

Infrastructure Canada

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New Building Canada Fund: National Infrastructure Component

PDF Version (Size: 1.08 MB)

Attachment #1

Help on accessing alternative formats, such as PDF, PPT and ZIP files, can be obtained in the [alternate format help section](#).

What is it?

The \$4-billion National Infrastructure Component (NIC) supports projects of national significance, that have broad public benefits, and that contribute to Canada's long-term economic growth and prosperity. The NIC is a merit-based application-driven program, and as such there are no pre-determined provincial or territorial allocations.

- [Business Case Guide for Project Proponents \(NIC\) \(HTML | PDF \(Size: 370.64 KB\) \)](#)

Why is it important?

Our Government remains focused on what matters most to Canadians: job creation, economic growth and long-term prosperity. The NIC provides support for projects of national significance that have a strong impact on Canada's economic well-being, such as transportation and trade corridors.

How does it work?

To be considered nationally significant, projects must support one or more of the following objectives:

- Generate positive economic activity;
- Reduce potential economic disruptions or foregone economic activity;
- Generate productivity gains for the Canadian economy; or,
- Provide benefits that extend beyond the provinces or territories where the project would be located.

Eligible projects will be limited to those that provide the greatest economic impact under the following seven categories: highways and major roads, public transit, rail infrastructure, local and regional airports, port infrastructure, intelligent transportation systems (ITS), and disaster mitigation infrastructure.

There will be a "soft" threshold for a minimum project size of \$100 million in total eligible costs. However, projects with costs below this threshold that can demonstrate national significance could be considered.

Eligible recipients are:

- A province or territory, or a municipal or regional government established by or under provincial or territorial statute;
- 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;
- 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;
- 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; and,
- A Canada Port Authority, International Bridge and/or Tunnel Authority (unless a federal Crown Corporation) or U.S. federal and state-level transportation authorities.

P3 Screen

projects having total eligible costs over \$100 million will be required to undergo a P3 Screen, which will be administered by PPP Canada. If the P3 screen determines that a project could be successfully procured through a public-private partnership and a P3 procurement would generate better value for money, the determination is binding and federal funding will be contingent upon the project being delivered as a [P3](#).

Federal Cost-Sharing and Stacking

Generally speaking, projects will be federally cost-shared on a one-third basis. The maximum federal contribution is 50 per cent for provincially-owned highways and major roads, as well as public transit projects. The maximum contribution is 25 per cent for projects with for-profit private sector proponents as well as projects procured as P3s.

For projects located in the Northwest Territories, Yukon and Nunavut, the federal government will fund up to 75 per cent of total eligible costs, including P3 projects. For projects with a for-profit private sector proponent, however, the maximum would be 25 per cent. More information on [cost-sharing and stacking](#).

How to apply?

To apply for funding, proponents must submit a detailed business case to Infrastructure Canada that demonstrates how the project meets funding objectives, as well as category specific outcomes and criteria.

- Business Case Guide for Project Proponents (NIC) ([HTML](#) | [PDF](#) (Size: 370.64 KB))

Current calls for proposals

Infrastructure Canada is now accepting completed business cases for projects within all seven eligible categories:

- Highways and major roads
- Public transit
- Rail infrastructure
- Disaster mitigation
- Local and regional airports
- Port infrastructure
- Intelligent Transportation Systems

Completed project business cases should be emailed to: nic-vin@inf.gc.ca

Contact Us

For all questions, comments or more information **on the New Building Canada Fund — National Infrastructure Component**, please contact Infrastructure Canada at:

Email: info@inf.gc.ca

Telephone Infrastructure Canada: 613-948-1148

Toll Free Number: 1-877-250-7154

Mailing Address:

National Infrastructure Component Program
180 Kent Street, Suite 1100
Ottawa, ON K1P 0B6

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Infrastructure Canada

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New Building Canada Fund: Provincial-Territorial Infrastructure Component National and Regional Projects

PDF Version (Size: 1.03 MB)

Help on accessing alternative formats, such as PDF, PPT and ZIP files, can be obtained in the [alternate format help section](#).

What is it?

The \$10-billion Provincial-Territorial Infrastructure Component (PTIC) provides funding to support infrastructure projects of national, regional and local significance that contribute to objectives related to economic growth, a clean environment and stronger communities. To support a wide range of infrastructure needs, the PTIC is divided into two sub-components:

- National and Regional Projects (PTIC-NRP): includes \$9 billion for projects that are nationally and regionally significant, and are predominantly medium- and large scale in nature; and
- Small Communities Fund (PTIC-SCF): \$1 billion for projects in communities with fewer than 100,000 residents through the [Small Communities Fund \(PTIC-SCF\)](#). The PTIC-SCF ensures that small communities can benefit from significant funding supporting economic prosperity.

Why is it important?

The PTIC is an allocation-based program that recognizes and supports the important role that provinces, territories, and municipalities play in helping to build Canada's public infrastructure. Through the \$9-billion PTIC-NRP, our Government will support medium to large scale infrastructure projects across 14 categories of investment that will encourage job creation, and economic growth. These infrastructure investments will allow people and goods to move more freely, increase the potential for innovation and economic development, improve the environment and support stronger, safer communities.

How does it work?

Over the duration of the 10-year New Building Canada Fund, each province and territory will receive a base amount of \$250 million plus a [per capita allocation](#) based on the Statistics Canada Final 2011 Census. Eligible projects will be for the construction, renewal, rehabilitation or material enhancement of infrastructure for public use or benefit and must fall under one of the following categories:

- Highways and major roads
- Public transit
- Connectivity and broadband
- Drinking water
- Wastewater
- Solid waste management
- Green energy
- Innovation
- Brownfield redevelopment
- Disaster mitigation infrastructure
- Local and regional airports
- Short-line rail
- Short-sea shipping
- Northern infrastructure (applies to Yukon, Nunavut and Northwest Territories only)

Eligible recipients under the PTIC-NRP are:

- A province or territory, or a municipal or regional government established by or under provincial or territorial statute;
- 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;
- A public sector body that is established by or under provincial or territorial statute or is wholly owned by a province, territory, municipal or regional government;
- 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.

Federal entities, including federal Crown Corporations, are not eligible recipients.

P3 Screen

Projects having total eligible costs over \$100 million will be required to undergo a P3 Screen, administered by PPP Canada. If the P3 screen determines that a project could be successfully procured through a public-private partnership and a P3 procurement would generate better value for money, the determination is binding and federal funding will be contingent upon the project being delivered as a P3. More information on the requirements under the [P3 Screen](#).

Federal Cost-Sharing and Stacking

Generally speaking, projects will be federally cost-shared on a one-third basis. The maximum federal contribution is 50 per cent for provincially-owned highways and major roads, as well as public transit projects. The maximum contribution is 25 per cent for projects with for-profit private sector proponents as well as projects procured as P3s.

For projects located in the Northwest Territories, Yukon and Nunavut, the federal government will fund up to 75 per cent of total eligible costs, including P3 projects. For projects with a for-profit private sector proponent, however, the cap would be 25 per cent. More information on [cost-sharing and stacking](#).

How to apply?

Projects will be jointly identified between Canada and provincial or territorial partners. All projects under the PTIC-NRP must undergo an initial review to ensure that they meet eligibility requirements and are aligned with PTIC program objectives. If deemed eligible, a project business case must be developed to demonstrate how the project meets both the common project criteria, as well category specific outcomes and project criteria.

If you are an [eligible recipient](#) and would like to have your project considered for funding under the PTIC, you are encouraged to contact your [provincial or territorial ministry responsible for infrastructure](#).

An [Initial Review Guide](#) and a [Business Case Guide](#) are available to assist in the development of project proposals and detailed business cases respectively. Detailed business cases under the PTIC-NRP will only be requested for projects that have been jointly identified by Canada and provincial and territorial partners, and that are deemed eligible under the program terms and conditions.

Contact Information

- **British Columbia**
 - Ministry of Transportation and Infrastructure
- **Alberta**
 - Alberta Infrastructure
- **Saskatchewan**
 - Ministry of Highways and Infrastructure
- **Manitoba**
 - Manitoba Municipal Government
- **Ontario**
 - Ministry of Infrastructure
- **Quebec**
 - Secrétariat du Conseil du Trésor — Sous-secrétariat aux infrastructures publiques
- **New Brunswick**
 - Regional Development Corporation
- **Nova Scotia**
 - Finance and Treasury Board
- **Prince Edward Island**
 - Department of Transportation and Infrastructure Renewal
- **Newfoundland and Labrador**
 - Department of Transportation and Works
- **Yukon**
 - Department of Community Services