Logo, company name

Description generated with very high confidence Logo, company name

Description generated with very high confidence

**Integrated Bilateral Agreement for the Investing in Canada Infrastructure Program (ICIP)**

**Expression of Interest**

For this application to be considered complete, all applicable sections must be filled out accurately. Any additional documents that could be considered important for the evaluation of this project by the Province should be included in this request.

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| **Project Information** | | | | | | | | | | | | | | | | | | | | | |
| **Project Title** | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | |
| **Investment** S**tream** | | | | | | | | | | | | | | | | | | | | | |
|  | | Public Transit | | | | | | | | | | | | | | | | | | | |
| **Brief Project Description** | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | |
| **Ultimate Recipient** | | | | | | | | | | | | | | | | | | | | | |
| Legal Name of Applicant | | | |  | | | | | | | | | | | | | | | | | |
| Applicant Type | | | | Municipality Corporation Not-for-profit Organization Aboriginal Community or Group Other | | | | | | | | | | | | | | | | | |
| **Project Finances** | | | | | | | | | | | | | | | | | | | | | |
| **Sources of Funds** | | | | | | | | | | | | | | | | | | | | | |
| Are all other sources of funding secured for the total project costs? | | | | | | | | | | YES  NO | | | | | | | | | | | |
| *If no, provide explanation.* | | | | | | | | | |  | | | | | | | | | | | |
| **Source** | | | | | | | | | | | | | | | **Amount ($)** | | | | | | |
| Total Project Costs | | | | | | | | | | | | | | |  | | | | | | |
| Total Eligible Costs | | | | | | | | | | | | | | |  | | | | | | |
| Requested Federal ICIP Contribution | | | | | | | | | | | | | | |  | | | | | | |
| Requested Provincial Contribution | | | | | | | | | | | | | | |  | | | | | | |
| Ultimate Recipient Contribution | | | | | | | | | | | | | | |  | | | | | | |
| Other Contribution *(Specify source, one row for each source*) | | | | | | | | | | | | | | |  | | | | | | |
| Other Federal Contribution *(Specify source, one row for each source*) | | | | | | | | | | | | | | |  | | | | | | |
| **Fiscal Year Breakdown**  **Please estimate the total eligible costs incurred per fiscal year (April 1 to March 31)** | | | | | | | | | | | | | | | | | | | | | |
| 2021-22 | | |  | | | | | | | | | | | | 2025-26 | |  | | | | |
| 2022-23 | | |  | | | | | | | | | | | | 2026-27 | |  | | | | |
| 2023-24 | | |  | | | | | | | | | | | | 2027-28 | |  | | | | |
| 2024-25 | | |  | | | | | | | | | | | |  | | | | | | |
| **Project Implementation Details** | | | | | | | | | | | | | | | | | | | | | |
| **Nature of the Project** *(indicate % for each relevant type)* | | | | | | | | | | | | | | | | | | | | | |
| % | | | | | New | | | | | | | | | | | | | | | | |
| % | | | | | Rehabilitation | | | | | | | | | | | | | | | | |
| % | | | | | Expansion | | | | | | | | | | | | | | | | |
| % | | | | | Other *(provide explanation)* | | | | | | | | | | | | | | | | |
| **Asset Ownership** | | | | | | | | | | | | | | | | | | |  | | |
| Will the Ultimate Recipient own and operate the asset? | | | | | | | | | | | | | | | | | | | YES  NO | | |
| *If No, provide additional information* | | | | | | | | | | | | | | | | | | | | | |
| **Location** | | | | | | | | | | | | | | | | | | | | | |
| Municipality | | | | | | | |  | | | | | | | | | | | | | |  | |
| **Indicate the percentage of design completed** | | | | | | | | | | | | | | | | | | | | | |
|  | not started | | | | |  | | | up to 25% | |  | 26-50% | | | |  | | 51-75% | |  | 76-100% |
| **Construction Dates** (DD, MM, YYYY) | | | | | | | | | | | | | | | | | | | | | |
| Forecasted Construction Start Date | | | | | | | | | | | | |  | | | | | | | | |
| Forecasted Construction End Date | | | | | | | | | | | | |  | | | | | | | | |
| **Procurement** | | | | | | | | | | | | | | | | | | | | | |
| Will a sole source procurement be used? | | | | | | | | | | | | | YES  NO | | | | | | | | |
| Contract #1 | | | | | | | *Detailed information for the contract, as per the Project Submission Guide* | | | | | | | | | | | | | | |
| Contract #2 | | | | | | | *Detailed information for the contract, as per the Project Submission Guide (add more rows if necessary)* | | | | | | | | | | | | | | |
| **Risks and Mitigation Strategies** | | | | | | | | | | | | | | | | | | | | | | |
| **Project Complexity** *(select all that apply)* | | | | | | | | | | | | | | **Description and Mitigation Strategies** | | | | | | | | |
| Remote Geographical location  Unpredictable weather  Innovative Project/Technologies  Technical nature of the project  Interdependencies between phases  Other *(describe)*  No risk identified | | | | | | | | | | | | | |  | | | | | | | | |
| **Project Readiness** *(select all that apply)* | | | | | | | | | | | | | | **Description and Mitigation Strategies** | | | | | | | | |
| Project site hasn’t been finalized  Land hasn’t been acquired  Potential issues with permits or authorizations (federal, provincial, territorial and municipal)  Industry supply may not be able to meet demand  Non-federal sources of funding are not secured for the entire project cost  Other *(describe)*  No risk identified | | | | | | | | | | | | | |  | | | | | | | | |
| **Public Sensitivity** *(select all that apply)* | | | | | | | | | | | | | | **Description and Mitigation Strategies** | | | | | | | | |
| The project has received negative or national media attention  Certain stakeholders have been vocal about the project  Other *(describe)*  No risk identified | | | | | | | | | | | | | |  | | | | | | | | |
| **Ultimate Recipient Risk** *(select all that apply)* | | | | | | | | | | | | | | **Description and Mitigation Strategies** | | | | | | | | |
| The Ultimate Recipient does not have experience with this type of project  The Ultimate Recipient has low capacity in one or more area: technical expertise, human resources, reporting, delivery of past projects, etc.  Other *(describe)*  No risk identified | | | | | | | | | | | | | |  | | | | | | | | |

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| **Public Transit** | | | | | | | |
|  | | | | | | | |
| Project Tombstone Information | | | | | | | |
| **Project Characteristics** | | | | | | | |
| Is the asset public facing? | | | | | | | YES NO |
| The highest published accessibility standard, code, or by-laws in the jurisdiction will be met or exceeded | | | | | | | YES NO |
| The highest published applicable energy efficiency standard in the jurisdiction will be met or exceeded | | | | | | | YES NO |
| **Outcomes, Indicators and Targets** | | | | | | | |
| **Project Outcome(s)** | | | | | | | |
| ☐ | **Improved capacity** **of public transit infrastructure** | | | | | | |
| ☐ | **Improved quality and/or safety** **of existing and future public transit** | | | | | | |
| ☐ | **Improved access** **to public transit** | | | | | | |
| ☐ | **Improved capacity and/or quality of pathways and/or active transportation infrastructure** | | | | | | |
| **Indicators** | | | | | | | |
| Type of rolling stock assets (for commuter services) receiving investment, **by count** | | | **Number** | | **Physical condition1** before investment | **Physical condition1**  at project conclusion | |
| Bus – by fuel type: | | |  | |  |  | |
| Bio-diesel | | |  | |  |  | |
| Diesel | | |  | |  |  | |
| Electric | | |  | |  |  | |
| Natural gas | | |  | |  |  | |
| Hybrid (including diesel, bio-diesel and natural gas) | | |  | |  |  | |
| Other (*describe*) | | |  | |  |  | |
| Commuter railcar (including locomotives and passenger) | | |  | |  |  | |
| Ferry | | |  | |  |  | |
| Light railcar | | |  | |  |  | |
| Specialized Transit Services (including handi transpo and dial a ride) | | |  | |  |  | |
| Streetcar | | |  | |  |  | |
| Heavy railcars (including Subway) | | |  | |  |  | |
| Other (*describe*) | | |  | |  |  | |
| Type of fixed assets receiving investment, **by count** | | | **Number** | | **Physical condition1** before investment | **Physical condition1**  at project conclusion | |
| Passenger stations and terminals | | |  | |  |  | |
| Transit shelters and stops | | |  | |  |  | |
| Parking and ride parking lots | | |  | |  |  | |
| Passenger drop-off | | |  | |  |  | |
| Maintenance and storage facility (including garages, railway shops, service facilities) | | |  | |  |  | |
| Ferry maintenance facilities | | |  | |  |  | |
| Ferry operations building | | |  | |  |  | |
| Ferry operations equipment | | |  | |  |  | |
| Ferry service docks/piers | | |  | |  |  | |
| Charging/fueling stations | | |  | |  |  | |
| Electricity | | |  | |  |  | |
| Compressed natural gas | | |  | |  |  | |
| Hydrogen | | |  | |  |  | |
| Other | | |  | |  |  | |
| Other *(Describe)* | | |  | |  |  | |
| Type of transit exclusive assets receiving investment, **by count** | | | **Number** | | **Physical condition1** before investment | **Physical condition1**  at project conclusion | |
| Bridge | | |  | |  |  | |
| Railway track | | |  | |  |  | |
| Roadway | | |  | |  |  | |
| Tunnel | | |  | |  |  | |
| Waterway | | |  | |  |  | |
| Other (*describe*) | | |  | |  |  | |
| Type of transit exclusive assets receiving investment, **by length** | | | **Length2**  (in kilometres) | | **Physical condition1** before investment | **Physical condition1**  at project conclusion | |
| Bridge | | |  | |  |  | |
| Railway track | | |  | |  |  | |
| Roadway | | |  | |  |  | |
| Tunnel | | |  | |  |  | |
| Waterway | | |  | |  |  | |
| Other (*describe*) | | |  | |  |  | |
| Type of pathways or active transportation assets receiving investment, **by count** | | | **Number** | | **Physical condition1** before investment | **Physical condition1**  at project conclusion | |
| Active transportation support facility (E.g. Bike parking/ storage) | | |  | |  |  | |
| Street and park furniture (e.g. benches, shade areas, planters) | | |  | |  |  | |
| Other (*describe*) | | |  | |  |  | |
| Type of pathways or active transportation assets receiving investment, **by length** | | | **Length2**  (in kilometres) | | **Physical condition1** before investment | **Physical condition1**  at project conclusion | |
| Sidewalks | | |  | |  |  | |
| Parks trails and multi-use paths | | |  | |  |  | |
| Footpath and foot bridges | | |  | |  |  | |
| Bike and pedestrian lanes on existing or new roads or highways | | |  | |  |  | |
| Other (*describe*) | | |  | |  |  | |
| Type of Safety Improvements *(mark with ‘x’ all that apply)* | | | | | | | |
|  | | Barriers | |  | Video screens and PA systems for passenger announcements | | |
|  | | Cloud intelligence sharing / Information management infrastructure | |  | Video surveillance | | |
|  | | Driver safety | |  | Other *(Describe)* | | |
|  | | Passenger alarm systems | |  |  | | |
| Type of Intelligent Transit System (ITS) improvements *(mark with ‘x’ all that apply)* | | | | | | | |
|  | | Accessibility improvements | |  | Maintenance information collection system | | |
|  | | AVL technology | |  | Mobile technology | | |
|  | | Data collection tools | |  | Security enhancements | | |
|  | | Dispatching technologies | |  | Wi-Fi installation | | |
|  | | Fare systems | |  | Other *(Describe)* | | |
|  | | ‘Internet of Everything’ technology | |  |  | | |
| Type of Service and support vehicles receiving investment, **by number** | | | **Number** | | **Physical condition1** before investment | **Physical condition1**  at project conclusion | |
| Maintenance and service vehicles | | |  | |  |  | |
| Diesel | | |  | |  |  | |
| Bio-diesel | | |  | |  |  | |
| Electric | | |  | |  |  | |
| Hybrid (including diesel, bio-diesel and natural gas) | | |  | |  |  | |
| Other (*Describe*) | | |  | |  |  | |
| Emergency response and security vehicles | | |  | |  |  | |
| Diesel | | |  | |  |  | |
| Bio-diesel | | |  | |  |  | |
| Electric | | |  | |  |  | |
| Hybrid (including diesel, bio-diesel and natural gas) | | |  | |  |  | |
| Other (*Describe*) | | |  | |  |  | |
| Supervisor vehicles | | |  | |  |  | |
| Diesel | | |  | |  |  | |
| Bio-diesel | | |  | |  |  | |
| Electric | | |  | |  |  | |
| Hybrid (including diesel, bio-diesel and natural gas) | | |  | |  |  | |
| Other (*Describe*) | | |  | |  |  | |
| Proximity to public transit**3** | | | | | Before investment | At project conclusion | |
| Number of people living within 1000m of **rapid transit** service | | | | |  |  | |
| Number of people living within the **service area** of the transit system | | | | |  |  | |
| Distance (in metres) to be ‘within the service area’ (e.g. 400m, 600m, etc.) | | | | |  | | |
| The total number of people (i.e. population count) for the municipality(ies) serviced by the **transit system** (regular or rapid service) | | | | |  | | |
| **NOTES – Outcomes, Indicators and Targets** | | | | | | | |
| 1 Where applicable, pick one from the following physical condition list: Very Good; Good; Fair; Poor; Very Poor; Not Applicable e.g. in the case where no asset existed prior to investment. See Annex A for definitions.  2 Where applicable, data for assets that are linear in nature (i.e. assets that can be measured in lineal units instead of a count, and do not have one specific location) need to be provided in terms of ‘Length’ covered by the asset, using kilometres (km) as the measure of unit.  3 Population growth should be factored into the Baseline (Before) figures as it would occur with or without the project. Variance with the Target (After) figures should reflect the impact attributable to the project. E.g.: A variance of 10% will only occur with project completion; not a 5% increase attributable to the project and an ‘organic’ growth of 5%. Figures can be established without (Before = today; After = tomorrow with project) or with (Before = tomorrow forecast including growth if no project; After = tomorrow forecast including growth if project completion) consideration to population growth. | | | | | | | |

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| **Attestation** |
| I, \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, attest that the information contained in this form is true and complete.  Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \*Must be signed by approved spending authority.  Expression of Interest Forms can be submitted via email to: [IBA-EBI@gnb.ca](mailto:IBA-EBI@gnb.ca) or by mail to: Regional Development Corporation, P.O. Box 6000, Fredericton NB E3B 1E9.  The Regional Development Corporation may require additional information following the initial review of this Expression of interest. |

ANNEX A: QUICK REFERENCE GUIDE TO STANDARDIZED LISTS IN THIS DOCUMENT

The submission form refers to standardized lists that must be used in order to ensure a consistent approach to data collection. Please refer to the project submission guidance for further information and a glossary of terms.

**Physical Condition**

* ***Very poor*:** The asset is unfit for sustained service. Near or beyond expected service life, widespread signs of advanced deterioration, some assets may be unusable;
* ***Poor*:** The asset is approaching end of service life; condition below standard and a large portion of system exhibits significant deterioration. Increasing potential of affecting service;
* ***Fair*:** The asset requires attention. The assets show signs of deterioration and some elements exhibit deficiencies;
* ***Good*:** The asset is adequate. Acceptable, generally within mid stage of expected service life;
* ***Very good:*** The asset is fit for the future. Well maintained, good condition, new or recently rehabilitated;
* ***Not Applicable:*** The asset is new where no such asset existed prior to the investment.