July 9, 2018

Re: Request for access to information under Part 2 of The Freedom of Information and Protection of Privacy Act: Application Number 18 06 537

On June 7, 2018, the City of Winnipeg received your request for access to the following:

1. A copy of the City of Winnipeg’s application to the Government of Canada for funding under the National Trades Corridors Fund to support the proposed widening of Route 90 between Taylor Avenue and Ness Avenue (i.e., the ‘Kenaston/Route 90 project’).
2. A copy of the email sent in April 2018 by CAO Doug McNeil to council members informing them that the City of Winnipeg had not been successful in securing federal funding for the ‘Kenaston/Route 90 project’.

Your request for access has been granted in part, with severing, under the following exceptions to disclosure in the Act:

Advice to a public body
23(1) The head of a public body may refuse to disclose information to an applicant if disclosure could reasonably be expected to reveal
(b) consultations or deliberations involving officers or employees of the public body or a minister;
(c) positions, plans, procedures, criteria or instructions developed for the purpose of contractual or other negotiations by or on behalf of the Government of Manitoba or the public body, or considerations that relate to those negotiations;
(f) information, including the proposed plans, policies or projects of a public body, the disclosure of which could reasonably be expected to result in disclosure of a pending policy or budgetary decision.

As per section 23(1)(b), we have severed information that would reveal the substance of consultations being undertaken by the City of Winnipeg. This discretionary exception is intended to ensure that public bodies are able to engage in full and frank consultations and deliberations. As per section 23(1)(c), we have severed information that may reveal the substance of positions and plans critical to the City’s negotiations. And, as per section 23(1)(f), we have severed information that would reveal the substance of information, including proposed plans, thereby disclosing an upcoming policy and budget decisions.

We have severed information that is excepted from disclosure and have provided you with as much information as possible, as per section 7(2) of the Act. You requested a copy of these records, and as they can reasonably be reproduced at no cost, in accordance with section 14(1)(a) of the Act, a copy is enclosed.

Section 59(1) of the Act provides that you may make a complaint about this decision to the Manitoba Ombudsman. You have 60 days from the receipt of this letter to make a complaint on the prescribed form.
to the Manitoba Ombudsman (Mail: 750-500 Portage Avenue, Winnipeg MB R3C 3X1; Telephone 204-982-9130 or 1-800-665-0531).

If you have any questions, please call me at (204) 986-3141.

Sincerely,

Denise Jones
Access and Privacy Coordinator
Good afternoon Mayor and Councillors,

This is further to my e-mail below.

Our expression of interest submitted on September 5, 2017 was subsequently approved and therefore we submitted a Comprehensive Project Proposal for the Route 90/Kenaston project on the due date of November 6, 2017.

However, we were recently informed by Transport Canada that the Route 90/Kenaston project was not approved for funding under the National Trade Corridor Fund (NTCF).

We did suspect this would be challenging with the limited funding and the 2017 federal budget speech which gave examples of large projects in Vancouver, Toronto and Montreal. Our application was one of 250 that were received by Transport Canada.

Transport Canada advises that there will be future calls for proposals under the NTCF that would likely offer another opportunity to apply for federal funding.

Doug McNeil, P.Eng.
Chief Administrative Officer
City of Winnipeg
Phone: 204-986-5104
Mobile: 204-391-0600
Email: dmcneil@winnipeg.ca
Website: winnipeg.ca
Address: 2nd Floor, 510 Main Street, Winnipeg, MB R3B 189

CONFIDENTIALITY NOTICE: The information contained in this message is intended solely for the person or entity to which it is addressed and may contain confidential and/or privileged information. Any use, dissemination, distribution, copying or disclosure of this message and attachments, in whole or in part, by anyone other than the intended recipient is strictly prohibited. If you have received this message in error, please notify the sender and permanently delete the complete message and any attachments. Thank you.
Cc: Ruta, Mike (Finance); Jack, Michael; Wardrop, Dave; Chartier, Georges; Fuith, Jason; Dryburgh, Matt  
Subject: Federal Government’s National Trade Corridors Fund (NTCF) 

Mr. Mayor and Councillors, 

On May 22, 2017, the Federal Government issued their 2017 Federal Budget. Within their budget was the creation of several new infrastructure funds including the National Trade Corridors Fund (NTCF). The aim of the fund is to better connect the rail and highway infrastructure that delivers economic growth across Canada. The Federal Government has committed to provide $2 billion over 11 years to support this fund’s activities. 

In early July, via their website, the Federal Government provided further information regarding the NTCF. Their website is: https://www.tc.gc.ca/eng/programs/national-trade-corridors-fund.html. 

There is no specific dollar allocation for any Province, however there is an allocation of $400 million to the three Territories. Generally, the applications are being considered on a first come-first serve basis. 

Funding is made available for projects that: 
- Support the flow of goods and passengers by reducing bottlenecks, and address capacity issues; 
- Help the transportation system withstand the effects of climate change and make sure it is able to support new technologies and innovation; 
- Address the unique transportation needs in Canada’s territorial North to improve safety and foster economic and social development; 
- Build on investments made by a variety of public and private sector partners. 

On July 20, 2017, the Public Service attended a Webinar on the NTCF presented by Infrastructure Canada. Key points observed were: 
- Direct application with the federal government, no involvement from the Manitoba Strategic Infrastructure Secretariat; 
- Can stack this funding program with other federal funding programs provided the other program allows stacking; 
- No provincial funding component is required; 
- Completion date by December 31, 2028; 
- Expression of Interest required for each project by 2:00 PM September 5, 2017; 
- If the expression of interest is approved, a Comprehensive Project Proposal is due November 6, 2017. 

During July and August, the Infrastructure Planning Office and the Public Works Department held several meetings and it was determined that only a few projects would meet the criteria of the NTCF: Route 90/Kenaston, Chief Peguis Trail west extension, and William Clement Parkway extension. Using the asset management’s multi-criteria prioritization model, the Route 90/Kenaston project scored the most favorable cost-benefit point. 

With the deadline for the expression of interest of today, and not wanting to miss out on the opportunity, the Public Service submitted an Expression of Interest for the Route 90/Kenaston project. This is the first step in the process. If accepted, a comprehensive proposal is needed to be submitted by November 6, 2017. Council approval is required before proceeding with the infrastructure project. 

Regards, 
Doug McNeil

Doug McNeil, P.Eng. 
Chief Administrative Officer 
City of Winnipeg 

Phone: 204-986-5104 
Mobile: 204-391-0600
Email: dmcnell@winnipeg.ca
Website: winnipeg.ca
Address: 2nd Floor, 510 Main Street, Winnipeg, MB R3B 1B9

CONFIDENTIALITY NOTICE: The information contained in this message is intended solely for the person or entity to which it is addressed and may contain confidential and/or privileged information. Any use, dissemination, distribution, copying or disclosure of this message and attachments, in whole or in part, by anyone other than the intended recipient is strictly prohibited. If you have received this message in error, please notify the sender and permanently delete the complete message and any attachments. Thank you.
Jones, Denise

From: McNeil, Doug
Sent: Monday, November 6, 2017 2:17 PM
To: 'National Trade Corridor Fund / Fonds national des corridors commerciaux (TC)'
Cc: Chartier, Georges; Ruta, Mike (Finance); Wardrop, Dave; Berezowsky, Jim; Taylor, Rob (Infrastructure Planning); Fuithe, Jason; Dryburgh, Matt
Subject: TC2004 – Route 90/ Kenaston Widening, Reconstruction and Bridge Improvements Project for NTCF Funding Consideration
Attachments: Proposal for Project Funding under the National Trade Corridors Fund-Winnipeg Kenaston-Nov 6 2017.pdf

Good afternoon,

On behalf of the City of Winnipeg, I submit a Comprehensive Project Proposal for our “Route 90 / Kenaston Boulevard Widening, Reconstruction, and Bridge Improvements” project for consideration under the National Trade Corridors Fund.

The Route 90 / Kenaston regional street is the busiest street in the City and is also the northern component of the North American Strategy for Competitiveness route, previously known as the Mid-Continent Trade Corridor. This project is strategically important for Manitoba’s north / south trade.

We look forward to favourable consideration.

Regards,

Doug McNeil, P.Eng.,
Chief Administrative Officer
City of Winnipeg

From: National Trade Corridor Fund / Fonds national des corridors commerciaux (TC) [mailto:TC.NTCF-FNCC.TC@tc.gc.ca]
Sent: Friday, October 6, 2017 4:44 PM
Subject: National Trade Corridors Fund - Results of the Expression of Interest Screening Process

**please reply to confirm receipt of this email**

Good afternoon,

Transport Canada is pleased to inform you that your Expression of Interest (EOI) submitted for funding under the National Trade Corridors Fund has been accepted by Transport Canada.

As part of the second phase of the application process, you are now invited to submit a Comprehensive Project Proposal to Transport Canada.
The Comprehensive Project Proposal must be received by Transport Canada no later than 11:59 p.m. eastern standard time (EST) on Monday, November 6, 2017.

The NTCF Comprehensive Project Proposal Applicant Guide (the Guide) may be found at https://www.tc.gc.ca/eng/programs/ntcf-applicant-guide-comprehensive-project-proposal.html. The Guide provides a detailed description of the information required and the criteria that will be used to evaluate the application.

Your project is one of more than 200 that have met the screening criteria and been invited to submit a Comprehensive Project Proposal.

It is important to note that this invitation to submit a Comprehensive Project Proposal does not guarantee federal funding for the project. All applications will be assessed on the degree to which they meet the following principles of the National Trade Corridors Fund:

- Support the flow of goods and passengers by reducing bottlenecks, and address capacity issues
- Help the transportation system withstand the effects of climate change and make sure it is able to support new technologies and innovation
- Address the unique transportation needs in Canada's territorial North to improve safety and foster economic and social development
- Build on investments made by a variety of public and private sector partners

In addition, the evaluation will consider all the criteria outlined in the Guide (pages 8 to 12). Final project selection will be made following a merit-based analysis of each proposal invited to submit through the EOI phase. In addition, the funding ($409 million) allotted to the first three years of the 11-year National Trade Corridors Fund program will further inform the project selection.

Proposals must also demonstrate and include evidence that the project is fully funded. Failure to demonstrate this will result in a proposal's elimination from funding consideration.

Lastly, it is important to remember that any costs incurred related to developing a business case or proposal for funding are ineligible for federal reimbursement regardless of any final funding decisions.

Should you have any further questions, please consult our webpage at http://www.tc.gc.ca/eng/programs/national-trade-corridors-fund.html or send an email to tc.ntcf-fncc.tc@tc.gc.ca.

Thank you!
Proposal for Project Funding under the National Trade Corridors Fund

Route 90 / Kenaston Boulevard Widening, Reconstruction, and Bridge Improvements

Route 90/Kenaston – Ness Avenue to Taylor Avenue

City of Winnipeg

November 6, 2017
B. Executive Summary

**Project Description**
This project involves the widening and reconstruction of Route 90 from four to six lanes from Ness Avenue to Taylor Avenue. It will improve access and roadway geometry for a safer road and improve traffic operations.

Considerable interchange and bridge improvements are required which will include rehabilitation and expansion of the Portage Avenue Interchange and the two St. James Bridges over the Assiniboine River.

Preliminary Design for this project commenced in September 2017. It is estimated that Detailed Design and land acquisition will be completed in October 2021. Construction Works will commence in April 2022 and be completed in October 2025.

The primary project objectives are:
- To improve capacity and safety by adding additional lanes, managing access, renewing the infrastructure, and improving the geometry thus enhancing the efficiency and reliability for the movement of goods and people. This aligns with the NTCF objective ‘Flow of Trade’ – Support the fluidity of Canadian trade by alleviating capacity constraints and bottlenecks, and strengthen modal interconnectivity and operability.
- To reduce greenhouse gas emissions by reducing bottlenecks, providing safe and accessible walking and dedicated cycling facilities and enhancing public transit therefore reducing idling time in traffic. This aligns with the NTCF objective – ‘Resilient to a Changing Climate’ – Increase the resilience of the Canadian transportation system to a changing climate and adapt it to new technologies and future innovations.

The key performance indicators that will be used to assess success in meeting both the project and NTCF program objectives are:
- Reduce travel time
- Increase truck volume
- Improve intersection level of service
- Reduce Greenhouse Gas Emissions
- Reduce accidents by improving road and bridge safety
• Reduced annual maintenance costs by significantly improving the condition and extending the life of the roadway/bridges and therefore reducing annual maintenance costs.

C. Applicant Information

C.1 Applicant Organization
Organization: City of Winnipeg
Primary Contact: Brad Neirinck, P.Eng.
Manager of Engineering
Public Works Department
bneirinck@winnipeg.ca
204-986-7950
Secondary Contact: Georges Chartier
Chief Asset Management & Project Management Officer
gchartier@winnipeg.ca
204-986-4549

Mailing Address: 106-1155 Pacific Avenue
Winnipeg, MB
R3E 3P1

Public Works Department Commitment Statement:
Working together to make Winnipeg a better place to live, work and play by providing innovative and affordable public works services.

The City of Winnipeg Council approved the Transportation Master Plan (TMP) which identifies this proposed project as part of its Strategic Road Network. Our TMP sets out a long-term strategy to guide the planning, development, renewal and maintenance of a multi-modal transportation system in a manner that is consistent with projected needs, and aligned with the City’s growth and the overall vision for a sustainable Winnipeg and region.

Route 90 is Winnipeg’s busiest major regional transportation corridors and is the Winnipeg link in the Mid-Continent Trade Corridor road network and to Winnipeg’s new inland port, CentrePort Canada.

Role in the project
The City of Winnipeg is the municipal government and is responsible and has control and management of streets within the city. This consists of being the owner of all streets within the city and is responsible for the operation and maintenance of these roads.

The City of Winnipeg Public Works Department:
• Is responsible for the planning, development and maintenance of 6,900 lane km of streets, 3,100 lane km of sidewalks, 900 km of lanes, 200 structures and over 200 km of active transportation facilities. Volume 1 of budget
• Plans, develops, maintains and operates 646 signalized intersections, 166 pedestrian corridors and many other illuminated traffic control devices.
• Is responsible for almost 3,600 hectares of parks and open spaces including over 300,000 trees, 1,333 parks, 485 playgrounds, and 604 athletic fields.

The City of Winnipeg has also undertaken several similar projects, specifically:
• Chief Peguis Trail Extension Project – PHASE 1
• Disraeli Bridges Project
  [http://www.winnipeg.ca/publicworks/construction/pastProjects/disraelibridges/default.htm](http://www.winnipeg.ca/publicworks/construction/pastProjects/disraelibridges/default.htm)
• SWRT/Pembina Underpass
• Route 90 Extension Waverley West Arterial Roads
  [http://www.winnipeg.ca/publicworks/construction/pastProjects/waverleywestarterial.shtm](http://www.winnipeg.ca/publicworks/construction/pastProjects/waverleywestarterial.shtm)
• Waverley Underpass
  [http://www.winnipeg.ca/publicworks/construction/majorProjects/waverleyUnderpass.shtm](http://www.winnipeg.ca/publicworks/construction/majorProjects/waverleyUnderpass.shtm)
• Plessis Road Underpass
  [http://www.winnipeg.ca/publicworks/construction/majorProjects/plessisunderpass.shtm](http://www.winnipeg.ca/publicworks/construction/majorProjects/plessisunderpass.shtm)

Authority
City of Winnipeg Municipal Government
C.2 Project Team

Accountability
The Department Head is accountable to Council for the delivery of the project and has final approving authority with respect to the project.

Project Sponsor Responsibilities
- Acts as a champion of the project
- Provides advice to the Department Head and Project Manager using their experience and expertise
- Aids in securing cooperation and resourcing from outside the project that is critical to the successful delivery of the project.

Departmental Asset Manager Responsibilities
- Integrate and operationalize the Asset Management Policies and Procedures into the Department’s business processes
- Provide support, direction and leadership for asset management (AM) practices
- Provide input into the AM Strategic Direction and support implementation once approved by the Chief Administrative Officer (CAO)
- Prepare and maintain lifecycle management strategies for key asset classes
- Track and report on AM benefits at the Departmental level
• Provide skills development to employees in specific AM disciplines
• Participate in Asset / Project Management Network Committee meetings as the lead for their Department
• Participate in implementation teams as part of the AM program development process
• Manage the Investment Planning process

Project Manager Responsibilities
• Ensuring all material issues are escalated to the Manager/Director including critical decisions as to the trade-off between cost, schedule, scope/quality
• Preparing and signing the Project Charter and any changes
• Preparing and presenting to the Manager/Director a summarized project delivery plan and any changes
• Preparing a project risk register, identifying and reporting project risk and developing mitigation plans
• Preparing Over-expenditure reports (if any)
• Managing the project in accordance with Council Policy, Administrative Standards and the PMM (i.e. – procedures)
• Attending project meetings (or appointing a designate to attend)
• Supporting the Project Team in the delivery of the project
• Ensuring capital project reporting to Council is open, transparent and fully discloses all material facts so elected officials can make informed decisions with respect to the capital project approvals

Steering Committee Composition
• The Department Head/Chair is responsible for appointing other committee members in accordance with the following committee composition:
  • Department Head (Chair)
    • One member from the accountable department - having considerable experience directly related to the project, preferably with similar projects
    • Two members from two outside departments – each holding a senior position in their respective department with significant experience and competencies directly relevant to the project
    • The Manager of Capital Projects (or Designate)
    • One member representing Corporate Finance, as approved by the Chief Financial Officer
• The Chair can appoint any other members to the Committee at his/her discretion.
• The Project Manager and Project Team members are not eligible to be appointed to the committee. The Project Manager (or designate) is required to attend all committee meetings and team members will attend meetings at the request of the Chair.
• Any member of the Public Service holding a position senior in ranking to the committee Chair is not eligible to be appointed to the committee. As such, the Chief Administrative
Officer, Chief Operating Officer, Chief Financial Officer and City Solicitor are not eligible to be appointed to the Committee. The Chair may (and should) invite any of these individuals to attend committee meetings should their expertise be required in relation to a specific project issue.

- The Project Sponsor must be on the Committee and can fill any of the categories noted above. The Chair may also elect to assume the role of the Project Sponsor.

**Committee Chair Accountabilities**
The Chair shall have final decision on all issues escalated to the Committee as he/she is accountable to Council for project delivery. Additional responsibilities include:

- Establishing the committee within the parameters set out above
- Appointing a Project Sponsor
- Appointing a Project Manager
- Approving the Project Charter and any changes
- Approving the Project Delivery Plan and any changes
- Approving a project risk register as well as monitoring project risk and any mitigation plans
- Ensuring minutes are kept, circulated, approved and filed as required.
- Ensuring all required reports are submitted to Committees of Council and Council
- Providing direction to the Project Manager on matters escalated to the committee including critical decisions as to the trade-off between cost, schedule, scope/quality
- Supporting the Project Manager and Project Team as required to aid in the delivery of the project
- Ensuring the project is adequately resource

**D. Project Description**

**D.1 Project Background**
a. Route 90 is Winnipeg's busiest major regional transportation corridors at nearly 80,000 vehicles per day and is the Winnipeg link in the Mid-Continent Trade Corridor road network and to Winnipeg's new inland port, CentrePort Canada.

This project is required to increase the capacity of the transportation system in west Winnipeg, increase the reliability for goods movement, reduce existing bottlenecks, improve multi-modal transportation options and to renew existing infrastructure that is well beyond its service life. It will support southern access to the new inland port: CentrePort Canada.

This is the primary route to the Winnipeg Airport and St. James Industrial Park which is home to national trucking and shipping companies as well as Canada Post's main depot and other freight companies. This project will increase reliability for goods movement and multi-modal
connections. This segment of the network is a Strategic Trade Route identified in the Manitoba Capital Regional Transportation Governance Report.

The City of Winnipeg classifies Route 90 as a major arterial street with a function to convey traffic flows between major traffic generators such as shopping centres, residential, commercial and industrial areas. Traffic volumes are projected to increase 75% by the year 2030 due to background traffic growth as well as forecast development along the corridor. Existing Route 90 intersections within the project limits are currently operating at low levels of service, characterized by long queues, stop-and-go traffic, extended travel times, and increased collision risk. The project will also provide a key link in the Active Transportation Network and enhance public Transit.

The need has existed for a long time, on hold due to indigenous land claims (Kapyong Barracks), nearing settlement How long has this been needed? More than a decade; Status of Kapyong?

b. Present Infrastructure Condition Assessment
Currently Kenaston between the St. James Bridge and Taylor Ave is at the end of its life cycle. The City of Winnipeg has spent $100,000 each year for the last 20 years keeping the pavement in a serviceable condition by performing routine resurfacing as a result from delays in future planning decisions. The effectiveness of these resurfacings is diminishing at a rapid rate where the only treatment option is a full reconstruction. We predict that within 5 years the City will no longer be able to extend the service life of the current pavement structure.

The current alignment of the southbound St. James bridge has contributed to traffic collisions. There are limited sight lines coming off the ramp from eastbound Portage Avenue to southbound Route 90. At the south end of the bridge a fork in road requires users to go towards either Kenaston Boulevard or Academy Road East often resulting in collisions with the median crash protection. There is also a sharp curve off the end of the bridge heading towards Kenaston Boulevard resulting in many collisions with the guardrail.

The northbound St. James bridge is on a super-elevated curve and has a merging ramp from Academy Road near the top of the bridge that has limited sight lines. There is also significant traffic weaving between lanes as Kenaston ramp traffic attempts to exit to eastbound Portage Avenue by way of Kintyre Street immediately north of the bridge while traffic coming from the Academy Ramp is trying to move towards the centre and median lanes. These conditions often contribute to traffic accidents.

There is only one 1.5 metre wide sidewalk on each bridge. There is minimal lane width and minimal shy distances to the concrete traffic barrier guardrails. Improvements need to be made to this route to safely accommodate active transportation.

Both bridges are considered to be in fair condition with some components in poor condition. It is projected that both bridges will descend into a poor condition rating due to age related deterioration by the time construction on this project commences.
c. Any work that has already been completed
A Functional Alignment Study completed in 2012 identified a need to upgrade Kenaston from four lanes to six lanes between Ness Avenue and Taylor Avenue.

A preliminary design study is currently underway. This study commenced in September 2017 and has a planned completion date of February 2019.

d. Other background information
The southbound bridge was constructed in 1936 and received a major rehabilitation in 1982. The northbound bridge was constructed in 1962 along with the underpass of Portage Avenue and was rehabilitated in 1987. This project, if approved will have a projected minimum life cycle of 75 years.

D.2 Project rationale
a. Implications (NTCF objectives) of not doing the project
With increased population it will further inhibit the flow of traffic creating longer bottlenecks thus restricting the fluidity of Canadian trade and negatively affecting the Mid-Continental Trade Corridor.
Any vehicular traffic to or from the US to the James A. Richardson International Airport or to Centreport Canada must use this route. Without significant capacity improvements, this route will not support fluid and reliable trade flows between Canada and the US. The St. James bridges and the pavement of this route will be at the end of its serviceable life within 5 years. After this timeframe, investments in annual maintenance costs will increase significantly in the range of ten fold in the following five years. Without capacity improvements, travel time and thus idling time will continue to significantly increase on this route. As a result, this will increase environmental impacts including greenhouse gas emissions thereby increasing adverse impacts on the environment.

b. Project need and how it aligns to NTCF objectives
With increased population it will improve the flow of traffic reducing bottlenecks thus supporting the fluidity of Canadian trade and negatively affecting the Mid-Continental Trade Corridor.
Any vehicular traffic to or from the US to the James A. Richardson International Airport or to Centreport Canada must use this route. By improving capacity, this route will support fluid and reliable trade flows between Canada and the US. The St. James bridges and the pavement of this route will be at the end of its serviceable life within 5 years. This project, once completed will reduce investments in annual maintenance costs for the life of the project. Capacity improvements will reduce travel time and thus idling time will be decreased on this route. As a result, environmental impacts will be reduced including a reduction in greenhouse gas emissions.
c. How does the project overlap, support or enhance any aspect of previous and/or planned work
   - Increase accessibility and reduce travel times to Centreport Canada
   - Develop significant active transportation infrastructure to improve and enhance the City's active transportation network/system
   - Increase accessibility and reduce travel times to the expanding Waverley West Residential Developments
   - This route is a significant portion part of the proposed Inner Ring Road, and an immediate priority, which is part of the City of Winnipeg’s Transportation Master Plan. This will support the capacity of the proposed Outer Ring Road.
   - A more efficient flow of traffic will directly result in more efficient and reliable Transit service
   - Kenaston on the south links to future proposed HWY 75 via St Norbert bypass (Manitoba Infrastructure), the only major connection to the US

d. Please refer to section D.7 Performance Measurement Strategy for a summary that quantifies short-term (5 year) and longer-term (20 years) improvements that would result from project completion

D.3 Alignment with NTCF program objectives

a. Overall proposal assessment criteria

<table>
<thead>
<tr>
<th>Selection Criteria</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>The applicant’s relevant experience and capacity to complete the project and/or undertake the activities carried out in the proposal.</td>
<td>See Section C.1 Applicant Organization</td>
</tr>
<tr>
<td>The relevance of the project outcomes(s) to the objectives of the program criteria targeted in the selection process</td>
<td>See D.7 Performance Measurement Strategy</td>
</tr>
<tr>
<td>The cost effectiveness of the Proposal and commitment to transparency</td>
<td>See H. Cost-benefit analysis</td>
</tr>
</tbody>
</table>
b. NTCF program objectives assessment criteria

<table>
<thead>
<tr>
<th>Selection Criteria</th>
<th>NTCF Objective: Support the fluidity of Canadian trade by alleviating capacity, constraints and bottlenecks, and strengthen modal interconnectivity and operability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve the national transportation system’s efficiency and reliability for Canadian and North American exports</td>
<td>By improving capacity, system interconnectivity will improve between the US and freight facilities (ie. the James A. Richardson Airport and Centreport Canada)</td>
</tr>
<tr>
<td></td>
<td>Currently this route is over capacity. A significant need for these proposed improvements are to align with current and forecasted transportation demands.</td>
</tr>
<tr>
<td>Increase Canada’s share of North Americanbound container and/or bulk imports</td>
<td>By increasing truck volumes, accessibility to the Winnipeg’s international airport and Centreport Canada will be greatly improved. These accessibility improvements will help to advance Canada’s role as a nexus for global supply chains.</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>NTCF Objective: Increase the resilience of the Canadian transportation system to a changing climate and its adaptability to new technologies and future innovation.</td>
<td></td>
</tr>
<tr>
<td>Promote sustainable transportation by reducing environmental impacts including greenhouse gas and air contaminant emissions and mitigating any adverse impacts on the environment.</td>
<td>Increasing capacity will substantially reduce traffic congestion and bottlenecks on this route. This will result in a reduction in greenhouse gas emissions.</td>
</tr>
<tr>
<td></td>
<td>Improving the capacity of this route will not deter current trucking traffic from using an alternate, longer route to access the airport and/or Centreport Canada. Reducing traffic routes will reduce greenhouse gas emissions.</td>
</tr>
</tbody>
</table>

D.4 Project Scope

a. Overall Work Plan
   1. Preliminary Design
   2. Obtain Project Approvals
   3. Property Acquisition and Expropriation Process
   4. Detailed Engineering Design
   5. Tender Works and Award
   6. Construction

Please see section D.5 Work Schedule for specific dates for this plan.
b. Major Components of the Project

- Roadway pavement reconstruction and widening to a minimum of 3 traffic lanes both northbound and southbound.
- Intersection improvements for improved level of service including projected 20 year growth. These improvements may include turning movement storage lanes, acceleration lanes and improved traffic signals.
- Access considerations into the Kapyong Barracks Major Redevelopment Site.
- Pedestrian, cycling, and accessibility improvements along the route including relevant connections consistent with the City of Winnipeg’s adopted Pedestrian and Cycling Strategies.
- Utility relocations where required including Manitoba Hydro, MTS, and Shaw.
- New Street Lighting.
- New Land Drainage Sewer to separate land drainage from the combined sewer system.
- St. James Underpass Pumping Station upgrade if required.
- Combined Sewer rehabilitation if required.
- Pedestrian overpass(es) for community linkages across Kenaston.
- Reconstruction and/or rehabilitation of St. James Bridges Northbound and Southbound including widening improvements.
- Riverbank stabilization improvements where applicable.
- Rehabilitation or reconstruction of retaining walls at the Portage Avenue interchange.
- Rehabilitation or reconstruction including related reconfiguration of exit ramps at the Portage Avenue interchange.
- Improved signage including addition of overhead sign structures where required.
- Improved roadside safety elements where required.
- Noise attenuation considerations along the route.
- Associated landscape architecture
- Public Art

c. Partners that will have roles and/or responsibilities to implement the project

23[1][f]
d. Project maps and project limits
D.5 Work Schedule

a.

<table>
<thead>
<tr>
<th>Project activity / milestone</th>
<th>Timelines</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Start date</td>
</tr>
<tr>
<td>Preliminary Design</td>
<td>September 2017</td>
</tr>
<tr>
<td>Obtain Project Approvals</td>
<td>September 2019</td>
</tr>
<tr>
<td>Property Acquisition &amp; Expropriation Process</td>
<td>October 2019</td>
</tr>
<tr>
<td>Detailed Engineering Design</td>
<td>January 2020</td>
</tr>
<tr>
<td>Tender Works &amp; Award</td>
<td>November 2021</td>
</tr>
<tr>
<td>Construction</td>
<td>April 2022</td>
</tr>
</tbody>
</table>

b. Project dependencies, interdependencies, or hurdles to implementing the project

23(1)(f)

c. Timelines for securing required permits and approvals

All required permits and approvals will be obtained during the Detailed Design phase of the project.

D.6 Project Delivery Method

This project is currently being planned for as a Design Bid Build project delivery method. The project delivery method will be finalized during the Preliminary Design Study using Value for Money analysis.
D.7 Performance measurement strategy

Table 4: Performance indicators measurement

The following table summarizes the performance measurement strategy for this project. Each measure is described in more detail below the table.

<table>
<thead>
<tr>
<th>Outcomes/outputs</th>
<th>Performance indicator</th>
<th>Current performance</th>
<th>Performance target</th>
<th>Source of data</th>
<th>Data collection frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serve a greater number of vehicles</td>
<td>Traffic volumes along corridor including numbers of trucks.</td>
<td>24 hour weekday volumes between 42,000 and 78,000. There are 1700 to 2200 trucks.</td>
<td>2041 model projection between 49,000 to 83,000 total vehicles and 1900 to 3000 trucks.</td>
<td>Macro travel demand model for projections and traffic counts for current data.</td>
<td>New permanent continuous classification counter and annual short term counts.</td>
</tr>
<tr>
<td>Improved corridor travel speed and reduced delays</td>
<td>Travel times for passenger vehicles and trucks</td>
<td>Average peak direction corridor travel time of 9.4 minutes in the AM and 9.6 minutes in the PM.</td>
<td>As estimated from the Synchro micro simulation model, the 2041 PM peak direction corridor travel time is expected to be 29 minutes without the widening and 20 minutes with the widening.</td>
<td>GPS sources for actual and Synchro model for projected</td>
<td></td>
</tr>
<tr>
<td>Improved intersection level of service</td>
<td>Intersection Capacity Utilization (ICU) and Level of Service (LOS)</td>
<td>Existing ICU LOS – e.g. Kenaston &amp; Grant PM ICU 100%, LOS F</td>
<td>2041 Kenaston &amp; Grant without widening PM ICU 117%, LOS H. With widening ICU 106%, LOS G.</td>
<td>Synchro model with projected and actual traffic.</td>
<td>Every 5 years or as required.</td>
</tr>
<tr>
<td>Outcomes/outputs</td>
<td>Performance indicator</td>
<td>Current performance</td>
<td>Performance target</td>
<td>Source of data</td>
<td>Data collection frequency</td>
</tr>
<tr>
<td>-------------------------</td>
<td>-----------------------</td>
<td>---------------------</td>
<td>--------------------</td>
<td>-----------------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>Reduced GHG emissions</td>
<td>Corridor emissions</td>
<td>Needs to be calculated.</td>
<td>To be determined.</td>
<td>Software used to calculate emissions</td>
<td>Every 5 years run software with updated input data.</td>
</tr>
<tr>
<td>Reduced system wide vehicle-hours of travel</td>
<td>Vehicle-hours of travel</td>
<td>2011 macro base model indicates a saving of 29 vehicle-hrs in AM peak hour and 31 vehicle hours in PM peak hour</td>
<td>2041 macro model indicates a saving of 37 vehicle-hrs in AM peak hour and 46 vehicle hours in PM peak hour</td>
<td>Macro travel demand model projected</td>
<td>Recalibrated every 5 years.</td>
</tr>
<tr>
<td>Reduced collision rate</td>
<td>For each segment and intersection the collision rate.</td>
<td>Collision rates at the major intersections range from 0.76 to 3.21 annual collisions per million vehicles entering.</td>
<td>Lower collision rate.</td>
<td>Collision data is obtained annually from Manitoba Public Insurance</td>
<td>Annual</td>
</tr>
<tr>
<td>Reduced traffic on local roads.</td>
<td>Traffic counts on local parallel roads</td>
<td>New traffic counts are required.</td>
<td>To be determined.</td>
<td>Traffic counts</td>
<td>Every 5 years</td>
</tr>
<tr>
<td>Increased active transportation mode share</td>
<td>Higher pedestrian and bike mode share</td>
<td>New counts are required.</td>
<td>To be determined.</td>
<td>Pedestrian and bike counts</td>
<td>Every year on bridge.</td>
</tr>
</tbody>
</table>
The following is a more detailed description of each measurement:

**Serve a greater number of vehicles**

Due to this corridor being at or near capacity with significant delays throughout the day, it is anticipated that increasing capacity will result in an increase in volume on this corridor. Recent 24 hour weekday traffic counts along this corridor range from 42,000 to 78,000 vehicles. The City of Winnipeg’s macro travel demand model is used to forecast AM and PM peak hour total and truck volumes to 2041. The following plots give the 2041 total model volumes without and with the Kenaston widening.
2041 AM Peak Hour Macro Model Volumes for Kenaston

AM Peak Hour without Widening

AM Peak Hour with Widening
The table below provides the model total vehicle and truck 24 hour volume estimates for 2011, 2026 and 2041.

**Winnipeg Macro Travel Demand Model Volumes With and Without Widening**

<table>
<thead>
<tr>
<th>Segment</th>
<th>2011 Base Year</th>
<th>Without Widening</th>
<th>With Widening</th>
<th>Without Widening</th>
<th>With Widening</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2026</td>
<td>2041</td>
<td>2026</td>
<td>2041</td>
</tr>
<tr>
<td></td>
<td></td>
<td>% Change 2011-2026</td>
<td>% Change 2011-2026</td>
<td>% Change 2026-2041</td>
<td>% Change 2026-2041</td>
</tr>
<tr>
<td>From</td>
<td>To</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taylor</td>
<td>Grant</td>
<td>39,475</td>
<td>40,209</td>
<td>2026</td>
<td>1.9%</td>
</tr>
<tr>
<td>Grant</td>
<td>Corydon</td>
<td>36,698</td>
<td>36,258</td>
<td>2026</td>
<td>-1.2%</td>
</tr>
<tr>
<td>Corydon</td>
<td>Tuxedo</td>
<td>34,936</td>
<td>32,672</td>
<td>2026</td>
<td>-6.5%</td>
</tr>
<tr>
<td>Tuxedo</td>
<td>Academy</td>
<td>40,200</td>
<td>38,659</td>
<td>2026</td>
<td>-3.8%</td>
</tr>
<tr>
<td>St James Bridge</td>
<td></td>
<td>62,474</td>
<td>70,051</td>
<td>2026</td>
<td>12.1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Segment</th>
<th>2011 Base Year</th>
<th>Without Widening</th>
<th>With Widening</th>
<th>Without Widening</th>
<th>With Widening</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2026</td>
<td>2041</td>
<td>2026</td>
<td>2041</td>
</tr>
<tr>
<td></td>
<td></td>
<td>% Change 2011-2026</td>
<td>% Change 2011-2026</td>
<td>% Change 2026-2041</td>
<td>% Change 2026-2041</td>
</tr>
<tr>
<td>From</td>
<td>To</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taylor</td>
<td>Grant</td>
<td>1,939</td>
<td>1,687</td>
<td>2026</td>
<td>13.0%</td>
</tr>
<tr>
<td>Grant</td>
<td>Corydon</td>
<td>1,805</td>
<td>1,541</td>
<td>2026</td>
<td>-14.6%</td>
</tr>
<tr>
<td>Corydon</td>
<td>Tuxedo</td>
<td>1,681</td>
<td>1,255</td>
<td>2026</td>
<td>-25.3%</td>
</tr>
<tr>
<td>Tuxedo</td>
<td>Academy</td>
<td>1,771</td>
<td>1,367</td>
<td>2026</td>
<td>-22.8%</td>
</tr>
<tr>
<td>St James Bridge</td>
<td></td>
<td>2,174</td>
<td>2,544</td>
<td>2026</td>
<td>17.0%</td>
</tr>
</tbody>
</table>

From this table it appears that traffic will be diverted away from most of this route by 2026 without widening, in particular truck traffic, due to congestion.

After completion of the project traffic will be counted along the corridor. It is anticipated that there will be one permanent counting station installed along the corridor that will also provide continuous vehicle classification and speed data. Short term segment and intersection counts will be conducted as required.

**Improved Corridor Travel Speed and Reduced Delays**

The macro simulation model can be used to estimate travel times and speeds on each road segment, but since it is based on link delays, it does not provide a very good estimate of delays at intersections and actual travel times/delays. A more accurate method of estimating future travel times and delay is by taking the volumes from our macro travel demand model and
putting those numbers in a micro simulation model or increasing counts by the macro model percent growth for each segment. Preliminary micro model corridor travel speeds are presented with the following section.

The micro model estimates travel times increasing from 8 minutes in the PM peak SB direction to 29 minutes without the widening and 20 minutes with the widening by 2041. Other alternate routes will need to be looked at for travel times and possibly some redistribution of traffic made if there are significant travel time differences.

Currently, the method we use for measuring route travel times and delays is by the floating car technique with a GPS device. This method produces a very small sample of data (usually a few peak period runs per year on major routes). With advances in technology, it is anticipated that this will be replaced by one of the emerging technologies that provides cell/Bluetooth/GPS data. This may be able to separate out trucks to monitor their travel times and origins/destinations. Recent AM and PM peak period travel times are shown in the following table.

### Northbound Existing Route Travel Times

<table>
<thead>
<tr>
<th>Segment</th>
<th>Length (metres)</th>
<th>AM Peak Period</th>
<th>PM Peak Period</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Average Time (seconds)</td>
<td>Average Time (minutes)</td>
<td>Average Speed (km/hr)</td>
</tr>
<tr>
<td>From To</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taylor Grant</td>
<td>761</td>
<td>117</td>
<td>1.94</td>
</tr>
<tr>
<td>Grant Corydon</td>
<td>769</td>
<td>137</td>
<td>2.28</td>
</tr>
<tr>
<td>Corydon Tuxedo</td>
<td>603</td>
<td>82</td>
<td>1.37</td>
</tr>
<tr>
<td>Tuxedo Academy</td>
<td>581</td>
<td>77</td>
<td>1.28</td>
</tr>
<tr>
<td>Academy Ness</td>
<td>1,091</td>
<td>153</td>
<td>2.54</td>
</tr>
<tr>
<td>Total Route</td>
<td>3,804</td>
<td>564</td>
<td>9.4</td>
</tr>
</tbody>
</table>

### Southbound Existing Route Travel Times

<table>
<thead>
<tr>
<th>Segment</th>
<th>Length (metres)</th>
<th>AM Peak Period</th>
<th>PM Peak Period</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Average Time (seconds)</td>
<td>Average Time (minutes)</td>
<td>Average Speed (km/hr)</td>
</tr>
<tr>
<td>From To</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ness Academy</td>
<td>1,091</td>
<td>79</td>
<td>1.31</td>
</tr>
<tr>
<td>Academy Tuxedo</td>
<td>581</td>
<td>55</td>
<td>0.92</td>
</tr>
<tr>
<td>Tuxedo Corydon</td>
<td>603</td>
<td>84</td>
<td>1.40</td>
</tr>
<tr>
<td>Corydon Grant</td>
<td>769</td>
<td>98</td>
<td>1.63</td>
</tr>
<tr>
<td>Grant Taylor</td>
<td>761</td>
<td>65</td>
<td>1.08</td>
</tr>
<tr>
<td>Total Route</td>
<td>3,804</td>
<td>380</td>
<td>6.3</td>
</tr>
</tbody>
</table>
**Improved Intersection Level of Service**

The 2041 macro model volumes were put into a Synchro micro simulation model. The levels of service (LOS) with and without the corridor being widened were calculated as well as the route travel time. The results are presented in the following table. These results are preliminary and should be refined, as the model is showing very large travel times in 2041.

**Micro Model Simulation Results**

<table>
<thead>
<tr>
<th></th>
<th>PM Base</th>
<th>PM- No Expansion</th>
<th>PM-Expansion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Through Movement v/c</td>
<td>Volume to Capacity Ratio of all NB and SB through movements ranges between 0.6 and 1.2.</td>
<td>Projected Volume to Capacity Ratio of all NB and SB through movements expected to be greater than 2.0.</td>
<td>Projected Volume to Capacity Ratio of all NB and SB through movements expected to be less than 1.1.</td>
</tr>
<tr>
<td>Left turn v/c</td>
<td>Volume to Capacity Ratio of all NB and SB left turn movements ranges between 0.6 and 1.1.</td>
<td>Projected Volume to Capacity Ratio of all NB and SB left turn movements off Kenaston expected to range from 1.0 to over 4.</td>
<td>Projected Volume to Capacity Ratio of all NB and SB left turn movements off Kenaston expected to be less 1.2.</td>
</tr>
</tbody>
</table>
| Intersection Capacity Utilization | Grant and Kenaston - ICU LOS F, ICU of 100%  
Taylor and Kenaston - ICU LOS H, ICU of 111% | Grant and Kenaston – ICU LOS H, ICU of 117%  
Taylor and Kenaston – ICU LOS H, ICU of 135% | Grant and Kenaston – ICU LOS G, ICU of 106%  
Taylor and Kenaston – ICU LOS G, ICU of 107% |
| Travel Time             | SB from South of Ness to past Taylor - 8 minutes  
NB from North of Sterling Lyon to past Academy - 7 minutes | SB from South of Ness to past Taylor - 29 minutes  
NB from North of Sterling Lyon to past Academy - 29 minutes | SB from South of Ness to past Taylor - 20 minutes  
NB from North of Sterling Lyon to past Academy - 10 minutes |
| Total Stops             | At major intersections the numbers of stops are expected to increase if expansion is not undertaken. For example at Grant and Kenaston the number of stops is expected to increase by 25% if expansion is not undertaken. | For major intersections the number of “stops” made by vehicles in traffic is reduced drastically. For example at Grant and Kenaston the number of stops is reduced by 75% when comparing Expansion to No Expansion. |
Greenhouse Gas Emissions

At major intersections the volume of fuel used is expected to increase if expansion is not undertaken. For example at Grant and Kenaston the number of stops is expected to increase by 20% if expansion is not undertaken.

For major intersections the volume of fuel used by vehicles in traffic is reduced significantly. For example at Grant and Kenaston estimated fuel usage is reduced by 75% when comparing Expansion to No Expansion.

Reduced GHG Emissions
Due to the route likely attracting significantly more vehicles when it is widened, the GHG emissions may not go down for the corridor and could possibly go up. However, emissions per vehicle should go down with better traffic flow at intersections. As well, estimated system wide emissions should go down. Micro model estimates of 2041 GHG emissions on the corridor with and without the widening have not yet been calculated. However, the reductions could be significant. As an example, as stated in the table above, at a major intersection like Grant & Kenaston, widening of Kenaston and intersection improvements could reduce the emissions by 75%, as estimated in Synchro.

Improved system wide vehicle-hours of travel
The macro transportation planning model was used to estimate system wide vehicle-hours of travel with and without the widening of Kenaston in 2011 (model base year) and 2041 (30 year analysis horizon). Again, the macro planning model is not the best method of estimating travel times and delays, but it is the only tool we have for calculating system wide vehicle-hours of travel. The results are summarized in the table below along with an estimate of benefits.

**Travel Time Saving of Kenaston Widening from Macro Model**

<table>
<thead>
<tr>
<th>2011 Visum Model Summary (Entire Network)</th>
<th>Vehicle Hours Travel</th>
<th>Vehicle-Km Travel</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
</tr>
<tr>
<td>Without Widening</td>
<td>20,914</td>
<td>21,930</td>
</tr>
<tr>
<td>With Widening</td>
<td>20,885</td>
<td>21,899</td>
</tr>
<tr>
<td>Difference</td>
<td>-29</td>
<td>-31</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2041 Visum Model Summary (Entire Network)</th>
<th>Vehicle Hours Travel</th>
<th>Vehicle-Km Travel</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
</tr>
<tr>
<td>Without Widening</td>
<td>29,748</td>
<td>33,342</td>
</tr>
<tr>
<td>With Widening</td>
<td>29,711</td>
<td>33,296</td>
</tr>
<tr>
<td>Difference</td>
<td>-37</td>
<td>-46</td>
</tr>
</tbody>
</table>
Peak Hours Estimate of Benefits

<table>
<thead>
<tr>
<th>Year</th>
<th>Daily AM/PM Peak Hour Saving</th>
<th>Daily AM/PM Peak Period Saving</th>
<th>Annual Saving with 250 typical weekday peaks/yr</th>
<th>$ Savings with average wage rate of $24.29 and 1.2 people per vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>50</td>
<td>100</td>
<td>25,000</td>
<td>$0.73 million</td>
</tr>
<tr>
<td>2041</td>
<td>83</td>
<td>166</td>
<td>41,500</td>
<td>$1.2 million</td>
</tr>
</tbody>
</table>

Estimated present value total user saving (30 years, 10%) = $9 million

If the travel time savings are closer to the preliminary micro simulation model results, the travel time user benefits may be much larger.

**Reduced Collision Rate**

The five year (2012-2016) number of collisions along this corridor were 1384 or 277 per year. Since the corridor is expected to attract significantly more traffic, collisions may increase on the corridor. However, there will be enhanced safety features that include: wider medians; better intersection geometries and sight lines; better access control; less speed variances; improved side buffers; and, separate active transportation facilities. The goal is to have a reduction in the rate of collisions (e.g. collisions per million vehicles entering intersection per year).

The five year collisions on the corridor and the collision rate for each major intersection are provided in the following tables.

**Five Year Collision History on Corridor**

<table>
<thead>
<tr>
<th>Location Description</th>
<th>5-year (2012-2016) collision total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kenaston &amp; Taylor</td>
<td>292</td>
</tr>
<tr>
<td>Taylor - Grant</td>
<td>10</td>
</tr>
<tr>
<td>Kenaston &amp; Grant</td>
<td>355</td>
</tr>
<tr>
<td>Grant - Corydon</td>
<td>24</td>
</tr>
<tr>
<td>Kenaston &amp; Corydon</td>
<td>196</td>
</tr>
<tr>
<td>Corydon - Tuxedo</td>
<td>17</td>
</tr>
<tr>
<td>Kenaston &amp; Tuxedo</td>
<td>94</td>
</tr>
<tr>
<td>Tuxedo - Academy</td>
<td>45</td>
</tr>
<tr>
<td>Kenaston &amp; Academy</td>
<td>167</td>
</tr>
<tr>
<td>St James Bridge (including ramps)</td>
<td>53</td>
</tr>
<tr>
<td>Portage Interchange</td>
<td>27</td>
</tr>
<tr>
<td>Kenaston &amp; Ness</td>
<td>104</td>
</tr>
<tr>
<td>Corridor 5 Year Total</td>
<td>1,384</td>
</tr>
<tr>
<td>Intersection</td>
<td>5 year Average Annual Collisions</td>
</tr>
<tr>
<td>--------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>Kenaston &amp; Taylor</td>
<td>58.4</td>
</tr>
<tr>
<td>Kenaston &amp; Grant</td>
<td>71</td>
</tr>
<tr>
<td>Kenaston &amp; Corydon</td>
<td>39.2</td>
</tr>
<tr>
<td>Kenaston &amp; Tuxedo</td>
<td>18.8</td>
</tr>
<tr>
<td>Kenaston &amp; Academy</td>
<td>33.4</td>
</tr>
<tr>
<td>Kenaston &amp; Ness</td>
<td>20.8</td>
</tr>
</tbody>
</table>

**Reduced Traffic on Local Roads**

Due to the recurrent congestion on this corridor, some people avoid Kenaston by using parallel local streets. With the old grid style street system to the east of the corridor and a long distance to the next parallel arterial street, there are many alternate routes on local streets through residential areas. The City has had to put in some traffic calming measures on these streets in response to complaints from residents. With improved traffic flow along the corridor the goal is to have reduced through traffic down these streets. This can be monitored with traffic counts.

The macro planning model includes local/collector streets to distribute traffic. Although the model volumes on these streets is often not realistic, the plot below does show reductions in traffic on some north-south local streets east of Kenaston in the 2041 AM peak hour with the widening compared to without.
Increased Active Transportation Activity and Mode Share

This project will include a separate active transportation facility. Currently the route has narrow sidewalks. On street biking is low on the corridor due to the dangerous conditions. Classification counts will be done to monitor pedestrians and bikes on the corridor. Cell/GPS technology may also be available to monitor bike and pedestrian activity.
E. Funding Rationale  
   a. Please see D.7 Performance Measurement Strategy  
   b. This project aligns with local/regional/national transportation priorities as it is part of the City’s Traffic Management Plan and also a part of the Mid continental Trade Corridor. It will also eventually connect to Highway 75 via a proposed St. Norbert bypass (Manitoba Infrastructure), the major connecting route to the US.  
   c. Federal funding is required to accelerate the timing of the proposed project. The City is unable to fund a project of this magnitude without other levels of government funding.  
   d. Please see H. Cost-benefit analysis for the data and sources used to support the City of Winnipeg’s investment decisions.  

Mid-Continental Trade Corridor  
Highway 75  

F. Project Budget  

F.1 Table 5: Project Activity Expenditure Breakdown Estimate ($ thousands)  

<table>
<thead>
<tr>
<th>Project Activity</th>
<th>Project Costs by Fiscal Year (April 1 – March 31)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>A – Ineligible expenditures by project activity and fiscal year</td>
<td>Land Acquisition</td>
<td>3,150</td>
<td>29,768</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>32,918</td>
</tr>
<tr>
<td></td>
<td>City Overhead/Financing Charges</td>
<td>437</td>
<td>1,888</td>
<td>4,634</td>
<td>6,313</td>
<td>5,990</td>
<td>6,020</td>
<td>25,282</td>
</tr>
<tr>
<td></td>
<td>Total Ineligible Costs:</td>
<td>3,587</td>
<td>31,656</td>
<td>4,634</td>
<td>6,313</td>
<td>5,990</td>
<td>6,020</td>
<td>58,200</td>
</tr>
<tr>
<td>B – Eligible expenditures by project activity and fiscal year</td>
<td>Roadworks</td>
<td>7,718</td>
<td>12,156</td>
<td>25,526</td>
<td>26,802</td>
<td>14,072</td>
<td></td>
<td>86,274</td>
</tr>
<tr>
<td></td>
<td>Bridges &amp; Structures</td>
<td>49,200</td>
<td>61,959</td>
<td>65,091</td>
<td>34,173</td>
<td></td>
<td></td>
<td>210,423</td>
</tr>
<tr>
<td></td>
<td>Land Drainage &amp; Municipal Utilities</td>
<td>2,757</td>
<td>11,577</td>
<td>12,156</td>
<td>3,191</td>
<td></td>
<td></td>
<td>29,681</td>
</tr>
<tr>
<td></td>
<td>Detailed Design &amp; Contract Admin</td>
<td>6,720</td>
<td>7,056</td>
<td>7,409</td>
<td>5,835</td>
<td>6,127</td>
<td>4,289</td>
<td>37,436</td>
</tr>
<tr>
<td></td>
<td>Contingency</td>
<td>3,413</td>
<td>3,584</td>
<td>26,337</td>
<td>23,703</td>
<td>16,592</td>
<td>4,357</td>
<td>77,986</td>
</tr>
<tr>
<td></td>
<td>Total Eligible Costs:</td>
<td>10,133</td>
<td>21,115</td>
<td>106,679</td>
<td>129,179</td>
<td>117,803</td>
<td>56,891</td>
<td>441,800</td>
</tr>
<tr>
<td></td>
<td>Total Project Costs (ineligible + eligible)</td>
<td>13,720</td>
<td>52,771</td>
<td>111,313</td>
<td>135,492</td>
<td>123,793</td>
<td>62,911</td>
<td>500,000</td>
</tr>
</tbody>
</table>

F.2 Table 6: Project costs by funding source and fiscal year estimate ($ thousands)  

<table>
<thead>
<tr>
<th>Funding Partners</th>
<th>Funding sources by fiscal year (April 1 – March 31)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding source for the ineligible costs</td>
<td>Secured funding (yes/no)</td>
<td>2020</td>
<td>2021</td>
<td>2022</td>
<td>2023</td>
<td>2024</td>
<td>2025</td>
<td>Total</td>
</tr>
<tr>
<td>City of Winnipeg</td>
<td>No*</td>
<td>3,587</td>
<td>31,656</td>
<td>4,634</td>
<td>6,313</td>
<td>5,989</td>
<td>6,020</td>
<td>58,199</td>
</tr>
<tr>
<td>Total ineligible costs:</td>
<td></td>
<td>3,587</td>
<td>31,656</td>
<td>4,634</td>
<td>6,313</td>
<td>5,989</td>
<td>6,020</td>
<td>58,199</td>
</tr>
<tr>
<td>Funding source for the eligible costs</td>
<td>Secured funding (yes/no)</td>
<td>2020</td>
<td>2021</td>
<td>2022</td>
<td>2023</td>
<td>2024</td>
<td>2025</td>
<td>Total</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>--------------------------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>-------</td>
</tr>
<tr>
<td>NTCF Contribution</td>
<td>No</td>
<td>5,067</td>
<td>10,558</td>
<td>53,340</td>
<td>64,590</td>
<td>58,902</td>
<td>28,446</td>
<td>220,903</td>
</tr>
<tr>
<td>City of Winnipeg</td>
<td>No*</td>
<td>1,723</td>
<td>3,590</td>
<td>18,135</td>
<td>21,958</td>
<td>20,027</td>
<td>9,671</td>
<td>75,104</td>
</tr>
<tr>
<td>Province of MB</td>
<td>No</td>
<td>3,344</td>
<td>6,968</td>
<td>35,204</td>
<td>42,629</td>
<td>38,875</td>
<td>18,774</td>
<td>145,794</td>
</tr>
<tr>
<td>Total eligible costs:</td>
<td></td>
<td>10,134</td>
<td>21,116</td>
<td>106,679</td>
<td>129,177</td>
<td>117,804</td>
<td>56,891</td>
<td>441,801</td>
</tr>
<tr>
<td>Total project cost</td>
<td></td>
<td>13,721</td>
<td>52,772</td>
<td>111,313</td>
<td>135,490</td>
<td>123,793</td>
<td>62,911</td>
<td>500,000</td>
</tr>
</tbody>
</table>

Estimates noted in table 5 and table 6 are considered Class 5 estimates as per AACE

*City will use debt funding once funding is confirmed from other levels of government.

F.3
At this time, no funding has been secured. The City of Winnipeg will use debt funding once funding is confirmed from other levels of government.

G. Project Risks
The Preliminary Design Study will have a formal risk assessment resulting in a risk registry and mitigation strategies upon completion. Potential risks are:

- Land acquisition
- Geotechnical
- Utilities
- Environmental

H. Cost-benefit analysis

This MCP Template was developed to evaluate the Benefits of a Business Case. The resulting Benefit Score is used in the Cost Benefit Ratio which is used to prioritize projects. The Benefit Evaluation Process provides an objective means to score Business Cases consistent with the priorities set up by the City’s Senior Leadership Team.

The following equation describes how Benefit Scores are calculated:

\[
\text{Benefit Score} = \left( \sum \text{Benefit Ratings} \times \text{Uptake} \right) \times \text{Alignment Factor}
\]

Strategic priorities are combined with service objectives to establish a list of evaluation criteria. Each criteria is weighted to reflect its importance in the planning and decision-making process. Descriptions are developed to ensure that each criteria is interpreted and
applied in a consistent manner. The City of Winnipeg’s current Prioritization Model uses 10 Evaluation Criteria, which have been established and weighted.

<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria</th>
<th>This project:</th>
<th>Examples</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain Service</td>
<td>Maintaining Essential LOS</td>
<td>maintains the aspects of service as set down in existing legislation/regulation or with regard to public health</td>
<td>Safety of Public; MTBA Compliance; Drinking Water</td>
<td>26%</td>
</tr>
<tr>
<td>Maintain Service</td>
<td>Maintaining Quality LOS</td>
<td>maintains the aspects of service as directed by current City Policies, Strategies etc</td>
<td>Maintains average time between bus service; provide recreation services</td>
<td>13%</td>
</tr>
<tr>
<td>Maintain Service</td>
<td>Maintaining Aesthetic LOS</td>
<td>Maintains aesthetic aspects of a service</td>
<td>Condition of existing streetscaping</td>
<td>6%</td>
</tr>
<tr>
<td>Enhance Service</td>
<td>Enhancing Quality LOS</td>
<td>enhances the aspects of service as directed by new City Policies, Strategies etc</td>
<td>Reduce travel time between points; reduce basement flooding incidents</td>
<td>4%</td>
</tr>
<tr>
<td>Enhance Service</td>
<td>Enhancing Aesthetic LOS</td>
<td>enhances aesthetic aspects of a service</td>
<td>New streetscaping; new decorative landscaping</td>
<td>1%</td>
</tr>
<tr>
<td>Regulatory</td>
<td>Regulatory Changes (incl H&amp;S, Environ)</td>
<td>makes changes to the service to meet new regulatory requirements</td>
<td>New nutrient removal in wastewater; install new safety equipment</td>
<td>26%</td>
</tr>
<tr>
<td>Environmental</td>
<td>Environment/Sustainability Improvement (Voluntary)</td>
<td>makes changes to the service to improve environmental/sustainability aspects</td>
<td>Reduce greenhouse gases; support active transportation</td>
<td>3%</td>
</tr>
<tr>
<td>Growth</td>
<td>Promoting the Economy/Enabling Growth of City</td>
<td>either supports business development or enables growth of City</td>
<td>Widening/ extending major route; extend water supply to new development</td>
<td>12%</td>
</tr>
<tr>
<td>Savings</td>
<td>Operational Efficiency</td>
<td>replaces existing infrastructure to improve operational efficiency (spend to save)</td>
<td>Replace old pumps with new to improve performance and reduce electrical use</td>
<td>7%</td>
</tr>
<tr>
<td>Culture</td>
<td>Promoting Culture and Heritage</td>
<td>preserves and/or protects historic sites; maintains/creates performance venues</td>
<td>Develop stage in Wascana Park</td>
<td>2%</td>
</tr>
</tbody>
</table>
I. Legal, regulatory and other requirements

I.1 Preliminary environmental review table

### Identification of environmental assessment requirements

<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Does the project (either in full or in part) include one or more physical activities that are designated by Regulations Designating Physical Activities?</td>
<td><strong>NO</strong></td>
</tr>
<tr>
<td>2. Does the project (either in full or in part) require a provincial environmental assessment?</td>
<td><strong>TO BE DETERMINED</strong></td>
</tr>
<tr>
<td>3. Does the project (either in full or in part) require an environmental assessment under a northern regime?</td>
<td><strong>NO</strong></td>
</tr>
</tbody>
</table>

Projects with federal land requirements under Section 67 of CEAA 2012

4. Will the project (either full or in part) to be carried out on federal lands? **NO**, but the project requires a widening of the existing road right-of-way some of which includes National Defense housing properties and also Canada Lands Company property.

- Federal Land Administrator: Canada Lands Company
- Description of federal lands: See attached maps in Annex B
- Indicate if an environmental evaluation has been completed that includes effects on any identified federal lands. **NO**
- Indicate if other CEAA 2012 Authorities are involved in the project. **NO**

I.2 Climate change adaptation and resilience assessment table

**Question 1**

Have you considered vulnerabilities associated with climate change and extreme weather events in your proposal?

Yes. The only major vulnerability identified is flooding on the Assiniboine River. Flooding of the Assiniboine River is caused by above average precipitation to the west. Taking into account the historical frequency of flooding in this area, the risk of flooding is considerably low. To mitigate this vulnerability, bridge works will be completed during the winter.

**Question 2**

What sources of information were consulted and why?

Expert judgment. A further investigation of vulnerabilities will be completed during the Preliminary Design Study currently underway.

**Question 3**

Describe the extreme weather events and/or changes in climate variables that pose key risks to the project, and identify the associated vulnerabilities. What aspects of the proposed project were deemed to be most at risk from climate change and extreme weather events over the expected design life?

No significant risks or vulnerabilities with the exception of typical severe weather events (ie. blizzard, etc.)

**Question 4**

How does the Proposal address the key risks and vulnerabilities noted in your answer to
Question 3? Were specific measures integrated into the project design to reduce climate risks?
As stated, previously, no significant risks or vulnerabilities.

I.3 Greenhouse gas emissions analysis table

<table>
<thead>
<tr>
<th>Question 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the project support a longer term reduction in GHG emissions from transportation sources compared to a scenario where the project is not carried out?</td>
</tr>
</tbody>
</table>

Yes, reduced wasted fuel from more efficient traffic flow/reduced congestion/idling of engines. Using a micro simulation model, without this project it is estimated 29 minutes of travel time by 2041. By undertaking this project, this travel time will be reduced to 20 minutes by 2041. This project is also part of the City of Winnipeg’s Traffic Management Plan. This project will form a significant portion of the proposed inner ring road along, as well as a link to Highway 75 via a proposed St. Norbert bypass. Highway 75 is the major transportation corridor to the US. This project would create a more efficient transfer of goods between modes by connecting major trucking/shipping to the James A Richardson Airport and the inland port, Centreport Canada.

<table>
<thead>
<tr>
<th>Question 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the project take action to reduce direct or indirect GHG emissions during the construction and maintenance of the project?</td>
</tr>
</tbody>
</table>

Most material will be supplied locally

<table>
<thead>
<tr>
<th>Question 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the project support the reduction of other environmental impacts, such as emissions of local air pollutants?</td>
</tr>
</tbody>
</table>

See I.3 Question 1 above

I.4 Indigenous Consultations

This project has a unique aspect as there are indirect partnerships due to the land requirements for this project.
J. Declarations

J.1 Conflict of Interest
The City of Winnipeg provides the following assurances as part of the Proposal application:

- No former public servant, who is not in compliance with the Values and Ethics Code of Public Servants, shall derive benefits from the CA
- No former public office holder, who is not in compliance with the Conflict of Interest and Post-Employment Code for Public Office Holders, shall derive a direct benefit from the CA
- No member of the House of Commons of Canada shall be admitted to any share or part of the CA or to any benefit to arise there from

J.2 Applicant Declaration
We the undersigned, hereby certify that:

- All information provided to TC in support of this request for NTCF funding is true and complete
- If funding requested in this application is approved, the funds will be spent solely for the project and activities described in this application
- We provide consent to TC to make necessary credit and other enquiries in support of this application

Jim Berezowsky  
A/Director of Public Works  
City of Winnipeg  

Nov 6 17  
Date

Georges Chertier  
Chief Asset Management & Project Management Officer  
City of Winnipeg  

Nov 6 17  
Date
Annex A – EOI Acceptance Notification and EOI
EOI Acceptance

From: National Trade Corridor Fund / Fonds national des corridors commerciaux (TC) [TC.NTCF-FNCC.TC@tc.gc.ca]
Sent: Friday, October 06, 2017 4:44 PM
Subject: National Trade Corridors Fund - Results of the Expression of Interest Screening Process

**please reply to confirm receipt of this email**

Good afternoon,

Transport Canada is pleased to inform you that your Expression of Interest (EOI) submitted for funding under the National Trade Corridors Fund has been accepted by Transport Canada.

As part of the second phase of the application process, you are now invited to submit a Comprehensive Project Proposal to Transport Canada.

The Comprehensive Project Proposal must be received by Transport Canada no later than 11:59 p.m., eastern standard time (EST) on Monday, November 6, 2017.

The NTCF Comprehensive Project Proposal Applicant Guide (the Guide) may be found at https://www.tc.gc.ca/eng/programs/ntcf-applicant-guide-comprehensive-project-proposal.html. The Guide provides a detailed description of the information required and the criteria that will be used to evaluate the application.

Your project is one of more than 200 that have met the screening criteria and been invited to submit a Comprehensive Project Proposal.

It is important to note that this invitation to submit a Comprehensive Project Proposal does not guarantee federal funding for the project. All applications will be assessed on the degree to which they meet the following principles of the National Trade Corridors Fund:

- Support the flow of goods and passengers by reducing bottlenecks, and address capacity issues
- Help the transportation system withstand the effects of climate change and make sure it is able to support new technologies and innovation
- Address the unique transportation needs in Canada's territorial North to improve safety and foster economic and social development
- Build on investments made by a variety of public and private sector partners

In addition, the evaluation will consider all the criteria outlined in the Guide (pages 8 to 12). Final project selection will be made following a merit-based analysis of each proposal invited to submit through the EOI phase. In addition, the funding ($409 million) allotted to the first three years of the 11-year National Trade Corridors Fund program will further inform the project selection.

Proposals must also demonstrate and include evidence that the project is fully funded. Failure to demonstrate this will result in a proposal's elimination from funding consideration.
Lastly, it is important to remember that any costs incurred related to developing a business case or proposal for funding are ineligible for federal reimbursement regardless of any final funding decisions.

Should you have any further questions, please consult our webpage at http://www.tgc.ca/eng/programs/national-trade-corridors-fund.html or send an email to tc.ntcf-fncc.tc@tc.gc.ca.

Thank you!
NATIONAL TRADE CORRIDORS FUND (NTCF) EXPRESSION OF INTEREST (EOI) SUBMISSION

Transport Canada must receive complete applications at its Ottawa office no later than:
15:00 (3:00 p.m.), Eastern Time, on
Tuesday, September 5, 2017

Before completing this NTCF EOI Submission, the Applicant should refer to the NTCF Applicant’s Guide Expression of Interest, available at:

SECTION A – APPLICANT INFORMATION

Full legal name of Applicant
City of Winnipeg

Address
510 Main Street

City Province/Territory Postal code (A1A 1A1)
Winnipeg MB R3B 1B9

Applicant Type
Municipalities, including local and regional governments and municipally-owned entities

If a suitable Applicant Type is not provided, please specify below.

SECTION B – APPLICANT MANDATE

Describe the Applicant’s mandate, its role in the project and why it is best suited to lead the project. (maximum number of characters including spaces, 3000)
The City of Winnipeg Council approved the Transportation Master Plan (TMP) which identifies this proposed project as part of Strategic Road Network. Our TMP sets out a long-term strategy to guide the planning, development, renewal and maintenance of a multi-modal transportation system in a manner that is consistent with projected needs, and aligned with the City’s growth and the overall vision for a sustainable Winnipeg and region.

Route 90 is Winnipeg's busiest major regional transportation corridors and is the Winnipeg link in the Mid-Continent Trade Corridor road network and to Winnipeg's new inland port, CentrePort Canada.
SECTION C – PROJECT OVERVIEW

Identify the population centre (city, village, town, etc.) nearest to the project

Winnipeg, Manitoba

<table>
<thead>
<tr>
<th>Project location or start point (GPS coordinates)</th>
<th>Project end point (GPS coordinates)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Latitude</td>
<td>Longitude</td>
</tr>
</tbody>
</table>

Provide an overview of the proposed project, including a description of the major components. (maximum number of characters including spaces, 2300)

Route 90 / Kenaston

This project involves widening and reconstruction of Route 90 from four to six lanes from Ness Avenue to Taylor Avenue. It will improve access and roadway geometry for a safer road and improve traffic operations.

Considerable interchange and bridge improvements are required which will include rehabilitation and expansion of the Portage Avenue Interchange and of the two St. James Bridges over the Assiniboine River.

An integral part of the project will be the Active Transportation facilities. This will be achieved by enhancing overall network continuity by focusing on strong east-west and north-south routes that will serve the local and wider communities.

Other major components include land drainage improvements and upgrades as well as sound attenuation mechanisms to reduce impacts to adjacent established neighborhoods.

The functional plan was completed in 2010 and approved by Council in 2012. Information about that study can be found at http://www.winnipeg.ca/route90

The functional plan can be viewed at:

http://winnipeg.ca/publicworks/construction/pdf/studies/Route90-RecommendedPlan.pdf

A preliminary design study is commencing imminently to advance the details of the project with expecting completion by December 2018.

Provide a brief rationale for the project. (maximum number of characters including spaces, 2300)

Route 90 is Winnipeg’s busiest major transportation corridors with daily traffic at nearly 80,000 vehicles per day. This project is required to increase the capacity of the transportation system in west Winnipeg, increase the reliability for goods movement, reduce existing bottle necks, improve multi-modal transportation options and to renew existing infrastructure that is well beyond its service life. It will support southern access to the new inland port: CentrePort Canada.

This is the primary route to the Winnipeg Airport and St. James Industrial Park which is home to national trucking and shipping companies as well as Canada Post’s main depot as well as other freight companies. This project will increase reliability for goods movement and multi-modal connections. This segment of the network is a Strategic Trade Route identified in the Manitoba Capital Regional Transportation Governance Report.

The City of Winnipeg classifies Route 90 as a major arterial street with a function to convey traffic flows between major traffic generators such as shopping centres, residential, commercial and industrial areas. Traffic volumes are projected to increase 75% by the year 2030 due to background traffic growth as well as forecast development along the corridor. Existing Route 90 intersections within the project limits are currently operating at low levels of service, characterized by long queues, stop-and-go traffic, extended travel times, and increased collision risk. The project will also provide a key link in the Active Transportation Network and enhance public Transit.
### SECTION D  PROJECT SCHEDULE

Indicate estimated dates for the following project milestones.

<table>
<thead>
<tr>
<th>Description</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design start date (yyyy-mm-dd)</td>
<td>2017-10-01</td>
</tr>
<tr>
<td>Design end date (yyyy-mm-dd)</td>
<td>2019-02-28</td>
</tr>
<tr>
<td>Construction start date (yyyy-mm-dd)</td>
<td>2020-09-01</td>
</tr>
<tr>
<td>Construction end date (yyyy-mm-dd)</td>
<td>2023-11-30</td>
</tr>
</tbody>
</table>

Other comments relevant to project schedule:

### SECTION E  PROJECT COSTS

Provide estimates for the following, in consideration of Section 2.6 (Eligible Expenditures) of the NTCF Applicant’s Guide - Expression of Interest.

<table>
<thead>
<tr>
<th>Total project costs</th>
<th>Total eligible costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>$23(1)(f)</td>
<td>$410,000,000.00</td>
</tr>
</tbody>
</table>

If possible, estimate total eligible costs by fiscal year.

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>Future Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>NTCF</td>
<td>$5,000,000.00</td>
<td>$20,000,000.00</td>
<td>$180,000,000.00</td>
<td></td>
</tr>
<tr>
<td>Others</td>
<td>$5,000,000.00</td>
<td>$20,000,000.00</td>
<td>$180,000,000.00</td>
<td></td>
</tr>
</tbody>
</table>

### SECTION F  PROJECT FUNDING

Describe and identify all sources of project funding.

<table>
<thead>
<tr>
<th>Project costs covered by the Applicant ($)</th>
<th>Total NTCF funding requested ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$110,000,000.00</td>
<td>$205,000,000.00</td>
</tr>
</tbody>
</table>

Project funding provided by other federal organization(s) ($) $0.00

Name the federal funding organization(s) and indicate whether funding is secured.

- [ ] Secured

Identify all other project funding partners below.

<table>
<thead>
<tr>
<th>Organization</th>
<th>Contribution Amount</th>
<th>Secured</th>
</tr>
</thead>
<tbody>
<tr>
<td>Province of Manitoba</td>
<td>23(1)(f)</td>
<td></td>
</tr>
</tbody>
</table>

What steps are required to secure funding?

Do you anticipate collecting tolls or user charges as a source of revenue for this project? [ ] Yes [ ] No

I understand that the Applicant will be responsible for all cost overruns.
SECTION G - DELIVERING THE OBJECTIVES OF THE NATIONAL TRADE CORRIDORS FUND

1. How would the project support the efficient movement of Canadian goods and people? (maximum number of characters including spaces, 2300)

Route 90 is a vital north-south transportation corridor linking major residential, employment and commercial areas in the southwest and northwest quadrants of the City. It is the major truck route and is the Winnipeg link in the Mid-Continental Trade Corridor. By improving capacity and safety through adding additional lanes, managing access, renewing the infrastructure and improving the geometry, this project will enhance efficiency and reliability for the movement of goods and people. The importance of this transportation corridor is related to all of the important origins and destinations it will connect including national trucking companies, Winnipeg International Airport, the proposed St. Norbert By-pass (HWY 75 connection to U.S.A.) and the St. James industrial park.

Already Winnipeg’s busiest thoroughfare, the role of Route 90 in the movement of people and goods will expand with developments such as the Waverley West neighbourhoods, the eventual redevelopment of the Kapyong Barracks lands, additional commercial development in the Polo Park and Sterling Lyon areas, and the development of an inland port at James Richardson International Airport.

2. How would the project increase the resiliency of the Canadian transportation system to a changing climate and its adaptability to new technologies and future innovations? (maximum number of characters including spaces, 2300)

This project will reduce green house gas emissions:
- by reducing bottlenecks and therefore significantly increasing traffic flow and reducing idling time in traffic. Thus overall travel time will be reduced.
- by improvements which will provide safe and accessible facilities for walking and dedicated cycling facilities
- by enhancing public Transit trip times and thus increasing Transit ridership.
<table>
<thead>
<tr>
<th></th>
<th>Not Applicable</th>
<th>Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.</td>
<td>How would the project address the transportation needs of Canada's territorial North, including safety, and social and economic development? (maximum number of characters including spaces, 2300)</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>How would the project leverage investments from multiple partners? (maximum number of characters including spaces, 2300)</td>
<td></td>
</tr>
</tbody>
</table>
**SECTION H – PRIMARY CONTACT INFORMATION**

<table>
<thead>
<tr>
<th>Full Name</th>
<th>Georges Chartier</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Title</th>
<th>Chief Asset and Project Management Officer</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Telephone number (999-999-9999)</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>204 986 4549</td>
<td><a href="mailto:gchartier@winnipeg.ca">gchartier@winnipeg.ca</a></td>
</tr>
</tbody>
</table>

I hereby declare that the information contained herein is true and accurate.

**SECTION I – SUBMITTING THE EXPRESSION OF INTEREST**

Please note that National Trade Corridor Fund Expression of Interest submissions may be shared with Infrastructure Canada and the Canada Infrastructure Bank (CIB). The CIB’s application process would be separate from this NTCF process.

Applicants can submit their completed NTCF Expression of Interest Submissions electronically at [ntcf-fncp.gc.ca](http://ntcf-fncp.gc.ca).

Submit by Email

If unable to submit electronically, submissions may be sent by mail or courier service to:

Transport Canada  
NTCF – EOI Submission  
Business Centre  
330 Sparks Street  
Place de Ville, Tower C  
Ottawa, ON K1A 0N5
Annex B