

Investing in Canada Infrastructure Program

Project Submission Guide

August 2020

Table of Contents

Introduction	3
Project Eligibility	4
Information Required for Project Submission	6
General Characteristics.....	6
Project Characteristics	8
Ultimate Recipient.....	8
Project Finances.....	8
Nature of the Project	9
Location	9
Project Schedule	9
Procurement.....	10
Outcomes and Indicators.....	10
Climate Lens.....	11
Community Employment Benefits.....	12
Risks and Mitigation Strategies	12
Aboriginal Consultation and Environmental Assessment	12
Contact Information	12
Supporting Documents.....	13
Attestation	13
Special Cases - Additional Program Requirements.....	14
Broadband Projects with For-Profit Recipients	14
Health or Education Projects that Respond to the TRC’s Calls to Action	14
Projects for the Benefit of Indigenous Populations not Living on Reserve (CCR Funding Floor)	14
Projects that Include Land Acquisition for the Development of Natural Infrastructure.....	14
Annex A – Performance Measurement Guidance	16

Introduction

This guide provides an overview of the information required for the submission of projects within the Minister's approval authority under the Investing in Canada Infrastructure Program (ICIP) and represents the information required for a typical project application under the four original ICIP streams, i.e. the Public Transit stream, Green Infrastructure stream, Community, Culture and Recreation stream, and Rural and Northern Communities Infrastructure stream. Additional information may still be requested as needed. Note that projects outside of the Minister's approval authority will require a Treasury Board submission and additional project information. INFC has additional guidance material for projects outside of the Minister's approval authority. A project submission guide specific to the COVID-19 Resilience Infrastructure stream is also available.

This guidance document is evergreen and will be updated and refined as the program evolves.

A complete project submission includes the following:

- Complete project information, entered in the Infrastructure Recipient Information System (IRIS)
- KML file with project location details
- Attestation by designated Provincial or Territorial official
- A completed Aboriginal Consultation and Environmental Assessment Form (PDF format), including supporting documents (e.g., Record of Consultation and Concern Tracking table) if available. *
- Climate Lens assessment(s), *as applicable*

* Note that capital costs, including site preparation or construction, will not be reimbursed until INFC has confirmed that Environmental Assessment and Aboriginal Consultation obligations have been met. As indicated in the ICIP Integrated Bilateral Agreement (IBA), if construction and/or site preparation activities begin before INFC has confirmed that its obligations have been met, INFC may not be in a position to reimburse eligible capital costs towards the project, in whole or part. Consequently, INFC recommends that the Recipient and/or Ultimate Recipient ensures that no construction, or site preparation, including vegetation removal, begins before INFC confirms that these requirements have been met. Having said that, a phased approach to Aboriginal consultation is possible.

Project Eligibility

The four original streams under the Investing in Canada Infrastructure Program (ICIP) uses an outcomes-based approach to project eligibility. For a capital infrastructure project to be considered for funding, the project must clearly align with at least one immediate outcome within one of the investment streams. For a planning project to be considered for funding, the eventual capital infrastructure project must clearly align with at least one immediate outcome within one of the investment streams. Projects must also meet all applicable program requirements as outlined in the ICIP IBA.

Note that certain project types are only eligible under the ICIP if construction starts by September 30, 2021. For more information of these project types, consult the section of this guide titled “Special Cases – Additional Program Requirements”.

Table 1. Immediate Outcomes for each of the ICIP funding streams and sub-streams

Funding Stream	Immediate Outcome
Public Transit	Improved capacity of public transit infrastructure Improved quality and/or safety of existing and/or future public transit Improved access to public transit Improved capacity and/or quality of pathways and/or active transportation infrastructure
Green Infrastructure - Climate Change Mitigation	Increased capacity to manage renewable energy Increased access to clean energy transportation Increased energy efficiency of buildings Increased capacity to generate clean energy
Green Infrastructure - Adaptation, Resilience and Disaster Mitigation	Increased structural capacity to adapt to climate change impacts, natural disasters and/or extreme weather events Increased natural capacity to adapt to climate change impacts, natural disasters and/or extreme weather events
Green Infrastructure - Environmental Quality	Increased capacity to treat and/or manage wastewater and/or storm water Increased access to potable water Increased capacity to reduce and/or remediate soil and/or air pollutants Improved capacity and/or quality of pathways and/or active transportation infrastructure
Community, Culture and Recreation Infrastructure	Improved access to and/or increased quality of community, cultural and/or recreational infrastructure
Rural and Northern Communities Infrastructure	Improved food security Improved and/or more reliable road, air and/or marine infrastructure

	<p>Improved access to broadband connectivity, including Internet and mobile wireless infrastructure</p> <p>More efficient and/or reliable energy</p> <p>Improved education and/or health facilities (specific to Truth and Reconciliation Commission Calls to Action)</p>
<p>Rural and Northern Communities Infrastructure - Arctic Energy Fund</p>	<p>More efficient and/or reliable energy</p>

Information Required for Project Submission

General Characteristics

AGREEMENT RECIPIENT

Name of Province / Territory

PROJECT TITLE

A concise but meaningful description of the asset and the work to be completed. For example: *Plant 5 Waste Water Upgrade Project* would be an acceptable title while *Pipe at Plant 5* is not.

BRIEF PROJECT DESCRIPTION

The **project description** should:

- Consist of a brief and meaningful description of the project's main objectives. The description should be concise but there must be enough detail that a reader who is not familiar with the project gets a clear picture of the project;
- Describe all major quantifiable components and the approximate output(s) that the project will generate;
- Clearly identify how the project will meet relevant immediate outcomes (as per Table 1); and
- Be written in plain language and be suitable for public communications purposes.

Tip:

- ✓ The first sentence should describe exactly what the project consists of – a new building; expanding; rehabilitating, etc.
- ✓ The next few sentences should describe all major quantifiable components and the approximate output(s) that the project will generate;
- ✓ Finally, the project description must also explain the purpose of the project & how it benefits the community/ aligns to an outcome

Project Description Example #1 – ABC LRT Expansion Project

The ABC LRT project is an expansion of the current LRT system. It will connect riders from the downtown core to the city's west end with key stops in the shopping district, at the hospital, and at the university. The project will improve access by expanding the City's LRT network by 14 kilometres and opening the western quadrant of the city to rapid transit. Once completed, the entire LRT line (27 kilometres) will provide a rapid transit link between the City's southeast sector through downtown to the west end.

The project scope includes: 14 LRT stops and two elevated stations; two bridges; integration with three transit centers; a park and ride facility; a new LRT maintenance and storage facility and the expansion of an existing operations and maintenance facility; and 40 articulated low-floor Light Rail Vehicles.

The project also includes utility installation, relocation and protection; installation of a power supply, communication systems, train controls and signaling, pedestrian and roadway amenities and integration, landscaping and streetscaping, and any environmental mitigation measures required.

The project will result in the integration of the ABC LRT to the city's existing transportation system including commuter public transit service providers to adjacent cities as well as with active modes of transportation such as pedestrian and cyclist infrastructure. The project will result in improved accessibility with the low surface level trains and through mainly surface level stops which allow for smaller scale stops that reduce physical barriers and permit seamless integration to the communities along the route.

Project Description Example #2 – Construction of a Biomass Power Plant

The project involves the construction of a biomass power plant (a biomass-based combined heat and power cogeneration system) at a sawmill site. The Plant will include an air-cooled refractory-lined reciprocating grate furnace with thermal oil heat exchangers, an 8.0 Megawatts (MW) gross Organic Rankine Cycle (heat recovery from lower temperature sources such as biomass combustion that are converted into electricity) turbo-generator (before operation of station service pumps, compressors, etc.), and all associated fuel handling and environmental emission systems.

The biomass supply is continuously generated by the sawmill, which operates year-round and has been in operation since 1971. The sawmill has long-term forest tenure to a significant softwood lumber supply within a commercial forest zone.

The Plant is configured to utilize maximum thermal energy by utilizing woody residue, currently combusted as a waste product, in the production of electricity and heat. Using the thermal energy for electricity production, building heat and lumber drying allows the Plant to achieve a higher efficiency.

Note: Quantitative information regarding the project outputs (e.g. Number of buses purchased, capacity of new pipes, etc.) will be collected as part of the performance measurements information (see details in Annex A).

P/T PROJECT IDENTIFIER

A unique alphanumeric value assigned by the Province / Territory.

INVESTMENT STREAM

Identify the investment stream(s) from which the project will be funded.

Note: As described in the Project Eligibility section above, the capital project, or eventual capital project in the case of planning projects, must demonstrate alignment to at least one outcome within the investment stream in order to be eligible for funding. If the project is seeking funding from multiple streams, it must demonstrate alignment to an outcome within each of the investments streams.

Project Characteristics

Answer yes or no to the questions and provide an explanation if required.

Ultimate Recipient

The Province, Territory, municipality, regional government, Indigenous recipient or other eligible entity that will receive funds to deliver the project.

Project Finances

Confirm whether or not all other sources of funding have been secured to cover the total project costs.

Total Project Costs: Sum of eligible and ineligible costs from all sources for the entire project.

Total Eligible Costs: Sum of all eligible costs associated with the project as per the IBA.

Provincial / Territorial Contribution: Amount of funding contributed by the Province / Territory.

Total Program Contribution: Amount of funding sought from the ICIP for the project (indicate the amount sought from each investment stream, as applicable). *Note: IRIS will auto-populate the second box with the percentage amount.*

Ultimate Recipient Contribution: Amount of funding contributed by the Ultimate Recipient.

Note – In IRIS, if the ultimate recipient's name does not appear in the drop-down menu, type out the recipient name in the appropriate text box.

Other Contribution: Amount of funding sought from any other non-federal source of funding (such as municipal share when not Ultimate Recipient, donations, non-federal funding). Clearly identify the name of the entity that will provide each source of non-federal funding.

Other Federal Contribution: Amount of funding contributed by other federal sources (e.g. Gas Tax Fund, other INFC funding programs, the Canada Infrastructure Bank, or funding from other federal government department). Identify the name of the program (if INFC) and the name of the department (if seeking funding from a department other than INFC).

The total of all funding sources must add up to the total eligible costs (and not total project costs). Note that program cost sharing and federal stacking limits must be respected.

CASH FLOW

The fiscal year breakdown represents the portion of total eligible costs that will be incurred for the project each fiscal year. The fiscal year begins April 1 and ends March 31 of the following year.

Nature of the Project

Indicate the % of each: New, Rehabilitation, Expansion, Other (provide explanation)

NEW: The acquisition or construction of entirely new fixed assets or rolling stock that did not exist prior to procurement or substantial completion of a project resulting from federal investment. (*E.g.: Construction of a new recreation centre*)

EXPANSION: Increasing the capacity or size of an asset. (*E.g.: Expansion of an existing recreation centre to include pool and pool facilities*)

REHABILITATION: Any work undertaken in/on an existing asset that will extend the life or improve the quality or safety of that asset so that it may continue to be used for its current purposes or used for a new and alternate purpose. (*E.g.: Rehabilitation of an unused school building to a recreation centre*)

OTHER: Any work that does not fall within the above-defined categories. This may include site decommissioning work, planning projects, etc.

ASSET OWNERSHIP AND OPERATION

Indicate if the Ultimate Recipient will own and operate the asset. If not, provide additional information regarding asset ownership and operation. Include the name and type of entity and a brief description of the arrangement.

If the project is dependent on any leases, confirm that the lease will allow the asset to be available for its intended purpose for the asset disposal period identified in the IBA (note that leasing land, building and other facilities are ineligible expenditures).

Location

Indicate the province or territory and the municipality or municipalities where the project will take place.

Provide a KML file with the project location(s). This is not a picture or PDF map of the project location, but a file containing a digital spatial representation of the project location produced by the recipient or ultimate recipient using a geographic information system software or website application. A KML can be created by anyone and allows a variety of points, polygon and line data to be represented spatially with detail to accurately display the specific location of all project components. See INFC's guide on how to create a KML file for guidance on creating a KML file using the Aboriginal & Treaty Rights Information System website or Google Earth and for more specific examples of how to accurately represent the project.

Project Schedule

Indicate the percentage of design completed and provide details about the project schedule.

Forecasted Construction Start Date: date on which construction is expected to begin (shovels in the ground). For planning projects, enter the planning project's expected start date.

Forecasted Construction End Date: date on which substantial completion is expected. Substantial completion means that the asset(s) resulting from the project can be used for the purpose for which it was intended. For planning projects, enter the planning project's expected end date.

Procurement

Indicate if sole source procurement will be used, including relocation of utilities. If YES, for each sole source contract include the following information, if known: estimated amount of the sole source contract, who will be conducting the work, the nature of the work, and explain why sole source contracting will be used.

Note that projects that require sole source contracts may need a Treasury Board submission for project approval. Any additional sole source contracts that are required following project approval will require federal approval in order to be considered as eligible costs.

Outcomes and Indicators

At least one immediate outcome must be identified for each investment stream, and multiple immediate outcomes must be identified where there is funding from multiple investment streams. Each outcome is linked to a selection of pre-defined national indicators which specify the type of data collected to report on results.

Provide data for all the relevant indicators under all applicable immediate outcome(s) that apply to the project:

- under investment streams for which the project is requesting funding, and
- under investment streams to which the project aligns, but from which funding is not being requested (see examples below).

A project application will be considered incomplete if expected results are not included for all applicable immediate outcomes, even those that are not within the investment stream for which the project is being funded.

Example #1: An energy-efficient community hub, funded under the Community, Culture and Recreation stream.

Applicable outcomes:

- (IM15) Improved access to and/or increased quality of community, cultural and/or recreational infrastructure (Community, Culture and Recreation stream)
- (IM8) Increased energy efficiency of buildings (Climate Change Mitigation sub-stream of Green Infrastructure)

Example #2: A project that involves roads, water & sewer, funded under the Rural and Northern Communities Infrastructure.

Applicable outcomes:

- (IM11) Increased capacity to treat and/or manage wastewater and/or storm water (Environmental Quality sub-stream of Green Infrastructure)
- (IM12) Increased access to potable water (Environmental Quality sub-stream of Green Infrastructure)
- (IM17) Improved and/or more reliable road, air and/or marine infrastructure (Rural and Northern Communities stream)

See further details on outcomes, indicators and definitions in Annex A.

Note: In IRIS, to view immediate outcomes, select all investment stream(s) the project aligns to.

Save after making selection to proceed. Once information has been provided for all applicable indicators, click the “I confirm that all applicable data has been provided” checkbox to confirm that the requirement has been met.

Climate Lens

The Climate Lens consists of two potential assessments for projects being brought forward for funding: a greenhouse gas (GHG) mitigation assessment and a climate change resilience assessment. Complete the appropriate assessments following Infrastructure Canada’s Climate Lens guidance documents. Summary information is required as part of the project application, and the complete assessment must also be included with your application. Note that climate lens assessments are not required for planning projects. Furthermore, for projects outside the Climate Change Mitigation and Adaptation, Resilience and Disaster Mitigation sub-streams of Green Infrastructure, climate lens assessments may be deferred and provided following the project application. Rationale for a deferral must be submitted at project application. Should the project be approved, claims cannot be paid on any project with outstanding climate lens requirements until the requirements are fulfilled.

Climate Lens assessment thresholds by funding stream for ICIP

Funding Streams	GHG Mitigation Assessment	Climate Change Resilience Assessment
Climate Change Mitigation (Green Infrastructure stream)	<u>All projects</u>	If total eligible costs are greater than \$10M
Adaptation, Resilience and Disaster Mitigation (Green Infrastructure stream)	If total eligible costs are greater than \$10M	<u>All projects</u>
All other streams (Environmental Quality (Green Infrastructure stream); Public Transit; Community, Culture and Recreation Infrastructure; Rural and Northern Communities)	If total eligible costs are greater than \$10M	If total eligible costs are greater than \$10M

For projects outside of the two climate-focused sub-streams, in light of the capacity limitations faced by some applicants, (e.g., small communities with a population of 5,000 or less) exemptions could be granted by the Minister of Infrastructure and Communities on a case-by-case basis. Also for projects outside of the two climate-focused sub-streams, exemptions may also be considered if the infrastructure asset is unlikely to involve opportunities to reduce GHG emissions nor likely to be at risk from climate change impacts.

Note that the return on investment calculation is only required for projects funded under the Adaptation, Resilience and Disaster Mitigation sub-stream. Generally the loss estimation analysis and return on mitigation investment analysis at the funding stage for the project as a whole is possible and feasible. Proponents submitting projects in streams other

than the Adaptation, Resilience and Disaster Mitigation sub-stream can provide, if they wish, return on investment information. The return on mitigation investment calculations and loss estimation analysis, for new assets or for assets being retrofitted for other reasons than climate risks mitigation (as opposed to assets being upgraded to mitigate climate risks) could be developed at the design stage where design options are being developed and finalized – not at the funding application stage.

Community Employment Benefits

Reporting on Community Employment Benefits (CEB) is a requirement for all capital infrastructure projects over the negotiated threshold, although, if a Province or Territory chooses not to report on CEB, they can opt out by providing a rationale, to be reported publicly. Reporting on CEB is not a requirement for planning projects. CEB reported at the project level will contribute towards the aspirational targets set by the Province or Territory in their infrastructure plan.

Risks and Mitigation Strategies

This section is based on the Province or Territory’s assessment of project risks, not that of the ultimate recipient. From the included list, select the factors for each of the four categories (project complexity, project readiness, public sensitivity, ultimate recipient risk) that have a reasonable likelihood of affecting the project. Briefly describe why this is a risk to the project and the mitigation strategies.

Example:

1. Project complexity: The Project’s electrical equipment needs to be ordered in advance as the components are built to specification and are not bulk manufactured. Project risks during installation and completion could include the following: delays due to manufacturing, delays in delivery, or unforeseen delays during the installation phase. These risks will be mitigated by incorporating earlier order dates into the Project timeline. All engineering, architectural and mechanical design will be completed in advance of the ordering and delivering of the new equipment to ensure that the new equipment is installed and brought online as efficiently and expeditiously as possible.
2. Project readiness: Parcels of land must be acquired for many of the project’s components, but it is not anticipated that there will be any issues. The Province maintains the legal right to expropriate the required land in the absence of successful land negotiations, expropriation will be used as necessary to mitigate the risk associated with project delays due to land acquisition issues.

Aboriginal Consultation and Environmental Assessment

Upload completed ICIP: Aboriginal Consultation & Environmental Assessment Smart Form for the project and all supporting documentation, this form can be downloaded from the IRIS Resource Centre.

Contact Information

Identify the contact(s) to receive correspondence for the project.

Supporting Documents

Upload any supporting documentation, e.g. a Business Case, for projects that are outside the Minister's approval authority. Document size must not exceed 32 MB.

Attestation

Attestation from the Province or Territory. Note that a designated official from the Province or Territory must provide the attestation. This designated official must have the authority to attest that:

- The project information is complete and accurate.
- Federal funding will support only eligible expenditures and the project meets the provisions as specified in the ICIP IBA.
- The project will be governed under the terms and conditions of the ICIP IBA.

Special Cases - Additional Program Requirements

Certain project types have additional requirements in place that are specific to that type of project.

Broadband Projects with For-Profit Recipients

When a federal contribution is provided to a for-profit recipient, the contribution is typically repayable, unless it is approved as a non-repayable contribution. A non-repayable contribution assessment form (available in the IRIS Resource Centre) must be completed by the ultimate recipient, and reviewed and submitted by the Province or Territory where a for-profit recipient wishes to seek approval for a non-repayable contribution. The non-repayable contribution form will allow INFC to recommend whether or not the contribution should be non-repayable. Note that additional information, in addition to the information submitted in the form, may be sought to support the non-repayable contribution assessment.

Health or Education Projects that Respond to the TRC's Calls to Action

Generally, health and education projects are not eligible under ICIP, with the exception of those that respond to the Truth and Reconciliation Commission's Calls to Action. Additional eligibility requirements for these projects include:

- 1) A description to explain which Call(s) to Action the project is addressing, and how the project is going to respond to the Call(s) to Action (i.e. make the link between the project and the relevant Call(s) to Action).
- 2) If the ultimate recipient is not an Indigenous ultimate recipient, a letter of support for the project and its intended results must be provided by the Indigenous group that will benefit from the project.

Projects for the Benefit of Indigenous Populations not Living on Reserve (CCR Funding Floor)

As per the IBA, Provinces and Territories are required to dedicate a minimum amount of their CCR contribution funding to projects that benefit Indigenous populations not living on reserve. For federal funding to count toward this funding floor, ultimate recipients must provide a percentage indicating just how much of the project will be benefitting off-reserve Indigenous peoples. The percentage provided will then be applied to the project's federal contribution and counted toward the funding floor.

Note that it is up to the ultimate recipient to determine how this percentage is calculated. However, the ultimate recipient will be required to describe in their application how the percentage was calculated and how the project was designed to benefit Indigenous populations not living on reserve.

Projects that Include Land Acquisition for the Development of Natural Infrastructure

Land acquisition costs are only eligible under the Adaptation, Resilience and Disaster Mitigation sub-stream of ICIP when the costs associated with the land in question are directly linked to the development of natural infrastructure. For

costs to be eligible, the land to be acquired must be an integral part of the project and must be used as natural infrastructure. It cannot be the sole component of the project, nor can it be publicly-owned.

For projects that include land acquisition, a supplemental application form (available in the IRIS Resource Centre) must be completed by the Province or Territory. This form will allow INFC to determine whether or not the land acquisition costs are eligible under ICIP.

Projects with time-limited eligibility, i.e. types of projects for which construction must start by September 30, 2021

The following types of projects are only eligible under the ICIP if they can start construction by September 30, 2021:

- Stand-alone pathways and active transportation projects funded the Public Transit stream;
- Inter-community bus, rail, port and ferry infrastructure projects that are not part of a public transit system funded under the Public Transit stream or the Climate Change Mitigation sub-stream;
- Pathways and active transportation projects, funded under the Environmental Quality sub-stream;
- Mobile wireless projects funded under the Rural and Northern Communities Infrastructure stream; and
- Projects funded under the Arctic Energy Fund in communities that are not dependent on fossil fuels for their primary energy generation.

Annex A – Performance Measurement Guidance

Introduction

Infrastructure Canada (INFC) is committed to tracking and reporting on the results achieved by the investments delivered through the Integrated Bilateral Agreements (IBAs) with Provinces and Territories. A performance measurement framework was developed as a management tool to help organize and coordinate results from the Investing in Canada Infrastructure Program (ICIP). It enables federal, provincial and territorial governments to streamline efforts in the collection and provision of data in a consistent manner on a pan-Canadian basis. This approach directly supports INFC’s ability to tell a clear and compelling story about how the significant infrastructure investments through ICIP will achieve results that matter to Canadians. We want to be able to answer the following question in a very practical and tangible way for Canadians: What improvements have you and your community experienced as a result of the infrastructure investments being made through ICIP?

Data Collection

The INFC team has adopted a “minimum viable data” approach to data collection and results reporting for ICIP. The objective is not to collect as much data as possible. Rather, to collect the right data in order to maximize insights into the achievement of results. Project data consistently captured and standardized can then be consolidated at a national level to provide evidence of practical, tangible infrastructure improvements in Canadian communities with a cross-reference against overall financial investments.

For each of the four investment streams (Public Transit; Green Infrastructure; Community, Culture and Recreation Infrastructure; Rural and Northern Communities), a set of outcomes statements has been articulated which describe the expected results for the immediate time horizon. Immediate-level outcomes statements have been designed to focus on results which can be achieved upon conclusion of the project, or within a short period afterward. Each outcome statement is linked to a small selection of indicators which specify the type of data to be collected to report on results.

Outcome Statement:

The result which should be achieved.

Indicator: The data which will be collected in order to report on the achievement of results.

The following steps need to be followed for a project to be eligible for funding:

STEP ONE: ALIGN YOUR PROJECT TO THE RELEVANT IMMEDIATE OUTCOME(S)

STEP TWO: COLLECT AND SUBMIT YOUR DATA

Once the appropriate outcome(s) is selected, the second step is to identify the data associated with the relevant outcome(s) for your project. Project data will need to be collected in keeping with the standardized set of indicators for the outcome(s) and submitted to INFC through IRIS during the project submission process. Where feasible, both the current baseline data as well as the anticipated result at project conclusion will be required. All immediate results achieved from a funded project are to be demonstrated through the selection of indicators in the project submission.

Example

Under the Green Infrastructure stream, Environmental Quality sub-stream, consistent and quality data will be collected on the **type of wastewater or storm water asset** receiving investment, according to the pre-set list of indicators below. Each project must be assessed against each indicator:

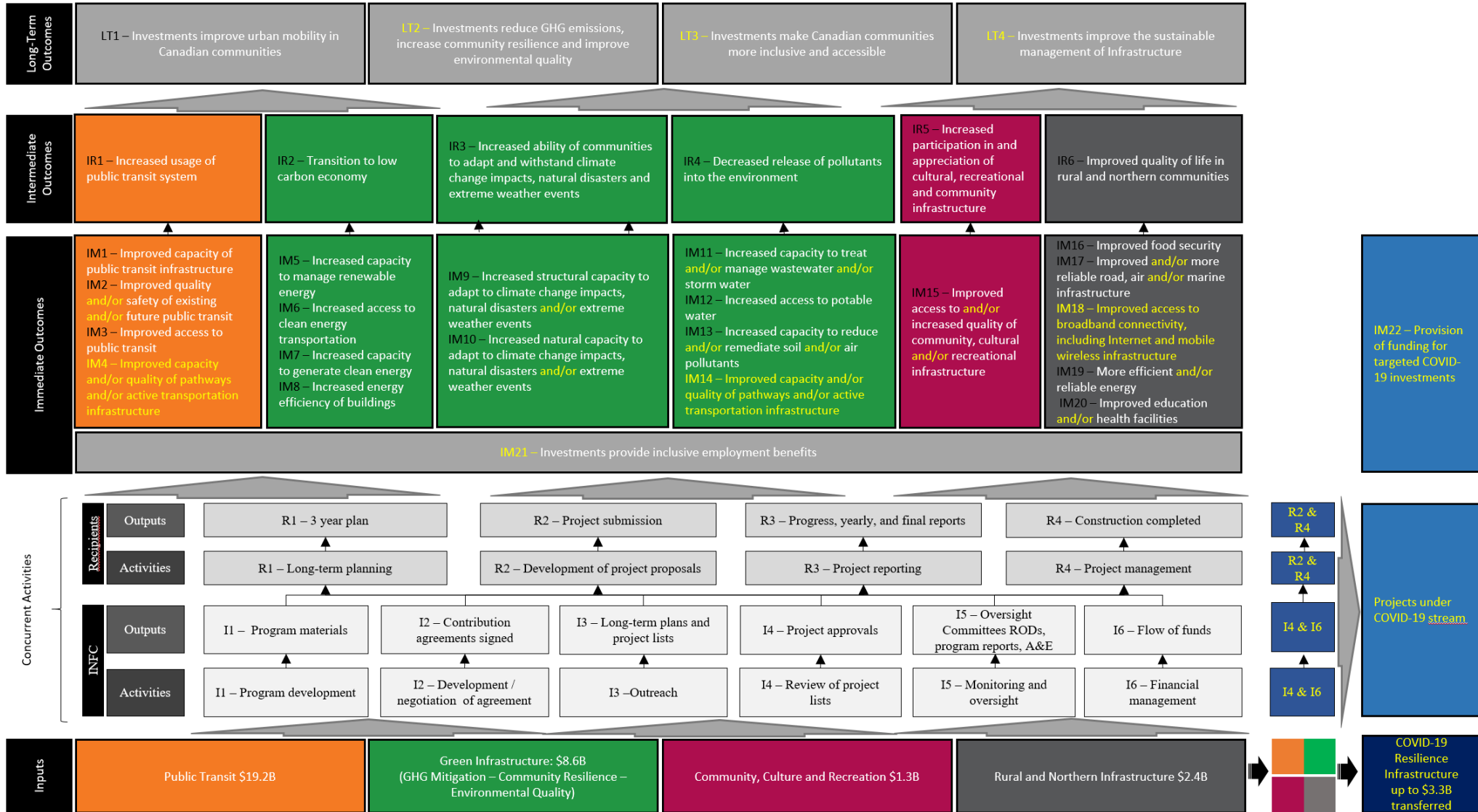
Stream: Green Infrastructure – Environmental Quality sub-stream

Outcome: IM11: Increased capacity to treat and/or manage wastewater and/or storm water

INDICATORS:	DATA TO BE COLLECTED	
Number (by type) of assets receiving investments	1 Wastewater pump station	
Wastewater regulation compliance: Will the project result in wastewater effluent that meets the Wastewater Systems Effluent Regulations, or provincial regulations where there is a federal equivalency agreement in place (Québec and Yukon)?	No	
Will this project result in achieving compliance for a wastewater system listed in the federal Transitional Authorizations registry?	Yes	
If yes, indicate the name of the system as per the federal Transitional Authorizations registry		
If yes, indicate the risk rating of the system as per the federal Transitional Authorizations registry	Medium	
Physical condition of wastewater and storm water assets before receiving investment (<i>baseline data</i>) and at project conclusion (<i>immediate outcomes data</i>)	<i>Before investment</i>	<i>At project conclusion</i>
	Poor	Good
The volume of materials diverted from disposal before investment and at project conclusion (in cubic metres/day)	N/A	N/A
Capacity to treat waste and/or storm water before investment and at project conclusion (in cubic metres/day)	22,460 m ³ /day	35,965 m ³ /day

Immediate outcomes data is the result achieved **at project conclusion**. In the example above, the baseline data is recorded as “poor” and the immediate outcome data is recorded as “good”, demonstrating that the asset was in poor condition in advance of the ICIP funding, and is now in “good” condition at the conclusion of the project. A five-point rating scale is available in the definition section found under each stream of this document. As a convention for project applications N/A means “Not Applicable”. This provides a solution for performance measurement, and addresses both IRIS and paper application.

Investing in Canada Infrastructure Program (ICIP) Logic Model



Last updated: July 10, 2020

Investment Stream: Public Transit

Projects funded under this stream must align **to at least one** immediate-level outcome in order to be eligible for funding:

IM1
Improved capacity of public transit infrastructure

IM2
Improved quality and/or safety of existing and future public transit

IM3
Improved access to public transit

IM4
Improved capacity and/or quality of pathways and/or active transportation

Due to the scale and reach of public transit infrastructure investments, it is anticipated that many large projects will align to all three outcomes. Investments may also contribute to the achievement of outcomes in other streams.

Once the appropriate outcome(s) is selected, the following data will need to be collected for the respective indicator(s) (IM1 – IM4) and submitted to INFC during the project submission process. At project submission, data collected must demonstrate how the project will be achieving all applicable outcomes.

OUTCOME (IM1): IMPROVED CAPACITY OF PUBLIC TRANSIT INFRASTRUCTURE

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number and length (by type) of transit-exclusive infrastructure receiving investment	(i) Number (by type) of transit-exclusive assets (ii) Length in kilometres (by type) of transit-exclusive assets (iii) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Bridge (ii) Railway Track (iii) Roadway (iv) Tunnel (v) Waterways (vi) Other transit exclusive infrastructure (specify)
Number (by type) of fixed assets receiving investment	(i) Number (by type) of fixed assets (ii) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Maintenance and storage facility (including garages, railway shops, service facilities) (ii) Parking and ride parking lots (iii) Passenger Drop-Off (iv) Passenger stations and terminals (v) Transit shelters and stops (vi) Ferry maintenance facilities (vii) Ferry operations building (viii) Ferry operations equipment (ix) Ferry Service docks/piers (x) Charging/fueling stations (Electricity / Compressed / Natural Gas / Hydrogen / Other) (xi) Other public transit fixed assets (specify)

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number (by type) of rolling stock assets (for commuter services) receiving investment	(i) Number (by type) of rolling stock assets (ii) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Bus (Bio-diesel / Diesel / Electric / Natural Gas / Hybrid (including diesel, biodiesel and natural gas) / Other fuel type (includes battery, fuel cell, trolley and all other types of buses)) (ii) Commuter railcar (including locomotives and passenger) (iii) Ferry (iv) Light railcar (v) Specialized Transit (including para or handi transpo and dial a ride) (vi) Streetcar (vii) Heavy railcars (including Subway) (viii) Other public transit rolling stock (specify)

OUTCOME (IM2): IMPROVED QUALITY AND/OR SAFETY OF EXISTING AND/OR FUTURE PUBLIC TRANSIT

In addition to the indicators focusing on complementary data for public transit assets and/or infrastructure, the two indicators associated with this outcome should act as data collection triggers if the nature of the project involves the build/purchase, rehabilitation or enhancement of assets for the purposes described below. For each of these indicators, simply identify all improvements receiving investment through this project.

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number (by type) of safety related improvements receiving investment	(i) Number (by type) of safety related improvements	(i) Barriers (ii) Cloud intelligence sharing/information management infrastructure (iii) Driver safety (iv) Passenger alarm systems (v) Security support vehicles (vi) Video screens and PA systems for passenger announcements (vii) Video surveillance (viii) Other safety related improvements (specify)
Number of Intelligent Transit System (ITS) safety related improvements receiving investment	(i) Type of ITS safety related improvements	(i) Accessibility improvements (ii) Automatic vehicle location technology (iii) Data collection tools (iv) Dispatching technologies (v) Fare systems (vi) Internet of everything technology (vii) Maintenance information collection system (viii) Mobile technology

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
		(ix) Security enhancements (x) Wi-Fi installation (xi) Other ITS safety related improvements (specify)
Number (by type) of service and support vehicles receiving investment	(i) Number (by type) of vehicles	(i) Maintenance and service vehicles (Diesel / Bio-diesel / Electric / Natural Gas / Hybrid (including diesel, biodiesel and natural gas) / Other (includes battery, fuel cell, trolley and all other types of buses)) (ii) Emergency response and Security vehicles (Diesel / Bio-diesel / Electric / Natural Gas / Hybrid (including diesel, biodiesel and natural gas) / Other (includes battery, fuel cell, trolley and all other types of buses)) (iii) Supervisor vehicles (Diesel / Bio-diesel / Electric / Natural Gas / Hybrid (including diesel, biodiesel and natural gas) / Other (includes battery, fuel cell, trolley and all other types of buses))
Physical condition of public transit assets receiving investment	(i) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Very poor (ii) Poor (iii) Fair (iv) Good (v) Very good (vi) N/A - Not applicable (E.g.: new)

OUTCOME (IM3): IMPROVED ACCESS TO PUBLIC TRANSIT

While the indicators for the first two public transit outcomes relate to the characteristics of the asset(s) and/or infrastructure receiving investment, this third outcome is meant to collect data on the impact(s) of the project on the transit system and the proximity of services for users. For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS
Percentage of rolling stock assets that allow for accessibility receiving investment	(i) Is the asset public-facing? (Yes or no) (ii) If Yes, the highest published accessibility standard code, or by-laws in the jurisdiction will be met or exceeded. (Yes or no)
Percentage of passenger stations and terminals receiving investment which are accessible	(i) Is the asset public-facing? (Yes or no) (ii) If Yes, the highest published accessibility standard code, or by-laws in the jurisdiction will be met or exceeded. (Yes or no)
Percentage of individuals in a municipality with a transit system who live within 1,000 m	(i) Total number of people (i.e. population count) for the municipality(ies) serviced by the transit system

of rapid transit service before investment and at project conclusion	(ii) Number of people living within 1,000 m of rapid transit service before investment and at project conclusion
Percentage of individuals in a municipality with a transit system who live in the service area of that transit system before investment and at project conclusion	(i) Distance (in metres) to be considered “within the service area” defined (e.g. 400 m, 600 m, etc.) (ii) Total number of people (i.e. population count) for the municipality(ies) serviced by the transit system (iii) Number of people living within the service area of the transit system before investment and at project conclusion

OUTCOME (IM4): IMPROVED CAPACITY AND/OR QUALITY OF PATHWAYS AND/OR ACTIVE TRANSPORTATION INFRASTRUCTURE

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number or length (by type) of pathways or active transportation infrastructure receiving investment	(i) Number (by type) of active transportation assets (ii) Length in kilometres (by type) of active transportation assets	(i) Parks trails and multi-use paths (ii) Bike and pedestrian lanes on existing or new roads or highways (iii) Sidewalks (iv) Footpaths and foot bridges (v) Active transportation support facility (e.g. bike parking/storage) (vi) Street and park furniture (e.g. benches, shade areas, planters)
Physical condition of pathways or active transportation assets receiving investment	(i) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Very poor (ii) Poor (iii) Fair (iv) Good (v) Very good (vi) N/A - Not applicable (E.g.: new)

DEFINITIONS APPLICABLE TO OUTCOMES UNDER THE PUBLIC TRANSIT STREAM

Physical condition of asset(s) is measured on a five-point scale, as defined below:

- **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:** Increasing potential of affecting service. The asset is approaching end of service life; condition below standard and a large portion of system exhibits significant deterioration.
- **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:** Asset is fit for the future. Well maintained, good condition, new or recently rehabilitated

*In situations where an investment is made towards a new asset that did not previously exist, the physical condition of the asset before investment would not apply. Please enter **Not Applicable** for such cases.*

Active transportation infrastructure assets include: Bike / pedestrian lanes, sidewalks, footpaths, recreational trails, active transport support facilities, and other infrastructure options which encourage human powered transportation.

When collecting data on public transit assets and/or infrastructure, the following pre-set options and definitions should be used:

- **Rapid transit** refers to rail or bus transit services operating on an exclusive right-of-way. This includes subways, commuter rail, light-rail transit, and bus rapid transit systems.¹
- **Service area** refers to the service coverage area of a transit system as a whole. Its geographical limits can be determined by drawing a buffer around each rapid transit station and stop in order to select the centroids (geographic centres) of the census dissemination blocks that fall within the buffer zone. The population of the selected blocks is then summed.
- **Transit system** – refers to a transportation system available to the public, using vehicles designed for multiple individuals, with fares, schedules and routes that are planned and available in advance.

Fixed public transit assets include: passenger stations/terminals, transit shelters, parking lots, bicycle racks and shelters, passenger drop off facilities (“kiss and ride”), maintenance and storage facilities (garage, railway shops and service facilities), transit exclusive bridges, tunnels, tracks, and roads.

- **Exclusive right-of-ways** include roadways reserved at all times for transit use and/or other high occupancy vehicles only. Exclude transit exclusive lanes that are only transit exclusive during rush hour.
- **Maintenance/storage facility:** Maintenance/storage facilities provide support and upkeep of the transit vehicle fleet, including light and/or heavy maintenance of transit vehicles. This type of building is usually joined to a vehicle storage building or yard, which provides parking for transit vehicles during downtime. Include maintenance/storage facilities owned by your organization, as well as all maintenance/storage facilities leased by your organization through a capital lease agreement.
- **Park and ride parking lots:** Park and ride parking lots provided parking spaces with direct connections to the transit system that allow commuters to leave their personal vehicle and transfer to transit. Include park and ride parking lots owned by your organization, as well as all park and ride parking spaces leased by your organization through a capital lease agreement.

Rolling stock assets include: buses; streetcars; ferries; heavy railcars (subway); commuter railcars (locomotives and passenger), light railcars, and specialized transit (para or handi-transpo and dial a ride)

- **Buses** are further categorized based on their fuel type, i.e. Diesel, Bio-diesel, Electric, Natural gas and other fuel type (includes battery, fuel cell, trolley and all other types of buses).
- **Commuter rail** (locomotive and passenger): Commuter rail (locomotive and passenger) link regional centers with outlying communities and may operate along some of the same corridors and track used by freight and inter-city passenger rail services. Include commuter rail (locomotive and passenger) owned by your

¹ Source: Canada’s Core Public Infrastructure Survey, Statistics Canada

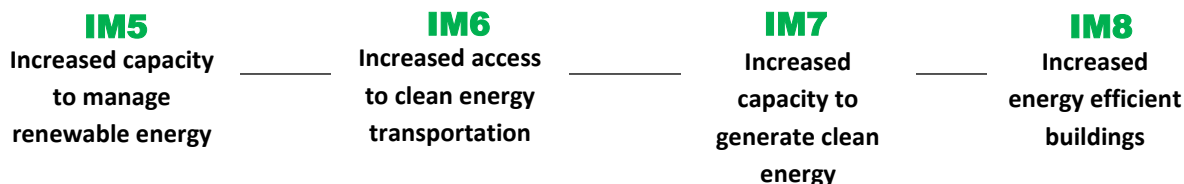
organization, as well as all the commuter rail (locomotive and passenger) leased by your organization through a capital lease agreement and used for revenue service.

- **Ferries** (that form part of the public transit system): Include ferries used for public transit service travel (i.e. as part of the transit system) owned by your organization, as well as all the ferries leased by your organization through a capital lease agreement and used for revenue service. These ferries operate along existing waterways, and require passenger facilities to dock and load/unload passenger traffic. Include salt water, open water ferries and river ferries. Exclude ferries that form part of highway/expressway system.
- **Light rail transit (LRT)/Advanced light rail transit (ALRT)** usually operates above ground on exclusive rights-of-way, however, some systems are operated in tunnels and on elevated guideways. Include LRT/ALRT owned by your organization, as well as all the assets leased by your organization through a capital lease agreement and used for revenue service.
- **Specialized transit services** are transit services providing accommodation to persons with disabilities (para or handi-transpo or dial-a-ride).
- **Streetcars** are rail vehicles which run on tramway tracks along public urban streets. Include streetcars owned by your organization, as well as all streetcars leased by your organization through a capital lease agreement and used for revenue service.
- **Heavy Railcars (including Subways)**: Heavy rail (subways) usually operate in tunnels, but may also operate at grade. Include rail or guided tire based heavy rail (subways) owned by your organization, as well as all heavy rail (subways) leased by your organization through a capital lease agreement and used for revenue service.

Transit exclusive infrastructure assets include right-of-ways reserved at all times for transit use and/or other high occupancy vehicles only, such as roadways, tunnels, bridges, railway tracks and shared right-of-ways during rush hour.

Investment Stream: Green Infrastructure / Sub-Stream: Climate Change Mitigation

Projects funded under this stream must align **to at least one** immediate-level outcome in order to be eligible for funding:



Once the appropriate outcome(s) is selected, the following data will need to be collected for the respective indicator(s) (IM5 – IM8) and submitted to INFC during the project submission process.

OUTCOME (IM5): INCREASED CAPACITY TO MANAGE MORE RENEWABLE ENERGY

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Percentage (%) of grid which is powered by renewable energy sources receiving investment	(i) Renewable energy source (by type) (ii) Percentage (%) of the province/territory's electricity supply generated from this renewable energy source before investment and at project conclusion	(i) Biofuel (ii) Biomass (iii) Geothermal (iv) Hydrogen derived from renewable resources (v) Hydropower (vi) Ocean (vii) Solar (viii) Wind (ix) Other type of renewable energy (specify)

Unless this data has already been identified as part of the Climate Lens assessments or another study accepted by INFC in lieu of such an assessment, the National Energy Board issues a yearly document called [Canada's Energy Future](#) which contains data on energy supply and demand projections, including provincial data on electricity generation. Natural Resources Canada also issues a yearly [Energy Fact Book](#) which contains data on energy generation by province. An estimation of the project's impact on provincial figures is the minimum data required for a project to receive ICIP funding (E.g.: +5% from wind offsetting a -5% from natural gas by 2027).

OUTCOME (IM6): INCREASED ACCESS TO CLEAN ENERGY TRANSPORTATION

Please note that projects which are receiving funds via this funding stream, but which are being allocated to public transit projects, will be required to submit the appropriate data found in the Public Transit Investment Stream in the previous section of the document.

For *Public Transit Clean Energy Projects*, proponents are required to provide indicator data under the Public Transit application as well as the Climate Change application.

For non-public transit projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number (by type) of public-facing recharging and refueling stations receiving investments	(i) Number (by type) of recharging and refueling stations	(i) Alternative fuel station (Compressed Natural Gas; Hydrogen; Other) (ii) Electric Vehicle (EV) recharging station (for public use) (L1-120 VAC standard outlet; L2-208-240 VAC installation; L3-400-600 VAC installation)
Number of public transit fleet vehicles using clean fuel sources receiving investments	(i) Number (by type) of public transit fleet vehicles using clean fuels (<i>data received through Public Transit stream</i>)	

OUTCOME (IM7): INCREASED CAPACITY TO GENERATE CLEAN ENERGY

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Energy generation capacity from clean sources (by type) receiving investment	(i) Number (by type) of Megawatts generated (maximum capacity) from clean sources before investment and at project conclusion	(i) Biofuel (ii) Biomass (iii) Geothermal (iv) Hydrogen derived from renewable resources (v) Hydropower (vi) Ocean (vii) Solar (viii) Wind (ix) Other type of clean source (specify)

OUTCOME (IM8): INCREASED ENERGY EFFICIENT BUILDINGS

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Level of energy use intensity of buildings receiving investment	(i) Name or description of the building (ii) Energy intensity (in gigajoules of energy consumption per square metres of floor area [GJ/ m ²]) of the building before investment and at project conclusion (iii) Energy efficiency certification (by type)	(i) BOMA BEST (ii) Green Key Eco-Rating Program (iii) Greenleaf (iv) LEED (v) Other certification (specify)

Please note that Natural Resources Canada has a [dedicated online resource](#) related to energy efficiency in buildings. It has also developed [CAN-QUEST software](#) (free resource) to model energy use in buildings. This program allows a user to enter data for a proposed building design and the software automatically generates reference models. This system can be used for new buildings as well as existing buildings and additions.

Investment Stream: Green Infrastructure / Sub-Stream: Adaptation, Resilience and Disaster Mitigation

Projects funded under this stream must align to **at least one** immediate-level outcome in order to be eligible for funding:

IM9
 Increased structural capacity to adapt to climate change impacts, natural disasters and/or extreme weather events

IM10
 Increased natural capacity to adapt to climate change impacts, natural disasters and/or extreme weather events

Once the appropriate outcome(s) is selected, the following data will need to be collected for the respective indicator(s) (IM9 – IM10) and submitted to INFC during the project submission process.

OUTCOME (IM9): INCREASED STRUCTURAL CAPACITY TO ADAPT TO CLIMATE CHANGE IMPACTS, NATURAL DISASTERS AND/OR EXTREME WEATHER EVENTS

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number (by type) of structural assets receiving investment	(i) Description of the structural infrastructure (ii) Number (by type) of structural assets (iii) Length of structural assets receiving investment (in kilometres) (iv) Surface area of structural assets receiving investment (in square kilometres - km ²)	(i) Barriers (ii) Dams (iii) Dykes (iv) Drainage canals (v) Floodways (vi) Man-made wetlands (vii) Pump station (to increase hydraulic capacity and reduce flooding) (viii) Retaining walls and other shoreline protection such as rock revetment (ix) Seawalls and breakwaters (x) Weirs (xi) Other type of structural infrastructure (specify)
Physical condition of structural assets receiving investment	(ii) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Very poor (ii) Poor (iii) Fair (iv) Good (v) Very good (vi) N/A - Not applicable (E.g.: new)
Risk mitigated for each type of structural asset receiving investment	(i) Hazard(s) applicable to the project	(i) Coastal erosion (ii) Drought Hail (iii) Hail (iv) Heat waves or heat island effect (v) Higher tides (vi) Hurricanes (vii) Ice storms (viii) Increased frequency of freeze – thaw cycles (ix) Increased overland flooding (x) Increased rainfall (xi) Increased snow loads (xii) Increased wind speeds or tornadoes (xiii) Permafrost degradation (xiv) Salt water intrusion (xv) Sea level rise (xvi) Storm surges (xvii) Wildland fires (xviii) Windstorms (xix) Other type of hazard (specify)

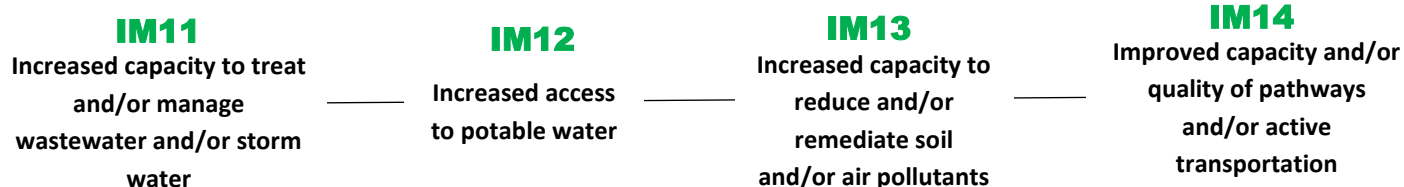
OUTCOME (IM10): INCREASED NATURAL CAPACITY TO ADAPT TO CLIMATE CHANGE IMPACTS, NATURAL DISASTERS AND/OR EXTREME WEATHER EVENTS

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number (by type) of natural assets receiving investment	(i) Number (by type) of natural assets (ii) Length of natural assets receiving investment (in kilometres) (iii) Surface area of natural assets receiving investment (in square kilometres – km ²)	(i) Aquifer (ii) Bio swales/rain gardens (iii) Forest (iv) Green Roofs (v) Shoreline vegetation (vi) Wetland (vii) Other type of natural infrastructure (specify)
Physical condition of natural assets receiving investment before investment and at project conclusion	(i) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Very poor (ii) Poor (iii) Fair (iv) Good (v) Very good (vi) N/A - Not applicable (E.g.: new)
Risk mitigated for each type of natural asset receiving investment	(i) Hazard(s) applicable to the project	(i) Coastal erosion (ii) Drought (iii) Hail (iv) Heat waves or heat island effect (v) Higher tides (vi) Hurricanes (vii) Ice storms (viii) Increased frequency of freeze – thaw cycles (ix) Increased overland flooding (x) Increased rainfall (xi) Increased snow loads (xii) Increased wind speeds or tornadoes (xiii) Permafrost degradation (xiv) Salt water intrusion (xv) Sea level rise (xvi) Storm surges (xvii) Wildland fires (xviii) Windstorms (xix) Other type of hazard(specify)

Investment Stream: Green Infrastructure / Sub-Stream: Environmental Quality

Projects funded under this stream must align **to at least one** immediate-level outcome in order to be eligible for investment.



Once the appropriate outcome(s) is selected, the following data for the respective indicator(s) (IM11 – IM14) will need to be collected and to submit the information in the appropriate format to INFC during the project submission process. Below are the type of data sought for each of the respective indicators (IM11 to IM14) in this stream needed to report on results at the pan-Canadian level.

OUTCOME (IM11): INCREASED CAPACITY TO TREAT AND MANAGE WASTEWATER AND/OR STORMWATER

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number or length (by type) of wastewater or storm water assets receiving investment	(i) Number (by type) of assets (ii) Length in metres (by type) of linear assets	Type of Wastewater Infrastructure: (i) Wastewater treatment plants (ii) Lagoon systems (iii) Linear wastewater asset (iv) Wastewater pump stations (v) Wastewater lift stations (vi) Wastewater storage tanks (vii) Other type of wastewater assets (specify) Type of Storm water Infrastructure: (i) Drainage pump stations (ii) Management facilities – ponds and wetlands (iii) Management facilities – all other permitted end-of-pipe facilities (iv) Linear storm water assets (v) Other type of storm water assets (specify)
Physical condition of wastewater and storm water assets receiving	(i) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Very poor (ii) Poor (iii) Fair

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
investment before investment and at project conclusion		(iv) Good (v) Very good (vi) N/A - Not applicable (E.g.: new)
Number of wastewater systems achieving compliance with federal effluent regulations	(i) Will the project result in wastewater effluent that meets the Wastewater Systems Effluent Regulations, or provincial regulations where there is a federal equivalency agreement in place (Québec and Yukon)? (Yes or No) (ii) Will this project result in achieving compliance for a wastewater system listed in the federal Transitional Authorizations registry? (Yes or No) If “Yes”, (iii) Risk level of the system ² (medium or high) ³ (iv) Name of facility/system	
Volume of materials diverted from disposal (for wastewater or storm water infrastructure) from assets receiving investments	(i) Volume of materials diverted before investment and at project conclusion (in cubic metres/day)	
Treatment capacity (for waste and/or storm water) from assets receiving investments	(i) Capacity to treat waste and/or storm water before investment (in cubic metres/day) (ii) Capacity to treat waste and/or storm water at project conclusion (cubic metres/day)	

OUTCOME (IM12): INCREASED ACCESS TO POTABLE WATER

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number and/or length (by type) of potable water assets receiving investment	(i) Number (by type) of potable water assets (ii) Length in metres (by type) of linear potable water assets	(i) Local water pipes (ii) Pump stations (iii) Reservoirs (iv) Transmission pipes (v) Water treatment facilities

² if formally identified as non-compliant in accordance with Wastewater Systems Effluent Regulations, or provincial regulations where there is a federal equivalency agreement in place (Québec and Yukon)

³ The level of risk (high or medium) refers to facilities listed by Environment and Climate Change Canada:

<https://www.canada.ca/en/environment-climate-change/services/wastewater/regulations/registry-transitional-authorizations.html>

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
		(vi) Other type of potable water assets (specify)
Physical condition of potable water assets receiving investment before investment and at project conclusion	(i) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Very poor (ii) Poor (iii) Fair (iv) Good (v) Very good (vi) N/A - Not applicable (E.g.: new)
Number of long-term drinking water advisories in non-reserve communities as a result of this project	(i) Will any long-term drinking water advisories in non-reserve communities be resolved as a result of this project? (Yes or No) (ii) Specify in which municipality(ies) are the water advisory(ies)	
**Federal requirement of the Green Infrastructure – Environmental Quality sub-stream	(i) The project will result in drinking water that will meet or exceed the relevant provincial or territorial standards following project completion. (Yes, No or N/A)	

OUTCOME (IM13): INCREASED CAPACITY TO REDUCE AND/OR REMEDIATE SOIL AND/OR AIR POLLUTANTS

For projects contributing to this outcome, provide the following data associated with at least one of the following indicators, and submit **the geographical footprint** of the lands which have been remediated (refer to the guide on providing a GPS file in KML format).

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Volume of materials diverted from disposal (for solid waste management infrastructure) before investment and at project conclusion	(i) Volume of materials diverted before investment and at project conclusion (in tonnes/year) ⁴	
Disposal capacity (for solid waste management infrastructure) before investment and at project conclusion	(i) Capacity to dispose of materials before investment and at project conclusion (ii) Specify the unit used for this indicator (in tonnes/year or total tonnage (max. site capacity))	
Surface area of lands under remediation receiving investments	(i) Surface area of lands under remediation (in square kilometres - km ²)	

⁴ as measured using the *Generally Accepted Principles for Calculating Municipal Solid Waste System Flow*

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number of contaminated sites ready for the intended use at project conclusion	(i) A Phase II Environmental Site Assessment has confirmed that the site is contaminated. (Yes, No, or Not applicable) (ii) Will the site be ready for its intended use at project conclusion? (yes or no)	

OUTCOME (IM14): IMPROVED CAPACITY AND/OR QUALITY OF PATHWAYS AND/OR ACTIVE TRANSPORTATION INFRASTRUCTURE

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number or length (by type) of pathways or active transportation infrastructure receiving investment	(i) Number (by type) of active transportation assets (ii) Length in kilometres (by type) of active transportation assets	(i) Parks trails and multi-use paths (ii) Bike and pedestrian lanes on existing or new roads or highways (iii) Sidewalks (iv) Footpaths and foot bridges (v) Active transportation support facility (e.g. bike parking/storage) (vi) Street and park furniture (e.g. benches, shade areas, planters)
Physical condition of pathways or active transportation assets receiving investment	(i) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Very poor (ii) Poor (iii) Fair (iv) Good (v) Very good (vi) N/A - Not applicable (E.g.: new)

DEFINITIONS APPLICABLE TO OUTCOMES UNDER THE GREEN INVESTMENT STREAM

Energy use intensity (EUI): is the measurement used to size up a building's energy performance. It represents the energy consumed by a building relative to its size and is expressed in gigajoules per square metre per year (GJ/m²/year).

A building's EUI is calculated as follows:
$$\frac{\text{Total energy consumed in one year (GJ/year)}}{\text{Total floor space of the building (m}^2\text{)}}$$

For example, if an 8,000 m² school consumed 7,000 GJ of energy, its EUI would be 0.88 GJ/m². A similarly sized school that consumed 10,000 GJ of energy would have a higher EUI (1.25 GJ/m²) to reflect its higher energy use. Generally, a lower EUI signifies better energy performance.

L1: Level 1 - Level 1 (110V, 15amps) charging, a standard household or workplace outlet.

L2: Level 2 charging stations use a 240 volt system (similar to a clothes dryer plug) and can fully charge a vehicle from 0 per cent charge in about four to six hours.

L3: Level 3 charging stations (also known as Direct Current Fast Chargers or DCFC) use a 480 volt system and can charge a vehicle to 80 per cent in about 30 minutes.

Physical condition of asset(s) is measured on a five-point scale, as defined below:

- **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:** Increasing potential of affecting service. The asset is approaching end of service life; condition below standard and a large portion of system exhibits significant deterioration.
- **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:** Asset is fit for the future. Well maintained, good condition, new or recently rehabilitated

*In situations where an investment is made towards a new asset that did not previously exist, the physical condition of the asset before investment would not apply. Please enter **Not Applicable** for such cases.*

Drinking water assets include the following:

- **Water treatment facilities:** include all water treatment facilities owned by your organization or leased by your organization through a capital lease agreement.
- **Reservoir:** A pond, lake, or basin (natural or artificial) that stores, regulates, or controls water. Include the number of reservoirs and water towers within the distribution, transmission, or integrated system owned by your organization or leased by your organization through a capital lease agreement.
- **Pump stations** include pump stations within the non-linear potable water system owned by your organization, as well as all pump stations leased by your organization through a capital lease agreement.
- **Local water pipes** include all connecting pipes, of diameter less than 416 mm, between pump stations, re-chlorination facilities and storage facilities if these are located within the distribution system.
- **Transmission pipes** include all connecting pipes, of diameter greater than or equal to 416mm, between pump

stations, re-chlorination facilities and storage facilities when located between the source and the treatment plant or between the treatment plant and the distribution system.

Storm water assets include the following:

- **Storm water drainage pump stations** include storm water drainage pump stations that are connected to drainage swales, ditches and storm sewers. **Exclude** combined pump stations which convey combined sewage/storm water to wastewater treatment plants.
- **Storm water management facilities – Storm water management ponds and wetlands:** includes engineered end-of-pipe facilities that have received a permit or approval to operate and which may provide peak flow control, runoff quality control, runoff control for downstream erosion, runoff volume control, etc. Includes dry ponds, wet ponds, and storm water wetlands etc.
- **Storm water management facilities – All other Permitted End-of-Pipe Facilities** includes engineered end-of-pipe facilities that have received a permit or approval to operate and which are not storm water ponds or wetlands (e.g. oil-grit separators, etc.).
- **Linear storm water assets** include culverts less than 3 metres in diameter, open ditches, storm water pipes (diameter: < 450 mm), storm water pipes (diameter: ≥ 450 mm to < 1,500 mm), and storm water pipes (diameter: ≥ 1,500 mm) owned by your organization or leased by your organization through a capital lease agreement.

Wastewater assets include the following:

- **Non-linear wastewater assets** includes wastewater treatment plants, lagoon systems, wastewater pump stations and wastewater storage tanks owned by your organization or leased by your organization through a capital lease agreement.
- **Linear wastewater assets** includes sewer pipes and sanitary forcemains owned by your organization or leased by your organization through a capital lease agreement.

Investment Stream: Community, Culture and Recreation (CCR)

Projects funded under this stream must align with the IM15 outcome in order to be eligible for funding:

IM15
Improved access to and
increased quality of
cultural, recreational and
/or community
infrastructure

Once the appropriate outcome(s) is selected, the following data will need to be collected for the following indicators and submitted to INFC during the project submission process.

OUTCOME (IM15): IMPROVED ACCESS TO AND/OR INCREASED QUALITY OF CULTURAL, RECREATIONAL AND/OR COMMUNITY INFRASTRUCTURE

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number or length (by type) of CCR assets receiving investment	(i) Number (by type) of CCR assets (ii) Length in kilometres (Only relevant to recreational paths, some logistics infrastructure, and some other types of infrastructure)	(i) Arenas (ii) Pools (iii) Galleries (iv) Libraries (v) Museums and archives (vi) Presentation and performance space (vii) Community centres (viii) Skate parks (ix) Curling rinks (x) Stadiums (xi) Sports facilities (xii) Recreational paths (xiii) Health facilities (xiv) Education facilities (xv) Campgrounds (xvi) Marina or dock, boat launches (xvii) Logistics Infrastructure (specify) (xviii) Other Type of Infrastructure (specify)
Physical condition of CCR assets receiving investment before investment and at project conclusion	(i) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Very poor (ii) Poor (iii) Fair (iv) Good (v) Very good (vi) N/A - Not applicable (E.g.: new)

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Total number of monthly visits to the facility before investment and at project conclusion	(i) Total number of monthly visits (estimated, on average) to the facility before investment and at project conclusion	
Participation of Indigenous Peoples before investment and at project conclusion	(i) Participation ⁵ of Indigenous people before investment and at project conclusion	
Participation of OLMCs before investment and at project conclusion	(i) Participation ⁵ of official languages minority communities before investment and at project conclusion	
Participation of vulnerable populations before investment and at project conclusion	(i) Participation ⁵ of vulnerable populations before investment and at project conclusion	
Number of projects which take gender into consideration during the design and/or construction phases	(i) Gender issues were taken into consideration during the design and/or construction phase (yes, no, or unknown)	
Number of public facing built assets that incorporate universal design	(i) Public facing built asset incorporates universal design (yes, no, or unknown)	

DEFINITIONS APPLICABLE TO OUTCOMES UNDER THE COMMUNITY, CULTURE AND RECREATION INFRASTRUCTURE

Accessibility: Taking appropriate measures to ensure persons with disabilities have access, on an equal basis with others, to the physical environment, to transportation, and to other facilities and services open and provided to the public, both in urban and rural areas.

Benefit: *In reference to Communities, Culture and Recreation infrastructure* - Providing opportunities for the target group to be involved in learning, social, cultural or physical activities or programming.

Gender issues: *In reference to Communities, Culture and Recreation infrastructure investments* - consideration given during the design and/or construction phases of a project to issues, such as access and use of a facility, impacting women, a person identifying along the gender spectrum and/or the gender a person publically expresses in their daily life.

Indigenous people: *In reference to Communities, Culture and Recreation Infrastructure investments* - Indigenous populations not living on reserve.

OLMC (Official-Language Minority Communities): A community whose maternal or chosen official language is not the majority language in their province or territory – Francophone communities outside of Quebec and Anglophone

⁵ Participation levels are estimated, as a % of total number of visits

communities inside of Quebec. List of OLMC provided by Heritage Canada, Official Languages Branch and based on Statistics Canada Census data.

Physical condition of asset(s) is measured on a five-point scale, as defined below:

1. **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.
2. **Poor:** Increasing potential of affecting service. The asset is approaching end of service life; condition below standard and a large portion of system exhibits significant deterioration.
3. **Fair:** The asset requires attention. The assets show signs of deterioration and some elements exhibit deficiencies.
4. **Good:** The asset is adequate. Acceptable, generally within mid stage of expected service life.
5. **Very good:** Asset is fit for the future. Well maintained, good condition, new or recently rehabilitated

*In situations where an investment is made towards a new asset that did not previously exist, the physical condition of the asset before investment would not apply. Please enter **Not Applicable** for such cases.*

Universal design is the design of products and environments to be usable by all people, including a wide spectrum of age groups and abilities, to the greatest extent possible, without the need for adaptation or specialized design. Universal design is based on seven principles: equitable use; flexible in use; simple and intuitive; perceptible information; tolerance for error; low physical effort; and size and space for approach and use. Consideration of all disabilities when looking at how persons with varying impairments or limitations interact with their built surroundings. This includes physical disabilities as well as other impairments or limitations, such as those related to vision, hearing or intellectual disabilities.

Vulnerable Population: Families or individuals who would likely have to spend a substantially larger share of their income than average on the necessities of food, shelter and clothing and thus would be living in a difficult economic circumstance.⁶

⁶ Source: Statistics Canada, Low Income Populations

Investment Stream: Rural and Northern Infrastructure

Projects funded under this stream must align to **at least one** immediate-level outcome in order to be eligible for funding:

IM16	IM17	IM18	IM19	IM20
Improved food security	Improved and/or more reliable road, air and/or marine infrastructure	Improved access to broadband connectivity, including Internet and mobile wireless infrastructure	More efficient and/or reliable energy	Improved education and/or health facilities (specific to Truth and Reconciliation Commission)

Once the appropriate outcome(s) is selected, the following data will need to be collected for the respective indicator(s) (IM16 – IM20) and submitted to INFC during the project submission process.

OUTCOME (IM16): IMPROVED FOOD SECURITY

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number (by type) of food security assets receiving investment	(i) Number (by type) of food security assets (ii) Length in kilometres (by type) of asset(s) receiving investment	(i) Food preparation assets (e.g.. community kitchen) (ii) Food production assets (e.g.. greenhouse) (iii) Food storage assets (e.g.. warehouse) (iv) Food transportation assets (e.g.. road, air) (v) Other food security assets (specify)
Physical condition of food security assets receiving investment before investment and at project conclusion	(i) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Very poor (ii) Poor (iii) Fair (iv) Good (v) Very good (vi) N/A - Not applicable (E.g.: new)

OUTCOME (IM17): IMPROVED AND/OR MORE RELIABLE ROAD, AIR AND/OR MARINE INFRASTRUCTURE

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number and/or length (by type) of road, air and marine assets receiving investment	(i) Length (by type, in kilometres) of asset(s) receiving investment (ii) Number (by type) of asset(s) receiving investment	(i) Road infrastructure (ii) Air infrastructure (iii) Marine infrastructure

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Physical condition of road, air and marine assets receiving investment before investment and at project conclusion	(i) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Very poor (ii) Poor (iii) Fair (iv) Good (v) Very good (vi) N/A - Not applicable (E.g.: new)

OUTCOME (IM18): IMPROVED ACCESS TO BROADBAND CONNECTIVITY, INCLUDING INTERNET AND MOBILE WIRELESS INFRASTRUCTURE

For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Rural households that have access to the highest internet speed range ⁷ available in their jurisdictions as a result of investments	(i) Type of project receiving investment (ii) Number of new households that have access to broadband internet (any speed range) as a result of investments (iii) Number of new households that have access to the highest internet speed range available in the jurisdiction as a result of investments	(i) Internet backbone connecting broadband to a community (ii) Last mile connecting the broadband backbone to individual households (iii) Other type (specify)
Number or length (by type) of Internet infrastructure receiving investment	(i) Description of asset(s) receiving investment (ii) Number of asset(s) receiving investment (iii) Length (by type, in kilometres) of asset(s) receiving investment (iv) Physical condition of the asset(s) before investment and at project conclusion	(i) Internet assets (non-linear) (ii) Linear Internet wireless assets
Number of additional people with LTE coverage (or better) in rural community(ies) as a result of investments	(i) Type of project receiving investment (ii) Number of new people (population count) with LTE coverage (or better) as a result of investments	(i) Will this project result in the deployment of Long-Term Evolution (LTE, i.e. 4G or fourth generation) mobile wireless technology or better?
Additional kilometres of road or highway with LTE coverage (or better) in rural community(ies) as a result of investments	(i) Type of project receiving investment (ii) New kilometres (total) of road or highway with LTE coverage (or better) as a result of investments	(i) Will this project result in the deployment of Long-Term Evolution (LTE, i.e. 4G or fourth generation) mobile wireless technology or better?

⁷ i.e. 5 to 9.9 Mbps for Nunavut and 25+ Mbps for all other jurisdictions

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
	(iii) Type(s) of road or highway	(i) 1- Trans-Canada Highway (ii) 2- National Highway System (not rank 1) (iii) 3- Major Highway (not rank 1 or 2) (iv) 4- Secondary Highway, Major Street (not rank 1, 2, or 3) (v) 5- All other streets (not rank 1, 2, 3, or 4)
Number or length (by type) of mobile wireless infrastructure receiving investment	(i) Description of asset(s) receiving investment (ii) Number of asset(s) receiving investment (iii) Length (by type, in kilometres) of asset(s) receiving investment (iv) Physical condition of the asset(s) before investment and at project conclusion	(i) Mobile wireless assets (non-linear) (ii) Linear mobile wireless assets

OUTCOME (IM19): MORE EFFICIENT AND/OR RELIABLE ENERGY

Please note that this outcome and associated indicators are to be used for projects in communities without access to the continental power grid, including projects being funded through the **Arctic Energy Fund**. Since projects of the Rural and Northern Communities stream can also align with any of the relevant and applicable outcomes under each of the other ICIP streams, projects with an impact on the continental power grid (E.g.: more/new clean energy generated from a system/facility connected to the continental grid) must provide data and report on all relevant and applicable outcomes and indicators under the Green Stream – Climate Change Mitigation sub-stream.

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Efficiency of electricity generation before investment and at project conclusion	(i) Efficiency before investment and at project conclusion (ii) Specify the unit used to measure fuel efficiency	(i) kilowatt-hours per litre (kWh/l) (ii) kilowatt-hours per cubic metre (kWh/m ³)
Energy generation (in Megawatts) from clean sources as a result of investment	(i) Megawatts generated (maximum capacity) by type of clean source before investment and at project conclusion	(i) Biofuel (ii) Biomass (iii) Geothermal (iv) Hydrogen derived from renewable resources (v) Hydropower (vi) Ocean (vii) Solar (viii) Wind (ix) Other type of clean energy source (specify)

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number (by type) of logistics infrastructure assets receiving investment	(i) Description of the logistics infrastructure (e.g. roads, parking, auxiliary buildings) (ii) Length of logistics infrastructure assets (in kilometres) (iii) Number (by type) of logistic infrastructure asset(s)	
Physical condition of logistics infrastructure receiving investment before investment and at project conclusion	(i) Physical condition of the asset(s) before investment (<i>baseline</i>) at project conclusion (<i>anticipated outcome</i>)	(i) Very poor (ii) Poor (iii) Fair (iv) Good (v) Very good (vi) N/A - Not applicable (E.g.: new)

OUTCOME (IM20): IMPROVED EDUCATION AND/OR HEALTH FACILITIES (SPECIFIC TO TRUTH AND RECONCILIATION COMMISSION)

Please note that this outcome and associated indicators are **mandatory** for projects which meet specific criteria related to the Truth and Reconciliation Commission. For projects contributing to this outcome, provide the following data on the characteristics of the asset(s) and/or infrastructure receiving investment:

ICIP Indicators	Data to be provided in IRIS	
	Data Element	Type / Sub-Category
Number (by type) of education or health facilities receiving investment	(i) Number (by type) of education or health facilities	(i) Education Facilities (ii) Health Facilities
Physical condition of education or health facilities receiving investment before investment and at project conclusion	(i) Physical condition of the asset(s) before investment (<i>baseline</i>) and at project conclusion (<i>anticipated outcome</i>)	(i) Very poor (ii) Poor (iii) Fair (iv) Good (v) Very good (vi) N/A - Not applicable (E.g.: new)

Physical condition of asset(s) is measured on a five-point scale, as defined below:

- **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:** Increasing potential of affecting service. The asset is approaching end of service life; condition below standard and a large portion of system exhibits significant deterioration.
- **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:** Asset is fit for the future. Well maintained, good condition, new or recently rehabilitated

*In situations where an investment is made towards a new asset that did not previously exist, the physical condition of the asset before investment would not apply. Please enter **Not Applicable** for such cases.*

Service area refers to the coverage area of a broadband system or service. For the purpose of identifying the number of households in the service area, the information should reflect the municipality(ies) identified for the 'Location' characteristics of the project.

Last mile infrastructure brings Internet access from the backbone to end users like households or small businesses through familiar wired or wireless technologies, such as cable, digital subscriber line (DSL), fixed wireless or satellite.