investing in Canada Infrastructure Plan (ICIP).

Report Highlights

1. Under Phase 2 of the ICIP, Canada is allocating \$896.3M in federal infrastructure funding to Saskatchewan in varying amounts through four separate streams: (1) public transit infrastructure; (2) green infrastructure; (3) community, culture and recreation infrastructure; and (4) rural and northern infrastructure.
2. Canada is allocating approximately \$162M to the City of Saskatoon under the public transit infrastructure stream. Saskatoon has not received an allocation under the green infrastructure; or community, culture, and recreation streams.
3. Administration has compiled lists totalling \$593M of potential projects that may be eligible for submission under Phase 2 of the ICIP.

Strategic Goals

The proposed infrastructure projects have the potential to support all Strategic Goals, with the exception of the Continuous Improvement Strategic Goal.

Background

There has been no previous formal resolution by Committee or Council with respect to Phase 2 of the ICIP.

Report

Overview of the ICIP

In Budget 2017, the Government of Canada announced Phase 2 of the ICIP, which allocates \$33B to the provinces and territories through the signing of an Integrated Bilateral Agreement (IBA). The IBA sets out the terms, funding allocations and contributions, project eligibility rules, project outcomes, etc. of Phase 2 of the ICIP. For more information on the IBA, please refer to Attachment 1 of this report.

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In October 2018, Canada and Saskatchewan signed an IBA. Among other things, the IBA allocates \$896.3M in federal infrastructure funding to Saskatchewan through four distinct funding streams:

- \$307.9M for public transit;
- \$416.3M for green infrastructure;
- \$56.2M for community, culture, and recreation infrastructure; and
- \$115.9M for rural and northern community infrastructure.

The IBA also details the funding contributions that Canada and Saskatchewan will make to various projects. In general, the IBA states that:

- Canada will contribute up to 40% of all eligible costs for new infrastructure projects;
- Canada will contribute up to 50% of all eligible costs for transit rehabilitation projects; and
- Saskatchewan will contribute up to 33.3% of all eligible costs for all infrastructure projects, unless it's a provincially-owned project.

The remaining amount(s) are expected to be covered by "Ultimate Recipients", such as the City of Saskatoon. This means, the City will be required to fund:

- 16.7% of total eligible costs for transit rehabilitation projects; and
- 26.7% of total eligible costs for new infrastructure projects.

Allocation to the City of Saskatoon

As indicated in the previous section, Canada has allocated almost \$308M (as noted) to Saskatchewan for public transit infrastructure. This funding is earmarked only to those cities with public transit systems (Saskatoon, Regina, Prince Albert, and Moose Jaw). However, the IBA does not allocate funding from any other streams directly to municipalities. This is to be determined by Saskatchewan.

As a result, the City of Saskatoon will receive approximately \$162M from Canada's federal public transit allocation to Saskatchewan. This represents federal funding only. Assuming that funding is exclusively for new infrastructure projects, then the total eligible project costs would be approximately \$405M. This means Saskatchewan would be required to contribute approximately \$135M and Saskatoon approximately \$108M to transit projects.

The IBA permits that Canada's transit allocation may be partially moved to other streams, subject to the approval of Canada, Saskatchewan, and the transit funding recipient (e.g. City of Saskatoon). However, indications to date suggest that Canada's transit funding can only be moved to the green infrastructure stream. Administration is seeking additional clarity from Canada and Saskatchewan on this issue.

City of Saskatoon Potential Projects

The Administration has reviewed the terms and conditions of the IBA, and has developed lists of candidate projects that would be eligible for submission for federal

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and provincial funding under the ICIP. The candidate projects are grouped by each eligible funding stream and are contained in Attachments 2, 3, and 4. More specifically:

- Attachment 2 contains projects eligible for the public transit infrastructure stream;
- Attachment 3 contains projects eligible for the green infrastructure stream; and
- Attachment 4 contains projects eligible for the community, culture, and recreation infrastructure stream.

In total, candidate project costs are estimated to be approximately \$593M. Approximately 42% or \$250M is for public transit projects, and another 40% or \$240M is for green infrastructure projects. The remaining 18% or an estimated \$100M are for community, culture, and recreation infrastructure projects.

The projects displayed in Attachments 2 through 4 are not listed in order of priority. However, the intent is to obtain Committee's endorsement of these potential projects, and once project intakes open, the Administration would submit projects based on factors such as funding availability, completion timelines, asset condition, and/or community need.

Some infrastructure projects for the City are not included in the attachments. This could be for two reasons: (a) the project is not eligible for funding under the terms of the IBA and/or (b) details about the project lack clarity.

For example, a future downtown arena is not included because it is not an eligible project under the existing terms of the IBA. Moreover, a new Central Library is not included because estimated costs, timeliness etc. are unknown at the time of writing this report. Similarly, the Hydropower Project is not included in this package because the project still needs a feasibility study to determine its viability as a project. Thus, once more clarity emerges about these and other projects, they could be submitted for funding under this program or potentially, future federal/provincial infrastructure programs.

Public and/or Stakeholder Involvement

The Administration has engaged corporate partners about potential projects that may be submitted for federal and provincial funding under the community, culture, and recreation stream.

Communication Plan

As required by the IBA, projects that receive funding from the ICIP are subject to a communication protocol. Thus, once the City receives formal project approval, a communication plan will be developed in partnership with funding partners.

Financial Implications

As noted earlier in the report, the total estimated project costs for all of the City's proposed ICIP projects is approximately \$593M. Approximately 73.3% or \$435M is estimated to be paid by federal and provincial contributions. The remaining \$158M will be funded by the City of Saskatoon. The City's contribution will be funded by a

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combination of various sources, such as utility rates, reserves, borrowing, and property taxes.

Several candidate projects in the community, culture, and recreation stream, are partner projects with various community organizations (e.g. Optimist Hill, and Shakespeare on the Saskatchewan). It is likely that they will contribute some funding to the potential projects.

Other Considerations/Implications

There are no policy, environmental, Privacy or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The Administration will report back to the Governance and Priorities Committee as necessary on any developments pertaining to Phase 2 of the ICIP, the IBA, and/or the candidate projects contained in Attachments 2, 3, and 4.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachments

1. An Overview of the Investing in Canada Infrastructure Plan
2. Public Transit Stream Infrastructure Projects
3. Green Infrastructure Stream Projects
4. Community, Culture, and Recreation Stream Projects

Report Approval

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Reviewed by: Clae Hack, Director of Finance
Approved by: Kerry Tarasoff, Acting City Manager

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ATTACHMENT 1: An Overview of the Investing in Canada Infrastructure Plan

[1] INTRODUCTION

In Budget 2017, the Government of Canada (hereafter “Canada”) announced Phase II of its Investing in Canada Infrastructure Plan (ICIP) which aims to provide more than \$180B in infrastructure funding over 12 years. On July 7, 2017, Canada announced new details about the ICIP. Nationally, Phase II of the ICIP allocates \$33B to the provinces and territories through four infrastructure funding streams: (1) public transit; (2) green infrastructure; (3) community, culture and recreation; and (4) rural and northern.¹

As a result, Canada announced that Saskatchewan would receive a total allocation of \$896.3M under Phase II of the ICIP, divided into various amounts under the four funding streams.² It also announced that municipalities in the province with established public transit systems would share almost \$308M based on their share of transit ridership in the province. Thus, the City of Saskatoon was allocated approximately \$162M in federal funding under the public transit stream.

Canada also announced that its funding is contingent on the negotiation and signing of an Integrated Bilateral Agreement (IBA) between it and the Government of Saskatchewan (hereafter Saskatchewan). According to Canada, the intent of the IBAs is to give the provinces and territories flexibility in how they invest funding within the context of Canada’s national objectives. After several months of negotiation, Canada and Saskatchewan officially signed the IBA On October 3, 2018. Among other things, the IBA provides Saskatchewan with the authority to manage the project intake process. Despite the signing of the IBA, Saskatchewan has yet to formally announce the mechanics of the ICIP intake process.

Therefore, the purpose of this document is to provide an overview of the ICIP and the Canada - Saskatchewan IBA. The intent is to assist the reader in gaining a better understanding of what types of projects can be submitted for funding consideration. In doing so, this document is organized as follows:

- Section 2 of this document addresses the general objectives and requirements of the ICIP for Saskatchewan as stipulated in the IBA. It addresses topics such as basic requirements, eligible recipients, and cost sharing arrangements.
- Section 3 of this document gets more specific and addresses the objectives and requirements for three of the four funding streams. Rural and northern infrastructure is not addressed because that stream is not eligible to municipalities with a population over 100,000. This section addresses what types of projects are both eligible and ineligible for funding under the IBA.

¹ The ICIP has a fifth stream, Trade and Transportation. However, this stream is not allocated to the provinces and territories.

² Please consult Appendix 1 of this document for an illustration of how the ICIP funding is allocated to Saskatchewan.

[2] GENERAL OBJECTIVES AND REQUIREMENTS OF THE ICIP

The ICIP allocates \$896.3M in federal infrastructure funding to Canada over a period of ten years, delivered through an IBA signed between Canada and Saskatchewan. The intent of the IBA is to establish the terms and conditions to which Canada will provide contribution funding to Saskatchewan for specific types of capital infrastructure projects. The IBA sets out the amounts of funding that Saskatchewan will receive under the four funding streams of the ICIP, but it also lays out Canada's and Saskatchewan's commitments and establishes project eligibility rules.

One unique component of the IBA is that it establishes targets and outcomes that the funding intends to meet. This has been included as an attempt to measure whether the funding is meeting various national objectives. As a result, this section briefly describes some of the more important general requirements as stipulated in the Canada-Saskatchewan IBA.

[2.1] What are the main commitments by Canada and Saskatchewan

- In addition to allocating the funding as described earlier and shown in Appendix 1, Canada agrees to review requests from Saskatchewan to transfer part of the funding from one stream to another stream. This means that upon agreement, Saskatchewan, for example, may request that funding under the public transit stream be moved to another stream.
- The IBA lists several specific commitments for Saskatchewan, with the most notable being:
 - Saskatchewan will ensure that all Projects are Substantially Completed by October 31, 2027.
 - Saskatchewan will ensure that any climate-lens assessments for projects over \$10M are completed to the satisfaction of both Parties and submitted to Canada prior to Canada's approval of a project;
 - Saskatchewan will ensure that all projects with total estimated eligible expenditures of \$25M or more, will report on Community Employment Benefits provided to at least three (3) of the federal target groups (apprentices, Indigenous peoples, women, persons with disabilities, veterans, youth, new Canadians, or small- medium-sized enterprises and social enterprises);
 - Saskatchewan agrees to provide a total funding contribution to projects where the Ultimate Recipient is a municipal or regional government is no less than 33.33% of the total eligible expenditures for such projects.
 - Saskatchewan will require that contribution funding received under this Agreement does not displace municipal spending on public transit.
 - Saskatchewan will ensure that projects submitted for Canada's approval represent, to the satisfaction of both Parties, a balance of municipal and provincial projects

[2.2] Who is eligible to receive project funding (Ultimate Recipients)?

- the Government of Saskatchewan;
- a municipal or regional government;
- a public sector body that is established by or under provincial statute or by regulation or is wholly-owned by Saskatchewan, or a municipal or regional government;
- a public or not-for-profit institution, working in collaboration with a municipal government;
- a private sector body, including for-profit organizations and not-for-profit organizations. In the case of for-profit organizations, they will need to work in collaboration with one or more of the entities referred to above or an Indigenous government; and
- an Indigenous government, band council, or not-for-profit organization whose mandate is to improve Indigenous outcomes.

[2.3] What types of projects and expenditures are eligible?

- Eligible projects will support public infrastructure, defined as tangible capital assets primarily for public use and/or benefit.
- Eligible expenditures include the following:
 - costs relating to a climate lens assessment or community employment benefit plans;
 - incremental costs of employees of an ultimate recipient, subject to (a) the recipient is able to demonstrate that it is not economically feasible to tender a Contract and (b) an arrangement is approved in advance and in writing by Canada.

[2.4] What types of projects and expenditures are ineligible?

- Investments in health and education facilities, unless specified under a specific funding stream.
- Ineligible expenditures include:
 - costs incurred (a) before project approval and (b) for cancelled projects;
 - land acquisition;
 - leasing land, buildings and other facilities;
 - overhead costs, including salaries and other employment benefits of any employees; and
 - operating and maintenance work.

[2.5] What are the primary outcomes or targets stipulated in the IBA?

- Increase by at least twenty-five percent (25%) the modal share for public transit and active transportation.
- Ensure ninety-eight percent (98%) of people in a municipality with a public transit system live within the service area of their transit system.
- Contribute to a national ten mega-tonne (10 mT) reduction of greenhouse gas emissions.
- Reduce by forty percent (40%) the number of long-term drinking water advisories in non-reserve communities.
- Increase the number of wastewater systems achieving compliance with federal effluent regulations: from ninety-eight percent (98%) to one-hundred percent (100%) for high-risk wastewater systems, and from eighty-five percent (85%) to ninety-five percent (95%) for medium-risk wastewater systems.
- Ensure one-hundred percent (100%) of federally-funded public-facing infrastructure meets the highest published applicable accessibility standard in a respective jurisdiction.

[3] SPECIFIC REQUIREMENTS OF THE ICIP FUNDING STREAMS

While the previous addresses the general requirements of the ICIP through the Canada-Saskatchewan IBA, this section addresses the specific requirements for three of the four funding streams: public transit; green infrastructure; and community, culture, and recreation. The rural and northern infrastructure stream is not included, because it is eligible only to municipalities with populations less than 100,000.

[3.1] Public Transit Infrastructure Stream:

- The objective of this stream is to build new urban transit networks and service extensions that will help to improve mobility choices for citizens.
- This stream provides funding to address the construction, expansion, and improvement of public transit infrastructure, and to support active transportation projects that integrate "first-mile, last-mile" connectivity with a public transit system.
- Saskatchewan will receive **\$307.8M** in transit funding from Canada, while Saskatoon has been allocated **\$162.3M** in transit funding from Canada.
- The provincial and territorial allocation is determined by a formula based on ridership (70%) and population (30%).
- Canada will provide up to 40% of eligible costs for new projects and 50% of costs for rehabilitation projects.
- No more than 15% of Canada's transit allocation can be allocated to rehabilitation projects.
- The Canada-Saskatchewan IBA states that project funding under this stream must meet the following outcomes:
 - *Improved capacity of public transit infrastructure*
 - *Improved quality and/or safety of existing or future transit systems*
 - *Improved access to a public transit system*
- Conversely, the Canada–Saskatchewan IBA states any project that involves inter-city bus, rail, port or ferry infrastructure that is not part of a public transit system is not eligible for funding.

[3.2] Green Infrastructure Stream:

- The objective of this stream is to support projects that reduce greenhouse gas (GHG) emissions, enable greater adaptation and resilience to the impacts of climate change and climate-related disaster mitigation, and ensure that more communities can provide clean air and safe drinking water.
- Given that objective, this stream is composed of three sub-streams:
 - i. climate change mitigation;
 - ii. adaptation, resilience, disaster mitigation; and
 - iii. environmental quality.
- Saskatchewan will receive **\$416.3M** from Canada in green infrastructure funding. However, no further allocation has been made for cities (municipalities).
- The Canada–Saskatchewan IBA states that 45%, or **\$187.4M** of Canada’s allocation to Saskatchewan must go to projects that are eligible under the climate change mitigation sub-stream.
- According to the IBA, Canada will contribute up to:
 - 50% of eligible expenditures for Saskatchewan projects (provincial);
 - 40% of eligible expenditures for municipalities;
 - 75% of eligible expenditures for Indigenous recipients; and
 - 25% of eligible expenditures for private sector recipients.
- The Canada–Saskatchewan IBA states that projects eligible for funding under this stream must meet at least one of the outcomes listed in the table 3.2.1.

Table 3.2.1 Eligible Projects

Climate Change Mitigation
Increased capacity to manage more renewable energy sources
Increased access to clean energy transportation
Increased energy efficiency of buildings
Increased generation of clean energy
Adaptation, Resilience and Disaster Mitigation
Increased structural capacity and/or increased natural capacity to adapt to climate change impacts, natural disasters and/or extreme weather events
Environmental Quality
Increased capacity to treat and/or manage wastewater and stormwater
Increased access to potable water
Increased capacity to reduce and/or remediate soil and/or air pollutants

- Conversely, the Canada-Saskatchewan IBA lists several types of projects that are not eligible for funding under this stream. The ineligible projects are listed in table 3.2.2.

Table 3.2.2 Ineligible Projects

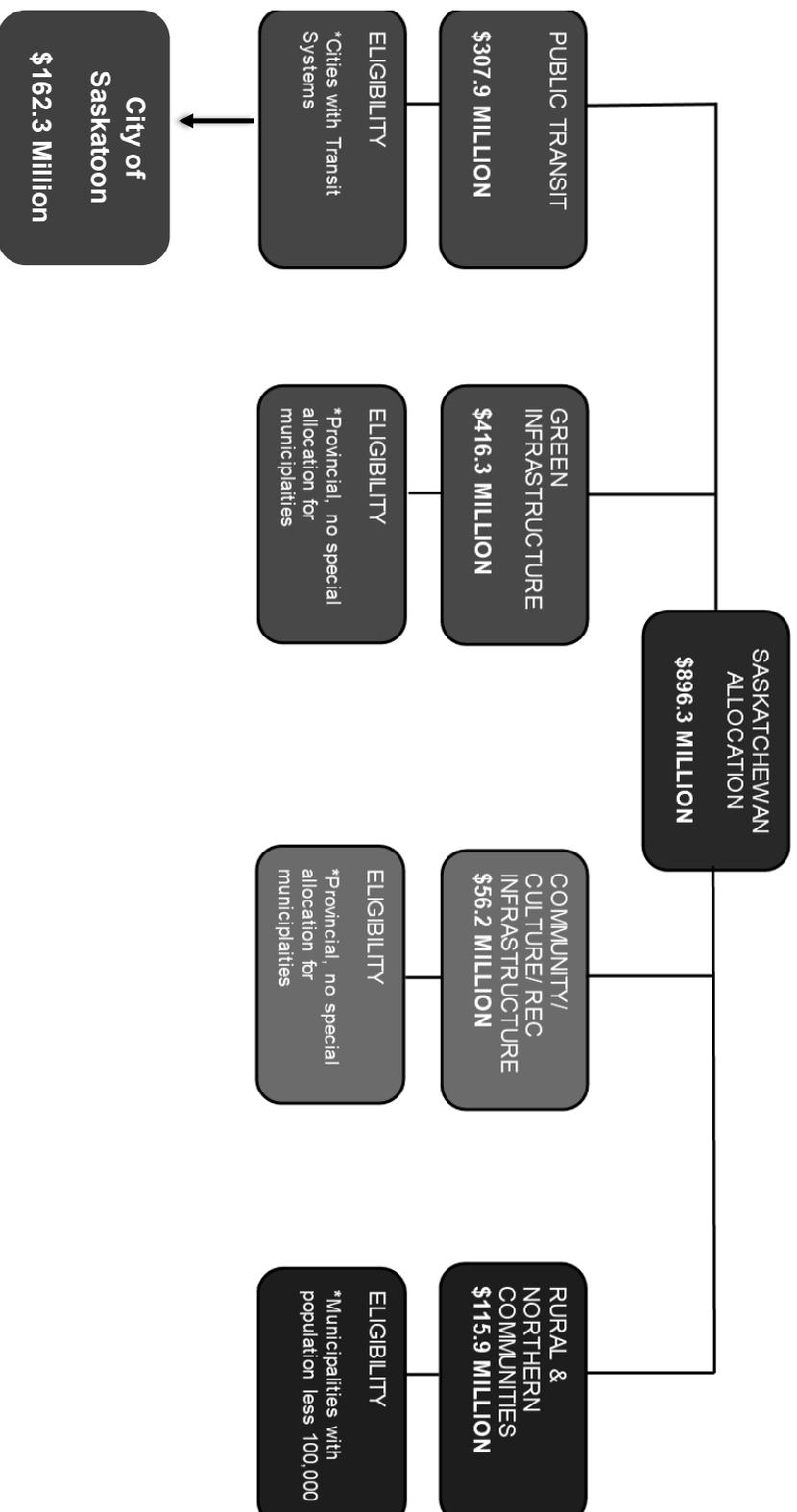
Climate Change Mitigation
Any project that involves inter-city bus, rail, port and ferry infrastructure that is not part of a public transit system
Any project that is eligible for funding under Canada's Low Carbon Economy Leadership Fund
Any project that is eligible for funding under another stream of the IBA or the National Housing Strategy
Any project that involves emergency services infrastructure
Adaptation, Resilience and Disaster Mitigation
Any project that relocates a whole community
Any project that involves emergency services infrastructure
Any project that addresses seismic risks

[3.3] Community, Culture, and Recreation Infrastructure Stream

- The objective of this stream is to provide funding for infrastructure projects that build stronger communities and improve social inclusion.
- Funding under this stream is intended for the construction, expansion or rehabilitation of new community, culture, sports and recreation facilities.
- For this stream, “Community Infrastructure” is defined as “community hubs and community centres”. These are publicly accessible, multi-purpose spaces that bring together a variety of different services, programs and/or social and cultural activities to reflect local community needs.
- Saskatchewan will receive **\$56.2M** from Canada for projects in this stream. However, no further allocation has been made for cities (municipalities).
- **\$15.9M** of Canada’s funding under this stream is allocated to address infrastructure investment needs of the Indigenous population living off-reserve. This leaves **\$40.3M** in federal funding for other projects in this stream.
- According to the IBA Canada will contribute up to:
 - 50% of eligible expenditures for Saskatchewan projects (provincial);
 - 40% of eligible expenditures for municipalities; and
 - 75% of eligible expenditures for Indigenous recipients;
- The Canada-Saskatchewan IBA states that project funding must meet the following outcome:
 - *Improved access to and/or increased quality of cultural, recreational and/or community infrastructure for Canadians, including Indigenous peoples and vulnerable populations*
- Conversely, the Canada - Saskatchewan IBA lists several types of projects that are not eligible for funding under this stream. These include:
 - *any project owned/operated by the private sector;*
 - *any project that is a stand-alone daycare facility, for-profit daycare facility, daycare facility associated with a school board;*
 - *any project that is a religious site that serves as a place of assembly for religious purposes;*
 - *any project that includes dedicated spaces for healthcare, education or tourism purposes; provincial or municipal services; or for-profit uses; and/or*
 - *any project that is a professional or semi-professional sport facility that is primarily a commercial operation, such as those that serve major junior hockey leagues.*

APPENDIX 1

GOVERNMENT OF CANADA PHASE 2 - INVESTING IN CANADA PLAN



Attachment 2: Public Transit Infrastructure Stream Projects

Project Title	Project Type (New or Rehab)	Project Description	How Does it Meet IBA Outcomes/Targets?	Total Estimated Eligible Costs	Estimated Start Date	Estimated Completion Date
Bus Rapid Transit	New/Rehab	Create system of high frequency BRT lines across three corridors in Saskatoon (blue, red and green); introduction of transit signal priority along corridors, building new stations along routes and dedicated running ways at select locations	Improved access to a public transit system; Improved capacity of public transit infrastructure; Improved quality and/or safety of existing or future transit systems	\$151,000,000	2022	2027
Buses	New	Purchase low-floor accessible buses (30/40 and 60 foot) and Paratransit (26-foot) lift-equipped accessible buses; electric battery buses may be purchased	Improved access to a public transit system; Improved capacity of public transit infrastructure;	\$60,000,000	2022	2027
Intelligent Transportation System & Transit Signal Authority	New	Fitting out intersections in the city (that are critical to public transit efficiency, quality and safety - but are not on BRT lines) with transit signal priority apparatus; included will be necessary costs to augment control centres to support the additional apparatus	Improved access to a public transit system; Improved capacity of public transit infrastructure; Improved quality and/or safety of existing or future transit systems	\$7,000,000	2022	2027
Sidewalks	New	New sidewalk, curb cuts and infrastructure to support access to bus stops outside the BRT routes	Improved access to a public transit system; Improved quality and/or safety of existing or future transit systems	\$15,000,000	2022	2027
Bus Pads	New	Construct concrete bus parking pads at 500 bus stops	Improved access to a public transit system; Improved capacity of public transit infrastructure;	\$6,000,000	2022	2027
Station/Stop Upgrades	New/Rehab	Outfit non-BRT stops, shelters, and terminals with amenities required to improve access, quality and safety and to meet CP TED standards as necessary	Improved quality and/or safety of existing or future transit systems Improved access to a public transit system; Improved capacity of public transit infrastructure;	\$10,000,000	2022	2027
Park & Ride	New	Shared park and ride improvement and pedestrian connections	Improved quality and/or safety of existing or future transit systems Improved access to a public transit system; Improved capacity of public transit infrastructure;	\$1,000,000	2022	2027
Total Eligible Estimated Project Value				\$250,000,000		

Estimated Federal Contribution (40%) \$100,000,000

Estimated Provincial Contribution (33.3%) \$83,250,000

Estimated City Contribution (26.7%) \$66,750,000

Attachment 3: Green Infrastructure Stream Projects

Project Title	Project Type (New or Rehab)	Project Description	How Does it Meet IBA Outcomes/Targets?	Total Estimated Eligible Costs	Estimated Start Date	Estimated Completion Date
Active Transportation Plan - sidewalk expansion	New	Planning and installation of approximately 10 kilometers of new sidewalks on streets where there are currently no sidewalks.	Climate Change Mitigation: Increased access to clean energy transportation	\$5,000,000	2020	2027
Active Transportation Plan - Downtown All Ages and Abilities Cycling Network	New	Permanent installation of approximately 2.5 km of protected cycling infrastructure in the Downtown.	Climate Change Mitigation: Increased access to clean energy transportation	\$4,300,000	2020	2021
Active Transportation Plan - cycling network expansion	New	Planning and installation of approximately 10 kilometers of new cycling infrastructure that would be suitable for cyclists of all ages and abilities at various locations throughout the city.	Climate Change Mitigation: Increased access to clean energy transportation	\$2,000,000	2020	2024
Imagine idylwyld	Rehab	Redesign of idylwyld Drive, between 20th Street and 25th Street, to accommodate all modes of transportation by improving sidewalks, adding a raised cycle track, and maximizing the space used for vehicles.	Climate Change Mitigation: Increased access to clean energy transportation	\$15,000,000	2021	2023
Flood Control Strategy	New	Nine-year strategy to reduce flood risk in up to ten flood prone areas through a combination of storm water pipes, dry ponds, and underground storage. Note: This project has been applied for under the DMAF.	Adaptation, Resilience, and Disaster Mitigation Outcomes: Increased structural capacity and/or increased natural capacity to adapt to climate change impacts, natural disasters and/or extreme weather events	\$54,000,000	2019	2027
Montgomery Drainage Improvements	New/Rehab	Drainage path and culvert improvements for the ditch drainage system in the Montgomery neighbourhood.	Adaptation, Resilience, and Disaster Mitigation Outcomes: Increased structural capacity and/or increased natural capacity to adapt to climate change impacts, natural disasters and/or extreme weather events	\$8,000,000	2021	2022
Curbside Organics Program Carts	New	Purchase of carts to facilitate the implementation of a comprehensive Curbside Organics program.	Environmental Quality: Increased capacity to reduce and/or remediate soil and/or air pollutants	\$8,500,000	2021	2022
Wastewater Treatment Plant N40 Forcemain	New	Construction of a second forcemain from the Wastewater Treatment Plant site to the N40 Biosolids Handling Facility.	Environmental Quality: Increased capacity to treat and/or manage wastewater	\$31,700,000	2024	2027
Wastewater Treatment Plant N40 Facility Upgrades	New	Additional Treatment Cell construction at the Wastewater Treatment N40 Biosolids Handling Site.	Environmental Quality: Increased capacity to treat and/or manage wastewater	\$8,000,000	2020	2023
Wastewater Treatment Plant UV Expansion	New	Expansion of the Wastewater Treatment Plant Ultraviolet Disinfection system to provide capacity to 514 MLD peak flows in 2042.	Environmental Quality: Increased capacity to treat and/or manage wastewater	\$9,000,000	2020	2023
Active Transportation and Utility Bridge Crossing	New	Construction of a sanitary sewer and active transportation river crossing connecting the east side upstream (south) of the wastewater plant and the west side to service new developments.	Environmental Quality: Increased capacity to treat and/or manage wastewater	\$22,500,000	2020	2021
Water Treatment Plant Clarification and Basin Upgrade	New/ Rehab	Construction of additional clarification processes, upgrades to existing west basin structures and chlorine handling facility.	Environmental Quality: Increased access to potable water	\$30,000,000	2020	2025
42nd Street Fill Main	New	Construction of a new fill main from the water treatment plant to the 42nd street reservoir.	Environmental Quality: Increased access to potable water	\$43,000,000	2024	2026

Total Eligible Estimated Project Value **\$241,000,000**

Estimated Federal Contribution (40%) \$96,400,000
Estimated Provincial Contribution (33.3%) \$80,253,000
Estimated City Contribution (26.7%) \$64,347,000

Attachment 4: Community, Culture, and Recreation Infrastructure Stream Projects

* partner projects

Project Title	Project Type (New or Rehab)	Project Description	How Does it Meet IBA Outcomes/Targets?	Total Estimated Eligible Costs	Estimated Start Date	Estimated Completion Date
White Buffalo Youth Lodge	New	Renewal/rebuilding of the facility as a larger city centre recreational/cultural facility	Improved access to, and increased quality of, cultural, recreational and community infrastructure for residents, including Indigenous peoples and vulnerable populations	\$15,000,000	2020	2022
Gordie Howe Sports Complex Master Plan*	New and Rehab	In partnership with the Foundation, this project provides Phase 5 upgrades to, and new build of, sports- and park-related facilities and amenities within Gordie Howe Sports Complex	Improved access to, and increased quality of, sport, recreational and community infrastructure for residents, including Indigenous peoples and vulnerable populations	\$22,000,000	2019	2020
Optimist Hill - Phase 2*	New	In partnership with the Optimist Club, the intent of this project is to construct a new building on site to support the recently opened snow boarding, tubing and tobogganning facility	Improved access to, and/or increased quality of, community infrastructure for the entire community	\$5,000,000	2023	2024
Shakespeare on the Saskatchewan*	Rehab	In partnership with the operator, this project intends to make various improvements/enhancements to the site to create a site for year round activities	Improved access to, and increased quality of, cultural and community infrastructure for all residents	\$4,000,000	2020	2021
Civic Conservatory	Rehab	Make various improvements to the facility - to address accessibility and structural repairs	Improved access to, and increased quality of, sport, recreational and community infrastructure for residents, including Indigenous peoples and vulnerable populations	\$5,000,000	2020	2021
Indoor Leisure Centre	New	Construct a new indoor leisure centre to include an arena, pool, children's playground, arts & culture program spaces etc.	Improved access to, and increased quality of, sport, recreational and community infrastructure for residents, including Indigenous peoples and vulnerable populations	\$45,000,000	2024	2026
Multi-purpose Sport Field Complex	New	Construct a multi-purpose sport field complex in the Silverwood Industrial area	Improved access to, and increased quality of, sport, recreational and community infrastructure for residents, including Indigenous peoples and vulnerable populations	\$3,500,000	2024	2026
Outdoor Festival Site	New	Create a permanent outdoor festival site within downtown parks for outdoor community activities in the park year round	Improved access to, and/or increased quality of, community infrastructure for the entire community	\$2,000,000	2023	2024
Total Eligible Estimated Project Value				\$101,500,000		

<i>Estimated Federal Contribution (40%)</i>	\$40,600,000
<i>Estimated Provincial Contribution (33.3%)</i>	\$33,799,500
<i>Estimated City Contribution (26.7%)</i>	\$27,100,500