

New Building Canada Fund:
Provincial-Territorial Infrastructure Component

**Initial Review Guide for
Proposed Projects**

PURPOSE

The **New Building Canada Fund – Provincial-Territorial Infrastructure Component (PTIC)** provides funding for projects of national, regional and local significance, with a focus on projects that support economic growth, a clean environment and stronger communities. Under the PTIC, Provinces and Territories are the Government of Canada’s key interlocutors; each has been allocated \$250 million in base funding, with an additional amount allocated on a per-capita basis using Census 2011 population figures. Projects under PTIC will, for the most part, be jointly identified and negotiated between Canada and provincial or territorial partners. Only projects identified by a Province or Territory will be assessed under the terms of the PTIC. As such, eligible recipients are encouraged to contact their respective Provincial or Territorial government if interested in being considered for funding under the PTIC.

The PTIC is divided into two sub-components: the National and Regional Project (NRP) sub-component for projects of national and regional significance; and the Small Communities Fund (SCF) for projects located in communities of fewer than 100,000 residents.

Under the SCF, Manitoba will be responsible for identifying potential projects and submitting them to Infrastructure Canada (INFC) for approval by Canada. Canada and Manitoba will enter into Funding Agreement (FA) to establish the administrative requirements of the program. Manitoba will in turn enter into agreements with project proponents to manage individual projects. This guide has been prepared to assist in developing project proposals and to ensure that the information necessary to undertake an initial review is included in your proposal. The Initial Review evaluates a project’s alignment with program objectives and eligibility under PTIC program Terms and Conditions. ***Please note that a positive Initial Review does not constitute funding approval. Funding approval is obtained upon the signing of a contribution agreement.***

INITIAL REVIEW GUIDE: REQUIRED INFORMATION

As stated above, the Initial Review is an assessment of basic eligibility requirements and alignment with the program objectives of the PTIC. The following sections outline the information required. Project proposals are expected to be no more than two pages

of typed text, or a maximum of 1,000 words. Project proponents will be contacted should more information be required.

PROPONENT ELIGIBILITY

To be considered for federal funding under the PTIC-NRP, please provide information that will clearly identify your organization as one of the following, including evidence substantiating the incorporation of your legal entity where appropriate:

- a) A province or territory, or a municipal or regional government established by or under provincial or territorial statute;
- b) A band council within the meaning of section 2 of the Indian Act; or a government or authority established pursuant to a Self-Government Agreement or a Comprehensive Land Claim Agreement between Her Majesty the Queen in right of Canada and an aboriginal people of Canada, that has been approved, given effect and declared valid by federal legislation;
- c) A public sector body that is established by or under provincial or territorial statute or by regulation or is wholly owned by a province, territory, municipal or regional government;
- d) A public or not-for-profit institution that is directly or indirectly authorized, under the terms of provincial, territorial or federal statute, or Royal Charter, to deliver post-secondary courses or programs that lead to recognized and transferable post-secondary credentials, or a public or not-for-profit Aboriginal-controlled post-secondary institution; and
- e) A private sector body, including for-profit organizations and not-for-profit organizations. In the case of for-profit organizations, they will need to be in partnership with one or more of the entities referred to above.

To be considered for federal funding under the PTIC-SCF, please provide information that will clearly identify your organization as one of the following, including evidence substantiating the incorporation of your legal entity where appropriate:

- a) A municipal or regional government established by or under provincial or territorial statute;
- b) A provincial or territorial entity (e.g., a department, corporation or agency) that provides municipal-type infrastructure services to communities, as defined in provincial or territorial statute;
- c) A band council within the meaning of section 2 of the *Indian Act*, or a government or authority established pursuant to a Self Government Agreement or a Comprehensive Land Claim Agreement between Her Majesty the Queen in right of Canada and an Aboriginal people of Canada, that has been approved, given effect and declared valid by federal legislation;

- d) A public sector body that is established by or under provincial or territorial statute or by regulation or is wholly owned by a province, territory, municipal or regional government which provides municipal-type infrastructure services to communities; and
- e) A private sector body, including for-profit organizations and not-for-profit organizations, whose application is supported by a municipal or regional government referred to above. Such support could take the form of a resolution from the municipal or regional government council.

Eligible ultimate recipients are those entities listed above and are restricted to those whose projects are situated within, and/or are for the benefit of, communities with a population of less than one hundred thousand (100,000) people, as determined by Statistics Canada – Final 2011 Census. A community in this section shall be defined as the legal entity of the local government pursuant to applicable provincial or territorial legislation. That is, having the legal status of a local government pursuant to provincial or territorial legislation in that province or territory.

Please note:

- Federal entities, including federal Crown Corporations are not eligible recipients.
- A proposal for an on-reserve* project in a province under PTIC would be required to demonstrate project benefits extending beyond the reserve community.
 - *On-reserve means on-reserve lands, or on any Crown lands or lands set aside by the Crown that are designated to become reserve lands.
- All projects under PTIC would be considered for funding only if they are prioritized by a province or territory. Project proponents would accordingly be encouraged to communicate with provincial or territorial representatives to have their project considered for prioritization.

PROJECT DESCRIPTION

Please provide a brief description of the project (maximum 500 words):

- The name of the project and the category and subcategory under which the proposed project falls - ***Please refer to Annex A for the full list of eligible investment categories and related subcategories;*** and
- A brief description of the project, including project location, project budget, construction timelines, and whether the project is a new construction, renewal, rehabilitation or material enhancement of publicly or privately owned capital assets. These capital assets should be primarily for public use or benefit.

Provincial-Territorial Infrastructure Component

Eligible Investment Categories

Through PTIC, Canada will support public infrastructure across 14 categories of investment.

- Highways and Major Roads
- Public Transit
- Disaster Mitigation Infrastructure
- Connectivity and Broadband
- Wastewater
- Green Energy
- Drinking Water
- Solid Waste Management
- Brownfield Redevelopment
- Local and Regional Airports
- Short-line Rail
- Short-sea Shipping
- Northern Infrastructure (Yukon, Northwest Territories, and Nunavut)
- Innovation

PROJECT FINANCIALS

Projects submitted for consideration **must** provide financial information and details of project costs as follows:

- Total estimated project costs;
- Total estimated eligible project costs;
- Request for federal funding under the PTIC and value of any other federal funding; and
- Other sources of funding (if applicable).

Please refer to Annex B for the full list of eligible costs and cost-sharing provisions.

P3 SUITABILITY REQUIREMENTS

During the Initial Review stage, projects with total eligible costs of over \$100 million will undergo a P3 Screen to assess their viability for P3 procurement. In order to assist in determining whether or not a proposed project that is subject to the P3 Screen is suitable for procurement as a P3, proponent proposals must include the NBCF P3 Screen Suitability Assessment questionnaire (***attached at Annex D with P3 guidelines***) in addition to providing the information outlined in this guide.

Once complete, the Suitability Assessment questionnaire will be submitted to Infrastructure Canada. Officials from PPP Canada Inc. will conduct a review of the completed questionnaire and may contact the project proponent for clarification, or to request additional information.

NOTE - For all projects with total eligible costs of \$100 million: With the exception of projects where the private sector is the sole proponent, all projects with total eligible costs of \$100 million or more will be required to submit additional information in order to assess the suitability of the project for a Public-Private Partnership (P3) procurement approach

If it is determined that a project could be successfully delivered as a P3 and that a P3 will generate better value for money than a traditional procurement, federal funding will be made contingent on the project being procured as a P3.

Please note that Infrastructure Canada officials – and in the case of assessing P3 suitability, officials from PPP Canada Inc. – may seek clarification on the information provided for a given project submission and/or seek additional information, as required.

ANNEX A – LIST OF ELIGIBLE CATEGORIES AND SUBCATEGORIES

HIGHWAYS AND MAJOR ROADS INFRASTRUCTURE

- Highways and major roads, including bridges and tunnels that are:
 - Part of the National Highway System (including core, feeder and northern categories);
 - Highways and roads (e.g., freeways, expressways, collectors or arterials) that carry or are projected to carry significant volumes (see note a) of freight and/or passenger traffic;
 - Highways and roads related to natural resource development opportunities; or
 - Road/rail grade separations on one of the above highways or major roads.

Notes:

- a. *‘Significant volumes’ will be defined as:*
 - i. *Under the NRP, an average annual daily traffic (AADT) value of at least 10,000;*
 - ii. *Under the SCF, an average annual daily traffic (AADT) value of at least 3,000.*
- b. *Rehabilitation projects must meet the definition of ‘rehabilitation’ as agreed upon by the Council of Ministers.*
- c. *Projects under this category could include: Intelligent Transportation Systems (ITS), and/or active transportation infrastructure (e.g. sidewalks, bicycle lanes, pedestrian/bike/multi-use pathways) components as a part of the overall project.*

PUBLIC TRANSIT INFRASTRUCTURE

- Transit infrastructure and rolling stock, including but not limited to bus rapid transit (BRT), light rail transit (LRT), subways, buses, urban passenger ferries and regional commuter rail.
- Transit facilities and supporting infrastructure including but not limited to transit queue-jump lanes, reserved bus lanes, turning lanes or other related enhancements in support of public transit, streetcar/trolley infrastructure, storage and maintenance facilities, security enhancements, and transit passenger terminals.
- Intelligent Transportation Systems (ITS) in support of public transit services.

DISASTER MITIGATION INFRASTRUCTURE

- Construction, modification, reinforcement or relocation of public infrastructure that protects from, prevents, reduces the impact and/or likelihood of, or mitigates the potential damage resulting from natural hazards, including impacts or events related to climate change.

Notes:

- a. *Construction, modification or reinforcement of public infrastructure excludes normal routine, maintenance and operational work (e.g., dredging of sediment, gravel removal, debris traps, etc.). The relocation of entire communities is also excluded.*

CONNECTIVITY AND BROADBAND INFRASTRUCTURE

- High-speed backbone.
- Point of presence.
- Local distribution within communities.
- Satellite capacity.

Notes:

- a. *In Canada, broadband service refers to download speeds of 1.5 Mbps or greater. In Telecom Regulatory Policy 2011-291, the CRTC established a universal broadband Internet access target download speed of 5 Mbps.*

INNOVATION

- Post-secondary research and development laboratories and centres, and related teaching facilities.
- Office space for the purpose of conducting research and development.
- Research libraries associated with the research laboratories and centres.

Notes:

- a. *Eligible investments under each sub-category could include installation of underlying connective infrastructure as necessary (e.g. water/sewer connections, electricity connections, new technologies and implementation of approaches for improved energy efficiency in laboratories, telecommunications infrastructure).*

WASTEWATER INFRASTRUCTURE

- Wastewater treatment facilities or systems.
- Wastewater collection systems.
- Separation of combined sewers and/or combined sewer overflow control, including real-time control and system optimization.
- Separate storm water collection systems and/or storm water treatment facilities or systems.
- Wastewater sludge treatment and management systems.

GREEN ENERGY INFRASTRUCTURE

- Reinforcement, expansion of existing and construction of new transmission grids to transmit clean electricity; including smart grid technologies.
- Renewable Electricity Generation facilities (e.g., wind energy, solar energy, small scale hydro).
- Thermal heat/cooling delivery system (i.e. district energy systems) using renewable or combined heat/power plants.
- Projects for new or material rehabilitation or expansion of carbon transmission and storage infrastructure.
- Electric Vehicle Infrastructure.
- Clean coal facilities.

DRINKING WATER INFRASTRUCTURE

- Drinking water treatment infrastructure.
- Drinking water distribution systems (may include metering as part of a larger project).

SOLID WASTE MANAGEMENT INFRASTRUCTURE

- Waste diversion infrastructure (e.g., recycling, composting, anaerobic digestion, eco centers).
- Waste disposal infrastructure (e.g., thermal processes, landfill gas recovery).

BROWNFIELD REDEVELOPMENT INFRASTRUCTURE

- Remediation or decontamination and redevelopment of a brownfield site within municipal boundaries, where the redevelopment includes:
 - The construction of public infrastructure as identified in the context of any category under the PTIC; and/or
 - The construction of municipal use public parks and affordable housing.

LOCAL AND REGIONAL AIRPORTS INFRASTRUCTURE

- Aeronautical and/or non-aeronautical infrastructure in airports that are accessible all year-round:
 - Aeronautical infrastructure includes, but is not limited to: runways, taxiways, aprons, hangars, lighting, aids to navigation (Nav aids), maintenance sheds, airside mobile equipment and associated shelters, air terminal buildings, and groundside safety-related infrastructure;
 - Non-aeronautical infrastructure such as groundside access, inland ports, parking facilities, and commercial and industrial activities.

Notes:

- a. Local and regional airports are defined as those sites having scheduled passenger traffic, not located in the national capital or a provincial/territorial capital and not classified by Transport Canada as an Arctic or remote airport.*
- b. Federally-owned airports and federal assets are not eligible for funding.*
- c. Safety and security projects that are eligible for funding under Priorities 1 and 2 of Transport Canada's Airports Capital Assistance Program (ACAP) are funded under that program, and are not eligible for funding unless they are part of a larger project.*

ACAP priorities 1 and 2 may be described as:

Priority 1: Safety-related airside projects required to accommodate the aircraft providing year-round, regularly scheduled passenger service such as rehabilitation of runways, taxiways, aprons, associated lighting, visual aids, sand storage sheds, utilities to service eligible items, related site preparation costs including directly associated environmental costs, aircraft firefighting equipment and equipment shelters which are necessary to maintain the airport's level of protection as required by regulation.

Priority 2: Heavy airside mobile equipment (safety-related) such as runway snow blowers, runway snowplows, runway sweepers, spreaders, winter friction testing devices, and heavy airside mobile equipment shelters.

SHORT LINE RAIL INFRASTRUCTURE

- New construction, additional capacity, or rehabilitation of rail infrastructure including:
 - Industrial branch lines to allow a railway to serve a group of companies, an industrial park, a logistic park, an intermodal yard, a multimodal facility, a port, a transfer facility, or a marine terminal;
 - Tracks and structures, excluding regular or deferred maintenance, to ensure travel at speeds deemed acceptable for safe and efficient operations;
 - Facilities to improve the interchange of goods between modes; or
 - Capitalized equipment for loading/unloading required for expansion of short line rail.

Notes:

- a. Short line rail is typically defined as a Class III railway that provides regional service to a small number of towns or industries and/or serves as a feeder line for one or more larger railroads.*
- b. Projects under this category could include Intelligent Transportation Systems (ITS) components as part of the overall project.*

SHORT SEA SHIPPING INFRASTRUCTURE

- The following capitalized and fixed port infrastructure that increases short sea shipping capacity:
 - Wharves and associated infrastructure;
 - Intermodal facilities, multi-modal, or transfer facilities; or
 - Capitalized and fixed equipment for loading/unloading required for expansion of short sea shipping.

Notes:

- a. Short sea shipping is defined as the movement of cargo by water over relatively short distances, excluding trans-oceanic voyages.*
- b. Projects under this category could include Intelligent Transportation Systems (ITS) components as part of the overall project.*
- c. The purchase of vessels, infrastructure that supports passenger-only ferry services, maintenance of existing facilities, as well as maintenance activities including dredging, are not eligible for funding.*

ANNEX B – ELIGIBLE COSTS AND COST-SHARING PROVISIONS

Eligible expenditures will include only the following:

- a) The capital costs of acquiring, constructing or renovating a tangible asset, as defined and determined according to accounting principles generally accepted in Canada;
- b) Expenditures directly associated with joint federal communication activities (press releases, press conferences, translation, etc.) and with project signage recognition set out in the Communication Protocol that will form part of the federal-provincial/territorial contribution agreement;
- c) All planning (including plans and specifications) and assessment costs specified in the agreement such as the costs of environmental planning, surveying, engineering, architectural supervision, testing and management consulting services. Canada will contribute no more than 15% of its contribution to this cost;
- d) The costs of engineering and environmental reviews, including environmental assessments and follow-up programs as defined in the *Canadian Environmental Assessment Act 2012* and the costs of remedial activities, mitigation measures and follow-up identified in any environmental assessment;
- e) Costs of project-related signage, lighting, project markings and utility adjustments;
- f) Costs of Aboriginal consultation;
- g) Recipient audit and evaluation costs as specified in the agreement;
- h) The incremental costs of the eligible or ultimate recipient's employees or leasing of equipment may be included as eligible expenditures under the following conditions:
 - i. The recipient is able to demonstrate that it is not economically feasible to tender a contract;
 - ii. The employee or equipment is engaged directly in respect of the work that would have been the subject of the contract; and
 - iii. The arrangement is approved in advance and in writing by Canada for PTIC-NRP and the Manitoba for PTIC-SCF.
- i) Leasing of equipment related to the construction of the project; and
- j) Other costs that, in the opinion of Canada, are considered to be direct and necessary for the successful implementation of the Project and have been approved in writing prior to being incurred.

Note that while eligible expenditures become eligible as of the date of approval- in-principle, eligible expenditures can only be reimbursed to a recipient following the signing of a contribution agreement.

The following are deemed ineligible expenditures:

- a) For the PTIC-NRP only, expenditures incurred prior to the date of approval-in-principle as indicated in a letter to the recipient, as well as any and all expenditures related to contracts signed prior to the approval-in-principle date;
- b) For the PTIC-SCF only, costs incurred before the approval of the project by Canada;
- c) Expenditures incurred after the project completion date with the exception of expenditures related to audit and evaluation requirements pursuant to the agreement;
- d) The expenditures related to developing a business case or proposal for funding;
- e) The expenditures related to purchasing land, buildings and associated real estate and other fees;
- f) Financing charges and interest payments on loans;
- g) Leasing land, buildings, equipment and other facilities;
- h) Furnishing and non-fixed assets which are not essential for the operation of the asset/project.
- i) General repairs and maintenance of a project and related structures, unless they are part of a larger capital expansion project;
- j) Services or works normally provided by the recipient, incurred in the course of implementation of the project, except those specified as eligible expenditures;
- k) The expenditures related to any goods and services which are received through donations or in kind;
- l) Any overhead costs, including salaries and other employment benefits of any employees of the recipient, its direct or indirect operating or administrative costs of ultimate recipients, and more specifically its costs related to planning, engineering, architecture, supervision, management and other activities normally carried out by its staff, except in accordance with Eligible Expenditure items c) and h);
- m) Taxes for which the ultimate recipient is eligible for a tax rebate and all other costs eligible for rebates;
- n) For administration of the PTIC-SCF agreement, administration costs involving the salaries and benefits of existing staff and general administration costs unrelated to program implementation; and
- o) Legal fees.

Cost Sharing, Stacking and Limits to Federal Contribution

For projects located in provinces, the maximum federal contribution from all federal sources will be one-third (33.33%) of the total eligible costs of a project, with the following exceptions:

- For traditionally-procured projects in the Highways and Major Roads category where the asset is provincially-owned, and those in the Public Transit category, the maximum federal contribution from all federal sources will be fifty percent (50%) of the total eligible costs; and
- For all projects that are delivered as public-private partnerships or where the recipient is from the for-profit private sector, the maximum federal contribution from all federal sources will be twenty-five percent (25%) of the total eligible costs.
- For all projects where the recipient is from the for-profit private sector, the maximum federal contribution from all federal sources will be twenty-five percent (25%) of the total eligible costs.

For provincial projects receiving funding under PTIC-SCF, the provincial government contribution will be no less than the federal contribution.

Contributions to for-profit, private sector bodies through the PTIC will be considered only when these projects will be for public use or benefit. All proponents will be asked to demonstrate the broader public benefits of the project.

For projects advanced by a First Nations recipient, with regard to financial support that the First Nation receives from Aboriginal Affairs and Northern Development Canada (AANDC), only funding received from the First Nations Infrastructure Fund would be counted towards the federal stacking limits for PTIC. All other sources of funds the First Nation receives from AANDC would not count towards the stacking limits.

ANNEX C – PTIC NRP AND SCF INITIAL REVIEW DOCUMENT

**PROVINCIAL-TERRITORIAL INFRASTRUCTURE COMPONENT (PTIC)
NATIONAL AND REGIONAL PROJECTS (NRP) AND SMALL COMMUNITIES FUND (SCF)
INITIAL REVIEW DOCUMENT**

(This is not an official application for funding)

APPLICANT	
ADDRESS	
CONTACT PERSON	
POSITION	
TELEPHONE	
E-MAIL	

PROJECT NAME	
PROJECT CATEGORY	
PROJECT SUB-CATEGORY	

<p>PROJECT DESCRIPTION (Please provide a brief summary of the proposed project - maximum 500 words: including project location, project budget, and construction timelines)</p> <p>Additional information can be attached to this document if required.</p>	
--	--

PROJECT LOCATION	
------------------	--

NEW CONSTRUCTION:		RENEWAL:		REHABILITATION:	
-------------------	--	----------	--	-----------------	--

FUNDING INFORMATION

a) Total Estimated Project Costs:	\$
b) Total Estimated Eligible Project Costs	\$
c) Total funding request:	
Federal	\$
Provincial	\$
Applicant	\$
Other Sources	\$
Other Federal Sources	\$

ESTIMATED CONSTRUCTION START DATE	ESTIMATED CONSTRUCTION END DATE

APPLICANT REPRESENTATIVE SIGNATURE:					
Printed Name					

* All private sector bodies, including for-profit and not-for-profit organizations must provide evidence substantiating the incorporation of your legal entity.

Submit Completed Form to:
Canada-Manitoba Infrastructure Secretariat
infra@gov.mb.ca



ANNEX D – P3 SUITABILITY ASSESSMENT QUESTIONNAIRE

Projects with total eligible costs of over \$100 million are subject to the P3 Screen to assess their viability for P3 procurement. As a first step, all project proponents will have to complete the required P3 Suitability Assessment Questionnaire included in this Guide as part of the Initial Review process. Project proponents, with assistance from Infrastructure Canada officials, will need to work in consultation with PPP Canada Inc. to complete the Questionnaire. **More information about the Questionnaire and the Suitability Assessment process can be found on PPP Canada Inc.'s website, <http://www.p3canada.ca/en/screening-and-advisory-services/the-building-canada-fund/screening-for-p3-viability/>.** Once completed, the Questionnaire will be submitted by Infrastructure Canada to PPP Canada Inc. for review.

NO.	CRITERIA	EXPLANATION	SCORE	RESPONSE INDICATORS				
				5	4	3	2	1
1	Asset Life: What is the anticipated useful life (i.e. service life) of this asset?	The duration of P3 contracts tends to be tied to the useful life of the asset and, in general, longer-lived assets tend to be better suited to a P3.		Asset life is greater than 25 years.	Asset life is 20-24 years.	Asset life is 15 – 19 years.	Asset life is 10 – 14 years.	Asset life is less than 10 years.
	<i>Scoring Rationale-</i>							
2	Asset Complexity: How complex is the asset both respect to construction and operations & maintenance?	P3s lend themselves to complex investments. Complexity can arise as a result of the nature of the asset, the site on which it will be constructed, or the number of distinct asset classes involved in the investment.		Combines three or more asset classes or varying complexity (i.e. building + road + outbuildings)	The planned investment by its nature is very complex.	Combines two asset classes of medium complexity (i.e. rail line and station).	Combines two asset classes of low complexity (i.e. road and toll booths, or one asset of higher complexity, water treatment plant).	Single asset of low complexity
	<i>Scoring Rationale-</i>							
NO.	CRITERIA	EXPLANATION	SCORE	RESPONSE INDICATORS				

		5		4		3		2		1	
3	Outputs and Performance Specifications (Construction): What is the availability of output specifications for the construction of the asset?	P3s are characterized by the public sector setting their desired outcomes or outputs in the form of measurable technical output/service/performance specifications that provide the basis for performance based contracts.		Output specifications for the construction of same type of asset(s) exist and are available.	Output specifications for the construction of similar asset are available.	Existing conventional specifications can easily be converted into output or performance specifications for construction.	Existing conventional specifications can be converted into output or performance specifications for construction.	New technical outputs and specifications for construction will have to be developed.			
	<i>Scoring Rationale-</i>										
4	Stability of Operational Requirements: Are the long term operational requirements of the planned asset relatively stable and predictable?	Assets with stable and predictable performance and maintenance requirements lend themselves to P3 delivery.		Operational and maintenance requirements are predictable and stable.	Operational and maintenance requirements are predictable, but have some instability based on known factors.	Operational requirements are unstable, but maintenance requirements are predictable.	Operations requirements are not stable and maintenance requirements are somewhat predictable.	Operations and maintenance requirements cannot be predicted and are unstable over the useful life of the asset.			
	<i>Scoring Rationale-</i>										

NO.	CRITERIA	EXPLANATION	SCORE	RESPONSE INDICATORS				
				5	4	3	2	1
5	Performance Specifications and Indicators (Operations Period): What is the availability of operations- and maintenance-related performance specifications and indicators?	Establishing and monitoring performance in relation to key performance indicators (KPIs) is an important element of performance based contracts, a foundational element of P3s.		Performance outputs and indicators for operations and maintenance are available.	Performance outputs and indicators for operations and maintenance exist, but are not readily available.	Performance outputs and indicators for operations and maintenance of comparable assets exist and are available.	Performance outputs and indicators for operations and maintenance of comparable assets exist, but are not readily available.	Performance outputs and indicators for operations and maintenance will have to be developed.
	<i>Scoring Rationale-</i>							
6	Life-Cycle Costs: Can most of the full life-cycle costs of the asset, mainly related to construction and fit-up (i.e. project costs) and long-term operations, including maintenance, be quantified upfront with reasonable assumptions and/or availability of historic data?	Life cycle costs are very important factor in success of a P3. The public authority will pay for maintenance and/or operation through the P3 agreement and expects the asset to be well-maintained and efficiently operated at the lowest cost possible.		The total asset life-cycle costs are well understood and accurate estimates can be developed by the public authority.	The total asset life-cycle costs are understood but estimates, while accurate are incomplete to some extent.	The total asset life-cycle costs are well understood, and can somewhat be accurately estimated by the public authority	There is limited understanding of life-cycle costs but costs cannot be accurately estimated by the public authority.	The total asset life-cycle costs are not well understood and cannot be estimated by the public authority
	<i>Scoring Rationale-</i>							

NO.	CRITERIA	EXPLANATION	SCORE	RESPONSE INDICATORS				
				5	4	3	2	1
7	Revenue Generation: Does the planned investment have inherent scope to generate any revenue?	Revenue generation is not a requirement for a successful P3. However, where an asset could potentially generate revenue and reduce the burden on public funds, the P3 model is ideally suited to leveraging that potential.		The planned investment will generate revenues and the private sector may be willing to assume associated revenue risk.	The planned investment could generate revenues and private sector may be willing to share revenue risk.	The planned investment could generate revenues and the private sector's willingness to accept revenue risk is unknown.	The planned investment could generate minimal revenues and the private sector is unlikely to accept any revenue risk.	It is unlikely that the planned investment will generate any revenues.
	<i>Scoring Rationale-</i>							
8	Private Sector Expertise: How many private sector firms have the capacity to deliver and maintain this type of asset?	The availability of private sector expertise is critical for two reasons: (1) ensuring a competitive bidding environment; and (2) ensuring that there is private sector capacity to perform the functions and manage the risks envisioned in the P3.		There are more than 5 private sector firms capable of forming teams with the expertise to design, construct and maintain/operate this type of asset.	There are more than 5 private sector firms capable of designing, constructing and maintaining this type of asset. Operations capability is not yet determined.	There are 3 to 5 private sector firms capable of forming teams with the expertise to design, construct and maintain/operate this type of asset.	There are 3-5 private sector firms capable of designing, constructing and maintaining this type of asset. Operations capability is not yet determined.	There are fewer than 3 private sector firms capable of forming teams with the expertise to design, construct and maintain/operate this type of asset.
	<i>Scoring Rationale-</i>							
9	Market Precedents: Have investments with similar requirements and of similar size and scale been delivered through the P3 model?	The existence of P3s for similar assets is a key indicator regarding the viability of a P3.		Investments of similar size and scope have been delivered as P3s in Canada.	Smaller investments of similar scope or, of similar size but smaller scope have been delivered as P3s in Canada.	Investments of similar size and scope have been delivered as P3s internationally.	Smaller investments of similar scope or, of similar size but smaller scope have been delivered as P3s internationally.	Investments of similar size and scope have not been previously delivered as P3s.
	<i>Scoring Rationale-</i>							

NO.	CRITERIA	EXPLANATION	SCORE	RESPONSE INDICATORS				
				5	4	3	2	1
10	Nature of Development Site: What is the nature of the development site (greenfield vs. brownfield) and what proportion of this investment involves the expansion/renovation of existing facilities/assets?	In general, investments involving all new construction on previously undeveloped sites lend themselves to maximizing risk transfer to the private sector.		Asset is new construction on an undeveloped site.	Asset is new construction on an already developed site.	The planned investment involves at least 50% new construction and also significant renovations to the existing asset.	The planned investment involves expansion and/or refurbishment of an existing asset.	The planned investment mainly involves refurbishment, modernization, minor renovation, or involves integration of new facilities with existing facilities.
	<i>Scoring Rationale –</i>							
11	Scope for Private Sector Innovation Gains: To what extent will the public sector be able to rely on output /performance-based requirements / specifications?	The scope for private sector innovation is inversely related to the public sector's need to be prescriptive.		The public sector is able to use output specifications for all phases of the investment life-cycle.	There are very few areas where the public sector feels it must be prescriptive/use input-based specifications.	The planned investment requirements will be a mix of input-based and output-based requirements	The planned investment's design and construction will be based on input specifications.	The public sector must define specific input requirements for the majority of the asset.
	<i>Scoring Rationale –</i>							
12	Potential for Contract Integration: Which elements of the potential P3 (i.e., design, build, finance, maintain, operate) can be integrated into one contract?	One of the mechanism by which P3s generate value is the integration of various elements of the potential P3 (i.e., design, build, finance, operate/maintain). The greater the potential for integration, the more likely a P3 will be viable.		All elements of a potential P3 (i.e. design-build-finance-maintain-operate) could be integrated into one contract.	Design-build-finance-maintenance and some operations could be integrated into one contract	Design-build-finance and some maintenance could be integrated into one contract	At least design- build-finance could be integrated into one contract	Only two elements could be integrated into one contract
	<i>Scoring Rationale-</i>							