Manitoba
Infrastructure
Corporate Services Division
1710 – 215 Garry Street, Winnipeg MB R3C 3Z1
T 204 945-6831 F 204 945-5115

June 30, 2016

Re: Request for Access to Information under Part 2 of *The Freedom of Information and Protection of Privacy Act:* [Our File Number 16-025]

On May 5, 2016, Manitoba Infrastructure (MI) received your application for access under *The Freedom of Information and Protection of Privacy Act* (FIPPA) requesting the following:

> *"All materials provided to the current Minister of Infrastructure, since the most recent provincial election, including but not limited to: advisory and briefing notes, house books and house preparation materials related to the transition of government."*

On May 18, 2016 the Information and Privacy Policy Secretariat confirmed with you by letter that your request was clarified to the following:

> *"The transition binder prepared by the department and provided to the Minister upon appointment that describes the department structure, responsibilities, priorities and critical issues, as well as any advisory notes, briefing notes or other materials provided to the Minister by the date of this access request."*

On May 18, 2016 we also contacted you by phone where you agreed that background materials provided to the Minister of Infrastructure related to a federal/provincial/territorial meeting would not be included within the scope of this request.

On May 30, 2016 you were informed by letter that the department was extending the time period to respond to your request umder Section 15(1) of FIPPA.

We are pleased to inform you that your request for access to these records has been granted in part. Access is granted to the enclosed transition binder, urgent issue notes, longer-term issue notes and four other briefing notes that fell within the scope of this request.

Access to portions of the records is refused as they fall within exceptions to disclosure under FIPPA.

Sections 17(1) and 17(3) of FIPPA provide a balancing test whereby a determination can be made if the dislcousre of personal information constitutes an unreasonable invasion of third party privacy. Therefore, upon consideration, personal contact information provided in confidence to MI has been refused under Sections 17(1) and 17(3)(e) of FIPPA (see attached exceptions).

Section 18(1) of FIPPA is an exception to disclosure whereby information regarding third party business interests may be refused. Information provided to MI implicitly and explicitly in confidence and that would affect the financial, contractual and negotiating and competitive position of third party businesses has therefore been refused pursuant to Sections 18(1)(b)(c)(i)(ii) and (iii) of FIPPA, respectively.

Section 19(1) of FIPPA is a mandatory exception to disclosure concerning the substance of deliberations of Cabinet, such as Treasury Board (TB). Examples under Section 19(1) include decisions, proposals, advice, recommendations, analysis, records reflecting the content of communications among Ministers of Cabinet and materials prepared to brief a Minister about a Cabinet matter, as described under Sections 19(1)(a)(b)(c)(d) and (e) of FIPPA. Therefore, portions of the records that fall within the exception to disclosure of Section 19(1) of FIPPA are refused, such as mention of TB minutes.

Section 20(1) of FIPPA is the mandatory exception to disclosure concerning information provided in confidence by another government. Information shared with MI implicitly and explicitly in confidence by the Government of Canada, provinces, municipalities and First Nations has therefore been severed from the enclosed records under Sections 20(1)(a)(b)(c) and (c.1) of FIPPA.

Following from Section 20(1) of FIPPA, the disclosure of information provided in confidence to MI from another government could reasonably be expected to harm relations with said government. Therefore, Section 21(1) of FIPPA concerning information the disclosure of which could harm relations between MI and other governments also applies to portions of the refused records.

Sections 23(1)(a)(b) and (c) of FIPPA are intended to encourage and protect candid discussions, consultations and deliberations in the provision of advice, opinions and analysis and protects the free flow of discussions amongst government staff. In this circumstance these exceptions notably provide for the free flow of information from government staff to the Minister.

Advice, opinions, proposals, recommendations and policy options provided to the Minister of Infrastructure are refused pursuant to Section 23(1)(a) of FIPPA. Consulations and deliberations are also refused under Section 23(1)(b) of FIPPA.

Portions of the enclosed records are refused as they contain proposed plans for the administration of MI, the management of personnel and the content legislation and regulations, such as proposed legislative ammendments. Also, as the records concern pending policy, project and budgetary decisions not yet implemented by the department the discretionary exceptions to disclosure of Sections 23(1)(d)(e) and (f) of FIPPA apply to the refused records.

Section 25(1)(e) of FIPPA enables MI to excersie discretion in refusing to disclosure information that could endanger the life or safety of a law enforcement officer or another person. Therefore, MI refuses to disclose some information based on this exception to disclosure.

Sections 27(1)(a)(b) and (c) of FIPPA apply to portions of the refused records as they contain advice from Legal Services to the department. More specifically, legal advice relates to contractual considerations, legislation and regulations. Also, legal advice concerns litigation in which the Manitoba Government is engaged.

Portions of the enclosed records are refused as they contain positions, plans, procedures and criteria related to contractual or other negations of MI under Section 23(1)(c) of FIPPA. The disclosure of information that would interfere with the contractual and other negotiating positions of MI is also refused under Section 28(1)(c)(iii) of FIPPA.

As required by subsection 7(2) of the Act, we have severed information that is excerpted from disclosure and have provided you with as much information as possible.

In the interest of the Manitoba Government's commitment to openness and transparency, this response letter along with the responsive records will be made available on our proactive disclosure website. Any personal or other confidential information belonging to you or a third party will be removed prior to disclosure.

Subsection 59(1) of FIPPA 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:

Manitoba Ombudsman
750 – 500 Portage Avenue
Winnipeg MB R3C 3X1
204-982-9130
1-800-665-0531

If you have any questions or concerns please do not hesitate to contact Karen Iwaszewski (Access and Privacy Coordinator) at the above address, by phone at (204) 945-4932 or e-mail at karen.iwaszewski@gov.mb.ca.

Sincerely,

Original Signed By

Leigh Anne Lumbard
Access and Privacy Officer

Attachments (3 pages)
Enclosures (127 pages)

MANDATORY EXCEPTIONS TO DISCLOSURE

PRIVACY OF A THIRD PARTY

Disclosure harmful to a third party's privacy

17(1) The head of a public body shall refuse to disclose personal information to an applicant if the disclosure would be an unreasonable invasion of a third party's privacy.

Determining unreasonable invasion of privacy

17(3) In determining under subsection (1) whether a disclosure of personal information not described in subsection (2) would unreasonably invade a third party's privacy, the head of a public body shall consider all the relevant circumstances including, but not limited to, whether

(e) the personal information has been provided, explicitly or implicitly, in confidence;

BUSINESS INTERESTS OF THIRD PARTIES

Disclosure harmful to a third party's business interests

18(1) The head of a public body shall refuse to disclose to an applicant information that would reveal

(b) commercial, financial, labour relations, scientific or technical information supplied to the public body by a third party, explicitly or implicitly, on a confidential basis and treated consistently as confidential information by the third party; or

(c) commercial, financial, labour relations, scientific or technical information the disclosure of which could reasonably be expected to

(i) harm the competitive position of a third party,

(ii) interfere with contractual or other negotiations of a third party,

(iii) result in significant financial loss or gain to a third party,

CABINET CONFIDENCES

Cabinet confidences

19(1) The head of a public body shall refuse to disclose to an applicant information that would reveal the substance of deliberations of Cabinet, including

(a) an agenda, minute or other record of the deliberations or decisions of Cabinet;

(b) discussion papers, policy analyses, proposals, advice or similar briefing material submitted or prepared for submission to Cabinet;

(c) a proposal or recommendation prepared for, or reviewed and approved by, a minister for submission to Cabinet;

(d) a record that reflects communications among ministers relating directly to the making of a government decision or the formulation of government policy; and

(e) a record prepared to brief a minister about a matter that is before, or is proposed to be brought before, Cabinet or that is the subject of communications among ministers relating directly to government decisions or the formulation of government policy.

INFORMATION PROVIDED BY ANOTHER GOVERNMENT

Information provided by another government to department or government agency

20(1) The head of a department or government agency shall refuse to disclose information to an applicant if disclosure could reasonably be expected to reveal information provided, explicitly or implicitly, in confidence by any of the following or their agencies:

(a) the Government of Canada;

(b) the government of another province or territory of Canada;

(c) a local public body;

(c.1) the council of a band as defined in the *Indian Act* (Canada), or an organization performing government functions on behalf of one or more bands;

DISCRETIONARY EXCEPTIONS TO DISCLOSURE

RELATIONS BETWEEN MANITOBA AND OTHER GOVERNMENTS

Disclosure harmful to relations between Manitoba and other governments

21(1) The head of a public body may refuse to disclose information to an applicant if disclosure could reasonably be expected to harm relations between the Government of Manitoba or a government agency and any of the following or their agencies:

(a) the Government of Canada;

(b) the government of another province or territory of Canada;

(c) a local public body;

(c.1) the council of a band as defined in the *Indian Act* (Canada), or an organization performing government functions on behalf of one or more bands;

ADVICE TO A PUBLIC BODY

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

(a) advice, opinions, proposals, recommendations, analyses or policy options developed by or for the public body or a minister;

(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;

(d) plans relating to the management of personnel or the administration of the public body that have not yet been implemented;

(e) the content of draft legislation, regulations, and orders of ministers or the Lieutenant Governor in Council; or

(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.

LAW ENFORCEMENT AND LEGAL PROCEEDINGS

Disclosure harmful to law enforcement or legal proceedings

25(1) The head of a public body may refuse to disclose information to an applicant if disclosure could reasonably be expected to

(e) endanger the life or safety of a law enforcement officer or any other person;

SOLICITOR-CLIENT PRIVILEGE

Solicitor-client privilege

27(1) The head of a public body may refuse to disclose to an applicant

(a) information that is subject to solicitor-client privilege;

(b) information prepared by or for an agent or lawyer of the Minister of Justice and Attorney-General or the public body in relation to a matter involving the provision of legal advice or legal services or in relation to the investigation or prosecution of an offence; or

(c) information in correspondence between an agent or lawyer of the Minister of Justice and Attorney-General or the public body and any other person in relation to a matter involving the provision of legal advice or legal services or in relation to the investigation or prosecution of an offence.

ECONOMIC AND OTHER INTERESTS OF A PUBLIC BODY

Disclosure harmful to economic and other interests of a public body

28(1) The head of a public body may refuse to disclose information to an applicant if disclosure could reasonably be expected to harm the economic or financial interests or negotiating position of a public body or the Government of Manitoba, including the following information:

(c) information the disclosure of which could reasonably be expected to

(iii) interfere with or prejudice contractual or other negotiations of,

a public body or the Government of Manitoba;

MANITOBA INFRASTRUCTURE AND TRANSPORTATION

MINISTERIAL BRIEFING

TRANSITION BINDER – APRIL 2016

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Organization

1. Department responsibilities

Manitoba Infrastructure and Transportation (MIT) builds community connections. We ensure vital transportation corridors (road, air, water, short rail) are accessible, enhancing Manitoba's economy.

MIT is responsible for transportation infrastructure and services, including: policy and legislation development; motor carrier regulation and enforcement; water control structures and hydrological forecasting; highway construction, maintenance and operation; air ambulance and water bomber operations; Crown Land stewardship, and; emergency measures oversight and government security across the province.

Vision

A centre of excellence for the stewardship of public infrastructure and services.

Mission

Ensure safe, reliable and sustainable public infrastructure and services through the innovation and dedication of a creative workforce.

Role

Establish and manage public infrastructure in the areas of provincial highways, northern airports, marine services, water and flood control works and highway bridges and structures.

Develop, communicate and administer commercial motor carrier regulatory and safety services in a manner that protects highway infrastructure and promotes the economy.

Plan, develop and evaluate transportation policies, programs, systems and legislation, and advise and support government in the development of transportation policies, plans, programs and legislation.

Operate specialized services to government including Lifeflight, fire suppression and general air transport, and crown lands and property.

Oversee and coordinate emergency preparedness, emergency response and disaster recovery to prevent the loss of life and to minimize damage to property and the environment.

Administer regulations and authorities through appropriate boards and committees.

Financial Oversight by MIT

Authority	*Responsibilities*
East Side Road Authority	Provides improved, safe, and more reliable transportation service between all of the communities on the east side of Lake Winnipeg, while providing jobs and economic development opportunities for local residents.
Emergency Expenditures	Provides for expenditures related to forest fires, flooding and other natural disasters. Includes a provision for environmental emergency response expenditures, disaster assistance and other related expenditures and partial reimbursement to government departments for property losses not covered by insurance. Appropriation 27-1

Boards overseen by MIT

Board Title	*Responsibilities*
Licence Suspension Appeal Board	Hears appeals of individual driver's license or permit suspensions (Driving School Permits, Driving School Instructor Permits, Automobile Dealer Permits, Salesman Permits, Safety Inspection Station Operator Permits, and Mechanic Permits), excluding prohibition periods ordered under the Criminal Code of Canada.
Medical Review Committee	Hears appeals for individuals whose driver's licenses are suspended, cancelled, or declassified due to medical reason.
Motor Transport Board	Administers regulatory system and ensures reasonable consumer cost. Determines operating authorities for inter-city bus, inter-municipal liveries, and short line railway industries for public service.
Highway Traffic Board	Sets speed limits; designates limited access highways, and; approves traffic control devices, highway classifications, weight limits, bridge restrictions, and parking in accordance with legislation. Conducts public hearings on issues, makes orders and regulations, and provides policy input.
Disaster Assistance Appeal Board	Reviews disputed disaster assistance claims coverage or compensation. Decisions made under the authority of *The Red River Floodway Act* have further option to appeal to Court of Queen's Bench. Decisions before this board related to other Acts or policy are final with no appeal.
Land Value Appraisal Commission	Determines the due compensation payable for government land purchases (binding on acquirer only) and expropriations (binding on both parties).

2. Organizational Structure

Executive Management Team

Lance Vigfusson is the Deputy Minister for Manitoba Infrastructure and Transportation. Lance is a professional engineer, with a Bachelor of Science in Engineering (Civil) as well as a Certificate in Management and Administration - both from the University of Manitoba. He spent the first seven years of his career in the consulting engineering business. He has held a number of positions since joining MIT in 1987, taking on roles of increasing responsibility at various locations throughout the province. Lance has held previous leadership roles as the Director of Operational Services and the Executive Director of Construction and Maintenance, before taking on the role of Assistant Deputy Minister for the Engineering & Operations Division in 2006. In April 2015, he assumed the role of Deputy Minister for MIT.

Corporate Services Division

Leigh Anne Solmundson Lumbard is the Assistant Deputy Minister for the Corporate Services Division. Leigh Anne is a Certified Professional Accountant with an Economics degree from the University of Manitoba and a Business Administration Diploma from Red River College. Leigh Anne has 14 years of experience in the Manitoba Government with positions held in Manitoba Health and Jobs and the Economy. Leigh Anne assumed her role as Assistant Deputy Minister, Executive Financial Officer, Privacy Officer, and designated officer responsible for receiving disclosures under *The Public Interest Disclosure (Whistleblower Protection) Act* in October 2015.

Division Mandate

Provide executive financial and corporate services. Coordinate the departmental administration and planning process, policies and programs; manage the communication and planning programs and provide for the departmental occupational safety and health and risk management programs. Develop and administer corporate financial policy and oversight, provide centralized accounting and financial services; co-ordinate information systems activities, Air Services (life and fire), and oversight of the Crown Lands and Property Agency. Provide administrative oversight for the Highway Traffic and Motor Transport Boards, the License Suspension Appeal Board and Medical Review Committee, pay indemnities for the Land Value Appraisal Commission and Disaster Assistance Appeal Board.

Engineering & Operations Division

Ron Weatherburn is the Assistant Deputy Minister of the Engineering and Operations Division. Ron began working summers as an Engineering Aide for MIT while attending university and hired in a term capacity after obtaining his Civil Engineering Degree in 1994. After securing permanent employment as a Project Engineer, Ron took on increasing levels of responsibility including Director of Contract Services and Executive Director of Construction and Maintenance before being appointed ADM in July 2015.

Division Mandate

Provides for the design, construction, operations and administration of the provincial highway network, winter road network and all provincial northern airports and marine facilities.

Water Management & Structures Division

Doug McMahon is the Assistant Deputy Minister of Water Management and Structures Division. Doug has a Diploma in Civil Engineering Technology from Red River College, a Bachelor of Engineering (Civil) from Lakehead University in Ontario and a Certificate in Management and Administration from the University of Manitoba. He has held a number of positions since joining the department in 1986, including Director of Regional Operations and Executive Director of Water Control and Structures. Doug assumed the leadership role of Assistant Deputy Minister of the Water Management and Structures Division in 2012.

Division Mandate

Responsible for:

- flood forecasting, flood response, management of provincially funded flood mitigation programs, ice jam mitigation programs and administration of designated flood areas;
- provincial water control infrastructure and the provincial agricultural drainage network; and
- bridges and structures on the provincial highway, and agricultural drainage networks.

The Division's infrastructure portfolio includes: bridges, grade separation structures, large culverts, thru-dike culverts, drains, dams, reservoirs, water control structures, diversions and pumping stations. Responsibilities include all inspection, maintenance, preservation, operational, planning, design, construction and stewardship activities related to these assets.

Emergency Measures & Protective Services Division

Lee Spencer is the Assistant Deputy Minister of Emergency Measures and Protective Services Division. Lee served in the Canadian Armed forces for 27 years before seeking out a second career with the Province of Manitoba and the Emergency Measures Organization before assuming the role of Assistant Deputy Minister of Emergency Measures & Protective Services Division in June, 2014. Lee strives to create a whole of society approach to emergency management, emphasizing engagement at the community level and strategic alignment within the government.

Division Mandate
Emergency Measures Organization

Oversees and coordinates all aspects of emergency preparedness in the Province, and manages, directs and coordinates the response of all departments to a disaster or major emergency.

Protective Services Branch

Provides security services for government departments and agencies occupying space in owned or leased buildings and/or properties where Accommodation Services Division is the service provider. Beyond front line security service provision, Protective Services Branch also conducts risk and threat assessments, and works with stakeholders to identify, plan, and implement security practices to mitigate issues.

Transportation Policy & Motor Carrier Divisions

Esther Nagtegaal is the Assistant Deputy Minister of the Transportation Policy and Motor Carrier Divisions. She holds a B.A., B.Ed. and a Masters Degree in Marine Management (MMM). Esther was a member of the Canadian Armed Forces and served in the Royal Canadian Navy. She held a number of increasingly responsible positions with the Federal Government before moving to MIT as Director of Systems Planning and Development. Esther assumed her role as Assistant Deputy Minister in July 2013.

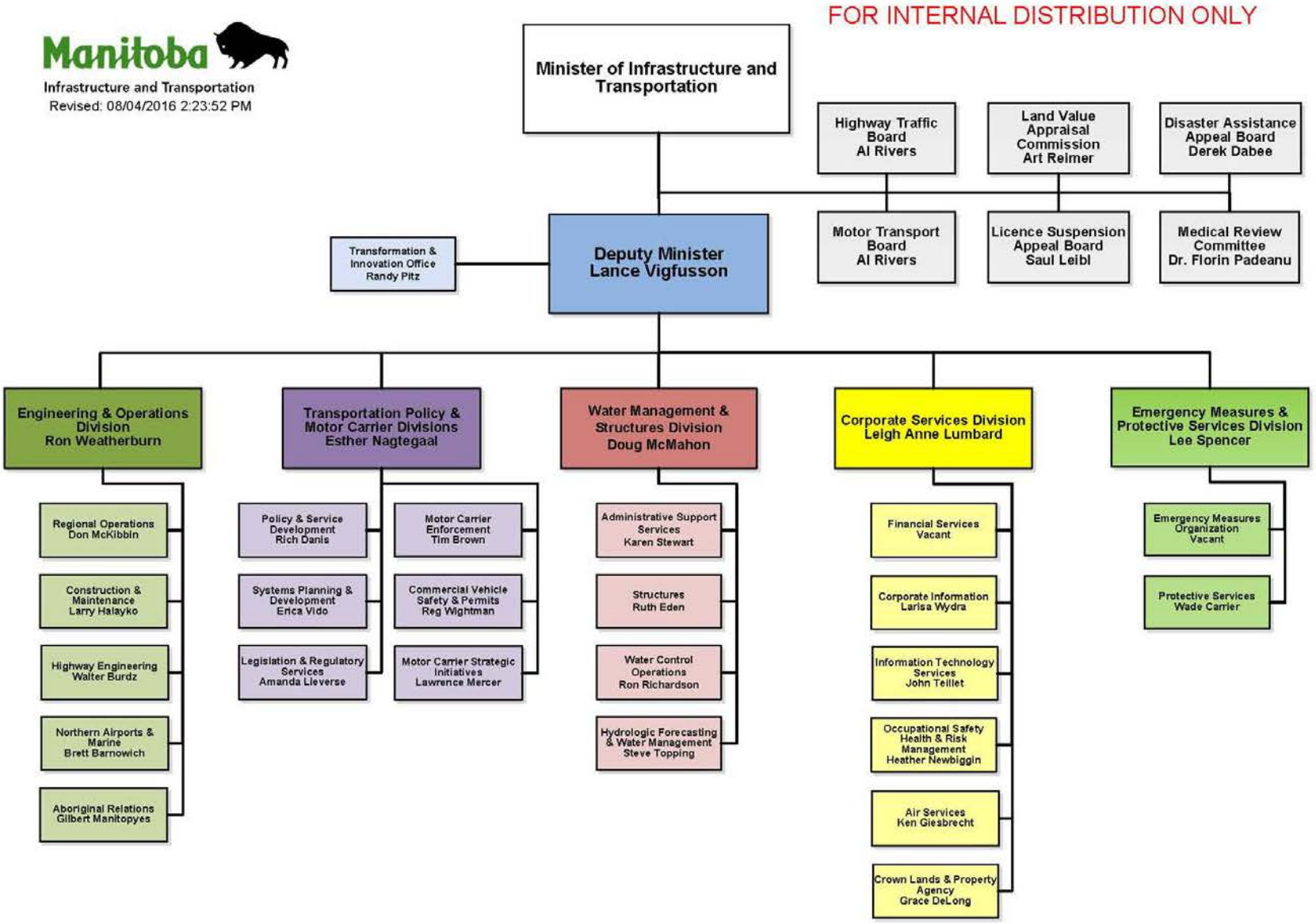
Division Mandate
Transportation Policy Division

Advance government's strategic initiatives and priorities through policy, planning, and legislation. This is accomplished through the following branches: Transportation Policy and Service Development, Transportation Systems Planning and Development, Legislation and Regulatory Services.

Motor Carrier Division

Enhance safety, protect infrastructure, and enable economic development through innovation and collaborative stewardship. This is accomplished by the following programs: Motor Carrier Strategic Initiatives, Motor Carrier Safety and Permit Programs, Motor Carrier Enforcement Programs.

3. Organization Chart



Strategic Overview

1. Strategic Priorities

MIT relies on the innovation of its dedicated and creative workforce to engage in strategic activities. It is through our people that we can accomplish our vision of becoming a centre of excellence for the stewardship of public infrastructure and services.

MIT utilizes a planning framework to align our priorities to our departmental plan. Four overarching priorities with corresponding goals guide this work. Our priorities are: economic prosperity and social development, environmental sustainability, optimizing resources and building capacity.

Recognizing the importance of everyone working together to accomplish the same goals, MIT created a Transformation and Innovation Office (TIO) to provide internal consulting support of strategic efforts. Our Executive Management Committee (EMC) further promotes engagement of this work by holding bi-annual alignment meetings. This fosters collaboration among division and branch management in the implementation of and evaluation of our department strategy.

Strategic Priority 1 – Economic Prosperity and Social Development

Vital infrastructure investment and renewal is part of the Government of Manitoba's long term economic growth strategy. MIT's programs are guided by consultative and visionary documents such as *Manitoba's Transportation Vision 2020 and Shaping Canada's Economic Future – Coordinated Transportation Strategy for the Western Provinces and Territories.*

MIT provides a safe and reliable infrastructure network and is committed to delivering both transportation and water control infrastructure. We deliver and support a variety of programs including the highway and structure renewal and flood mitigation. MIT is also developing a Centre of Excellence for flood forecasting, flood control operations and water supply. We support strategic partnership agreements, community benefit agreements, memorandums of understanding, and strengthen relationships with stakeholders to advance the Manitoba transportation system. Additional efforts include extending National Safety Code (NSC) standards by the implementation of Bill 41 (*The Highway Traffic Amendment Act*) and implementing the Manitoba International Gateway Strategy.

MIT provides Manitobans with critical services including Disaster Financial Assistance (DFA), enhanced emergency management training program, and Air Services support for Lifeflight (critical air ambulance services), Southern Air Ambulance Inter-facility transport, Manitoba's Fire Suppression program and aviation support to Manitoba Hydro's remote generating stations.

MIT also supports rural and remote community economic development through programs such as: Urban Highway Fund (UHF), Commercial Infrastructure Fund (CIF), Provincial funding for Community Flood Protection Program (CFPP) and Individual Flood Protection Initiative (IFPI), Strategic Highways System and Churchill Gateway.

Strategic Priority 2 – Environmental Sustainability
MIT is committed to delivering sustainable services and infrastructure by reducing our environmental impact through the following:

- Reducing environmental liabilities and meeting environmental approval requirements by being a leader in maintaining ecological integrity through environmentally sustainable designs and operational practices.
- Ensuring best management practices are followed for renewing and operating infrastructure.
- Continuing with our supporting role in advancing active transportation policy for the province while protecting public safety.

Strategic Priority 3 – Optimizing Resources
Improving the manner in which we operate and deliver services is a significant priority. We ensure excellence by delivering strong and consistent services and reviewing and by continuously streamlining work processes so that they are as efficient and effective as possible. MIT supports continuous improvement by embracing Manitoba's commitment to Lean Management and dedicated efforts to implement efficiencies through the following:

- The Recruitment Improvement Process Strategy (RIPS) – focuses on re-engineering and streamlining the recruitment process to better meet operational demands. The goal is to reduce current process from 133 days to 70 days.
- The Information Management Review (IMR) – focuses on creating a consistent, transparent and streamlined flow for ministerial correspondence across the department. The goal is to create standard processes and guidelines, and reduce non-value added activities that contribute to delays in response times.

Strategic Priority 4 – Building Capacity
Across MIT, quality skilled employees are an imperative to our mission. We are implementing innovative recruitment, retention and succession activities to attract and promote employees.

MIT is improving ability to recruit and hire employees in a timely manner (RIPS initiative). We supports diversity and inclusivity through the development of partnerships with universities for internship programs, cooperative programs for recruitment and retention of civil technicians and engineers, Aboriginal Youth Internship Program, Engineer in Training (EIT), Career Gateway Program and Aboriginal Representation on Contracted Work.

Our retention strategies include investing in the skills of our employees through the promotion of learning plans and expanding the delivery of our Supervisory, Management and Executive Leadership Development Programs.

Finally, MIT is increasing succession planning efforts to address high turnover due to increasing retirements and increased competition with business and other government entities.

2. Financial overview

Appr. no.	Department of Infrastructure and Transportation	2016/17 Request $ (000s)	Estimates of Expenditure 2015/16 $ (000s)
PART A - OPERATING			
15-1	Corporate Services Ensures effective program delivery and appropriate utilization of departmental resources.	23(1)	8,692
15-2	Highways, Transportation & Water Control Programs Provides expertise related to Provincial highway, water control and transportation programs, from policy, research, and planning to design and construction; and supports the department's boards and committees.		43,952
15-3	Infrastructure Works Provides for the construction and maintenance of provincial all weather and winter roadways, northern airports and ferry operations, municipal assistance programs, waterway maintenance and preservation projects and flood mitigation initiatives.		179,964
	(a) Maintenance and Preservation of Provincial Trunk Highways, Provincial Roads and Related Projects		
	(1) Salaries and Employee Benefits		60,737
	(2) Other Expenditures		107,381
			168,118
	(3) Less: Recoverable from other appropriations		(26,766)
	Subtotal (a)		184,052
	(b) Maintenance and Preservation of Waterway Control Projects		
	(1) Salaries and Employee Benefits		4,591
	(2) Other Expenditures		11,840
			16,431
	(3) Less: Recoverable from other appropriations		(6,772)
	Subtotal (b)		11,159
	(c) Flood Mitigation Initiatives		3,677
	(d) Northern Airports and Marine Services Operations		
	(1) Salaries and Employee Benefits		7,197
	(2) Other Expenditures		8,779
			15,976
	(3) Less: Recoverable from other appropriations		(325)
	Subtotal (d)		15,651
	(e) Winter Roads		9,870

15-4	Emergency Measures & Protective Services The Manitoba Emergency Measures Organization promotes and co-ordinates emergency preparedness, emergency response and disaster recovery to prevent the loss of life and to minimize damage to property and the environment. Protective Services provides security services for government departments and agencies.	8,393
15-5	Costs Related to Capital Assets Provides for costs related to capital assets.	366,415
	TOTAL PART A - OPERATING	607,416

PART B - CAPITAL INVESTMENT

15-6	Capital Assets *General Assets:* Provides for the acquisition of physical assets; major building construction and building renovation projects and the acquisition and maintenance of government aircraft. *Infrastructure Assets:* Provides for the construction and enhancement of provincial highways, bridges, airport runways, water control structures, the floodway expansion and the east side road project.	646,520
	(a) General Assets	
	(1) Transportation Capital Projects and Equipment	14,600
	(2) Air Services Capital Projects	2,610
	Subtotal (a)	17,210
	(b) Infrastructure Assets	
	(1) Highways Infrastructure	588,510
	(2) Airport Runway Infrastructure	2,000
	(3) Water Related Infrastructure	37,860
	(4) Floodway Expansion	940
	Subtotal (b)	629,310

OTHER APPROPRIATIONS (27)
PART A - OPERATING

27-1	Emergency Expenditures Provides for expenditures related to forest fires, flooding and other natural disasters. Includes a provision for environmental emergency response expenditures, disaster assistance and other related expenditures.	38,500

*2016/17 Request does not include General Salary Increase

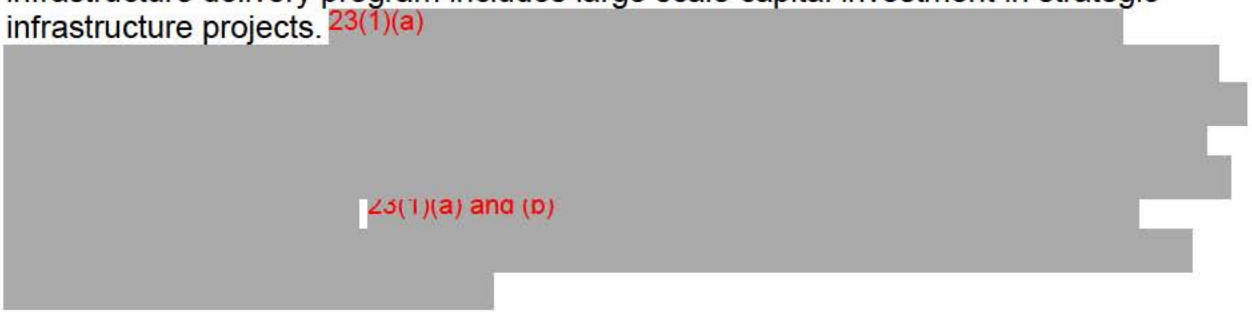
Department of Infrastructure and Transportation	REVENUE REQUEST 2016/17 $ (000s)	ESTIMATES OF REVENUE 2015/16 $ (000s)
1. TAXATION:		
2. OTHER REVENUE:		
a. Automobile and Motor Carrier Licenses and Fees		150,500
b. Drivers' Licenses		19,512
c. Licence Suspension Appeal Board Fees		104
d. Cost Recovery from Municipalities and Third Parties		8,280
e. Sundry		838
Total Other Revenue		179,234
3. GOVERNMENT OF CANADA:		
I. Infrastructure and Transportation		
1. Winter Roads		7,621
2. Federal Economic Infrastructure Stimulus		4,000
3. National Safety Code		244
4. Refunds for Services		10
Total Government of Canada		11,875
Total Department of Infrastructure and Transportation		191,109
OTHER APPROPRIATIONS (27)		
OTHER REVENUE:		
Sundry		25
GOVERNMENT OF CANADA:		
Emergency Expenditures		36,000
Total Emergency Expenditures		36,025

3. Broad policy or financial pressures

Core Infrastructure Delivery

At the Intersection: the Case for Sustained and Strategic Public Infrastructure Investment is a 2013 report produced for the Canadian Construction Association (CCA) Civil Infrastructure Council by the Canada West Foundation (CWF). It highlights that most of Canada's infrastructure was built in the 1950s and 1960s. Since then, health, education and social services dominated government budgets, postponing essential maintenance of our infrastructure and deferring new investments. The result is a gap between the infrastructure Canadians need and available funding.

Investment has recently grown, but there is much backfilling required. Manitoba's core infrastructure delivery program includes large scale capital investment in strategic infrastructure projects. 23(1)(a)



To continue to deliver on core infrastructure, MIT must recruit and retain qualified professionals in the areas of engineering, finance, appraisal and air services. There is a high demand and limited supply for these professions across Manitoba. MIT has a dedicated and highly qualified workforce but is experiencing an increase in retirements and is challenged to compete for new professional against other entities that offer higher compensation.

East Side Road Authority (ESRA) and Freedom Road

ESRA is a crown corporation established in 2009 to construct and maintain an all-season road on the east side of Lake Winnipeg. In 2014 they became responsible for the winter roads in the same area. MIT and ESRA operate under very different governance models (financial, contracting, staffing, etc.). While ESRA reports to the Minister of Aboriginal and Northern Affairs (ANA), funding for the winter roads is accounted for in MIT.

Freedom Road is a project to build an all-weather road requiring two bridges, to Shoal Lake No. 40 First Nation (SLFN). In December 2015, Manitoba, Canada, and the City of Winnipeg announced their intent to contribute 1/3 each toward the cost of the new road. The intent is to eventually revise ESRA's legislative mandate to include managing the construction of Freedom Road. This road will eventually become an asset of Manitoba, managed by MIT.

Increasing Demands on Emergency Preparedness
MIT has responsibility for coordinating emergency preparedness, response and public safety programs and initiatives. There is increasing focus on security issues as highlighted by events in Ottawa last year and most recently in Brussels. Manitoba's challenge is repeat disaster events (record floods and forest fires). The public expectation is for emergency responsiveness – immediate alerting systems and enhanced 911. These pressures to expand the services of EMPS are an opportunity to focus strategic service delivery models and optimize delivery to Manitobans.

Operation: Return Home
The 2011 Flood devastated several First Nations (FN) communities, with four communities remaining displaced (overseen by Red Cross). Manitoba and Canada are working on a cost-share for the housing and infrastructure required for evacuees to return home.

Lake Line Railway 23(1)(a) and (b), 18(1)(c)(i), 18(1)(c)(ii), 18(1)(c)(iii), 18(1)(b)

he shortline railway, which runs between Selkirk and Gimli, supports the Diageo distillery in Gimli (Crown Royal) as well as the local farming community.

Shellmouth Dam
MIT operates the Shellmouth Dam in accordance with operating guidelines approved in 2009, but stakeholders express concerns after flood and rain years (2011-2014). While MIT consults on operating decisions with the Shellmouth Reservoir Regulation Liaison Committee, we recommend proceeding with a review of the operating guidelines for to ensure optimal use.

Office of the Auditor General Report on Bridges
In 2013, the Office of the Auditor General (OAG) began an audit of provincial bridge management with a scope of: planning and performance reporting framework; bridge inspections; and ensuring the quality of bridge construction work. MIT is strengthening service delivery in consultation with OAG as the audit has progressed.

Churchill Gateway
The Port of Churchill Grain Terminal is operated by OmniTRAX, a Denver based company wishing to divest itself of Manitoba-based assets. 23(1)(c), 23(1)(a) and (b), 28(1)(c)(iii)

Licence Suspension Appeal Board (LSAB)

LSAB provides an appeal process where a license or permit was suspended or cancelled by the Courts or the Registrar of Motor Vehicles. Manitoba's legislation has increased lengths of suspensions and the judicial community is following with longer suspensions or cancellation. Concurrently, Manitoba Public Insurance (MPI) has increased their application of license suspensions. Therefore, the appellant may experience changes to their life circumstances during these lengthened times and request an appeal, and/or a variation of the suspension order. Steps must be take to speed appeal/variation cycle times to better align with public and legislative expectations given the increased volume of reviews required.

Lake Manitoba and Lake St. Martin Outlet Channels

Manitoba committed to constructing a new Lake Manitoba outlet (7,500 cfs) into Lake St. Martin and a permanent, enlarged Lake St. Martin outlet (11,500 cfs) into Lake Winnipeg. These channels will improve the ability to regulate water level within the desirable range on Lake Manitoba, improve flood protection on Lake St. Martin, and provide benefits to the lower Assiniboine River, including the City of Winnipeg, by improving flexibility in operating the overall provincial water control system. Cost sharing of 50% ($248 M federal contributions) was announced in the 2016 federal budget.

Rail Rationalization

Rail rationalization was announced in November 2015, in an effort to study the possibility of relocating rail lines/yards outside of Winnipeg. 23(1)(a) and (b), 23(1)(f) [redacted] A task force and review are required to analyze the cost-benefits, including stakeholder perspectives, basic commercial, engineering, legal/regulatory challenges, as well as environmental aspects.

4. List of Community Contacts

MIT consults with municipal representatives on a regular basis (Mayor, Chief Administrative Officer, etc). For a full listing of municipal officials, please consult the list of municipalities and officials on page 28 of the Municipal Officials Directory: http://www.gov.mb.ca/ia/contactus/pubs/mod.pdf.

Association of Consulting Engineering Companies – Canada Todd Smith – Director todd.Smith@aecom.com (204) 477-5381	**Association of Consulting Engineering Companies – Manitoba** Alana Gauthier – President alana.Gauthier@wspgroup.com (204) 477-6650	**Association of Lake Manitoba Stakeholders** Jack King - President (204) 646-2018
Association of Manitoba Municipalities Joe Masi – President jmasi@amm.mb.ca (204) 856-2360	**Assiniboine River Basin Initiative** Allan Preston - Chairperson 17(1), 17(3)(e) (204) 982-4790	**Brandon 911** Ross Robinson - Director r.robinson@brandon.ca (204) 729–2406
Broadcasters Association of Manitoba Cam Clark - President clarkc@westmancom.com (204) 726-8888	**Canada Border Services Agency (CBSA)** Blair Downey blairh.downey@cbsa-asfc.gc.ca (204) 373-2236	**Canadian Red Cross** Shawn Feely - Vice-President, Manitoba Region Winnipeg Office 17(1), 17(3)(e) (204)982-7350
Centre for Earth Observation Science, U of M David Barber (204) 474-6981	**CentrePort Canada Inc.** Diane Gray - President & CEO 17(1), 17(3)(e) (204) 784-1300 general	**Concrete Manitoba** Mr. Hubert Boulet, P. Eng. President 17(1), 17(3) (204) 744 2469
Construction Association of Rural Manitoba (CARM) Kelvin Orr - President carm@carm.ca (204) 727-4567	**Dauphin River Fishers Association (Area 6)** Dale Einarsson – President 17(1), 17(3)(e) (204) 659-4573	**Floodnet – NSERC Research Network** National flood research network. http://www.nsercfloodnet.ca/ (contact by email)
Forestry Industry Association of Manitoba Duncan Waugh 17(1), 17(3)(e) (204) 623 2135	**Heavy Equipment and Aggregate Trucking Association** Dallas Hiebert - President HeaTProvincial@gmail.com (204) 654-9426	**Hudson Bay Neighbours Regional Roundtable** Michael Spence 17(1), 17(3)(e) (204) 675-8871
Indigenous and Northern Affairs Canada, Regional Director General John de Francesco (204) 983-2474	**Inland Border Working Group (IBWG)** David Lettner - Chair Senior Transportation Planning Consultant, MIT (204) 945-5270	**Interlake Reserves Tribal Council, Chief Cindy Spence** Head office: General Delivery Fairford, MB R0C 0X0 (204) 659-4465
International Red River Board – International Joint Commission Mike Renouf - Co-Chair mike.renouf@ec.gc.ca (306) 780-7004	**Invasive Species Council of MB (ISCM)** Julie Pelc - President 17(1), 17(3)(e) (204) 232-6021	**Keystone Agricultural Producers** Dan Mazier - President 17(1), 17(3)(e) (204) 697-1140
MB Building Movers Assoc. Harold Reimer - President info@reimermovers.com (204) 771 5239	**MB Heavy Construction Association** Chris Lorenc – President 17(1), 17(3)(e) (204) 947-1379	**MB Municipal Administrator Assocation** President – Daryl Hrenhirchuk mmaa@mts.net (204) 255-4883

Manitoba Trucking Association Terry Shaw – Executive Director 17(1), 17(3)(e) (204) 632-6600	**Native Plant Society of Saskatchewan** Chet Neufeld – Executive Director info@npss.sk.ca (306) 668-3940	**NEMAC – United States Co-Chair** Brian Satula (WI) brian.satula@wisconsin.gov (608) 242-3210
North American Strategy for Competitiveness (NASCO) Tiffany Melvin, President tiffany@nasconetwork.com (217) 744-1042	**North Dakota Department of Transportation** Ben Eherth - Director, behreth@nd.gov (701) 328-2013	**Northern Emergency Management Assistance Compact (NEMAC)** Mieka Cleary - Canadian Co-chair mieka.cleary@gov.sk.ca (306) 787-9012
Partners for Saskatchewan River Basin Robert Halliday - Chairperson partners@saskriverbasin.ca (306) 665-6887	**Partnership of the Manitoba Capital Region** Colleen Sklar - Executive Director (204) 989-2048	**Pelmorex Communications Inc** Paul Temple - Senior VP ptemple@pelmorex.com (905) 829-1388, 17(1), 17(3)(e)
Public Safety Canada – Minister Honourable Ralph Goodale ralph.goodale@parl.gc.ca (613) 947-1153	**RCMP D Division – Commanding Officer** Kevin Brosseau (204) 983-5420	**Red River Basin Commission** Jeff Lewis - Executive Director jeff@redriverbasincommission.org (701) 356-3183
SIMTReC – Centre for Structural Innovation and Monitoring Technologies Inc University of Manitoba (204) 474-8506	**Souris River Control Board – International Joint Commission** Russell Boals - Co-Chair boals.russ@gmail.com (306) 351-8329	**Southwest Manitoba Flood Strategy Committee** Rick Plaisier - Co-Chair (204) 855-2207
Trails Manitoba Chris Hall - Executive Director 3-303 Portage Avenue Winnipeg MB R3B 2B4 (204) 786-2688	**Transportation Association of Canada (TAC)** Sarah Wells, P.Eng., Ph.D. Executive Director swells@tac-atc.ca (613) 736-1350 (ext 229)	**Transportation Border Working Group** Dan McGregor daniel.mcgregor@tc.gc.ca (613) 998-1929
US-Customs and Border Protection Jason Schmelz jason.schmelz@dhs.gov (701) 825-5800	**US Federal Highway Administration** David Franklin david.franklin@dot.gov (708) 283-3540	**US-General Services Administration** Bryan Sayler bryan.sayler@gsa.gov (701) 239-5290
Western Transportation Advisory Council (WESTAC) Oksana Exell President & CEO oexell@westac.com (604) 687-8691 17(1), 17(3)(e)	**Winnipeg Construction Association** Ron Hambley – President 17(1), 17(3)(e) (204) 775-8664	

5. Statutory Responsibilities of the Minister / Legal framework

C44 CentrePort Canada Act

C340 The Crown Lands Act

- Sections 1 to 4, clauses 7.3(2)(a) and (b), sections 9, 11 to 13.1, 15 and 20, subsections 23(1) and (2), sections 24 to 26, 30 and 34 and 34.1; sections 5 to 6.1, clauses 7(1)(a), (b), (d) and (e), subsections 7(2) to (6), subsection 7.1(1) and subsections 7.3(1), (3) and (5), sections 7.6, 8, 14, 16 to 18, 21, 22, and subsection 23(3) insofar as they relate to the disposition of Crown lands and agricultural crown lands, other than setting fees or rents or issuing work permits

D104 The Drivers and Vehicles Act (administered by Manitoba Public Insurance)

D110 The Dyking Authority Act

E80 The Emergency Measures Act

E85 The Emergency 911 Public Safety Answering Point Act

F133 The Manitoba Floodway and East Side Road Authority Act (except in respect to the East Side Road)

G70 The Government Air Services Act

G80 The Government House Act

G90 The Government Purchases Act

G110 The Ground Water and Water Well Act (as it related to the planning, construction or operation of provincial water control works)

H40 The Highways and Transportation Act

H50 The Highways Protection Act

H60 The Highway Traffic Act

H65 The Highways and Transportation Construction Contracts Disbursement Act

L30 The Lake of the Woods Control Board Act

L40 The Land Acquisition Act

O31 The Off-Road Vehicles Act

P20 The Provincial Parks Act

- Sections 1 and 16, subsection 21(1), section 22, clauses 32(b), (f), (i), (j), (k), 33(u) and subsection 34(1) and the Debt Certificate Regulation, M.R. 140/96

P300 The Public Works Act

R15 The Provincial Railways Act

R32 The Red River Floodway Act

T140 The Trans-Canada Highway Act

W60 The Water Power Act (as it relates to the planning, construction or operation of provincial water control works)

W70 The Water Resources Administration Act

W80 The Water Rights Act (as it related to the planning, construction or operation of provincial water control works)

W100 The Water Supply Commissions Act

W140 The Wild Rice Act

- Sections 1 and 2, subsection 8(2), 10 to 13, 15, 16, 18 to 23 and clause 31(e)

6. Scheduled Events

Date	Group	Event Description	Location	Minister's Role
May 4 & 5, 2016	WESTAC (Western Transportation Advisory Council)	2016 Spring Member Forum	**Edmonton, AB**	Minister is Board Member
May 5, 2016 (evening)	Federal, Provincial, Territorial meeting	Forum for ministers to engage on emergency management matters of national relevance	**Toronto, ON** (Provincial Emergency Operations Centre, 25 Morton Shulman Ave.)	Participation
May 6, 2016 (9:00 am – 3:00 pm)	Federal, Provincial, Territorial meeting	Forum for ministers to engage on emergency management matters of national relevance	**Toronto, ON** (Provincial Emergency Operations Centre, 25 Morton Shulman Ave.)	Participation

7. Acronyms Common to MIT

AADT/vpd	Annual Average Daily Traffic/vehicles per day
AASHTO	American Association of State Highway Transportation Officials
ACEC-MB	Association of Consulting Engineering Companies (Manitoba)
AMO	Approved Maintenance Organization
ASB	Air Services Branch
BCF	Building Canada Fund
Can/AM BTA	Canadian/American Border Trade Alliance
CBA	Community Benefit Agreement
CBSA	Canada Border Services Agency
CCA	Canadian Construction Association
CCR	Consultant Contract Record
CCW	CentrePort Canada Way
CEAA	Canadian Environmental Assessment Agency
CEM	Consulting Engineers of Manitoba
CFFP	Community Flood Protection Program
CFP	Community Flood Protection Program
cfs	cubic feet per second
CGCD	Churchill Gateway Development Corporation
CGS	Canadian Geotechnical Society
CIF	Commercial Infrastructure Fund
CRTC	Canadian Radio and Telecommunications Commission
CSAs	Trilateral comprehensive settlement agreements
CVSA	Commercial Vehicle Safety Alliance
CWF	Canada West Foundation
DFA	Disaster Financial Assistance
DFAA	Disaster Financial Assistance Arrangements
DFAs	Designated Flood Areas
DOT	Department of Transportation
DRO	Director of Regional Operations
EIT	Engineer in Training
ESP	Engineering Service Provider
FACO	Financial Assistance for Cottage Owners Program
FN	First Nations
GIS	Geographic Information System
HBR	Hudson Bay Railway
HFWM	Hydrologic Forecasting and Water Management
HTA	Highway Traffic Act
IFPI	Individual Flood Protection Initiative
IRTC	Interlake Reserves Tribal Council
LLR	Lake Line Railway
LSAB	License Suspension Appeal Board
LSMEOC	Lake St. Martin Emergency Operation Channel
MANFF	Manitoba Association of Native Firefighters
MCPD	Motor Carrier Permits and Development

MHCA	Manitoba Heavy Construction Association
MMG	Manitoba Municipal Government
MTA	Manitoba Trucking Association
MTB	Motor Transport Board
NACC	Northern Association of Community Councils
NAMO	Northern Airports and Marine Operations
NASCO	North American Strategy for Competitiveness
NDMP	National Disaster Mitigation Program
NG	Next Generation
NSC	National Safety Code
OPEEPM	Organization of Professional Engineers Employed by Prov. of MB
ORH	Operation Return Home
PFRA	Prairie Farm Rehabilitation Administration
PR	Provincial Road
PSB	Protective Services Branch
PSC	Public Safety Canada
PTH	Provincial Trunk Highway
RIPS	Recruitment Improvement Process Strategy
RTAC	Roads and Transportation Association of Canada (refers to the road rating with highest allowable axel loading weight allowance)
SLFN	Shoal Lake No. 40 First Nation
TAC	Transportation Association of Canada
TBWG	Transportation Border Working Group
TIO	Transformation and Innovation Office
TPIF	Trucking Productivity Improvement Fund
UHF	Urban Highway Fund
WESTAC	Western Transportation Advisory Council

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

April 2016

Index of Urgent Issues:

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Capital Program – 2016/17 Funding Levels

Current Status:

The E&O 2015/16 capital plan budget was $500.5 million with expected actual spending of approximately $525 million. 23(1)(a) [redacted]

The WM&S 2015/16 capital plan budget was $42 million. 23(1)(a) [redacted]

MIT requires confirmation of government's capital commitment levels in order to proceed with infrastructure projects this construction season.

Options:

23(1)(a) and (b), 23(1)(f) [redacted]

Contact: Ron Weatherburn, ADM, Engineering & Operations 204-945-3775

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Operation: Return Home – Funding Commitments

Current status:

The **2011 flood** on **Lake St. Martin** caused evacuations and direct or indirect damage to homes and infrastructure on four First Nations: Dauphin River, Lake St. Martin, Little Saskatchewan and Pinaymootang. 23(1)(a) [redacted]

Operation of provincial water control infrastructure caused a portion of the flooding on Lake St. Martin, resulting in the tort of trespass and potential liability for a portion of flood damages. Factors which may mitigate provincial liability include technical questions about cause and (disputed) indemnity clauses from previous agreements.

Manitoba and Canada are cooperating on two related initiatives, provincial involvement predicated on addressing outstanding potential liability:

1. **Operation: Return Home (ORH)** – Manitoba and Canada are cost-sharing the infrastructure and housing required to enable evacuees to return to new or substantially rebuilt communities that are safe from flooding.
2. 23(1)(a) and (b), 23(1)(c), 28(1)(c)(iii), 20(1)(a), 20(1)(c.1) [redacted]

In 2013, Manitoba and Canada reached a cost-sharing agreement on resolution packages for each of the four First Nations. In 2014, Manitoba set aside $126 million. As of August 2015, the proposed settlement package is $434 million; Manitoba's share estimated at $181 million. These amounts were negotiated, based largely on estimated costs for ORH with some money for economic development – actual flood damages and provincial liability have not been quantified. Due to recent changes in Canada's financial tracking, it is unclear if this estimate has since changed. Manitoba is working to sort this out with Canada.

Reconstruction of communities is underway with some evacuees possibly able to return as soon as the summer of 2016. As of February 2016, 1840 evacuees remain from the four First Nations communities. 23(1)(a) and (b), 23(1)(c), 28(1)(c)(iii) [redacted]

Options:

23(1)(a) and (b), 23(1)(c), 23(1)(f), 28(1)(c)(iii) [redacted]

Contact: Lance Vigfusson, Deputy Minister, Manitoba Infrastructure and Transportation, 204-945-3768

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: East Side Road Authority (ESRA) and Freedom Road – Oversight

Current status:
ESRA is a crown corporation established in 2009 to construct and maintain an all-season road on the east side of Lake Winnipeg. In 2014 they became responsible for the winter roads in the same area. MIT and ESRA operate under very different governance models (financial, contracting, staffing, etc). While ESRA reports to the Minister of Aboriginal and Northern Affairs (ANA), funding for the winter roads is accounted for in MIT. 23(1)(a) [redacted]

Freedom Road is a project to build an all-weather road to Shoal Lake No. 40 First Nation (SLFN). In December 2015, Manitoba, Canada, and the City of Winnipeg announced their intent to contribute 1/3 each toward an estimated $30M build cost (2011 estimate), in addition to previous commitments to $1M each for design.

Freedom Road Construction Corporation (FRCC) was established by ESRA as an interim measure in March 2016 with the DMs from MIT, ANA and Manitoba Municipal Government as members of the board. 23(1)(a) [redacted]

A Winnipeg Sun article from March 27, 2016 highlights escalating costs for construction of Freedom Road and indicates ESRA has signed a community benefits agreement (CBA) with SLFN. ESRA does not currently have the legislative authority to enter into such a CBA at this time and a decision is still required from government on whether to enter into a CBA.

Options:
23(1)(a) and (b) [redacted]

All options will require financial, legislative, and administrative review.

Contact: Leigh Anne Solmundson Lumbard, ADM, Corporate Services, 204-945-2964

MANITOBA INFRASTUCTURE AND TRANSPORTATION URGENT ISSUES

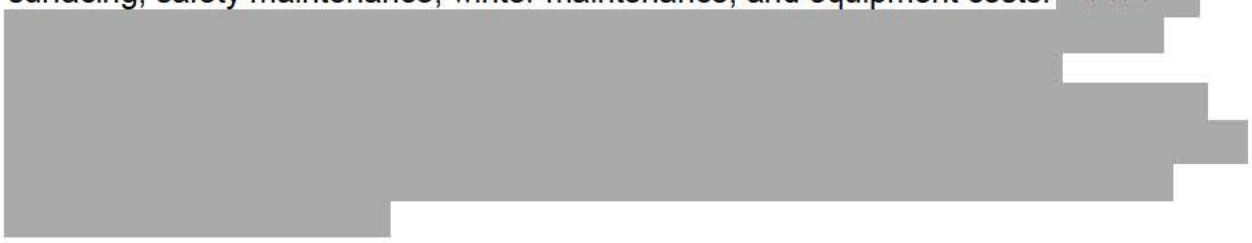
Issue: Preservation and Maintenance – Funding Gap

Current Status:

The Highway Preservation Program funds costs related to treatments, repairs and or replacements of the highway roads, bridges and traffic control devices. These treatments are to ensure that the asset life expectancy is met, often extended without enhancing the asset's original structural design capacity. Other Preservation costs are functional studies, preliminary and detailed design, and survey and design and geotechnical investigation.

Net funding for preservation is reduced almost 50% from 2009/10 at $50.752M to 2015/16 at $25.146M. MIT is now only able to repair the very worst sections of roadways with cheaper, short term and less cost effective methods of repair. 23(1)(a)

The Provincial Maintenance Program funds costs related to shoulder rehabilitation, road surfacing, safety maintenance, winter maintenance, and equipment costs. 23(1)(a)



Options:

23(1)(a), 23(1)(f)

Contact: Ron Weatherburn, ADM, Engineering and Operations Division, 204-945-3775.

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Interlake Reserves Tribal Council – $5M Provincial Commitment

Current Status:

On July 18, 2014, a $5M provincial commitment was made to the Interlake Reserves Tribal Council (IRTC) for flood fighting equipment, one of the components of an Assemblies of Manitoba Chiefs/IRTC proposal to create a central emergency response and recovery capability for First Nations. 23(1)(a) and (b), 20(1)(c.1), 21(1)(c.1)

19(1)(a), 19(1)(c), 19(1), 23(1)(a), 23(1)(f), 20(1)(c.1), 21(1)(c.1)

Options:

23(1)(a), 19(1), 19(1)(c), 23(1)(f)

Contact: Lee Spencer, ADM, Emergency Measures and Protective Services, 204-945-5228

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Churchill Gateway 23(1)(a) and (b), 23(1)(c), 19(1), 19(1)(e), 28(1)(c)(iii)

Current Status:

23(1)(a) and (b), 23(1)(c), 28(1)(c)(iii), 19(1)(e)

23(1)(a) and (b), 23(1)(c), 23(1)(f), 28(1)(c)(iii), 20(1)(a), 19(1)(e)

23(1)(a) and (b), 23(1)(c), 23(1)(f), 28(1)(c)(iii), 20(1)(a), 19(1)(e)

23(1)(a) and (b), 23(1)(c)

23(1)(a) and (b), 23(1)(c), 23(1)(f), 28(1)(c)(iii)

Options 23(1)(a) and (b), 23(1)(c), 23(1)(f), 28(1)(c)(iii), 19(1)(e), 19(1)

Contact: Esther Nagtegaal, ADM, Transportation Policy and Motor Carrier 204-945-5199

MANITOBA INFRASTRUCTURE & TRANSPORTATION URGENT ISSUES

Issue: Emergency Measures – Expanding Security and Emergency Response

Current status:
Emergency Measures and Protective Services Division has two mandates facing resource pressures.
Manitoba Emergency Measures Office (EMO) is responsible for overseeing and coordinating all aspects of emergency preparedness, and managing, directing, and coordinating the response of all departments to a disaster or emergency. This has traditionally included delivery of services such as emergency management training, municipal liaison and support, development of provincial response plans, and provincial response coordination.

- Manitoba EMO has faced pressure to expand its programs to address an increasingly complex risk environment stemming from highly interconnected critical infrastructure sectors, climate change, and the movement of dangerous goods. Consideration of this risk environment is important as failure in one critical infrastructure sector can have cascading effects across all of society.
- Public expectation of emergency management has also evolved; with public expecting alerts be issued for imminent threats to life, and to request emergency assistance multiple technologies (text, video). Manitoba EMO is developing programming in both public alerting and 911.
- 23(1)(a) [redacted]

Protective Services Branch (PSB) provides security services for government departments and agencies occupying space in owned or leased buildings and/or properties where Accommodation Services Division is the service provider.

- MIT was advised PSB's Legislative Security function would be transferred to Justice.
- PSB has closely integrated functions dependent with the legislative security area, such as Radio Room support.

Options:
23(1)(a), 23(1)(d), 23(1)(f) [redacted]

Contact: Lee Spencer, ADM, Emergency Measures and Protective Services, 204-945-5228

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Lake Manitoba and Lake St. Martin – Outlet Channels

Current Status:
Manitoba has committed to the construction of the Lake Manitoba and Lake St. Martin outlet channels as recommended by both the 2011 Flood Review Task Force and the Lake Manitoba-Lake St. Martin Review Committee. These channels will improve the ability to regulate water level within the desirable range on Lake Manitoba, improve flood protection on Lake St. Martin and provide benefits to the Lower Assiniboine River, including the City of Winnipeg, by improving flexibility in operating the overall provincial water control system.

The Assiniboine River and Lake Manitoba Basins Flood Mitigation Study recommended constructing a new 7,500 cfs outlet channel out of Lake Manitoba into Lake St. Martin, and to make a permanent, enlarged 11,500 cfs channel from Lake St. Martin to Lake Winnipeg. The Study team reviewed and considered different combinations of new and enhanced flood control infrastructure in arriving at this recommendation.

On July 31, 2015, a cost shared project was announced, with $330 million by the Province and consideration of $165 million by Canada from the Building Canada Fund (BCF) – National Infrastructure Component (NIC). Manitoba has requested that Canada consider a 50/50 cost share. Cost sharing to 50% ($248M federal contributions) was announced in the 2016 federal budget.

MIT has selected two Engineering Services Providers through a Request for Qualification process who will have opportunity to submit proposals through an RFP in the design and contract administration phases of the contract.

Preliminary design is underway. Channel operation, originally targeted for 2020, may be delayed to 2022 due to the Canadian Environmental Assessment Agency (CEAA) review process. Manitoba is seeking environmental authorization for future interim operation of the Lake St. Martin Emergency Outlet Channel (LSMEOC) should Lake St. Martin levels rise above flood stage.

Options:
23(1)(a) and (b)

Contact: Doug McMahon, ADM of Water Management & Structures 204-945-3113

MANITOBA INFRASTUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Government Air Services – Certification Risk

Current Status:
Air Services Branch (ASB) serves a unique role in Manitoba's Air Transportation community with its specialty service mandate: Critical Care Lifeflight and Southern Air Transport Air Ambulance services, aerial forest fire-fighting and law enforcement surveillance, travel for provincial government officials on duties, aviation support to Manitoba Hydro's remote generating stations as well as two auditing roles – maintenance and audit of Manitoba's fleet of aircraft and audit air carriers providing air ambulance services on behalf of Manitoba Health.

All of these services are dependent upon ASB's continued operation as a federally Approved Maintenance Organization (AMO). All other commercial air carriers for Air Ambulance rely on ASB to meet Manitoba Health licensing requirements and to meet Transport Canada regulations. Transport Canada sets specific regulations, including critical positions, or this certification may be revoked. Transport Canada advised an additional, off-schedule audit on April 25-29.

The Quality Assurance Manager position has been vacant for 3 months 23(1)(a) and (b), 23(1)(d) [redacted]

The Maintenance Manager could shift to Quality Assurance Manager, but cannot operate both roles simultaneously due to Transport Canada regulations. Filling the role of Maintenance Manager faces identical challenges. 19(1)(b), 19(1)(c), 19(1)(e), 23(1)(a) and (b) [redacted]

Options:
23(1)(a) and (b), 23(1)(d) [redacted]

Contact: Leigh Anne Solmundson Lumbard, ADM, Corporate Services Division, 204-945-2964

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: CentrePort Canada – Rail Park

Current Status:
CentrePort Canada's major business focus is on establishing a rail park to be located on Crown land that Manitoba has committed to provide for CentrePort's strategic use. BroadGrain Commodities is proposed to be the rail park's anchor tenant. A variety of actions by MIT are required to enable the first phase of development in 2016, including: the closure of Provincial Road 221, the sale to BroadGrain Commodities of about 30 acres of Crown land, 23(1)(a), 18(1)(c)(ii), 23(1)(f) [redacted]

The closure of PR221 was the subject of a public information session in November 2015 and subsequently received endorsement from the RM of Rosser Council to proceed. 23(1)(a), 23(1)(e) [redacted]

23(1)(a) and (b), 23(1)(c), 19(1)(e) [redacted]

As part of phase 1 of the rail park, CentrePort plans to build, own and operate the rail leads and switches coming off the Canadian Pacific Railway main line. 23(1)(a) and (b), 18(1)(c)(i), 18(1)(c)(ii) [redacted]

MIT works closely on the initiative with Municipal Government, who also have a range of responsibilities 23(1)(a) [redacted] relating to CentrePort's rail park vision.

Options:
23(1)(a) and (b), 19(1)(e), 23(1)(c), 28(1)(c)(iii) [redacted]

Contact: Esther Nagtegaal, ADM, Transportation Policy and Motor Carrier 204-945-5199

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: PTH 75 – Flood Mitigation

Current Status:
Government has committed to raising sections of PTH 75 to provide flood protection at slightly above 2009 flood levels.

Since 2005, MIT has been working towards the complete renewal of PTH 75, from the US border to the City of Winnipeg. Twenty major projects have been completed to date.

In 2008, the governments of Manitoba and Canada announced $90M worth of cost sharing projects on PTH 75 (with a maximum Federal share of $42.5M). Seven projects were approved, including four reconstruction projects. The reconstruction of the northbound lanes from St. Jean Baptiste to Aubigny, reconstruction through Morris, and the Plum River Bridge are included in the projects. The remaining funding covers three concrete rehabilitation projects on the southbound lanes between Letellier and Ste. Agathe. Four of the cost share projects have been completed. The remaining three projects have been delayed by the flood prevention initiative.

Following the 2009 flood, the Province committed to a comprehensive study of the hydraulic impacts of raising PTH 75 to withstand a 30-year flood event. The study has developed a hydraulic model that can assess impacts to water levels and mitigation required to allow PTH 75 to be raised.

Reconstruction of the northbound Plum River Bridge is commencing in 2016 and the northbound PTH 75 reconstruction from St. Jean Baptiste to Morris (Federal cost-share) is occurring from 2015 to 2017. Reconstruction of the northbound lanes of PTH 75 from Morris to Aubigny, and associated bridges will begin in 2017–2018.

The combined amount to flood proof PTH 75 to a 30 year return period and to reconstruct the remaining sections of PTH 75 total to **$213M** and would require approximately 7 years to complete.

Options:
23(1)(a) [redacted]

Contacts:
Doug McMahon, ADM, Water Management & Structures 204-945-3113
Ron Weatherburn, ADM, Engineering & Operations 204-945-3775

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Lake Line Railway 23(1)(c), 23(1)(f), 28(1)(c)(iii), 23(1)(a)

Current Status:

23(1)(a) and (b), 18(1)(c)(i), 18(1)(c)(ii), 18(1)(c)(iii), 28(1)(c)(iii)

The shortline railway, which runs between Selkirk and Gimli, supports the Diageo distillery in Gimli (Crown Royal), the Netley Grain Elevator and Hudson Cement Company.

23(1)(a) and (b), 23(1)(f), 19(1), 19(1)(a), 19(1)(d)

23(1)(a) and (b), 23(1)(c), 23(1)(f)

Options:

23(1)(a) and (b), 23(1)(c), 23(1)(f), 18(1)(c)(i), 18(1)(c)(iii)

23(1)(a) and (b), 23(1)(c), 18(1)(c)(ii), 18(1)(c)(iii), 18(1)(b)

23(1)(a) and (b), 23(1)(c), 28(1)(c)(iii), 18(1)(b), 18(1)(c)(ii), 18(1)(c)(iii)

A recent recommendation by the *Canada Transportation Act* Review Panel to create a federal – provincial short line capital infrastructure program, outside of the New Build Canada Fund, will support Manitoba's interests, if adopted. 23(1)(a) and (b), 23(1)(f)

Contact: Esther Nagtegaal, ADM, Transportation Policy and Motor Carrier 204-945-5199

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Winnipeg River Bridge – Reconstruction Commitment

Current Status:
In 2013, a regular inspection of the Winnipeg River Bridge on PR 313 at Lac du Bonnet identified structural issues that required the immediate closure of one lane of the bridge. Traffic is controlled by signals at each end allowing one lane of traffic to cross the bridge at a time.

Stantec (engineering firm) completed the preliminary design that included an evaluation of the entire bridge. Stantec recommended replacement of girders, bridge deck, railing and sidewalk. Significant stakeholder and public consultation occurred with overall consensus agreeing to replacement of girders, bridge deck, railing and sidewalk. The existing piers are in good condition and can be modified to allow for a wider bridge deck and sidewalk. MIT then hired Buckland and Taylor (engineering firm) to undertake an Independent Review of the preliminary design, along with constructability issues, to ensure all items had been addressed. Buckland and Taylor was then retained by MIT to complete the detailed design for the modifications, and is nearing completion of this assignment.

Environmental approvals have been received that allow current vertical clearance of 12.5 feet. Construction is underway and planned to be complete in Late Fall 2017. MIT has awarded a pier repair contract to PCL and work on this contract has started. This work will not impact the option to increase vertical clearance from 12.5 feet to 15 feet.

A local initiative to construct a marina in Lac du Bonnet began in Fall 2015. Local governments are requesting that the bridge be raised to a clearance of 15 feet to allow boat travel on the Winnipeg River. A newly formed Harbour Committee is lobbying for the construction of a new bridge that can accommodate two storey houseboats and sailboats.

Options:
23(1)(a), 23(1)(f)

Contact: Doug McMahon, ADM, Water Management & Structures 204-945-3113

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Shellmouth Operation Review – Panel Selection

Current Status:
There are a number of ongoing concerns with the operation of the Shellmouth Dam including, conflicting stakeholder expectations in dam operations, changing hydrology in the basin, and misunderstanding about Shellmouth Dam's role in flood events.

The department operates the Shellmouth Dam in accordance with operating guidelines approved by the Minister in 2009. The department also consults on operating decisions with the Shellmouth Reservoir Regulation Liaison Committee.

A review of the Shellmouth Dam Operating Guidelines was announced in summer 2015. A Terms of Reference for the review has been developed and MIT has recommended individuals to sit on the panel.

A number of vocal agricultural producers who farm in the Assiniboine River Valley are dissatisfied with the operation of the Shellmouth Dam, believing that the dam could have been operated differently to reduce flooding on their land during recent high flow years.

Manitoba has a statutory obligation to provide full compensation for damages caused by artificial flooding, which is flooding caused by operation of Shellmouth Dam. In the majority of cases, artificial flooding has proven to be relatively minor compared to natural flooding (flooding that would have occurred without presence of the dam). Manitoba is delivering compensation for artificial flooding that occurred in 2011, 2012 and 2014.

A group of three agricultural producers with land in the Assiniboine Valley have filed a claim against Manitoba seeking damages for flooding over and above what has already been received through government insurance and assistance programs. The producers allege that all flood damages experienced were caused by operation of the Shellmouth Dam. Trial proceedings for this claim have been postponed to 2017.

Options:
The department recommends proceeding with a review of the operating guidelines to ensure optimal use of Shellmouth Dam. MIT has made recommendations on the make-up of the panel.

23(1)(a), 23(1)(e), 23(1)(f)

Contact: Doug McMahon, ADM, Water Management and Structures Division, (204) 945-3113

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Rail Rationalization – Task Force

Current Status:

23(1)(a) and (b), 23(1)(f) [redacted]

The initiative is in the formative and pre-launch stages. 23(1)(a) and (b), 23(1)(f) [redacted]

MIT is already carrying out ancillary activities. 23(1)(a) and (b), 23(1)(f), 23(1)(c) [redacted]

Options:

The initiative was a signature announcement of government in the November 2015 Throne Speech. 23(1)(a) and (b), 23(1)(c), 23(1)(f) [redacted]

Contact: Esther Nagtegaal, ADM, Transportation Policy and Motor Carrier 204-945-5199

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Assiniboine River and Lake Manitoba Basins Flood Mitigation Study – Recommendations

Current status:
The Assiniboine River and Lake Manitoba Basins Flood Mitigation Study is complete. A final report recommending new and upgraded flood protection infrastructure and other flood mitigation measures across the basins was released on January 19, 2016. 23(1)(a) and

The study recommends the following major flood protection projects, based on providing a 1:200 year flood protection level:

- Enhancing the capacity of the Portage Diversion to permanently accommodate 34,000 cubic feet per second (cfs);
- Upgrading the existing provincial dikes to increase the capacity of the lower Assiniboine River between Portage la Prairie and Baie St. Paul (23,100 cfs);
- Providing individual flood protection works and neighbourhood dikes as well as purchasing some vulnerable properties on the lower Assiniboine River;
- Constructing a new Lake Manitoba outlet channel (7,500 cfs);
- Enhancing the Lake St. Martin Emergency Operation Channel (LSMEOC) and make it permanent (11,500 cfs); and
- Raising linear dikes for flood protection in communities along the Souris River (this work is largely complete).

The total cost of these works is estimated at $1.2 billion.

Other recommendations and conclusions from the study include:

- Endorsing the 1:200 year flood as the provincial flood protection standard;
- Establishing provincially administered Designated Flood Areas (DFAs) for the lower Assiniboine River, Lake Manitoba Lake St. Martin areas, and Dauphin Lake.
- Establishing more rigorous flood development controls in areas outside the DFAs;
- Conducting a multi-year pilot study on wetland restoration; and
- Consider purchasing the lowest, most flood prone land in the upper Assiniboine Valley between the Shellmouth Dam and St. Lazare

Options:
23(1)(a) and (b), 23(1)(f)

The Government has already committed to construct the Lake Manitoba and Lake St. Martin outlet channels at an estimated cost of $495 million.

Contact: Doug McMahon, ADM, Water Management & Structures 204-945-3113

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Auditor General Report – Management of Provincial Bridges

Current Status:
The Office of the Auditor General (OAG) began an audit of provincial bridge management in late 2013.

The scope of the review included three areas:

- Planning and performance reporting framework
- Bridge inspections
- Ensuring the quality of bridge construction work

The OAG has provided a draft report to senior department staff to review. The report includes 20 recommendations for the department.

In general, department staff concur with the OAG's recommendations but want to ensure that the findings and recommendations in the report are presented in a fair, balanced, and non-inflammatory manner.

The OAG has completed their review and is in the process of finalizing their report. 23(1)(a) and 23(1)(a) and (b)

Options:
The Minister will be provided an opportunity to review the report before it is released; department staff will be available to provide briefings and help develop responses as required.

Contact: Doug McMahon, ADM, Water Management and Structures Division, 204-945-3113

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Disaster Financial Assistance Arrangements (DFAA) – Cost Share Changes

Current status:
On February 1, 2015, the Government of Canada revised the federal DFAA cost-sharing formula with P/Ts. This means that disaster related costs under Manitoba's Disaster Financial Assistance (DFA) program must now reach $3.9M before they are eligible for DFAA cost-sharing, compared to $1.3M previously. In addition, 90/10 cost-sharing is not available until Manitoba's costs reach $19.5M, compared to $6.5M previously. Annually the threshold will be indexed to inflation.

Between 2000 and 2014, Manitoba had 49 DFA programs that represent a cumulative total of $1.067B in disaster assistance spending (before DFAA cost-sharing is calculated). The table highlights cost-sharing differences between the previous and new DFAA formulas.

Year: 2000 to 2014	**With <u>previous</u> DFAA formula**	**With <u>new</u> DFAA formula**
DFA Programs that qualify for DFAA cost-sharing	20	14
DFA Programs that qualify for 90/10 cost-sharing	12	4
Manitoba's contribution to DFA spending	$165.1M	$220M ($54.9M in additional costs)

Manitoba has an established DFA cost-sharing formula with municipalities as well as a cost-sharing formula specific to private sector claims (e.g. home, farms, small business and non-profit organizations). As a result of the changes to the DFAA, the Province is now absorbing a greater share of the disaster costs resulting in an increase in financial risk to the Province.

Options:
23(1)(a), 23(1)(f) [redacted]

Contact: Lee Spencer, ADM, Emergency Measures and Protective Services, 204-945-5228

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Federal/Provincial – Cost Shared Programs

Current status:
There are a number of federal/provincial cost shared programs related to infrastructure that are in place or being negotiated, Government direction will be required for some projects.

Building Canada Fund (BCF)
Water related projects include the Lake Manitoba and Lake St. Martin Outlet Channels Project, the Brandon Flood Protection Enhancements Project, St. Adolphe Community Ring Dike Expansion and the Community Flood Protection Program.

Highway related projects include 7 projects on PTH 75 announced in 2008, 4 of which have been completed. See PTH 75 issue note for further detail.

BCF funds and agreements are administered through the Canada Manitoba Infrastructure Secretariat (Manitoba Municipal Government), while projects are managed by MIT.

National Disaster Mitigation Program (NDMP)

A 2015 program under Public Safety Canada (PSC) to address flood risks and costs. The Government of Canada will cost-share up to 50% of eligible project costs.

Manitoba submitted a proposal in June 2015 to acquire data and produce flood risk maps for the south basin of Lake Manitoba, Souris River watershed and Lower Assiniboine River watershed at a cost of $3.2M ($1.6M provincial).

Canada has approved Manitoba's proposal, a funding agreement is pending.

Disaster Financial Assistance Arrangements (DFAA) – 15% Funding for Mitigation

DFAA allows 15% of the total claim for recovery from a disaster to be used to upgrade infrastructure to mitigate against future impacts rather than rebuild to a pre-disaster condition.

Manitoba had large DFAA claims from the 2011 and 2014 flood events, available mitigation funds are estimated at $60M for 2011 and $20M for 2014 projects. MIT has identified infrastructure for upgrades including: provincial dams, bridges, dikes and pump sites which were damaged by flooding in 2011 and 2014. Manitoba is working with PSC to establish concurrence on eligibility of our proposed infrastructure upgrades using the 15% funding.

Options:
23(1)(a) [redacted]

Contact: Doug McMahon, ADM, Water Management and Structures, 204-945-3113

MANITOBA INFRASTUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Licence Suspension Appeal Board (LSAB) – Resource Expansion

Current status:
The purpose of the LSAB is to provide an appeal process for relief of exceptional hardship in cases where a driver's license has been suspended or cancelled by the Courts or the Registrar of Motor Vehicles. The LSAB may vary an order for a license suspension or cancellation when life circumstances change or when new information or evidence becomes available.

Manitoba's legislation has increased lengths of suspensions and the judicial community is following with longer suspensions or cancellation. Concurrently, Manitoba Public Insurance (MPI) has increased their application of license suspensions which may be issued in sequence after a court-ordered suspension is completed). Therefore, the appellant may experience changes to their life circumstances during these lengthened times and request an appeal, and/or a variation of the suspension order.

Prior to an appeal hearing, appellants may be granted a total of 105 days before their suspension takes effect, if proof of appeal is provided. This may allow appellants to control the terms of their suspension if they seek a 90 day temporary license, which could be granted in the process of appealing their license suspension or cancellation. The expectation is that an appeal/variation should be heard within this 90 day period. LSAB is unable to meet this expectation due to the volume of license suspensions and cancellations before them. The backlog is up 34% on full appeals in 5 years, and variation request increased 73% in the last 3 years.

The backlog on appeals/variations is due to: longer and more frequent imposed suspensions and cancellations; no limit to the number of appeals, or variances, that an individual can seek; and a significant contingent of appellants creating further backlog with specious and multiple requests for appeal/variation. A $30 fee for second and subsequent variation requests, introduced in February 2015, has not reduced the serial-requests from appellants as hoped. 23(1)(a) and (b) [redacted]

Options:
23(1)(a) and (b), 23(1)(e), 23(1)(f) [redacted]

Contact: Leigh Anne Solmundson Lumbard, ADM, Corporate Services Division, 204-945-2941

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Provincial Flood Control Infrastructure Operation Review Panel – Report

Current Status:
The Provincial Flood Control Infrastructure Operation Review Panel Report 23(1)(a) and It may be released at a time determined by the Province.

The Panel's report makes recommendations on revised operating guidelines for the Red River Floodway (RRF), Portage Diversion, Fairford River Water Control Structure (FRWCS) and the Lake St. Martin Emergency Outlet Channel (LSMEOC). The Shellmouth Dam was not included in this review but a separate review of its operation was committed to and announced in 2015.

Most of the recommended changes to the operating guidelines are relatively minor. Notable recommendations which may receive greater media or stakeholder attention include:

- The Panel did not recommend non-emergency summer operation of the RRF to regulate water levels in Winnipeg. The Panel concluded that further work is needed to bridge the differences between residents in Winnipeg (who would benefit) and those upstream (who would be impacted).
- The Panel recommends revised operating guidelines for the Portage Diversion to balance flood protection on Lake Manitoba and the lower Assiniboine River – meaning less use of the diversion, and resultant higher flows on the lower Assiniboine River when Lake Manitoba levels are high. This will have implications for high value agricultural operations, communities and residences adjacent to the lower Assiniboine River.
- Outside of operating rule changes, the Panel suggests studying improved financial compensation for flooding on Lake Manitoba even if there is no artificial flooding (i.e. no provincial liability). An enhanced compensation scheme for Lake Manitoba would effectively create an intermediary "tier" of compensation for cases where residents do not receive the maximum possible flood protection benefit, and set expectations for similar consideration around the province.

Options:
23(1)(a), 23(1)(c)

23(1)(a) and (b)

Contact: Doug McMahon, ADM, Water Management and Structures, 204-945-3113

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Recruitment and Retention – Program Delivery Risk

Current status:
Due to staff age demographics, vacancy management, hiring policies, and wage competition with other employers, several divisions are experiencing recruitment and retention (R&R) issues that present a risk to program delivery.

23(1)(a)

23(1)(a)

Options:

23(1)(a), 23(1)(d), 23(1)(f)

All options would require in-depth review of financial (e.g. increase to project costs vs. increase to staffing costs), policy, and labour relations (union agreements) implications.

Contact: Leigh Anne Solmundson Lumbard, ADM, Corporate Services, 204-945-2964

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: St. Jean Baptiste Bridge – Replacement Funding Commitment

Current status:
A commitment to replace the bridge has not been made to date. MIT closed the bridge across the Red River on PR 246 at St. Jean Baptiste on October 18, 2012 due to serious safety concerns with the movement and shifting of the structure's piers and truss spans. On February 16, 2013 the 3 steel truss spans were imploded after it was determined that the components could no longer be repaired and salvage of any components was no longer feasible.

MIT has completed a transportation study of the south Red River Valley highway network. One of the recommendations from this study is to undertake a functional design study to further examine a PTH 75 alternative route on the east side of the Red River, including a new river crossing in the vicinity of St. Jean Baptiste, that would accommodate commercial traffic movements.

MIT undertook a preliminary review of all 13 Red River crossings between the U.S. border and Lake Winnipeg in which the St. Jean Baptiste Bridge was rated the lowest priority in terms of importance based on traffic volumes, economic impact, etc.

Options:
23(1)(f), 23(1)(a) and (b) [redacted]

Contact: Doug McMahon, ADM, Water Management & Structures 204-945-3113

MANITOBA INFRASTRUCTURE AND TRANSPORTATION URGENT ISSUES

Issue: Water Management and Flood Mitigation – Lawsuits

Current status:

Anderson et al. v. The Government of Manitoba, The Attorney General of Canada, and the Manitoba Association of Native Firefighters (MANFF):

27(1)(a), 23(1)(a) and (b) [redacted]

Pisclevich et al. v. The Government of Manitoba:

27(1)(a), 23(1)(a) and (b) [redacted]

Andreas Boersch et al. v. The Government of Manitoba:

27(1)(a), 23(1)(a) and (b) [redacted]

Pembina County Water Resource District et al. (North Dakota) v. The Government of Manitoba, the RM of Rhineland and the RM of Stanley:

27(1)(a), 23(1)(a) and (b) [redacted]

Nerbas et al. v. The Government of Manitoba:

27(1)(a), 23(1)(a) and (b) [redacted]

Options: 27(1)(a), 27(1)(b), 27(1)(c), 23(1)(a) and (b), 23(1)(c), 28(1)(c)(iii) [redacted]

Contact: Doug McMahon, ADM, Water Management & Structures 204-945-3113

ADVISORY NOTE FOR PREMIER

ISSUE: Wildfire Assistance for Alberta

Background:

The Canadian Interagency Fire Fighter Centre (CIFFC), located in Winnipeg, is a not for profit organization funded by the Provinces, Territories (except Nunavut) and the Federal government. CIFFC is responsible for providing mutual aid assistance to member agencies.

CIFFC coordinates the movement of wildfire resources (equipment, personnel and aircraft) throughout Canada and, on occasion, internationally. Wildfire agencies request resources through CIFFC and other member wildfire agencies will try to supply resources if possible.

There was a general request from Alberta, through CIFFC, for 60 Initial Attack fire fighters and an Incident Management Team, which Ontario will be providing. There is no other request for crews at this time but Alberta may be looking for addition crews for May 10th.

Current Situation:

Manitoba has been asked if it could provide basic wildfire training for Military personnel that may be deployed to Alberta. Last year Manitoba provided training to approximately 350 Military staff that assisted in Saskatchewan and we are prepared to again assist with training if formally requested.

Manitoba Wildfire Program is not is a position to provide personnel or air attack resources at this time as our resources are still coming on line. Currently we have approximately 90 of our 180 initial attack fire fighters hired at this time. Approximately half of the remaining personnel will be trained the week of May 9th, 2016 and the remaining Initial attack crews will be trained the last week of May. Water bombers are also being phased-in with 3 of the 6 water bombers currently available but it is anticipated all 6 water bombers will be operational by Monday May 9th.

If fire danger conditions improve, Manitoba may be able to commit to sending up to 20 fire fighters and 2 water bombers to Alberta by May 12, 2016. Manitoba Fire Program has contacted their counterpart in Alberta to determine if there is other support that could be provided.

Due to an anticipated early start to the fire season in Manitoba a limited number of fire fighters were brought on in early April this year. This phased in approach of crews and aircraft is standard practice to account for different spring conditions and demands in southern and northern Manitoba.

Weather forecasts indicate high temperatures and limited precipitation for a number of days which is increasing fire hazard levels throughout Southern Manitoba. Manitoba Wildfire Program continually monitors the conditions within the Province and increases fire suppression resources if required.

In Manitoba, two new wildfires were reported Tuesday. 1 fire at Nelson House and 1 at Pine Falls. Both were human caused and under control. Total number of wildfires to date is 28. Average number of fires for this date is 64.

Date: April 4, 2016

Contact: Bruce Bremner, ADM, Parks & Regional Services (204) 945-4842

Manitoba Infrastructure
Briefing Note

Topic:
Motorcycle safety awareness month

Issue:
The Coalition of Manitoba Motorcycle Groups (CMMG) requests that the Minister of Infrastructure attend a motorcycle safety awareness rally at the Manitoba Legislature on May 7, 2016 to proclaim May as motorcycle safety awareness month.

Background:
The CMMG is a non-profit organization that promotes motorcycle safety by encouraging education, promoting legislative reform, and disseminating information to aid in the continued safe enjoyment of two-wheeled motorized transportation.

The CMMG is comprised of various motorcycle clubs/associations and motorcycle dealers. It was established in 1993 to lobby for cheaper insurance rates for motorcyclists.

Motorcycle safety awareness month is an annual event that coincides with the beginning of riding season.

Analysis/Status:
Manitoba is committed to safety of all road users, including motorcyclists, and supports the efforts of the CMMG to enhance motorcycle safety.

In the past, the CMMG has held motorcycle rallies at the Manitoba Legislature to kick-off motorcycle safety awareness month. The Minister of Infrastructure has attended the rallies and proclaimed May as motorcycle safety awareness month.

Recommendation:
That the Minister of Infrastructure accepts the CMMG's invitation to attend the motorcycle rally on May 7 and proclaims May as motorcycle safety awareness month.

Media Interest:
Typically the media covers the opening of the rally.

Cautionary Notes:
N/A

SIMS: 16-0562
Date: May 5, 2016
Original Version Date: May 5, 2016
Contact: Amanda Lieverse, Director, Legislative & Regulatory Services, 204-945-7316

Manitoba Infrastructure
Briefing Note

Topic:
2016 Operation of the Shellmouth Dam

Issue:
- High outflows from the Shellmouth Dam this spring have caused flooding of some downstream agricultural land in the Assiniboine Valley.
- The provincial operation of this structure complies with the structure's operating guidelines and was necessary to preserve storage space on the reservoir for runoff and reduce the risk of flooding during the growing season.
- Some downstream agricultural producers between the dam and St. Lazare, have objected to the operation, preferring to avoid flooding now and face the higher risk for later in the year.

Background:
- The Shellmouth Dam was constructed as a multi-purpose reservoir, to provide flood damage reduction for communities downstream and to provide a more reliable water supply for municipal, industrial and agricultural purposes.
- Operation of the facility is often highly controversial due to competing and divergent interests from different stakeholder groups. Provincial operation is guided by operating guidelines which attempt to balance these diverse interests; these guidelines received a public review in 2009. Department staff also work closely with the Shellmouth Liaison Committee to evaluate operation scenarios.
- In a number of recent years, operation of the Dam has caused artificial flooding downstream by prolonging the flooding, due to the very large volumes of runoff entering the Reservoir. However, the maximum extent of flooding was reduced (see Figure 1).
- *The Water Resources Administration Act* was revised and the Shellmouth Dam Compensation Regulation was proclaimed (together with the Act) in March 2011 to fulfill a commitment to producers downstream of the Shellmouth Dam to replace the ad hoc flood financial assistance programs offered by Manitoba Agriculture, Food and Rural Development with a statutory program similar to that offered for artificial flooding caused by operation of the Red River Floodway.
- The Act defines artificial flooding as occurring when actual recorded water levels exceed the water levels that would have occurred if designated water control works were not present (referred to as the "unregulated levels").

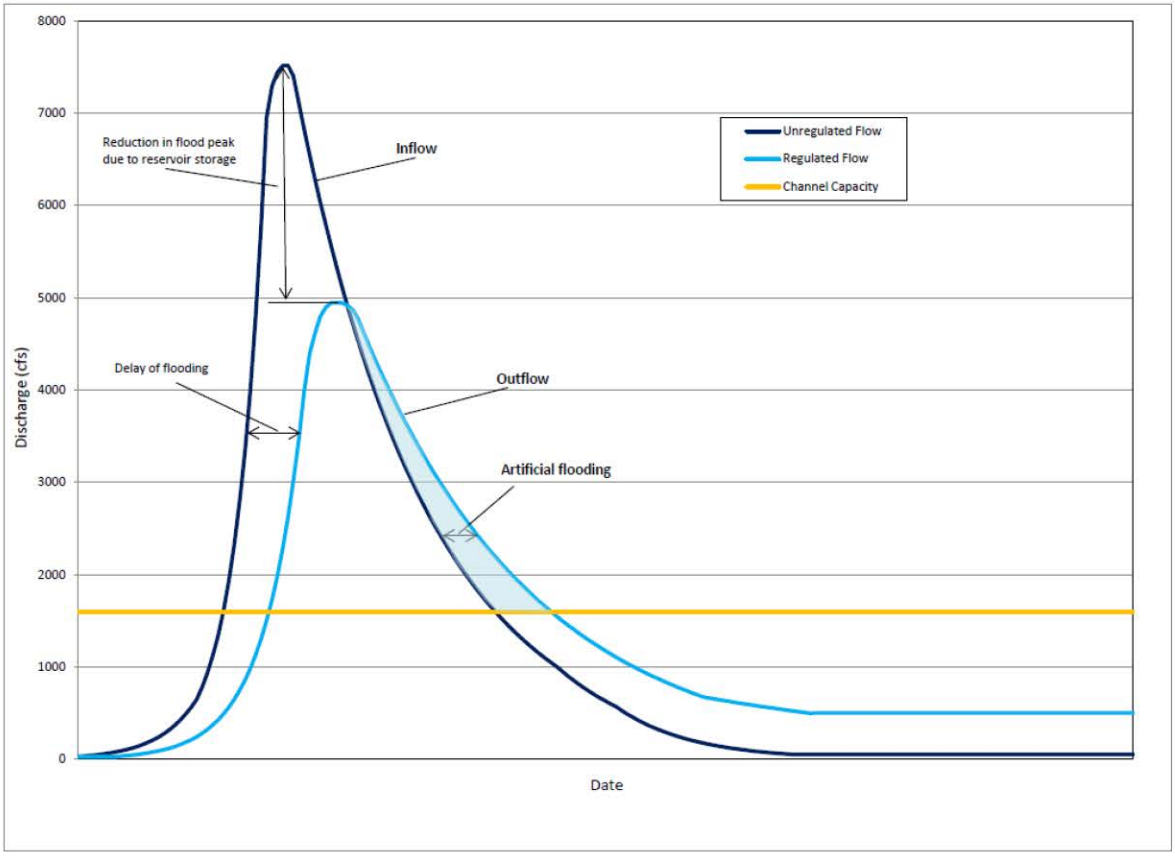


Figure 1: Example Hydrograph illustrating artificial flooding.

Analysis/Status:

- Runoff this spring from the Upper Assiniboine River basin was delayed in comparison to other areas of the province.
- In consultation with the Liaison Committee and in compliance with approved operating guidelines, outflows from the dam this spring were increased starting April 21 from 1,600 cfs to 3,000 cfs. A High Water Advisory was issued for the Upper Assiniboine River due to increased outflows from the Shellmouth Dam.
- Outflows were further increased to 3,500 cfs on April 26. This operation was necessary to prevent the Reservoir water level from overtopping the spillway. This also preserved storage space on the reservoir for runoff from summer storms, thus reducing the potential for flooding later in the year during the growing season.
- Based on consultation with the Liaison Committee on May 3, outflows from the dam will begin to be stepped down in increments beginning later this week. The Liaison Committee is scheduled to meet next on May 6.
- Some overbank flooding along the upper Assiniboine River between Shellmouth Dam and St. Lazare is occurring, including some low lying agricultural land.
- Water levels are significantly lower than they would be if the dam was not present. For example, actual outflows from the dam peaked at 3,500 cfs; if the dam had not been present, flows on the river in the vicinity of the dam would have peaked at 11,000 cfs on April 23 and remained above 5,000 cfs up to May 5.
- If outflows from the dam had been kept to 1,600 cfs, as desired by some downstream agricultural producers, the water level on the reservoir would be

significantly higher, likely overtopping the spillway. This would increase the chance of large spring or summer storm events causing runoff that exceeds the storage capacity of the reservoir and causes flooding downstream during the growing season.

- Artificial flooding has not occurred this year. Producers have advised that they will be advocating for compensation related to the operation of the dam. 23(1)(a) [redacted]

Recommendation:

23(1)(a) and (b) [redacted]

23(1)(a) and (b) [redacted]

Speaking Points:

- The Shellmouth Dam and Reservoir is an important part of Manitoba's flood protection infrastructure, and provides a reduction in flood peaks for all points on the Assiniboine River, including agricultural interests in the Assiniboine Valley as well as the cities of Winnipeg and Brandon.
- The Shellmouth Dam and Reservoir is operated by the department in accordance with approved operating guidelines and in close consultation with the Shellmouth Reservoir Regulation Liaison Committee which includes representation from Assiniboine Valley Producers, City of Brandon, Association of Manitoba Irrigators, Conservation Districts and local municipalities.

Media Interest:

- The media periodically runs stories about operation of Shellmouth Dam and the plight of agricultural producers in the Assiniboine Valley. These stories typically focus on all flood damages and do not differentiate artificial flood damages.

Cautionary Notes:

- Undertaking agricultural activities in a river valley downstream of a dam and reservoir will always be problematic in the high flow years when the reservoir is not large enough to eliminate flooding. When the high flow years occur in a cluster – as they are currently– the flooding causes hardship to producers with land in the river valley because the damages are occurring frequently.

23(1)(a) and (b) [redacted]

- A statutory compensation programs for artificial flooding in 2011 and 2012 is being administered and a compensation program for artificial flooding in 2014 is being established. These programs are technically difficult and slow to administer and have not met the expectations of stakeholders.
- A group of three agricultural producers with land in the Assiniboine Valley have filed a lawsuit against Manitoba seeking damages for flooding in 2006, 2007, 2010 and 2011 over and above what has already been received through agri-insurance and ad hoc government assistance programs. The producers allege that all of the damages experienced were caused by operation of the Shellmouth Dam. The trial for this claim has been postponed to 2017.

SIMS: 16-0551
Date: May 4, 2016
Contact: Doug McMahon, ADM, Water Management and Structures, 204-945-3113

Manitoba Infrastructure
Briefing Note

Topic:
Provincial/Territorial Memorandum of Understanding for Interjurisdictional Emergency Management Assistance

Issue:
Manitoba is party to a memorandum of understanding (MOU) that facilitates emergency management mutual-aid between all provinces and territories (P/Ts).

Background:
Manitoba is a member of the Canadian Council of Emergency Management Organizations (CCEMO), a forum for P/Ts to work collectively on common emergency management issues and to bring these issues to the national table.

In January 2011, the P/T Ministries responsible for Emergency Management signed a CCEMO Memorandum of Understanding for Interjurisdictional Emergency Management Assistance. This allows for sharing of resources when an emergency exceeds jurisdictional resources and capacity.

The MOU allows for cooperation to access resources, to promptly respond, and to support mutual assistance between jurisdictions in managing emergencies where assistance is requested. There is no obligation for jurisdictions that receive requests for assistance to provide resources to the requesting jurisdiction.

The MOU was operationalized in 2013 through the Provincial/Territorial Emergency Management Mutual-Aid Arrangement (EMMA) standard operating procedures (SOP).

Analysis/Status:
EMMA was used by Saskatchewan during the 2015 Wildfires to request support in providing accommodations for evacuees. The EMMA SOP has also been tested in a number of emergency exercises conducted by individual P/Ts.

CCEMO is currently working to develop a database of resource capabilities to facilitate a more efficient requesting process.

Recommendation:
N/A

Media Interest:
N/A

Cautionary Notes:
N/A

SIMS: 16-0550
Date: May 4, 2016
Original Version Date: May 4, 2016
Contact: Victoria Krahn, Senior Analyst – Public Safety, 204-945-0397

Manitoba Infrastructure and Transportation	
Division	**Longer-term issue title**
Corporate Services	Government Air Services – Certification at Risk **UPDATE**
Corporate Services	Thompson Airport Seaplane Sites – Infrastructure Renewal
Emergency Measures & Protective Services	DFA 23(1)(a) and (b)
Emergency Measures & Protective Services	Disaster Financial Assistance Program
Emergency Measures & Protective Services	First Nations Emergency Management
Emergency Measures & Protective Services	Flood Compensation Programs
Emergency Measures & Protective Services	National Disaster Mitigation Strategy
Emergency Measures & Protective Services	Next Generation 911 Service in Manitoba
Emergency Measures & Protective Services	Protective Services Branch
Emergency Measures & Protective Services	Public Alerting
Engineering and Operations	Capital Construction Program 2004-2016
Engineering and Operations	Headingley Bypass - CentrePort Canada Way Extension
Engineering and Operations	Northern Airports
Engineering and Operations	PTH 100 - South Perimeter Highway - Capital Projects
Engineering and Operations	PTH 59 PTH 101 Interchange Design and Construction Update

Motor Carrier	Electronic Logging Devices
Motor Carrier	Officer 23(1)(a) and (b), 23(1)(c), 28(1)(c)(iii), 23(1)(d), 23(1)(f), 25(1)(e)
Transportation Policy	Active Transportation
Transportation Policy	Canadian Transportation Act Review
Transportation Policy	Churchill Marine Observatory
Transportation Policy	Mandatory Commercial Driver Training
Transportation Policy	Manitoba-Nunavut Road Initiative
Transportation Policy	Rail Rationalization
Transportation Policy	Rail Safety
Transportation Policy	Road Safety Committee
Transportation Policy	Shortline Railways
Transportation Policy	Southern Red River Valley Transportation Study
Water Management and Structures	1:200 Year Flood Protection Standard
Water Management and Structures	2011 and 2014 Flood – Provincial Infrastructure Recovery Status
Water Management and Structures	Assiniboine River Dikes – Capacity, Condition and Potential Upgrade
Water Management and Structures	Daly Overpass on 18th Street in Brandon
Water Management and Structures	First Street Bridge in Brandon
Water Management and Structures	Flood Mitigation Programs
Water Management and Structures	Maintenance of Former Provincial Waterways by Conservation Districts
Water Management and Structures	Manitoba Hydro Transmission Lines and the Red River Floodway

Water Management and Structures	Multi-Year Water Related Capital Program
Water Management and Structures	Portage Diversion Rehabilitation
Water Management and Structures	Provincial Bridge Inspection Program
Water Management and Structures	Shellmouth Dam Operations, Downstream Artificial Flooding and Proposed Buy-Out of Flood Prone Agricultural Land
Water Management and Structures	Shellmouth Dam Rehabilitation and Addition of Spillway Gates
Water Management and Structures	*The Water Resources Administration Act* – Potential Amendments

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Government Air Services – Certification at Risk **UPDATE**

Issue:

- Manitoba Infrastructure and Transportation (MIT) is working with Transport Canada to confirm Air Services Branch (ASB) is meeting certification expectations.
- ASB has faced challenges in filling positions that Transport Canada deems as "critically required" for ASB to be certified. These positions are: Manager of Quality Assurance, vacant three months, and Manager of Maintenance, filled. Transport Canada has flagged this as a concern.
- Transport Canada is conducting an off-schedule certification audit on Air Services Branch (ASB) April 25-29, 2016. It is anticipated that Transport Canada may issue their decision/recommendations in early May.
- ASB serves a unique role in Manitoba's Air Transportation community with its specialty service mandate: Critical Care Lifeflight and Southern Air Transport Air Ambulance services, aerial forest fire-fighting and law enforcement surveillance, travel for provincial government officials on duties, aviation support to Manitoba Hydro's remote generating stations, as well as two auditing roles – maintenance and audit of Manitoba's fleet of aircraft and audit of air carriers providing air ambulance services on behalf of Manitoba Health.
- All of these services are dependent upon ASB continued operation as a federally Approved Maintenance Organization (AMO). All other commercial air carriers for Air Ambulance rely on ASB to meet Manitoba Health licensing requirements and to meet Transport Canada regulations.

Critical Background:

- **Audit:** Transport Canada sets specific regulations, including critical positions, for certification of air services. When regulations are not met, certification may be revoked.
- The audit is not expecting to have any concerns with the quality of work, airworthiness of the aircraft, or ASB's programs.
- This audit is conducted by inspectors, but a committee decides whether there is sufficient compliance, or whether there is a safety risk impacting certification.
- MIT is working with central government to resolve the barriers to hiring and working with Transport Canada to accept our approach.
- **Key Staffing Issue:** The Quality Assurance Manager position has been vacant for three months 23(1)(a)

- 23(1)(a) [redacted]

- The Maintenance Manager could shift to Quality Assurance (QA) Manager, but cannot operate both roles simultaneously due to Transport Canada regulations. Filling the role of Maintenance Manager would face identical challenges as QA Manager.
- As an interim measure, the prior QA Manager (retired) was hired on contract to the end of June 2016, casual, and is sharing QA responsibility with full time staff member.
- 23(1)(a) and (b) [redacted]
- 23(1)(a) and (b) [redacted]
- At this time, there does not appear to be a private sector alternative due to the unique knowledge requirements of the position.
- 23(1)(a) and (b) [redacted]
- MIT leadership, ASB, and central government are actively working on this and are in discussions with Transport Canada, with the intent to respond as quickly as possible to any proposed audit recommendations.

Contact: Leigh Anne Solmundson Lumbard, ADM, Corporate Services, 204-945-2964
Date: April 29, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Thompson Airport and Seaplane sites – Infrastructure Renewal

Issue:

- Upcoming Treasury Board approval is required for additional land and building improvements.

Critical Background:

- Manitoba's Air Services Branch provides specialty aviation transportation services. These operations are primarily conducted from two year-round bases (Winnipeg and Thompson airports), summer seasonal bases (Gimli and the Pas airports) and Thompson and Lac du Bonnet seaplane bases.
- Increased programming and accompanying client expectations have outgrown our existing Thompson airport infrastructure. Subsequently Air Services will be requesting Treasury Board approval to lease a parcel of land being approximately 60 feet X 150 feet adjacent to Manitoba's Thompson Hangar as well as purchase an existing 40 (l) X 34 (w) X 20 (h) heated building which is situated on this lot from the Thompson Regional Airport Authority.
- Given that the lot and building are adjacent to Manitoba's Thompson Hangar facility the opportunity to acquire additional space and building is of great value to Air Services and its clients. It is worthwhile to mention that no other operationally suitable sites or buildings are or will become available. The timeline to formalize this activity is June 30 2016 and is non-extendable.
- Air Services Branch operates three (3) DeHavilland turbine powered single engine Otter aircraft on floats during the Fire Suppression season to transport fire crews and equipment. One of the main operational locations for these aircraft is the Manitoba's seven acre Thompson seaplane base located on the western shore of the Burntwood River, within the City of Thompson boundaries.
- This seaplane property is currently leased from the City of Thompson on an annual basis. Air Services leases this property and owns the primary building on the property. The structure was built in 1973 and was originally used as office, passenger terminal and maintenance facility. This structure is in unusable condition and at the end of its useful life. It is not cost effective to repair or upgrade this facility to a useable state.
- 23(1)(a) and (b), 23(1)(f) 

Contact: Leigh Anne Solmundson Lumbard, ADM, Corporate Services, 204-945-2964
Date: April 28, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

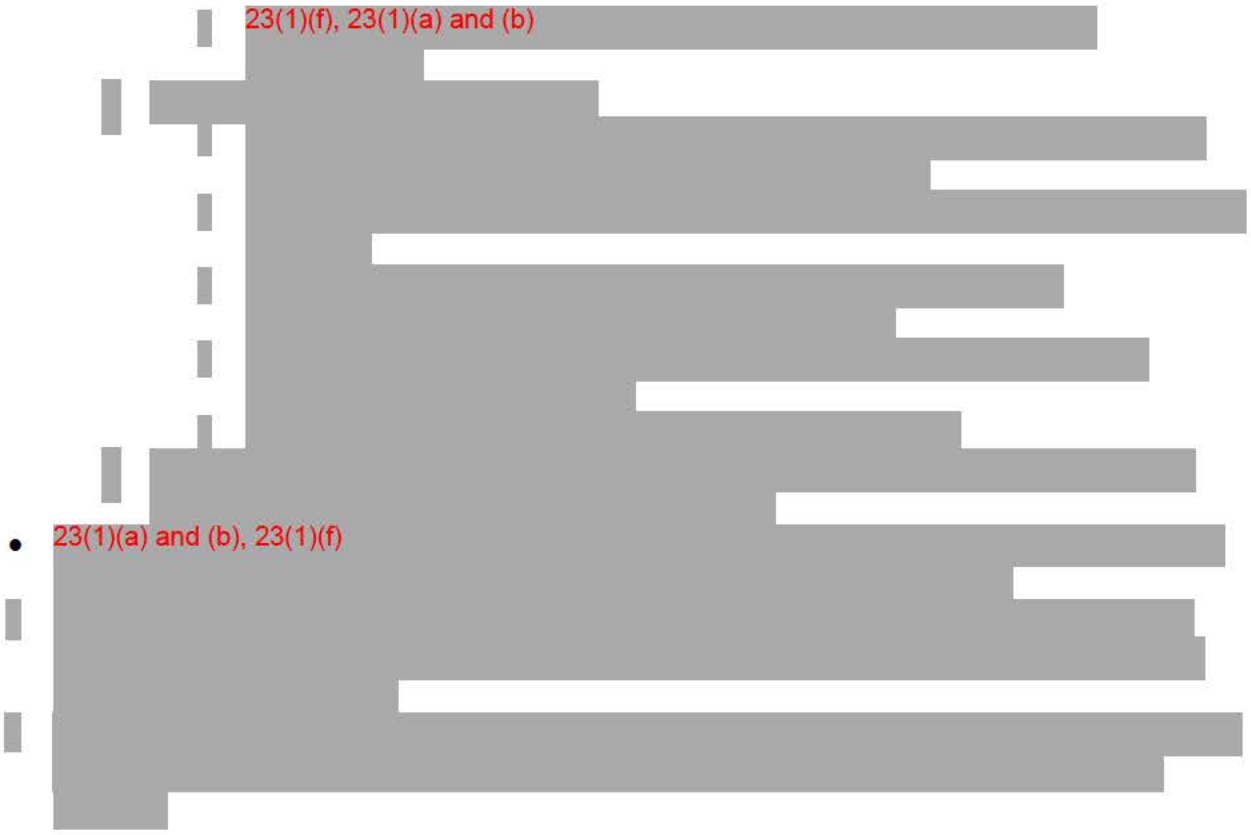
Subject: Disaster Financial Assistance (DFA) 23(1)(a) and (b) [redacted]

Issue:

- 23(1)(a) and (b), 23(1)(f) [redacted]

Critical Background:

- Emergency Measures Organization (EMO) recognizes the limitations of the DFA program as it only provides assistance to return damaged sites to their pre-disaster condition. It does not allow for mitigating against future disasters and improving community and individual resiliency. With the effects of climate change and more severe weather patterns, sites are likely to be continuously damaged by disasters if mitigative activities and enhancements are not undertaken for infrastructure to better withstand the changing weather.
- The Government of Canada's revision to the cost-sharing formula with provinces and territories (P/Ts) under the Disaster Financial Assistance Arrangements (DFAA) means that Manitoba will be able to share fewer costs with the federal government. As a result, if enhancements can be made that reduce the likelihood of sites appearing in future DFA programs, all levels of government will see a cost savings.
- 23(1)(a) and (b) [redacted]
- 23(1)(a) and (b), 23(1)(f) [redacted]
- 23(1)(f), 23(1)(a) and (b) [redacted]



Contact: Lee Spencer, ADM, Emergency Measures & Protective Services, 204-945-5228
Date: April 22, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Disaster Financial Assistance (DFA) Program

Issue:

- Explanation of Manitoba DFA and use of federal disaster assistance.
- Current status of DFA by event.

Critical Background:

Provincial Program – Disaster Financial Assistance (DFA)

- DFA is basic assistance that may be made available to help restore essential property and infrastructure to a habitable and functional pre-disaster state when a widespread natural disaster strikes and creates unreasonable financial burden.
- A DFA program provides for basic and essential needs of those impacted by a natural disaster and returns property to the immediate pre-disaster condition. A DFA can assist homeowners, small businesses, farms, non-profit organizations, municipalities and provincial departments recover.
- DFA programs are approved by the government of Manitoba per event; events qualify based on a variety of factors.
- The Manitoba Emergency Measures Organization (EMO) administers DFA in accordance with *The Emergency Measures Act* and the DFA Policies and Guidelines Regulations in effect at the time of the disaster. The Disaster Assistance Appeal Board (DAAB) administers hearings if a claimant has not received all the assistance to which they feel entitled. DAAB makes binding decisions regarding DFA claims. DAAB is at arm's-length and overseen by another division of MIT.
- Our DFA programs are administered by four permanent staff, and increases capacity using term staff when there is a new event requiring claims handling. Due to the recent closure of various DFA programs, the number of term staff currently employed to work on DFA claims is minimal.
- Should a disaster occur, additional term staff will be hired and trained. Manitoba EMO is working with Human Resources to ensure hiring can occur efficiently. Manitoba EMO is also updating its training program.
- Manitoba policy on DFA is based on maximizing cost-sharing under the Government of Canada's Disaster Financial Assistance Arrangements (DFAA).

Federal Program – Disaster Financial Assistance Arrangements (DFAA)

- In the event of a large-scale natural disaster, the Government of Canada provides financial assistance to provincial/territorial (P/T) governments through the DFAA, administered by Public Safety Canada. Each P/T develops and delivers its own DFA program, deciding the amounts and types of assistance, if any, that will be provided to those that have experienced losses. The DFAA set out what costs will be eligible for cost-sharing is based on P/Ts population.
- Effective February 1, 2015, the federal DFAA cost-sharing formula with P/Ts was revised and the threshold to initiate cost-sharing was changed from $1 per capita to

$3 per capita. As a result, a disaster in Manitoba now must reach $3.9M before federal cost-sharing begins in comparison to $1.3M previously.
- Additionally, 90/10 cost-sharing does not begin until costs reach $15 per capita or approximately $19.5M, compared to $6.5M previously.

Ongoing Disaster Financial Assistance Programs:

Table 1 - Summary of the five ongoing DFA programs that qualified for DFAA:

DFA Program	Estimated overall DFA program costs	Estimated financial recovery through DFAA
2011 Flood	$780.0M	$699.4M ($350 M in advance and interim payments received)
2013 Spring Flood	$22.0M	$17.2M
2013 June 21-25 Heavy Rains	$7.4M	$4.06M
2014 Spring Flood	$29.0M	$23.5M
2014 June 27-30 Heavy Rains	$180.0M	$159.4M

Table 2 - Summary of the four ongoing DFA programs do not qualify for DFAA:

DFA Program	Estimated overall DFA program costs
2012 June 12-19 Heavy Rains	$3.2M
2013 July 6-7 Heavy Rains	$0.35M
2015 May 15-18 High Wind and Rains	$0.377M
2015 August 22-23 Severe Weather	$0.59M

Residential Flood Insurance:
- The recent introduction of private residential overland flood insurance will have an impact on the availability of DFA to homeowners. This will be discussed at a national level between Federal/Provincial/Territorial Ministers on May 6, 2016 in Toronto, Ontario.

Contact: Lee Spencer, ADM, Emergency Measures & Protective Services, 204-945-5228
Date: April 25, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: First Nations Emergency Management

Issue:

- Developing First Nations' emergency management capacity

Critical Background:

- Indigenous and Northern Affairs Canada (INAC) is responsible for emergency management on First Nation communities and to ensure that First Nation communities have the funding, capacity, skills, training, resources, equipment and infrastructure to respond to emergencies.
- First Nations, like municipalities, are responsible for managing the first response to events that affect them. If the event exceeds a First Nation's capacity, the First Nation contacts INAC, and then Manitoba Emergency Measures Organization works with INAC to determine what provincial resources are available to support the community.

23(1)(a) and (b) [redacted]

23(1)(a) and (b)

- [redacted]
- 20(1)(a), 23(1)(a) and (b), 21(1)(a) [redacted]

Contact: Lee Spencer, ADM, Emergency Measures & Protective Service, 204-945-5228
Date: April 25, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Flood Compensation Programs

Issue:

- Manitoba Emergency Measures Organization (EMO) administers two flood compensation programs: the 2011/12 Shellmouth Dam Compensation Program (SDCP) and the 2014 Shellmouth Dam Compensation Program.
- A SDCP provides compensation for damages solely caused by artificial flooding from the Shellmouth Dam operations.
- Some local agriculture producers expect this program to compensate for flooding however it is caused.
- 23(1)(a) and (b), 23(1)(f), 19(1), 19(1)(c), 23(1)(e) [redacted]
- 23(1)(a) and (b), 23(1)(f), 19(1), 19(1)(c) [redacted]
- A number of options to mitigate flooding in the Assiniboine River Valley were studied in the Assiniboine River and Lake Manitoba Basins Flood Mitigation (KGS) Study. These included buy-out of the lowest flood prone lands, construction of dikes to protect low-lying lands, and addition of spillway gates. The recommendation in the final report was for a buy-out of the low-lying land in the Shellmouth area.

Critical Background:

- *The Water Resources Administration Act* assigns responsibility to Manitoba EMO for administering compensation programs under the *Shellmouth Dam Compensation Regulation*. *The Red River Floodway Act* assigns responsibility to Manitoba EMO for administering compensation programs under the *Floodway Compensation Regulation*.
- Operation of the Shellmouth Dam provides a significant flood reduction benefit to communities, agricultural producers and other interests. It also generally provides a reduction in the severity of flooding.
- In some years, operation eliminates flooding downstream. However, in others, the operation of the dam can cause artificial flooding and may slow the recession of flood waters.
- In 2008, the Government of Manitoba amended *The Water Resources Administration Act* to provide affected agricultural producers compensation for damages suffered due to artificial flooding caused by the operation of the Shellmouth Dam. The *Act* distinguishes between the damages caused by artificial flooding and those damages caused by prior or later natural flooding.

- Other programs such as Disaster Financial Assistance (DFA), Agri-Insurance and other agricultural programs are intended to provide some financial support for flooding that was a result of natural flooding.

2011/12 SDCP

- Subsequent approving a 2011/12 SDCP, expert analysis demonstrated little to no harm to standing crops from artificial flooding caused by the operation of the Shellmouth Dam. There was a natural flooding event that destroyed much of the crops prior to the 2011/12 artificial flooding.
- As of April 22, 2016, for the 94 applications involving approximately 500 properties:
    - The Steering Committee (Manitoba EMO, MIT and MAFRD representatives) has authorized payments totaling $1,060,486 (mostly for 2011).
    - The largest approved claim was for $341,090 and the others varied from $650 to approximately $105,000.
    - 39 claims have been closed and 55 claims remain open.
    - Eight claimants have filed appeals with the Disaster Assistance Appeal Board, and the first hearing is scheduled for April 28, 2016.
- Processing of the 2011/12 claims is occurring as quickly as the Steering Committee is receiving the completed adjuster's reports.

2014 SDCP

- Subsequent to approving a 2014 SDCP, the hydrological report used to determine the need for a 2014 Program indicates that the impact of artificial flooding was more limited than 2011/12.

Manitoba works closely with local producers and communities on the operation of the Shellmouth Dam to maximize flood protection and ensure water is available during drought conditions.

Contact: Lee Spencer, ADM, Emergency Measures & Protective Services, 204-945-5228
Date: April 25, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: National Disaster Mitigation Program (NDMP)

Issue:

- The NDMP provides Provinces/Territories (P/Ts) with access to dedicated mitigation funding.
- Currently the federal government has allocated $200M over five years for NDMP funding across Canada principally aimed at small-scale mitigation projects.

Critical Background:

- Since 2011, P/Ts have been working with the federal government on the development of the NDMP recognizing the need to mitigate weather-related events, in particular flooding.
- The NDMP involves a merit-based process where projects are selected using criteria such as: risk assessments, project readiness and return on investment for proposed projects.
- The NDMP focuses on ensuring that risk assessments are in place, then funding flood mapping, followed by mitigation planning. Lastly, funds can be committed to small scale structural and non-structural projects.
    - The Government of Canada will cost-share mitigation project costs of up to 50% of eligible provincial projects.
    - The small-scale structural mitigation projects may not total more than $3M with a maximum federal contribution of $1.5M.
- P/Ts must compete for this funding contrary to their requests that there be base funding or a per capita allocation. While the federal government noted it would work closely with P/Ts and stakeholders to finalize the NDMP program design, consultations regarding program design concluded in February 2015 and no enhancements to the NDMP were made as a result of these discussions.
- In its spring 2014 budget, the Government of Canada committed to providing $200M over five years, starting in 2015/16 through the NDMP. On April 21, 2015, Public Safety Canada announced the launch of the NDMP with June 30, 2015 as the deadline for 2015/16 project proposals in anticipation that projects would be approved in advance of the federal election.
- Manitoba submitted a NDMP proposal for 2015/16 to 2016/17 targeted at flood mapping priority watersheds in the Assiniboine River, Lake Manitoba, Souris River and Whitemud basins. 23(1)(a) and (b), 20(1)(a), 21(1)(a) [redacted]
- Provincial officials are in the process of reviewing the federal Contribution Agreement. Due to the delays in proposal approval process, provincial officials have requested that Manitoba's flood mapping project now take place over 2016/17 to 2017/18 with recognition of Manitoba's flood mapping work completed in 2015/16.

- Emergency Measures Organization continues to work with Public Safety Canada to finalize the Contribution Agreement and will submit it to the minister for consideration and signature as soon as possible.
- Manitoba will likely make use of the NDMP to fund substantial flood mapping activities, but the majority of Manitoba's mitigation projects are structural in nature and will not qualify for this funding. 23(1)(a), 23(1)(f)

Contact: Lee Spencer, ADM, Emergency Measures & Protective Services, 204-945-5228
Date: April 22, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Next Generation 911 Service in Manitoba

Issue:

- The City of Winnipeg and City of Brandon, which operate the two Public Safety Answer Points (PSAPs) in Manitoba, have publicly expressed concerns that current funding models are insufficient to support increasing public safety salaries and technological pressures to modernize the existing 911 system to support Next Generation (NG) 911 service in Manitoba.
- The existing 911 service does not provide coverage throughout Manitoba. These gaps in coverage represent increased risk for all concerned and impair the ability of responders to deliver their respective services in a timely manner.
- In conjunction with the PSAP operators and critical stakeholders, Manitoba Emergency Measures Organization (EMO) has undertaken a comprehensive review of 911 services in Manitoba for the purpose of developing a strategy and options. The review is ready to be presented for consideration.

Critical Background:

- The Minister responsible for Emergency Measures is also responsible for *The Emergency 911 Public Safety Answering Point Act* and regulation.
- Enhanced 911 (E911) service in Manitoba is currently provided by two PSAPs. The Winnipeg Police Service (WPS) PSAP provides service to persons in Winnipeg. The Brandon PSAP provides service to persons in Brandon and to those municipalities that contract for E911 service. Subscribers include most of the municipalities in Southern Manitoba, as well as a number of First Nations and park areas.
- The Brandon and Winnipeg PSAPs cannot provide spill over or back-up to one another, but each has a back-up facility in the event the primary site were to fail.
- Municipalities in Manitoba have the option to pay for the Brandon E911 service. Some municipalities that have chosen not to participate and generally cite the cost as the reason they have declined to subscribe. They instead use 10-digit local numbers or 1-800 numbers to access services.
- 23(1)(a) and (b), 20(1)(c), 21(1)(c) [redacted]
- Technical advances that will be implemented over the next five years include a suite of technologies known as Next Generation or NG911. NG911 replaces analogue switching with digital or IP based switching, and will include the ability to receive 911 “calls” by email, text and video messages.
- Increased capital costs will occur for the NG911 technology itself, and a 30-40% increase in operating costs associated with the management of the much greater amount of incoming data. These costs will impact both PSAPs and the various dispatch centers operated by responders such as the Royal Canadian Mounted

Police, Winnipeg Police and Winnipeg Fire Paramedic Services, and the Medical Transportation Coordination Centre (EMS dispatch).

- Cost is a significant factor in uptake of subscription [redacted] and will become an even greater factor as PSAPs begin to implement NG911. [redacted]
- The Canadian Radio-television and Telecommunications Commission (CRTC) recognizes a public expectation that methodologies imbedded in the NG911 technology should be available. To meet this public expectation, the CRTC allows provinces to legislate a tariff on telephone subscribers to be segregated and used entirely to fund 911 services.
- In Manitoba, the current telephone subscriber 911 fee is not collected under the CRTC authorization but rather under federal tariff to provide telecommunication companies support for 911 infrastructure. This entire fee goes to Manitoba Telecom Services Inc., not to the PSAPs.
- [redacted] Nationally, this is evolving as the preferred means of funding NG911 service delivery in Canada.

Contact: Lee Spencer, ADM, Emergency Measures & Protective Service, 204-945-5228
Date: April 25, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Protective Services Branch

Issue:

- Protective Services Branch (PSB) provides security services for government departments and agencies occupying space in owned or leased buildings and/or properties where Accommodation Services Division is the service provider, as well as for the Manitoba Legislative Building.

Critical Background:

- The services delivered by PSB include the following:
    - **Security Management** ensures government assets are protected, assists departments and the Manitoba Legislative Building in establishing a safe environment for staff and visitors, administers the government security identification card program, and liaises with police authorities to provide VIP Protection Services.
    - **Project and Technical Services** provides security project development and delivery, consultation services and the coordination of maintenance / services related to mechanical and electronic security and life safety systems in provincially owned and leased facilities.
    - **Government Monitoring, Communications and Response Centre** electronically monitors all fire, duress, environmental, mechanical, and intrusion alarms at provincial facilities throughout the Province. The Centre dispatches emergency response in relation to critical incident management affecting life safety and facility security and systems integrity.
    - **Consulting Services** develops, designs, and sets standards for security systems in government facilities. It also provides consulting and security awareness seminars, performs security audits, and provides recommendations based on unique operational requirements.
    - **Security Investigations** investigates security related incidents, threats, theft, vandalism, etc., in government facilities with a view of taking preventative action. PSB liaises with client departments and local police authorities throughout Manitoba on issues related to security and safety incident response.
    - **Mobile Patrol Services** provides Protective Service Officer Services to client departments, boards, commissions, and agencies with respect to building checks, emergency response, and safe walk program and serves as the key holder concerning site access and response to facility alarms.
- PSB has staffing authority for 98.8 permanent FTEs. It also employs a large number of term and casual staff due to staffing pressures. PSB staff work in Winnipeg, Brandon, Dauphin, Portage la Prairie, The Pas, and Thompson.

Contact: Lee Spencer, ADM, Emergency Measures & Protective Service, 204-945-5228
Date: April 25, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: 'Alert Ready' National Public Alerting System

Issue:

- Television and radio broadcasters and distributors are actively participating in the 'Alert Ready' National Public Alerting System (NPAS).
- Federal/Provincial/Territories (FPT) governments and the telecommunications industry are developing a Wireless Public Alerting Service (WPAS) for mobile devices.

Critical Background:

- The NPAS is an FPT initiative that provides emergency management organizations throughout Canada with a standard alerting capability to warn the public of imminent or unfolding hazards to life through such means as radio, cable television, satellite television, email and text message services.
- Following a 2009 decision by the Canadian Radio-television and Telecommunications Commission (CRTC), Pelmorex Communications Inc. was designated as Canada's aggregator and disseminator of emergency public alert messages. On June 9, 2010, Pelmorex launched the National Alert Aggregation and Dissemination System.
- Manitoba's Emergency Measures Organization (EMO) and Environment Canada (EC) are actively issuing emergency alert messages for Manitoba through the 'Alert Ready' NPAS. EC issues weather alerts and EMO issues all other alerts.
- In 2015, EC issued 77 broadcast immediately alerts related to tornado activity while EMO issued three broadcast immediately alerts for scheduled public awareness tests.
- EMO will be issuing a public awareness test on May 4, 2016.

<u>Television and Radio</u>

- As per Broadcasting Regulatory Policy CRTC 2014-444, full participation in the NPAS became mandatory on
    - March 31, 2015 for broadcasters, broadcasting distribution undertakings, and video-on-demand undertakings.
    - March 31, 2016 for campus, community and indigenous radio and television broadcasters, as well as radio communication distribution undertakings.
- Television and radio broadcasters and distributors are now disseminating broadcast immediately public alerts. Immediate alerts are those of the highest levels of severity, urgency, and certainty that represent life-safety issues. These alerts interrupt the broadcasting stream and go straight-to-air as quickly as possible.
- Non-critical emergency alerts with lower levels of severity, urgency, and certainty are also issued, but distribution of these alerts by television and radio is optional. These alerts may be incorporated into on-air news stories or posted on websites. Most of the flood alerts issued by the MIT's Hydrologic Forecast Centre, for example, fall into this category.

- Communities receive emergency alerts that apply to their community. They may also receive alerts that are for neighbouring areas depending on the broadcasting area of a station and the broadcaster's technology.
- The public has communicated that the quality of some of the audio messages that accompany alerts makes it difficult to understand the messages. FPT governments and industry are working to roll-out technology solutions beginning this summer.

Wireless Public Alerting

- Currently, public alerts are only available to mobile devices through subscription-based services offered by companies or municipalities. A national WPAS is being developed that will not require subscriptions – mobile devices will automatically receive alerts if they are in the alert area.
- Countries or jurisdictions with wireless public alerting systems typically use one or both of two major types of technology - cell broadcast system (CBS) technology, and a form of standard messaging system (SMS) technology.
- On October 28, 2015, the CRTC announced its intention to launch a full public proceeding into the issue of a wireless public alerting service by the end of the first quarter of 2016.
- Manitoba EMO will prepare comments for this proceeding, which closes at the end of May 2016. The proceeding considers matters such as a mandatory requirement for all Canadian wireless service providers to participate in wireless public alerting, the date by which this would happen, and the percentage of mobile device users that could receive emergency alert messages initially and over time.

Municipal Alerting Initiatives

- Some municipalities have implemented subscriber-based alerting applications for their communities that disseminate community-created to mobile devices, landlines, and email. This type of initiative is complementary to Alert Ready and increases public awareness of the emergency and the need to take protective actions.

Contact: Lee Spencer, ADM, Emergency Measures & Protective Services, 204-945-5228
Date: April 25, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Capital Construction Program – 2004/05 to 2016/17

Issue:

- In 2004/05, the Manitoba government changed the accounting policy for tangible infrastructure assets.

Critical Background:

- Prior to 2004/05, tangible capital for infrastructure had not been recorded as assets, pending the results of a special study by the Public Sector Accounting Board of Canadian Institute of Chartered Accountants (CICA). The research study confirmed the applicability of capitalization of infrastructure.
- Beginning in 2004/05 the capital accounting policy changed, which allowed for capitalization of infrastructure in accordance with the CICA public sector accounting standards. MIT has amortized its assets for the last 10 years in compliance with this standard.

MIT Capital Program Summary since capital accounting policy changes (2004/2005)								
Fiscal Year	*Part "B" Capital Investment Budget*		*Projected Third Party Revenue*		*Actual Part "B" Capital Investment Expenditures*		*Actual Third Party Revenue*	
2004/05	*87.2*		*8.3*		*84.3*		*6*	
2005/06	*106.2*		*8.9*		*105.1*		*10.7*	
2006/07	*129.4*		*5.9*		*121.0*		*5.2*	
2007/08	*239.4*		*0.5*		*231.9*		*0.9*	
2008/09	*256.2*		*50.5*		*212.0*		*50.0*	
2009/10	*366.2*		*45.4*		*369.1*		*44.2*	
2010/11	*366.2*		*99.5*		*358.8*		*83.3*	
2011/12	*366.0*		*43.4*	***	*304.6*	*	*41.2*	***
2012/13	*350.0*	**[1]	*25.2*	***	*285.3*	*	*24.7*	***
2013/14	*393.5*	**[2]	*20.1*	***	*315.7*	*	*18.6*	***
2014/15	*460.5*		*4.2*	***	*454.2*		*3.7*	***
2015/16	*500.5*		*2.4*	***	*543.7*		*2.6*	***
2016/17	23(1)(a) and							

The above chart is in millions of dollars. 23(1)(a)

* *Total Highway Infrastructure including capital Flood expenditures*

**[1] *Highway Infrastructure $300.0; Flood Highway Infrastructure $50.0*

**[2] *Highway Infrastructure $393.5; Flood Highway Infrastructure $35.0*

*** *Excludes Revenue from the Federal Government for capital Flood work and other third party revenue related to the Urban Highway Fund (UHF) and Commercial Infrastructure Fund (CIF) programs.*

Contact: Ron Weatherburn, ADM, Engineering & Operations, 204-945-3775
Date: April 25, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Headingley Bypass – CentrePort Canada Way Western Extension

Issue:

- The Trans Canada Highway (PTH 1) west of Winnipeg is a key location for traffic flow and safety improvements due to the volume, type and speed of traffic in the area.
- MIT has been addressing traffic flow on PTH 1 west of Winnipeg in two ways:
    - Developing a bypass of Headingley in order to provide the high speed and unrestricted exchange of traffic between PTH 1, the Perimeter Highway (PTH 100), and CentrePort Canada Way (CCW).
    - Upgrading the existing highway between Winnipeg and Headingley to a four lane divided suburban arterial street with service roads.

Critical Background:

- MIT has maintained the philosophy that the major highways should operate with uninterrupted traffic flow in order to provide for the safe and efficient movement of people and goods in and through the province.
- For a highway to operate with uninterrupted traffic flow it requires that there be no traffic operational need for vehicles to stop (for example, stop signs or traffic signals). It also requires that a consistent posted speed be maintained (i.e. no reduced speed zones).
- Until recently, MIT has focused on upgrading the existing highway PTH 1 through Headingley, due to traffic operation and safety concerns. Focus is now shifting to extending CentrePort Canada Way (CCW) westward to connect to PTH 1 around Headingley.
- The preferred alignment locates the bypass to the north of Headingley, connecting it between PTH 1W, East of PTH 26N and the now completed CCW Interchange at the Perimeter Highway. The proposed bypass would be approximately 11 km in length, and it would be constructed as a high speed four lane divided highway, with no direct property or local road access.
- Due to the location of the CCW interchange and other factors, it will be necessary to route the proposed Headingley bypass through the grounds of the St. Charles Rifle Range. Discussions are ongoing between MIT and the Department of National Defense (DND) regarding the concept. DND has assured Manitoba that they will cooperate and that a mutually acceptable solution will be agreed to in the near future. Treasury Board approval was received for continuing negotiations with DND.
- Recent conversations indicate it may be possible to reconstruct the St. Charles rifle range this summer, as funding was approved recently. This is subject to 2 outstanding items DND needs to manage: First Nations consultations and internal federal approvals if necessary.
- Additional land will also be required from private landowners. Expropriation has been initiated 23(1)(a) and (b)

- MIT has started developing alternative alignments for the PTH 1W Headingley bypass route and has commenced meetings with area stakeholders as part of the data gathering process. The residents of the St. Francis Xavier area have expressed concerns that the CCW extension could have significant impacts on their community. As a result of the feedback, MIT is now proposing only a single interchange east of PTH 26 to intersect PTH 1 and the new CCW extension.
- MIT has also met with other area stakeholders since January 2016. One of the Rural Municipality (RM) of Headingley's major concerns is the completion of upgrades to the existing highway through Headingley. The RM does not want upgrades deferred because of construction of the bypass.
- A final open house will be held mid-summer 2016 to display the latest changes to the original alignment options.
- Later stages for the proposed Headingley Bypass include: environmental assessment, detailed survey and design, land acquisition, grading a four lane divided highway followed by base and pavement of a four lane highway including an interchange east of PTH 26.
- Physical construction could start in the summer of 2018 and be completed in the spring of 2021 provided the land acquisition process goes well.

Contact: Ron Weatherburn, ADM, Engineering & Operations, 204-945-3775
Date: April 28, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Northern Airports

Issue:

- MIT owns and operates 23 northern airports under its Northern Airports and Marine Operations (NAMO) branch (map attached).
- Generally, MIT's airports are located in remote communities that have no alternate, year-round means of transportation. However, there are exceptions due to historical anomalies/legacy issues.
- Following is a list of discussion items related to northern airports. Some of these may require government direction, although none have been identified as urgent. Full briefings are available upon request.

Critical Background:

Grace Lake Airport

- The Town of The Pas is served by two airports: Grace Lake Airport, owned and operated by MIT, and The Pas Airport, sometimes referred to as Clearwater Lake, which is owned and operated by the Town. It is unique in Canada to have two fully functioning, certified, public airports in such a small community.
- Generally, the region's needs can be fully met by The Pas Airport. It features a longer, paved runway; 24/7 operation; facilities and amenities; and capacity to expand.
- Grace Lake Airport costs MIT approximately $258,000 annually. Short term capital requirements will total about $1.7M over the next four years. Long term capital requirements will cost about $7M.
- The Mayor of The Pas has requested that MIT close Grace Lake Airport citing a chronic operating deficit at The Pas Airport due to traffic being split between the two airports.
- Previous analyses have identified 4 options:
    - Closing Grace Lake Airport to eliminate competition with The Pas Airport.
    - Introducing users fees at Grace Lake Airport to reduce competition with The Pas Airport.
    - Subsidizing The Pas Airport. (MIT does not subsidize other municipal airports in this manner.)
    - Status Quo – continue operating Grace Lake airport in competition with The Pas Airport.

God's River Airport

- Manto-Sipi Cree Nation, the main community served by God's River Airport, has a long-standing request for MIT to extend the runway by 400 feet (ft).
- Transport Canada regulations restrict the size of aircraft currently allowed to use the runway. An extended runway would allow air carriers to use larger capacity planes (from current 9 passenger capacity to 12-14 passenger capacity).

- The runway, currently 3532 ft, used to be 5000 ft long. When Manitoba took responsibility for the airport, the runway was reduced in order to enable certification. Certification of the airport allows for scheduled service. Prior to certification only charter service was allowed. The certification process at that time permitted a maximum declared runway length of 3532 feet based on environmental configurations and regulatory restrictions.
- A 400 ft extension is physically possible. MIT has not committed to extending the runway in the past, for the following reasons:
    - Cost – a conservative estimate in 2014 was $2.6M with expected project duration of 5 years.
    - Regulations – under recent changes to the TP312 5th edition Aerodrome Standards and Recommended Practices, an extension would neutralize the grandfathering clause that applies to the current runway. The entire runway would have to meet 5th edition requirements, which could involve substantial groundworks and add significantly to the cost of the extension.
    - Project prioritization – there are 9 NAMO airports with runways that are 3000 ft or less. These would normally be considered higher priority for runway extensions, if extensions were being considered.
    - Traffic – airport usage has decreased since at least 2011, according to traffic statistics.
- The alternative to a runway extension has been for Manto-Sipi to ask the Assembly of Manitoba Chiefs to seek a relaxation of the Transport Canada regulations at a federal level.
- In March 2016, the runway at God's River Airport was closed for 1 day and subject to weight restriction a following day due to soft spots related to unseasonably warm temperatures. The soft spots would only be addressed by a complete rebuild of the entire runway substructure, surface and drainage. A runway extension would not address the issue.

<u>Poplar River</u>

- Poplar River First Nation has an aerodrome located on the Reserve.
- The location of the airport on Reserve land creates four issues:
    - It puts MIT in violation of the *Highways and Transportation Act* whereby the Minister is required to have the control and management of airports owned & operated by the government.
    - Airports on Reserve land are ineligible for Airports Capital Assistance Program (ACAP) funding.
    - Due to community growth, the airport is now in the centre of the town, acting as a barrier between the school and the community.
    - Due to this geographic location on the reserve and northern weather conditions, community members, including children, frequently cross airport grounds, including the active runway. Transport Canada required items (ex: lights, fencing) are often damaged.
- The existing aerodrome is considered a high-rated safety risk because of the potential threat to life and property, which increases government's liability risk.

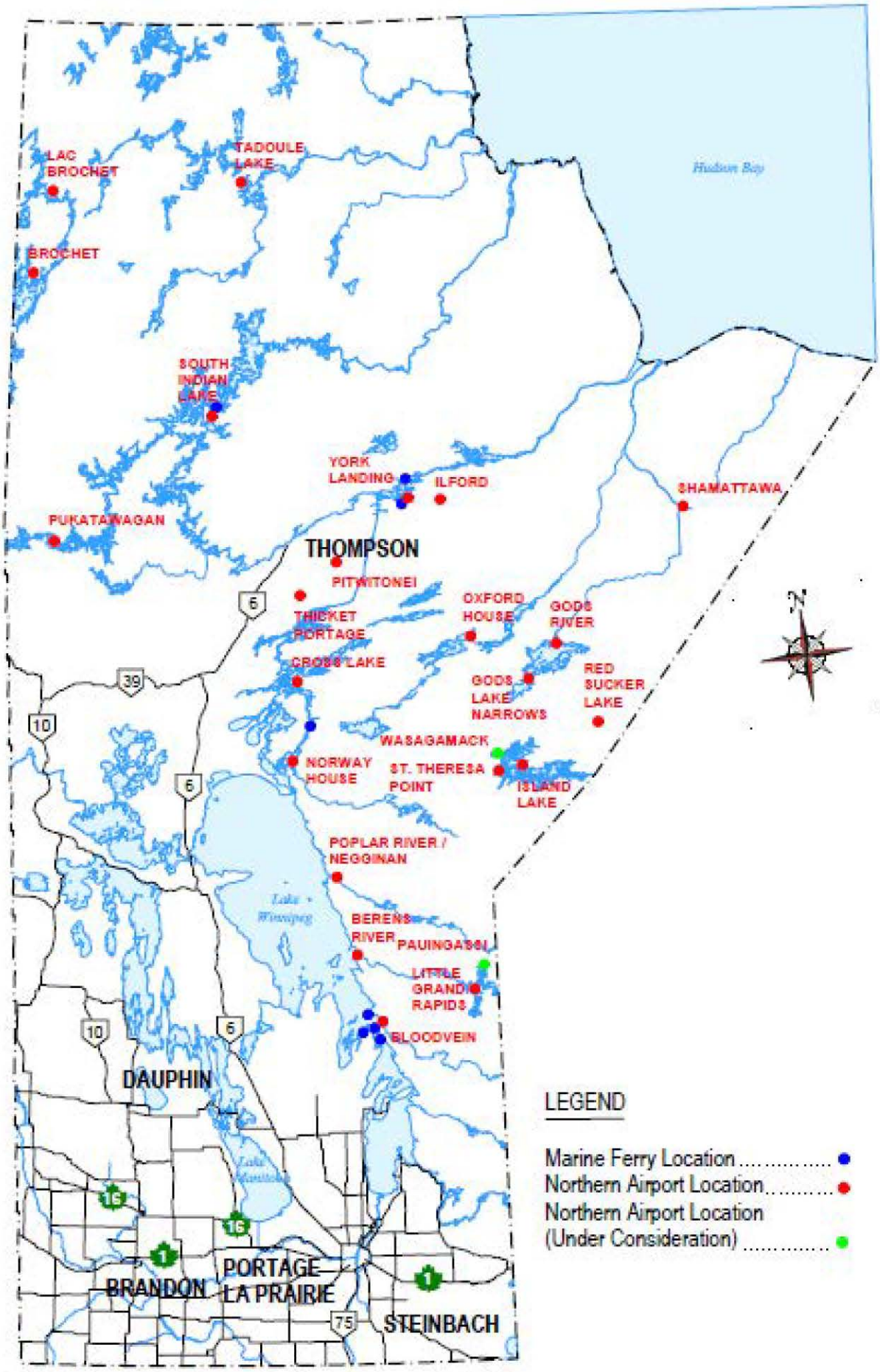
Multiple measures to discourage people from walking across the secured airfield and runway have been unsuccessful.

- The aerodrome cannot be certified and is ineligible to receive scheduled air service.
- The community would like MIT to build a certified airport not only to allow scheduled service, but also to enable them to use the existing aerodrome land to build a new school to allow high school students to remain in the community.
- Potential construction of a certified airport is complicated by unfulfilled land exchange agreements and lack of funding arrangements/resources.
- In March 2015, a contract was awarded to LPS Avia Consulting of the MMM Group to update the feasibility study for a new airport. The study has been completed and is currently under review.
- On February 1, 2016, MIT signed an Agreement in Principle with Poplar River First Nation to move forward on settling the land transfer/exchange issues and move the project forward.
- Treasury Board approval, including federal cost sharing, would be required before MIT could add the construction of a new airport to any future capital plans. There is no other way to mitigate risk.

St. Theresa Point Airport and Wasagamack

- NAMO has been in discussions for several years with the communities of Wasagamack and St. Theresa Point regarding a new airport at Wasagamack.
- The St. Theresa Point airport (on St. Mary's Island) is accessible for Wasagamack residents only by boat, helicopter, or winter road depending on the season and weather conditions. This can present safety concerns during inclement weather or at night.
- East Side Road Authority has responsibility for the construction of the 28 km road connecting the communities of Wasagamack and St. Theresa Point, which is at the functional design stage.
- Once the road is built to connect Wasagmack to St. Theresa Point, the number of people that access the St. Theresa Point Airport will increase.
- In 2012, the estimated cost for the Wasagamack runway and associated facility was approximately $30M. MIT would have to identify provincial funding to advance the Wasagamack Airport construction project or secure a cost sharing arrangement with Canada.
- If MIT is able to build an airport at Wasagamack, the St. Theresa Point airport could be decommissioned, as the new airport could serve both communities. However, without constructing a new airport at Wasagamack, the St. Theresa Point Airport will require upgrades to handle the increased traffic flow from Wasagamack.
- Access to the St. Theresa Point Airport remains a safety concern. Possible options include implementing cable ferry service between the mainland community and the island airport, or implementing a motor vessel to connect Wasagamack, St. Theresa Point, and Garden Hill/Island Lake.

Contact: Ron Weatherburn, ADM, Engineering & Operations, 204-945-3775
Date: April 22, 2016


LAC BROCHET
TADOULE LAKE
BROCHET
SOUTH INDIAN LAKE
YORK LANDING
ILFORD
SHAMATTAWA
PUKATAWAGAN
THOMPSON
PITWITONEI
THICKET PORTAGE
OXFORD HOUSE
GODS RIVER
CROSS LAKE
GODS LAKE NARROWS
RED SUCKER LAKE
WASAGAMACK
NORWAY HOUSE
ST. THERESA POINT
ISLAND LAKE
POPLAR RIVER / NEGGINAN
BERENS RIVER
PAUINGASSI
LITTLE GRAND RAPIDS
BLOODVEIN
DAUPHIN
BRANDON
PORTAGE LA PRAIRIE
STEINBACH
Hudson Bay
Lake Winnipeg
Lake Manitoba
LEGEND
Marine Ferry Location
Northern Airport Location
Northern Airport Location (Under Consideration)

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: PTH 100 – South Perimeter Highway

Issue:

- The majority of the 90 km Perimeter Highway (PTH 100 to the south and PTH 101 to the north) was originally constructed in the 1950s and 1960s. Despite repair projects over the years, pavements are deteriorating due to age and the freeze/thaw cycle. They require reconstruction.
- The south Perimeter Highway is also experiencing numerous operational, capacity, and safety issues due to the high volumes of traffic using the highway. Traffic volumes have doubled between 1986 and 2014 to an average of 15,000 per day.
- The above noted traffic volumes, in combination with the narrow median, results in very challenging left turn manoeuvres at the uncontrolled intersections and fatalities have occurred.
- MIT has been planning a phased reconstruction strategy for the South Perimeter Highway (PTH 100), between PTH 1W and PTH 1E (the TransCanada Highway west and east of Winnipeg).

Critical Background:

- The planned reconstruction would upgrade PTH 100 from its original parkway standard to an expressway standard with free-flowing traffic conditions and include provisions for its future six-laning.
- MIT formally identified PTH 100 as a future freeway since a 1988 preliminary design study.
- The proposed workplan is for a complete reconstruction of the highway and elimination of all at-grade intersections, replacing them with five interchanges located at PTH 3, PR 330, and Kenaston Boulevard, St. Mary's Road and St. Anne's Road. The existing narrow raised median (original parkway standard) would be replaced with a wider median, similar to the medians on PTH 1 and PTH 75. The wider median improves safety and can be used to store snow during winter maintenance.
- The Headingley Bypass/CentrePort Canada Way (CCW) extension (underway) and St. Norbert Bypass (announced in 2015) are also part of this overall strategy.
- Development of CentrePort Canada is expected to increase economic activity and truck traffic on the southwest Perimeter Highway in the long-term.
- Unless interchanges are constructed at certain locations, more signalized intersections may be necessary. This was the case with the addition of signals to the PR 330 and Kenaston Boulevard intersections in 2014. Both intersections were intended to be short-term measures to be replaced with interchanges in the future (5-10 years+). Signalized intersections are generally unpopular with the public and trucking industry because they impede traffic flow.
- Previous commitments were made to build the Headingley Bypass, to upgrade PTH 75, and to plan for a bypass of St. Norbert to improve the reliability of this very

important trade route during Red River flood events. These projects would link traffic on PTH 1E and PTH 75 with the Perimeter Highway and CCW.

- Each highway reconstruction and interchange project requires a 5-7 year timeline to allow for design, land acquisition, utility revisions, public consultation, and construction.
- MIT planned to commission a functional design study to consider the interchange sites and identify reconfigurations, local/service road upgrades, railroad grade separations, conceptual structural designs for the St. Norbert bypass and Seine River Bridge, traffic management plans, and highway noise considerations.
- Due to the size and complexity of the study, MIT is planning to proceed with three separate consulting contracts (based on sections of PTH 100) using the invited Request for Proposals (RFP) procurement method. This method issues an invitation to qualified companies on the consultant registry. For high complexity functional designs, the consultant registry contains 6 qualified companies.
- Upon confirmation by the Government the department plans to issue the RFP for the three studies in May 2016.

Contact: Ron Weatherburn, ADM, Engineering &Operations, 204-945-3775
Date: April 25, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: PTH 59/PTH101 Interchange Design and Construction Update

Issue:

- MIT initiated work in May 2014 to develop a full interchange of PTH 59N/PTH 101, intersection improvements at PTH 59N/PR 202, and a grade separation for an Active Transportation Crossing (ATC) of PTH 101.
- Construction began on August 10, 2015, with anticipated completion of construction in 2018.
- 19(1)(a), 19(1), 23(1)(a) and (b) [redacted]
- Adjustment to the original design, relocating Wenzel Road, was required as Brokenhead Ojibway Nation (BON) has land adjacent to this project and had objections to expropriation. Wenzel Road will be treated as a separate project and MIT continues to work with (BON) on the other outstanding land/road issues.
- Public concerns have been raised about the design of the ATC/emergency vehicle through-pass.

Critical Background:

- A fast tracked design/build (DB) delivery method is being employed to meet the aggressive schedule. DB was previously used on the CentrePort Canada Way grade separations project for similar reasons. The DB process allows for time savings due to the use of a single DB contractor perform the detailed design and construction in parallel.
- MMM Group was hired by MIT in June 2014 to develop the functional design that will become the basis of the DB project and act as MIT's Owner's Engineer during the procurement of a DB contractor. The DB delivery met milestones and schedule with the final remaining item: Detailed design and construction (August 1, 2015 – October 1, 2018).
- A functional design and environmental assessment were completed in September, 2014.Stakeholder and public input was solicited on the draft functional plan using a public open house on September 24, 2014. The Request for Proposal (RFP) was issued on October 31, 2014 to Flatiron, PCL, and Graham. The RFP closed on June 19, 2015 with the three firms submitting their price proposals. Flatiron was the successful proponent with a lowest compliant bid of $203,956,515 and a contract was signed with them on July 22, 2015.
- Brokenhead Ojibway Nation (BON) has established a small reserve (approximately 14 acres in size) immediately adjacent to the proposed work and owns approximately 800 acres of property within the study area with the intent of having that designated as reserve in the future.
- In 2011, government committed to constructing an ATC over PTH 101. MIT initially planned to develop a standalone project for the ATC. The initial preferred option was

an overpass of PTH 101 near Raleigh Street, although this option would cost about $5M more than other options due to the proximity of the future interchange (then unscheduled). However, it was selected on the basis of route continuity, public input, and stakeholder input.

- Early in 2014, government announced that construction of the PTH 59/PTH 101 interchange would commence in the summer of 2015. With the interchange construction now a near term commitment, and the potential to eliminate the $5M cost premium of building the ATC as a standalone project, government opted to incorporate it into the overall interchange project.
- Since PTH 101 would be relocated as part of the interchange project, it now became viable to consider an at-grade ATC with PTH 101 being raised over top of the active transportation corridor. This eliminated vertical clearance concerns for overheight vehicles, which the original design mitigated, but did not eliminate (it featured a 7m vertical clearance for vehicles and a 9m rise for users walking/cycling on the ATC). It also allowed East St. Paul's emergency vehicle access concerns to be addressed (the interchange requires the closure of the routes East St. Paul emergency services previously used to access parts of the municipality south of PTH 101). However, it created concerns about future public vehicle access.
- East St. Paul had a long term plan for a public vehicular, grade-separated crossing of PTH 101 at Raleigh Street, but the plans were incompatible with MIT's through-pass option because a future public vehicular overpass would have to be extremely high over the interchange and would require closure of PTH 101 for construction. MIT agreed to include the full two-lane vehicular through-pass as part of the ATC if East St. Paul would agree to negotiate a cost-share.
- There was considerable media and public attention to the change in design, due to fears that the through-pass would be opened to a high volume of public traffic. MIT has stated that the through-pass will only be open to emergency vehicles at this point, but was designed to allow for public access if the City of Winnipeg and East St. Paul wish to pursue it in the future.

Contact: Ron Weatherburn, ADM, Engineering &Operations, 204-945-3775
Date: April 20, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Electronic Logging Devices for Motor Carriers

Issue:

- An electronic logging device (ELD) is a device integrated with a vehicle's on-board electronic systems which tracks a driver's hours of service (HOS).
- Compared to paper logbooks, ELDs can increase accuracy and reduce falsification, reduce the administrative burden for carriers and drivers, and reduce the time needed by enforcement officers to verify compliance with HOS rules.
- The US federal government's final rule on ELDs was issued on December 16, 2015; carriers travelling in the US must have ELDs installed by December 18, 2017.
- The Canadian Trucking Alliance (CTA) and its member associations (including the Manitoba Trucking Association [MTA]), advocate mandatory ELD use for all carriers.
- Transport Canada (TC) and ON support mandatory use; in the past other Canadian jurisdictions (including MB) have favoured a voluntary use of ELDs.

Critical Background:

- The federal government has jurisdiction over carriers operating across provincial boundaries (extra-provincial carriers), but provinces and territories (PTs) have jurisdiction over carriers that operate only within a province's boundaries (intra-provincial carriers), so that PTs would have to amend their HOS rules in order to achieve the federal and industry goal of mandatory ELDs for all commercial motor carriers.
- In September 2010, the Council of Deputy Ministers Responsible for Transportation and Highway Safety directed the Canadian Council of Motor Transport Administrators (CCMTA, which includes all Canadian F/P/T jurisdictions) to develop a technical standard that would allow Canada to move forward with its own standard while ensuring compatibility with the U.S.; in 2013 a CCMTA working group completed a draft standard in consultation with stakeholders.
- Now that the US rule on ELDs has been made final, Canadian jurisdictions are working through CCMTA to complete the technical and policy work needed to implement ELDs in Canada.
- CCMTA is working on the ELD issue through its Compliance & Regulatory Affairs Committee (CRA – MB is the Vice-Chair), and through an F/P/T ELD Working Group (MB is the Provincial Co-Chair).
- The ELD Working Group is tasked with completing the Canadian technical standard by the time of the CCMTA Annual Meeting in June 2016.
- CRA is undertaking a policy and regulatory review which will:
    - Develop a nationally-accepted road enforcement protocol;
    - Develop certification standards to address tampering and non-compliance;
    - Develop a grandfathering/sunset policy for existing ELDs; and
    - Resolve the policy issues associated with a mandatory or a voluntary approach, including a potential two-tier F/P/T system.
- CCMTA's timelines for its ELD work are as follows:

    - CCMTA provides status report to transport deputy ministers (DMs) in Fall 2016;
    - CRA completes its policy and regulatory review at its November 2016 Fall Meeting;
    - CRA presents a final draft Canadian technical standard and a report to inform policy decisions (mandatory vs. voluntary approach) to the CCMTA Board at its December 2016 Fall Meeting.
    - CCMTA provides a final standard and decision package to DMs and Ministers in the Winter/Spring of 2017.
- MIT's Motor Carrier Division (MCD) has been consulting with its Motor Carrier Enforcement Officers to obtain input for finalizing the Canadian technical standard.
- The finalized technical standard must continue to maintain the current requirement in the draft standard that an ELD must provide HOS information without requiring an officer to enter the vehicle.
- MCD is undertaking consultations with industry on ELD implementation:
    - Consultations have taken place with the MTA and the Manitoba Heavy Construction Association (MHCA);
    - Further consultations are planned with private carriers, couriers and small contractors, and also with industry associations that participate in MIT's Motor Carrier Consultative Committee (ex: Forestry Industry Association of Manitoba [FIAM], Heavy Equipment & Aggregate Truckers Association of Manitoba [HEAT], etc.).

Contact: Esther Nagtegaal, ADM, Motor Carrier, 204-945-5199
Date: April 20, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Officer 23(1)(a) and (b), 23(1)(c), 23(1)(d), 23(1)(f), 28(1)(c)(iii), 25(1)(e)

Issue:

- 23(1)(a) and (b), 25(1)(e), 28(1)(c)(iii)
- 23(1)(a) and (b), 23(1)(d), 23(1)(f), 25(1)(e), 23(1)(c), 28(1)(c)(iii)
- 23(1)(a) and (b), 23(1)(f), 28(1)(c)(iii)

Critical Background:

- Manitoba's Motor Carrier Enforcement Program (MCEP) is responsible for conducting routine law enforcement functions enforcing both Provincial and Federal Acts and Regulations, with a mandated focus on the commercial surface transportation industry.
- 23(1)(a) and (b), 25(1)(e) enforcement activities are conducted province-wide through routine traffic stops at both highway inspection stations and at roadside, in conjunction with investigational audits at commercial and residential locations.
- 23(1)(a) and (b), 25(1)(e), 23(1)(d), 23(1)(f), 28(1)(c)(iii)
- 23(1)(a) and (b), 23(1)(c), 25(1)(e), 28(1)(c)(iii)
- 23(1)(a) and (b), 23(1)(c), 23(1)(d), 23(1)(f), 28(1)(c)(iii)
- 23(1)(a) and (b), 23(1)(c), 23(1)(d), 23(1)(f), 25(1)(e)
- 23(1)(a) and (b), 23(1)(c), 23(1)(d), 23(1)(f), 28(1)(c)(iii)
- 23(1)(a) and (b), 23(1)(c), 23(1)(d), 23(1)(f), 28(1)(c)(iii)

Contact: Esther Nagtegaal, ADM, Motor Carrier, 204-945-5199
Date: April 20, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Active Transportation

Issue:

- MIT is developing a departmental active transportation (AT) policy that enables the department to consider AT in everyday practices and enables cyclists and pedestrians to make better route planning decisions if they choose to walk or cycle on provincial highways.

Critical Background:

- Most AT trips are short and concentrated in urban areas, making municipalities best placed to plan and develop AT facilities; for this reason, Manitoba Municipal Government (MMG) has been the lead department on AT policy for the province.
- However, not all AT trips are short or local. Observation reveals that Manitobans are cycling and walking longer distances along the provincial highway network, particularly in fringe zones surrounding urban areas, which can be a high risk activity. Safety is one of MIT's top priorities. Policy is needed to improve the safety of AT on provincial highways.
- To better incorporate AT into everyday departmental practice, MIT is developing policies to guide departmental practices in the following areas: traffic safety; bridge/highway planning criteria; surface treatments; data to assist with decision-making; AT facility design guidelines; capital programming; and options for operational service levels and responsibilities.
- To enable Manitobans to make safer route planning decisions if they choose to walk or cycle on a provincial highway, MIT is categorizing the highway network based on traffic volumes, traffic mix, paving materials and shoulder widths. These characteristics will be identified on a map that is planned to be made available to the public in the future.

Contact: Esther Nagtegaal, ADM, Transportation Policy, 204-945-5199
Date: April 21, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: *Canada Transportation Act* Review Report

Issue:

- On February 25, 2016, the Honourable Marc Garneau, federal Minister of Transport, tabled the *Canada Transportation Act* Review Report (CTAR). The purpose of the CTAR was to examine the national transportation system and determine if it adequately supports long-term economic growth and prosperity in Canada, with a particular focus on the movement of grain by rail transportation. The Transportation Policy Division (TPD) submitted positions on policy and program issues affecting our interests across all modes.

Critical Background:

- 23(1)(a) and (b)

- With respect to rail transportation, TPD's recommendation for federal rail policy to focus on the needs of users of the transportation system was largely overlooked. As a pressing policy issue for supporting economic competition in rail, TPD argued for making the 160 km extended interswitching limits permanent, as advocated by our major grain shippers and the other Prairie Provinces. Interswitching is a limited shipper right to access more than one railway. The report instead advocated for its sunsetting on August 1, 2016. As of April 22, 2016, TPD has learned that the federal government has extended this important provision for one year while the matter is studied further.
- As Manitoba's trade and transportation gateways and corridors are important to our prosperity, TPD sought equitable treatment for our mid-continent corridor. CTAR recommended a Smart Corridor that incorporates technologies such as Intelligent Transportation Systems to enhance the north-south movement of goods in Western Canada. This aligns with TPD's suggestion for the creation of Free Trade Zones and pre-clearance measures that support in-land ports like CentrePort.
- Given the importance of the National Highway System to trade, TPD recommended the federal government provide long-term, stable and equitable funding, which was not addressed in the CTAR report.

Contact: Esther Nagtegaal, ADM, Transportation Policy, 204-945-5199
Date: April 22, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: University of Manitoba: Churchill Marine Observatory

Issue:

- Manitoba Infrastructure and Transportation is chairing the internal/external working group to facilitate the location of the Churchill Marine Observatory (CMO) on Crown land in Churchill and other provincial supports to ensure its success. 23(1)(a) and (b), 23(1)(c), 23(1)(f), 28(1)(c)(iii), 18(1)(b)

Critical Background:

- The CMO, a $31.8M initiative that will establish a first-of-kind facility for the circumpolar Arctic, is of significant value in the economic development of Churchill and would establish Manitoba as a centre of excellence for Arctic related research.
- The CMO will explore and develop approaches and technologies critical for the detection and mitigation in ice-laden Arctic waters should accidental release of various forms of crude oil, liquefied natural gas, and transportation related contaminants occur. Its Environmental Observing System will form part of the Canada High Arctic Research Station observation network under development by Canada. The facility has generated international interest and will highlight the unique environmental conditions present in Churchill that support Arctic research.
- The CMO initiative has been awarded $12.4M from the federal government (Canada Foundation for Innovation) subject to the confirmation of $9.7M in funding from the Province of Manitoba from its Research Manitoba program, and $9.7M from other public and private funders from outside of Manitoba. Confirmation of the award is also conditional upon the finalization of certain elements of the proposal such as attaining the required permits and land acquisition. 23(1)(a) and (b), 23(1)(c), 23(1)(f), 28(1)(c)(iii)

Contact: Esther Nagtegaal, ADM, Transportation, 204-945-5199
Date: April 22, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation (MIT)

Subject: Mandatory Entry Level Training for Commercial Drivers

Issue:

- The Manitoba Trucking Association (MTA) is lobbying government (MIT and Manitoba Jobs and the Economy (JEC)) to implement mandatory training requirements for commercial drivers, i.e. professional Class 1 drivers, similar to the requirements for motorcyclists whereby motorcyclists must complete an approved training course before challenging the road test for a motorcycle licence.
- The MTA is also lobbying for commercial drivers to be recognized as a certified occupation with an approved training standard and accredited training providers/schools.
- JEC is working to establish commercial driving as a certified occupation and prescribe a training standard under *The Certified Occupations Act* and regulations. It is expected that a Certified Occupations Board will be established to approve training standards and accredit training providers/schools.

Critical Background:

- Currently in Manitoba there are a variety of training providers/schools providing varying degrees of training for commercial drivers. Training costs between $1,000 - $8,500 depending on the type and amount of training provided.
- The MTA is concerned about the inconsistency in training between providers.
- Industry and employers play a role in ensuring drivers/employees are trained to an appropriate standard and industry may chose not to hire individuals with training that does not meet the employer's expectation/standards.
- If mandatory training for commercial drivers is pursued, additional research and policy work is required to address issues of reciprocity across jurisdictions, funding for training, accreditation of training providers, etc. Further consultation with JEC, Manitoba Public Insurance, and industry will be required.
- 21(1)(b), 20(1)(b), 23(1)(a) and (b) [redacted]
- In March 2016, the US Federal Motor Carrier Safety Administration issued a proposed rule-making to establish mandatory entry level training for commercial drivers. The proposed rule-making has been posted online for public feedback. The compliance date of the proposed rule would be three years after the effective date of the final rule.

Contact: Esther Nagtegaal, ADM, Transportation Policy, 204-945-5199
Date: April 20, 2016

BRIEFING MATERIAL

Manitoba Infrastructure and Transportation

Subject: Manitoba-Nunavut Winter Road Initiative

Issue:

- Manitoba and Nunavut are investigating the feasibility of developing a winter road between Churchill and Rankin Inlet, Nunavut.

Critical Background:

- Manitoba and Nunavut have been discussing the development of transportation links between our jurisdictions. Previous efforts have focused on an all-weather road (AWR) from Sundance, Manitoba to Rankin Inlet, Nunavut.
- The "Nunavut-Manitoba All-Weather Road Route Selection Study" (2007) and the "Nunavut-Manitoba All-Weather Road Business Case Study" (2010) estimate development costs to be about $1.5B (as of 2010) and the road would take over 20 years to build. Given these challenges, a winter road is being considered as a first step.
- In April 2014, the Hudson Bay Neighbours Regional Round Table (HBRRT) created a winter road working group to advance the winter road concept. The winter road working group (WRWG) is co-chaired by the Mayors of Churchill and Arviat. The federal government participates as an observer to the process. Manitoba Infrastructure and Transportation (MIT) staff participate as technical advisors.
- The winter road working group identified three strategic principles to inform the collective approach to winter road development:
    1. The winter road would operate as a publically accessible winter road and accommodate passenger vehicles;
    2. The winter road will be compatible with eventual conversion to an all-weather road; and
    3. The winter road will be compatible with the concept of a future utility corridor.
- Two Terms of Reference to undertake a costing/operational study and environmental scoping study were developed by MIT and subsequently approved by the working group. The proposed projects now await a funding commitment in order to proceed.

Contact: Esther Nagtegaal, ADM, Transportation Policy, 204-945-5199
Date: April 21, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Rail Rationalization

Issue:

- The initiative is to relocate or rationalize railway tracks and yards from the City of Winnipeg. 23(1)(a) and (b), 23(1)(f) [redacted]
- The initiative is in the formative and pre-launch stages. 23(1)(a) and (b), 23(1)(f) [redacted]
- 23(1)(a) and (b), 23(1)(f) [redacted]
- MIT is already carrying out ancillary activities. 23(1)(a) and (b), 23(1)(f) [redacted]

Critical Background:

- 23(1)(a) and (b), 23(1)(c), 23(1)(f) [redacted]

Contact: Esther Nagtegaal, ADM, Transportation Policy, 204-945-5199
Date: April 20, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Rail Safety

Issue:

- Subsequent to the Lac-Mégantic disaster, and beginning in February 2014, the Federal Minister of Transport introduced a myriad of legislative and regulatory changes designed to enhance railway safety and make the rail industry and crude oil shippers more accountable. This legislation includes grade crossing standards, insurance, dangerous goods information sharing, safety management systems, railway tank car design, and tank car related train operations.
- Manitoba has both a policy advocacy role to the federal level and an implementation/regulatory role as it applies to our own provincial shortline railways, including dealing with recommendations for rail safety improvements. 23(1)(a) and (b) [redacted]

Critical Background:

- 23(1)(a) and (b), 23(1)(e) [redacted]
- There are five provincially regulated shortlines operating in Manitoba:
    - Keewatin Railway between Pukatawagan and Sherritt Junction
    - Lake Line Railway between Selkirk and Gimli
    - Boundary Trails Railway between Manitou and Morden
    - Central Manitoba Railway between Winnipeg-Selkirk and Winnipeg-Graysville
    - Prairie Dog Central (Tourism) between Winnipeg and Gross Isle

Contact: Esther Nagtegaal, ADM, Transportation Policy, 204-945-5199
Date: April 22, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation (MIT)

Subject: Road Safety Committee (RSC)

Issue:

- The RSC is in the process of establishing priorities and developing its strategic approach to road safety issues at the provincial level. The strategy is being targeted for launch in the fall of 2016.
- The RSC is co-chaired by Manitoba Infrastructure and Transportation (MIT) and Manitoba Public Insurance (MPI), both of which have joint and complementary legislative mandates to pursue road safety improvements.
- The RSC Leadership Committee is comprised of executives from MIT, MPI, the Manitoba Association of Chiefs of Police, Manitoba Justice, Manitoba Health, Healthy Living and Seniors, and Manitoba Education and Advanced Learning.
- The RSC works to reduce the number and severity of collision related injuries and fatalities by fostering coordination and collaboration between stakeholders, promoting road safety in a strategic way, and ensuring road safety issues are identified and prioritized. Over the long-term, these activities will form the basis of a well-integrated and comprehensive road safety plan for Manitoba.
- Road safety issues are complex in nature and involve a variety of stakeholders. The RSC acts as an umbrella organization to focus the expertise and resources of participating organizations and agencies to achieve mutually agreed upon goals. The Committee will have a three-tiered structure featuring:
    - *Leadership Committee* to provide strategic direction and establish priorities.
    - *Technical Oversight Council* to coordinate efforts, manage deliverables, and provide direction and support to working groups.
    - *Issue specific working groups* to conduct research, and identify options, interventions and programming to address key priorities.
- Membership in the Technical Oversight Council is being finalized and issue specific working groups will be established once priorities are identified.

Critical Background:

- The personal and societal costs of collisions are significant. There is a multitude of cost components including property damage, emergency response services, medical services, legal services, travel delay, workplace productivity losses, etc.
- The societal costs of collisions in Manitoba are $6.4M per fatality and $133K per injury. When these costs are applied to the number of fatalities and injuries in Manitoba, the societal costs of traffic fatalities and injuries were approximately $2B in 2014 ($1.96B), approximately three percent of Manitoba's gross domestic product.
- In December 2015, the RSC held a Distracted and Impaired Driving Summit to engage stakeholders and examine options to strengthen legislative countermeasures for distracted and impaired driving. Distracted and impaired driving are the top two contributing factors to serious injuries and fatalities in Manitoba.
- Discussion at the summit revealed general stakeholder agreement that there are additional distractions – other than hand-held electronic communication devices –

that impact vehicle operation and could be targeted for prohibition including personal grooming, navigation systems, pets on the drivers lap, etc. Stakeholders were also generally supportive of increased penalties for distracted driving.

- Discussion regarding impaired driving identified three potential sanctions that have been used successfully in other jurisdictions and could be implemented in Manitoba, namely:
  - Implementing an immediate roadside prohibition (IRP) program which allows for immediate roadside license suspension and vehicle impoundment rather than pursuing criminal charges under the Criminal Code. Drivers with high blood alcohol content (BAC), repeat offenders and drivers involved in injury or fatal collisions would not eligible for the program, those drivers would be processed criminally. Under BC's IRP program drivers with a BAC over .08 receive the following administrative penalties:
    - an immediate 30 day license suspension,
    - a 30 day vehicle impoundment,
    - a fine of $500,
    - alcohol assessment and treatment, and
    - an ignition interlock in their vehicle.
  - Increased use of police road checks to detect impaired driving (rather than just targeted checkstops at specific times of year).
  - Vehicle impoundment for driving with a BAC between .05 and .08 percent or failing a physical coordination test.
- Stakeholders also discussed the emerging issue of drug impaired driving, specifically in relation to the potential changes at the federal level regarding cannabis use, and noted that there is a real need to collect more data about the prevalence of drug impaired driving in Manitoba before the expected decriminalization of cannabis so there is a pre-decriminalization baseline. Roadside surveys are the primary way to collect this type of data.
- The RSC will conduct research and policy work to better assess the applicability and implications of the summit outcomes in the Manitoba context. Following completion of the policy work, the RSC will prepare a submission for the Ministers of MIT and MPI 23(1)(a) and (b), 23(1)(f), 23(1)(e) [redacted]

Contact: Esther Nagtegaal, ADM, Transportation Policy, 204-945-5199
Date: April 19, 2016

BRIEFING MATERIAL

Manitoba Infrastructure and Transportation

Subject: Lake Line Railway and CPR Winnipeg Beach Subdivision Issues

Issue:

- Canadian Pacific Railway's (CPR) Winnipeg Beach Subdivision runs from its Winnipeg rail yard to Selkirk, Manitoba where it services local customers and connects with the Lake Line Railway (LLR)—a provincial "shortline" railway that services customers north of Selkirk to Gimli, Manitoba. This connected trackage is subject of two pressing issues.
- 23(1)(a) and (b), 23(1)(c), 23(1)(f), 28(1)(c)(iii), 18(1)(c)(i), 18(1)(c)(ii), 18(1)(c)(iii)

Critical Background

- LLR Issue: 19(1), 19(1)(a), 19(1)(d), 23(1)(a) and (b), 23(1)(c)
- 23(1)(a) and (b), 23(1)(c)
- 23(1)(a) and (b), 23(1)(c), 18(1)(b)
- CPR Winnipeg Beach Subdivision Issue: 23(1)(a) and (b), 23(1)(f)

Contact: Esther Nagtegaal, ADM, Transportation Policy, 204-945-5199
Date: April 27, 2016

BRIEFING MATERIAL

Manitoba Infrastructure and Transportation

Subject: Southern Red River Valley Transportation Study – Review of Trade Route Network and Red River Crossings

Issue:

- MIT recently completed a study that makes recommendations for an updated trade route network and appropriate locations for Red River crossings between Winnipeg and the US border.

Critical Background:

- The southern Red River Valley in Manitoba is experiencing significant growth. In addition, recurring flooding is driving the need to examine the entire highway transportation system in the Red River Valley. In fall of 2012, a bridge at PR 246 in St. Jean-Baptiste was closed due to structural failure, negatively impacting long established social connections for this community.
- Efficient and effective transportation connections are necessary to advance the region's economic and social priorities. Facilitating both east-west and north-south transportation movements is critical to connect the region and to access markets in the United States.
- MMM Group was contracted to undertake a transportation study for the Southern Red River Valley region, with the following objectives:
  1. Develop a 'Trade Route' (RTAC network) plan for the study area that includes appropriate connections to the United States;
  2. Determine the adequacy of existing Red River crossings to meet existing and future travel demand in the study area;
  3. Assess the need for and location of new connections across the Red River and/or possible rationalization of existing crossings. The study also had a public engagement component that included a stakeholder workshop and two open houses.
- The study recommendations suggested the following approach to improving connectivity in the region:
  1. Create an RTAC-rated connection from PTH 75 to the east side of the Red River by upgrading PTH 59 from PTH 52 to PTH 23 and PTH 23 from PTH 59 to PTH 75 to RTAC standards.
  2. Undertake a functional design study to further examine a PTH 75 alternative route around Morris on the east side of the Red River (i.e. along PR 246), including a new river crossing in the vicinity of St. Jean-Baptiste, that could accommodate commercial traffic movements.
  3. Include a number of localized RTAC route options, as requested by residents, in MIT's future programming in each region.

Contact: Esther Nagtegaal, ADM, Transportation Policy, 204-945-5199
Date: April 21, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: 1:200 Year Flood Protection Standard

Issue:

- For many years, the Manitoba government's policy for minimum flood protection standard was to use the higher of either the 1:100 year flood event, or the flood of record. Numerous recent studies have recommended the government adopt a higher standard for Flood Protection Level (FPL); the 1:200 year flood event or flood of record. Government accepted the recommendation to adopt the higher standard, but has not fully implemented it.
- Adoption of the higher 1:200 year flood protection standard in Manitoba is a significant policy decision which will have major implications in five main areas: provincial water control infrastructure, community flood protection dikes, individual flood protection works, development controls by local authorities, and Designated Flood Areas (DFAs).

Critical Background:

- FPLs are often defined based on a design flood standard. Design floods are determined from recorded hydrometric data, based on the probability that a flood of that size will occur in a year (Ex: a flood that has a 0.5% chance of occurring in any given year). Design floods can also be expressed in terms of the return period for a flood of that magnitude, presented as the inverse of the probability (ex: a flood that has a 0.5% chance of occurring can be described as a 1:200 year flood event).
- The probability/return period for floods is not fixed, it is calculated based on recorded flow data and thus changes over time in response to variation in the recorded data.
- Full implementation of the 1:200 year flood as the design standard for FPL will require amendment of a number of Acts and/or regulations, namely *The Water Resources Administration Act* (WRAA), *The Planning Act* and their associated regulations.
- Municipalities and planning districts would be required to update policies on FPL, for application to private developments, when reviewing their Development Plans.
- Most water control infrastructure across Manitoba has been built to provide, or contribute to providing in conjunction with flood protection dikes, a 1:100 year FPL for target communities. An exception is the Red River Floodway which was upgraded to protect the City of Winnipeg to approximately a 1:700 year flood event.
- The recently completed Assiniboine River and Lake Manitoba Basins Flood Mitigation Study recommends approximately $1.1B in major capital flood mitigation infrastructure. The recommended infrastructure was conceived to provide a 1:200 year FPL for communities in these basins.
- Community flood protection projects under the Community Flood Protection Program (CFPP) and the Emergency to Permanent (E to P) Program were built to provide a 1:100 year FPL. Any future projects would be constructed to a 1:200 year FPL design standard.

- Most flood protection works for individual properties, including projects recently built under the Individual Flood Protection Initiative (IFPI) program, were built to provide a 1:100 year FPL design standard. The adoption of a higher standard may place pressure on the province to deliver a program that provides financial assistance to individuals to upgrade their dikes or raise their homes.
- Designated Flood Areas (DFAs) are established under the WRAA and give the government authority to enforce the compliance with the FPL in new developments. Presently, there are two DFAs within Manitoba. The department has initiated the issuance of DFA building permits at the 1:200 year FPL, although the regulation references a 1:100 year FPL. An increase in the FPL will subsequently expand the boundary of the two existing DFAs which will increase costs for the government to administer.
- It is expected that individuals and municipalities will generally have a positive response to the higher FPL standard; however, communication will be important for successful implementation.

Contact: Doug McMahon, ADM, Water Management & Structures, 204-945-3113
Date: April 22, 2016

Manitoba Infrastructure and Transportation

Subject: 2011 and 2014 Flood – Provincial Infrastructure Recovery Status

Issue:

- The 2011 spring flooding along the Assiniboine River watershed caused significant damage to provincial infrastructure. The restoration of the damaged infrastructure took several years and affected the allocation of funding for ongoing highway renewal priorities identified under the 2011-2015 Highway Renewal Plan.
- In late June and early July of 2014, the Southwest part of the province had record rainfalls that again resulted in significant damage to provincial infrastructure. The restoration of this infrastructure will take several years and continue to impact the funding allocation for priorities identified under the Highway Renewal Plan.
- As a result of the large flood events in 2011 and 2014, and in recognition of climate change, Manitoba Infrastructure and Transportation (MIT) is currently comparing recent flood events (both spring run-off and summer rainfall events) against historical data. Accordingly, MIT will consider changes to our hydraulic design policies for structures on the highway network.

Critical Background:

2011 Flood:

Bridges

- The flood damaged/destroyed over 80 bridges/structures and cost $70M to restore.
- Of these 80+ bridges/structures, 28 were located on the Assiniboine River, 14 on the Souris River, and 4 on the Assiniboine River Diversion at Portage.
- The majority of the bridge repair/replacement work is now complete. Remaining work is on lower priority sites.

Water Control Infrastructure

- Damage to a number of Water Control Infrastructure Assets was incurred including: Assiniboine River Dikes, Portage Diversion, Wawanesa Dam, Oak Lake Dam and the Gardenton Floodway.
- Significant restoration works have been completed on the Wawanesa and Oak Lake Dams, Portage Diversion drop structures, and Gardenton Floodway. Additional work is still required on the West Dike of Oak Lake Dam and Gardenton Floodway.
- Work on the Assiniboine River Dikes is ongoing.

Roads

- Roads planned for repair, have been repaired.
- In the Shoal Lakes area, PR 416 and PR 415 remain closed. There are no current plans to rebuild PR 415 and PR 416 as these are low volume roads that would require major expenditures to rebuild.
- PR 518 was opened to single lane traffic, however high winds have caused erosion. Rip rapping of the east side slope is under consideration to enhance and manage risk of future lake effects on the side slopes of the road.

- PTH 110 and PR 457 in Brandon were raised in 2015 to the flood of record level plus two feet to provide additional flood protection to key Brandon transportation routes and surrounding area.

2014 Flood:

- Estimated cost of the 2014 flood damage is approximately $70M for over 80 provincial bridges and structures and $10M for provincial roads.

Bridges

- Bridge replacement has been completed at the following 4 sites:
    - PTH 83 at Bosshill Creek
    - PTH 2 at Stony Creek
    - PTH 3 at Graham Creek
    - PTH 83 at Gainsborough Creek
- Emergency repairs were also undertaken at the Assiniboine River Bridge on PTH 41 at St. Lazare in winter 2014/2015. Significant build up of sediment on the west side of the bridge needs to be removed as other higher priorities allow.
- Scour repairs and erosion protection have been completed at the higher risk bridge and large culvert sites in order to re-establish protection. Scour repairs and erosion protection need to be completed on the remaining 20+ bridge and large culvert sites.
- Construction started at two remaining bridges on PTH 83 (at Gopher Creek and Antler River) in January 2016.
- Remaining bridges and large diameter culverts that need to be replaced will be prioritized with the higher volume PRs first and then the lower volume PRs. Many small diameter culvert replacements and repairs also need to be completed.

Water Control Infrastructure

- Excavation of sediment deposited in the Portage Diversion Channel during the 2011 and 2014 floods is ongoing and will be phased over several years. Reinforcement of a portion of the Portage Diversion East Dike needs to be completed to reduce seepage and piping observed during high flows in the Diversion channel.

Roads

- There are a large number of sites where the right-of-way and adjacent farm land needs to be cleaned out and ditches re-established prior to spring run-off.
- In cooperation with Conservation and Water Stewardship (CWS), PTH 5 will be raised in the vicinity of the Assiniboine River in an effort to protect Spruce woods Provincial Park from future flooding.

Contact: Doug McMahon, ADM, Water Management & Structures, 204-945-3113;
Ron Weatherburn, ADM, Engineering & Operations, 204-945-3775
Date: April 27, 2016

Manitoba Infrastructure and Transportation

Subject: Assiniboine River Dikes – Capacity, Condition and Potential Upgrade

Issue:

- The Assiniboine River dikes between Portage la Prairie and Baie St. Paul (North of Elie) are provincial infrastructure which protect a large number of communities east of Portage la Prairie and also prevent overflows from the Assiniboine River from entering the City of Winnipeg through the La Salle River.
- The dikes were transferred from the federal government to the province in 1996.
- The Assiniboine River dikes were heavily damaged in the 2011 flood and require substantial rehabilitation work. This work is hampered by land control, access and complex geotechnical issues. Repairing and enhancing the dikes to modern standards is a multi-year project which will require substantial resources to accomplish.
- The Assiniboine River and Lake Manitoba Basins Flood Mitigation Study recommended that the capacity of the lower Assiniboine River be upgraded to convey 23,100 cubic feet per second (cfs). A decision from the Manitoba government will be required on whether the Assiniboine Dikes will be restored to their former standard or raised to the recommended higher standard.

Critical Background:

- The Assiniboine River dikes consist of approximately 150 km of dikes (approximately 77 km on the north and 71 km on the south side of the river) between Portage la Prairie and Baie St. Paul. The river in this reach has a limited natural capacity and the bed of the river is higher than surrounding land, meaning that any overflows from the river would flow onto surrounding land and be unable to return to the river until further downstream.
- The Assiniboine River dikes form part of Manitoba's primary flood protection system. In conjunction with the Portage Diversion the dikes contain flows on the Assiniboine River, preventing overflows which would threaten numerous communities on the flat land east of Portage la Prairie. The dikes also prevent river overflows from entering the La Salle River where they could bypass the flood protection system and enter the City of Winnipeg.
- Downstream of the Assiniboine dikes, the flood threat from the Assiniboine River is local in nature and any dikes are owned by municipalities or private interests.
- The current safe capacity of the dikes is approximately 15,000 cubic feet per second (cfs), although flows of up to 18,000 cfs can be conveyed but require constant monitoring and remediation work to address seepage.
- MIT raised 80 km of dikes along the Assiniboine River in 21 days as an emergency response prior to the 2011 flood. Some of the clean-up associated with this emergency dike raise is still required, and a compensation program for landowners whose properties were affected by the work on the dikes is ongoing.

- Approximately 80% of the outstanding claims have been settled, and the remaining 20% consists of claims involved in a potential class action lawsuit against Manitoba. MIT continues to work toward settlements agreeable to all parties.
- Due to heavy rains in June/July of 2014, the Assiniboine River reached a flood event similar in magnitude to the 2011 event. Impacts from the 2014 flood were significantly less than 2011, due to more favourable weather conditions and the 2011 dike improvements. Landowner claims from the 2014 event are minimal.
- The government owns 40% of the current dike right-of-way and has easement agreements for another 20%. The remaining 40% of the dike is located on private land that the government does not have permission to access; this presents a problem for inspection, maintenance and repair of the dikes. Manitoba Infrastructure and Transportation (MIT) is working with CLPA to secure easements or purchase land.
- The Assiniboine River and Lake Manitoba Basins Flood Mitigation Study recommended that the capacity of the Lower Assiniboine River be upgraded to convey 23,100 cfs as part of protecting to the 1:200 year flood standard. The study also recommended upgrading of the Portage Diversion and recommended against construction of a permanent spillway at the Hoop and Holler bend site.
- There is a need to repair, strengthen and rehabilitate portions of the Assiniboine River dikes to maintain the current standard of flood protection. Some of this work is already budgeted for, and it is recommended that it proceed regardless of whether it is decided to upgrade the capacity of the dike. This may require reconstruction and/or relocation of some sections of the dike, land acquisition and design are pending
- 23(1)(a) and (b), 23(1)(f) [redacted]

Contact: Doug McMahon, ADM, Water Management & Structures, 204-945-3113
Date: April 22, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Daly Overpass on 18th Street in Brandon

Issue:

- Manitoba Infrastructure and Transportation (MIT) is in the early stages of a functional/preliminary design for a major rehabilitation and/or replacement of the Daly Overpass on 18th Street in Brandon.
- The Federal government recently committed to funding 1/3 of the cost of the Daly Overpass project up to a maximum of $19.1M. MIT is responsible for the balance of the overall project currently estimated at $60M.
- A life cycle cost analysis (LCCA) will be undertaken for various options to determine the most cost effective solution.

Critical Background:

- 18th Street is one of two main north-south routes through the City of Brandon. The Annual Average Daily Traffic (AADT) on 18th Street in the vicinity of this overpass is approximately 12,000 vehicles.
- The Daly Overpass on 18th Street was constructed in 1972 and requires a major rehabilitation and/or replacement in order to extend its service life and increase traffic capacity.
- In 1983, as part of a comprehensive Brandon and Area Transportation Study, a preliminary plan was drafted showing proposed right-of-way needed to the west of the existing structure providing a Daly Overpass facility with four lanes and a raised center median.
- In 2007, MIT cost-shared an overall Brandon Area Road Network Development Plan with the City of Brandon. The plan identified the long term need to upgrade the Daly Overpass in the year 2026. There is pressure to accelerate this project due to the structural condition of the existing overpass and traffic congestion at this overpass as it is only three lanes wide.
- One lane of traffic in each direction will be maintained during construction.
- The last Level 2 inspection of the existing overpass, using an underbridge inspection vehicle, was undertaken in June 2014 and identified deterioration of the concrete foundations, girders and deck.
- Canadian Pacific Railway (CP Rail) is a critical stakeholder for this project as the Daly Overpass crosses their main lines. Extensive negotiations will be required to identify and discuss impacts to their operations during construction. In addition, a Memorandum of Understanding (MOU) is required to formalize the agreements between both parties and to protect the interests of both parties. Due to the detailed and complex issues requiring resolution, it is estimated that two to three years will be required to secure the necessary agreements and formalize the MOU. MIT has begun these negotiations with CP Rail at a preliminary level.
- Extensive consultation will be undertaken with stakeholders and local communities to minimize impact during construction. There are a number of competing interests (local municipal governments, local businesses on both sides of the river, school

districts, and emergency services), and it is not likely that one solution will satisfy all parties. Stakeholders that will be consulted include: City of Brandon, CP Rail, Regional Health Authority, Emergency Services (EMS), Brandon Chamber of Commerce, School Divisions, Manitoba Trucking Association, Keystone Agriculture, RCMP, and other local businesses.

- Significant concerns will be raised on response timelines for EMS when construction begins. MIT will work with local EMS operations to minimize impact.

Preliminary Project Plan:

- Negotiate and enter into funding agreement with Transport Canada (2015 - 2016)
- Negotiate and enter into an agreement with CP Rail (2015 - 2018)
- Functional/preliminary design, including a life cycle cost analysis (2016 - 2017)
- Public and stakeholder consultation (2016 - 2018)
- Environmental assessment (2016 - 2017)
- Right-of-way acquisition, utility revisions (2016 - 2018)
- Detailed design for the overpass facility (2017 - 2018)
- Construct overpass facility (2018 - 2021)

- This project requires a lengthy pre-construction timeline to allow for: funding agreement with Transport Canada, land acquisition, utility relocation, negotiations and agreements with CP Rail, and public consultation.

Contact: Doug McMahon, ADM, Water Management & Structures, 204-945-3113
Date: April 26, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: First Street Bridge in Brandon

Issue:

- Manitoba Infrastructure and Transportation (MIT) has started construction of the replacement bridges for the First Street Bridge in Brandon that crosses the Assiniboine River and Canadian Pacific Railway (CP Rail) mainlines and staging yards. Based on the results of life cycle cost analysis, replacement was the most cost-effective option.
- Construction of the two new bridges is expected to be completed by November 2017 at an estimated cost of $45M.

Critical Background:

- First Street is one of two main north-south routes through the City of Brandon. The Annual Average Daily Traffic (AADT) on First Street in the vicinity of this bridge is approximately 14,000 vehicles per day.
- The First Street Bridge was constructed in 1972 and requires a major rehabilitation or replacement.
- An extensive inspection program was completed on this bridge which included Annual Level 1 Inspections, Level 2 Inspections on a two year frequency and Level 3 Inspections (Detailed Condition Surveys) of the deck, girders and foundations in 2010, and the steel bridge guardrail system in 2012. The last Level 2 inspection of the existing bridge, using an under bridge inspection vehicle, was undertaken in May 2013. The inspections identified deterioration of: 1) concrete deck including curbs & sidewalk, 2) concrete foundations, 3) steel bearings, 4) steel bridge guardrail system and 5) extensive scour within the river channel.
- A life cycle cost analysis determined that replacing the bridge is the most cost-effective option due to the extensive modifications required to the foundations of the existing bridge.
- One lane of traffic in each direction will be maintained during construction.
- CP Rail is a critical stakeholder for this project as the First Street Bridge crosses their main lines and staging yards in Brandon. The new pier locations have been designed to be beyond the existing rail lines which will significantly minimize impacts to their operations during construction. A Memorandum of Understanding (MOU) has been formalized to protect the interests of both parties.
- Public consultation for this project has been significant due to the large number of competing interests; and, to date, consultation has been positive. Stakeholders that have been consulted include: City of Brandon, CP Rail, Regional Health Authority, Emergency Services, Brandon Chamber of Commerce, School Divisions, Manitoba Trucking Association, Keystone Agriculture, RCMP and other local businesses.

<u>Project Timelines:</u>

- Finalized public and stakeholder consultation (2015)
- Negotiated and entered into an agreement with CP Rail (2014-2015)

- Environmental assessment (2014-2015)
- Right-of-way acquisition, utility revisions (2014-2015)
- Detailed design for the replacement bridges (2015)
- Construct replacement bridges (December 2015-November 2017)

- Construction was delayed at the initial stages while the terms of the agreement between the Manitoba government and CP Rail were finalized. These final terms were contingent on how the Contractor (PCL Constructors) was undertaking the work. MIT and PCL undertook a value engineering exercise to mitigate the impacts of this initial delay.
- The construction of the Daly Overpass is scheduled to begin once the First Street bridge replacement is completed.

Contact: Doug McMahon, ADM, Water Management & Structures, 204-945-3113
Date: April 22, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Flood Protection and Mitigation Programs

Issue:

- Manitoba Infrastructure and Transportation (MIT) is implementing a number of programs that provide assistance to municipalities and landowners to build or upgrade permanent flood mitigation projects

Critical Background:

Flood Protection Assistance for Communities

- In response to recent flood events, a number of programs were created to assist municipalities to build permanent flood mitigation infrastructure to protect communities at risk from flooding.
- All infrastructure built under these programs are owned and maintained by the municipalities, with the exception of projects in Aboriginal and Northern Affairs communities, where Manitoba retains ownership of the infrastructure.
- Municipalities are contributing approximately 10% of the total project costs in each of the programs.
- The funding for these programs is complex, with a combination of federal, provincial and municipal contributions that are managed on a project by project basis within a total envelope of funding.
- Two programs are being delivered to improve community flood protection (Community Flood Protection Program and the Emergent to Permanent Conversion Program). The E-P program was implemented following the 2011 flood to assist communities to convert temporary works into permanent flood protection.
    - Communities that MIT is working with to improve permanent flood protection include: Grahamdale (Moosehorn), Rockwood (Balmoral), Pipestone (Reston), Bifrost-Riverton (Arborg), Cartier (Lido Plage Rd), MacDonald (Starbuck), Mountain (Mafeking), Taché (Landmark), Wallace-Woodworth (Elkhorn), Westbourne (Gladstone and Westbourne) and Deloraine-Winchester (Deloraine); plus one ANA Community (Red Deer Lake), Melita-Arthur, East St. Paul, West St. Paul, St. Clements and Souris-Glenwood; plus two ANA Communities (Duck Bay and Waterhen).
    - Note: There may be insufficient funds in the approved program to accomplish all of the projects listed above.
- Brandon Flood Mitigation:
    - In 2012, Canada and Manitoba committed funding to build and upgrade permanent flood mitigation works in Brandon to increase the flood protection standard to the largest recorded flood, which occurred in 2011.
    - The project consists of various components including construction of new dikes, reconstruction of existing dikes, improvements to internal drainage works and enhanced flood protection for PTH 110. Some components of the project are complete, while others are scheduled to be completed by spring of 2017.

- All of these flood protection works will be owned and maintained by Brandon, with the exception of works to protect the PTH 110 which is a provincial asset.
- Brandon's permanent flood mitigation infrastructure helped reduce the impacts from the 2014 summer flood, particularly when compared with the impacts caused by the flood of 2011 which was similar in magnitude.
- It had been previously stated that Brandon would be protected to a 1:300 year flood protection level. At the time, the 2011 flood was estimated to be a 1:300 year event (i.e. 0.33% chance of occurring in a given year). The level of flood protection is the same but the data used to calculate the flood frequency for Brandon was revised after the floods of 2011 and 2014.

- 2014 Municipal Flood Mitigation Grants provided funding under the Building Manitoba Fund for projects identified during the 2014 summer flood event (no federal funding). Municipalities approved for a Flood Mitigation Grant: Bifrost-Riverton (2 projects), Coldwell, Gimli, Riverton, St. Clements, Victoria and Winnipegosis.

Program	Number of Projects	Total Estimated Value	MB Government Funding
Municipal Community Flood Protection Program (CFPP) and Emergency to Permanent Diking (E-to-P)	21	$44M	$26M
2014 Municipal Flood Mitigation Grants	7	$3M	$2.6M
Brandon Flood Mitigation (one project with five components)	1	$27M	$12.5M

<u>Flood Protection Assistance for Individuals</u>

- The Manitoba government implemented the Individual Flood Protection Initiatives (IFPI) program to provide financial assistance to landowners to construct for permanent flood protection works for homes, farms and business structures.
  - 2010 IFPI – targeted to structures with a history of flooding and the Red River area north of Winnipeg.
  - 2011 IFPI – targeted to structures flooded or threatened in 2011 flood.
  - 2015 IFPI – targeted to structures flooded or threatened in the 2014 flood.
- Financial Assistance for Cottage Owners (FACO) program was targeted to cottages around Lake Manitoba or other lakes flooded in 2011.

	Projects Completed or in Progress	Funding Announced	Expended to Date	Total Program Requirements *Actual & Projected*
IFPI and FACO	807	$73M	$30.8M	40.3M

- All infrastructure built under the IFPI and FACO programs is owned and maintained by the landowners.
- Landowners are required to contribute 14% of the total project costs.

Contact: Doug McMahon, ADM, Water Management & Structures, 204-945-3113
Date: April 27, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Maintenance of Former Provincial Waterways by Conservation Districts

Issue:

- Four Conservation Districts (CDs) in Manitoba are responsible for the maintenance of former Provincial Waterways (PWW) and associated crossings within their boundaries. The CDs have expressed concerns about liability associated with ownership, as well as the cost and complexity of maintenance and rehabilitation of bridges and larger crossings.
- 19(1)(a), 19(1), 19(1)(d), 23(1)(a) and (b) [redacted]
- MIT has been working with the CDs on a mechanism to transfer ownership of the drain and crossing assets back to the Manitoba government, but allow the CDs to be responsible for maintenance of PWWs and smaller crossings under a funding agreement with Manitoba.
- The four CDs were concerned that they would lose influence and control over the infrastructure and funding if these assets were transferred The initiative to negotiate individual partnership agreements with each of the CDs has been in abeyance for three-four years. The CDs have not pursued the transfer during this time.

Critical Background:

- Under *The Water Resources Administration Act* (WRAA), the Manitoba government is responsible for construction, control and operation of PWWs.
- *The Conservation District Act* establishes CDs, and enables and encourages local decision making in support of soil and water conservation. There are currently 18 CDs in Manitoba, all of which are governed by a locally constituted board and are funded through provincial grants and municipal levies on landowners.
- There are four CDs that are currently responsible for the maintenance of former PWWs and associated crossings within their boundaries (Alonsa; Cooks Creek; Turtle River; and Whitemud CDs). Through OiCs, the PWWs in each of these CDs were abandoned by the government in the 1980s and 1990s and responsibility was transferred to the CDs. The four CDs have been managing the former PWWs for decades and receive additional provincial grant funding for this infrastructure annually.
- The key advantage of CD involvement in drain maintenance is a) local perspective and priorities on drain and crossing maintenance; and b) water infrastructure is managed holistically (PWWs and municipal drains) on a watershed basis rather than based on administrative boundaries.
- The CDs have expressed interest in continuing an active role in water management on a watershed basis. If a new maintenance arrangement can be established with these four CDs, other CDs in Manitoba may be willing to enter into similar PWW maintenance arrangements in their watersheds.

- If government directs, MIT would like to enter into discussions with the CDs to determine their current position.

Contact: Doug McMahon, ADM, Water Management & Structures, 204-945-3113
Date: April 26, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Manitoba Hydro Transmission Lines and the Red River Floodway

Issue:

- Manitoba Hydro (MH) is planning to build two new transmission lines in a corridor that crosses the Red River immediately upstream of the Red River Floodway (RRF) inlet control structure (ICS). An additional two transmission lines are planned for this corridor in 15-20 years.
- Manitoba Infrastructure and Transportation (MIT) has identified that the location of the transmission line so close to the RRF ICS is a concern for the following reasons:
    - Operations: proximity of the towers/lines so close to the structure could limit future rehabilitation, maintenance or emergency mitigation activities, including reinforcement of the structure during an extreme flood event. The RRF structure required reinforcement during the 1997 flood, it is not known what additional reinforcement and mitigation activities may be required in events larger than a 1:100 year flood.
    - Failure of the Transmission Line: with transmission lines located immediately upstream of the ICS, failure of the tower/line during a flood could cause the line or the towers to drift downstream and prevent or hinder effective operation of the ICS.
- Senior officials from the Manitoba government and MH have been meeting to discuss a consensus solution that both parties can agree upon.

Critical Background:

- In 1985, the government and MH entered into an agreement to allow portions of the RRF right-of-way to be used for a transmission line corridor. The alignment of the Red River crossing in the agreement was downstream of the RRF ICS. The alignment now proposed for the transmission line corridor is on the upstream side of the ICS on lands not identified in the 1985 agreement. This change in alignment was done by MH in response to creation of the Duff Roblin Provincial Park; however, there are no records that the proposed alignment was approved.
- The RRF is the most critical piece in a system of flood protection infrastructure for the City of Winnipeg, and there are no back-up systems if it were to fail.
- 23(1)(a) and (b) [redacted]
- 23(1)(a), 23(1)(b), 23(1)(c) [redacted]

23(1)(a), 23(1)(b), 23(1)(c) [redacted]

- Government and MH technical staff have been working jointly to develop and assess options to address this issue. Senior officials will be meeting in the near future to review these options and make a recommendation to government.

Contact: Doug McMahon, ADM, Water Management & Structures, 204-945-3113
Date: April 22, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Multi-Year Water Related Capital Program

Issue:

- A multi-year water related infrastructure (capital) renewal strategy provides enhanced program delivery, effective resource allocation and creates a managed approach for renewal of these assets. This program includes Capital Works in Drain Rehabilitation and Improvements; Flood Protection; and Dam Rehabilitation and Improvements.
- Manitoba Infrastructure and Transportation's (MIT) multi-year capital plan includes funding required to address prioritized condition gaps on the existing system. It also includes funding needed to undertake other major infrastructure works such as future phases of the Shellmouth Dam enhancement, rehabilitation of various components of the Portage Diversion, continuing with the rehabilitation and enhancement of the Assiniboine River diking systems and the initial phases of the proposed permanent outlet channels from Lake Manitoba and Lake St. Martin.

Critical Background:

- The Water Control Infrastructure Capital budget and actual expenditures between 2009/10 and 2013/14 were as follows:

	2009/10	2010/11	2011/12	2012/13	2013/14
Budget	$10.6M	$16.6M	$24.1M	$27.8M	$27.8M
Actuals	$10.3M	$24.7M	$55.1M	$17.2M	$23.4M

- **2010/11 and 2011/12 expenditures were affected by the 2011 flood.**
- In March 2014, the Manitoba government released a five year plan to build core infrastructure. The plan identified three strategic investment categories: highways, bridges and strategic transportation infrastructure; flood protection; and municipal infrastructure including roads, water and sewer. Expenditures of $5.5B were projected over the next five years in these key areas.
- In April 2014, a multi-year Water Related Infrastructure Capital Program was approved as follows:

	2014/15 *(1)*	2015/16	2016/17 *(2)*	2017/18	2018/19
Budget	$32.8M	$38.8M	$44.5M	$57.8M	$97.8M
Actuals	$51.5M	$44.7M			

1. The significant overexpenditure was related to work associated with the 2014 flood event.
2. 23(1)(a) and (b)

- An updated multi-year capital program for the period 2016-2021 is being prepared for consideration later this year.

Contact: Doug McMahon, ADM, Water Management & Structures, 204-945-3113
Date: April 26, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Portage Diversion Rehabilitation

Issue:

- The Portage Diversion (PD), originally constructed in 1970, requires significant rehabilitation work to maintain safe and efficient operation.
- Approximately $6M is currently being invested in rehabilitation work on the river control structure. The project includes electrical and mechanical equipment, raising the machine room so it is not subject to flooding, and repairing the conduit gate. Inspections are also being conducted on the bascule gate and to determine the integrity of the existing concrete structure to determine the extent of any further rehabilitation work required. A report is expected later this year.
- The Assiniboine River and Lake Manitoba Basins Flood Mitigation (ARLM) Study recommended improving the capacity of the PD from 25,000 cubic feet per second (cfs) to 34,000 cfs through a retrofit of the existing diversion channel at an estimated cost in excess of $300M.

Critical Background:

- The PD consists of a control structure on the Assiniboine River; a reservoir and associated dikes; a control structure on the entrance to the diversion channel; and the diversion channel, which includes dikes, drop structures and an outlet structure into Lake Manitoba.
- The PD is a critical piece in Manitoba's system of flood protection infrastructure, protecting both the City of Winnipeg as well as numerous communities between Portage la Prairie and Headingley. The PD is operated in accordance with operating guidelines which attempt to balance benefits and impacts on Lake Manitoba and the lower Assiniboine River.
- If it is decided to increase the capacity of the PD, the project would include the following key components:
    - Raising and upgrading dikes in the channel and reservoir.
    - Upgrading the control and drop structures including the river control structure.
    - Replacing or upgrading bridges to handle the increased water levels in the channel.
- If it is decided not to upgrade the capacity of the PD, significant additional capital expenditure is likely to be required to complete all rehabilitation work to the PD.
- The present PD channel has a limited capacity of 15,000 cfs in its lower reaches. Flow above this level spills through a fail-safe onto adjacent private agricultural land. The proposed upgrade would upgrade the capacity of the diversion channel for its full length, eliminating the fail-safe.
- Other options for upgrades to increase the capacity were considered in the ARLM Study, including widening the existing diversion channel or building a new parallel channel. These options were not recommended due to higher cost.
- Operating guidelines for the PD were reviewed in 2015 by the Provincial Flood Control Infrastructure Operation Review Panel. 23(1)(a) and (b)

23(1)(a) and (b) [redacted]

Contact: Doug McMahon, ADM, Water Management & Structures, 204-945-3113
Date: April 27, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Provincial Bridge Inspection Program

Issue:

- Manitoba Infrastructure and Transportation (MIT) has a policy to inspect and evaluate the condition of all structures in the provincial inventory at specified frequencies, based on road network classification and the type of structure.
- Manitoba's inventory of structures includes 1,150 bridges and 1,100 large bridge-size culverts in the provincial transportation system plus 650 bridges and 580 large bridge-size culverts in the provincial water control system.
- Municipal structure inspections are the responsibility of the local jurisdiction.

Critical Background:

- Manitoba's transportation and water control infrastructure contains approximately 3,600 bridges and structures (including overhead sign structures [OHSS]). The present replacement value is estimated at $9.2B. Structures are primarily constructed using concrete, steel or timber, and are subject to a wide range of changes in condition during their service life. The impacts of aging, environmental factors and, in some cases, increased traffic volume and weights of heavy truck traffic, often accelerate these changes in a negative manner.
- The Manitoba government's long-term goal is to find the right balance between fixing immediate problems, conducting preventive maintenance, undertaking major rehabilitations and the timely replacement of a reasonable number of old bridges and structures to sustain this infrastructure and its critical role in the economy.
- The Bridge Inspection policy (approved in 1996) outlines inspection frequency based on the type or road and type of structure. Inspections are required 24-48 months for bridges, 48-72 months for culverts, 48 months for overhead sign structures, and all new structures to be inspected 24 months after construction. MIT has identified that this policy needs to be updated.
- In 2003, an enhanced Bridge Inspection methodology was instituted utilizing the Ontario Bridge Inspection Methodology (OSIM), which resulted in more vigorous inspections. Inspections are categorized as follows:
    - **Level 1** – walkabout inspections carried out annually by regional staff to identify general deficiencies.
    - **Level 2** – detailed visual inspections scheduled based on policy, or as conditions warrant.
    - **Level 3** – detailed condition surveys/assessments which quantify deficiencies and are usually carried out one to two years before rehabilitation.
- Historically, approximately 80% of the annual Level 2 inspections were completed by Engineering Service Providers (ESPs) with the remaining 20% done by internal MIT staff. MIT increased the level of internal bridge inspection to 70-80% over a four year period to reduce the costs of the Level 2 Bridge Inspection Program.

- The overall cost for the Bridge Inspection Program, including internal and ESP expenditures, was reduced to $2.30M in 2014/15 from $2.55M in 2012/13. MIT estimates annual total cost savings of $900K at the end of the transition period.
- For 2016/17, approximately 2000+ Level 1 Inspections, 800+ Level 2 Inspections, 15+ Level 3 Inspections and 25 OHSS inspections are planned. This is an increased number of Level 2 inspections, necessitated to verify and inspect the large culvert inventory on the Water Control Network. The initial inspection of the large culvert inventory is expected to start in the spring of 2016 and take four years to complete.
- The Office of the Auditor General Manitoba (OAG) recently completed an audit on Management of Provincial Bridges, including the structure inspection section and its processes. 23(1)(a) and (b)

Contact: Doug McMahon, ADM, Water Management & Structures, 204-945-3113
Date: April 27, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Shellmouth Dam Operations, Downstream Artificial Flooding and Proposed Buy-Out of Flood Prone Agricultural Land

Issue:

- The Shellmouth Dam and Reservoir is operated by Manitoba Infrastructure and Transportation (MIT) in accordance with approved operating guidelines and in close consultation with the Shellmouth Reservoir Regulation Liaison Committee.
- Compensation programs for artificial flooding caused by operation of the Shellmouth Dam are being administered for 2011, 2012 and 2014. A brief period of artificial flooding occurred in 2015, but did not cause any additional damages to agricultural producers. A compensation program is not being offered for 2015. The amount of compensation is based on the actual impacts of artificial flooding.
- 19(1)(a), 19(1)(b), 19(1)(d), 19(1), 23(1)(f), 23(1)(a) and (b), 23(1)(c) [redacted]

Critical Background:

- The Shellmouth Dam was constructed as a multi-purpose reservoir to provide flood damage reduction for communities downstream, including Winnipeg, and to provide a more reliable water supply for municipal, industrial and agricultural purposes.
- Since the dam was completed in 1972, it has eliminated downstream flooding in 22 years including, most recently, in 2004, 2005, 2008, 2009 and 2013. Every year, the dam has reduced the peak water levels on the river.
- In seven of the floods that occurred in the last 10 years, operation of the dam caused varying amounts of artificial flooding downstream by prolonging the period of flooding, even though the maximum extent of flooding was reduced. In 2011, at the request of agriculture producers, legislation was formalized to provide compensation for artificial flooding.
- In November 2013, the Manitoba government announced a Compensation Program for artificial flooding that occurred in 2011 and 2012. In July 2015, the government announced a compensation program for artificial flooding that occurred in 2014. The announcement of this program described the types of damages that would be eligible.
- A group of agricultural producers with land in the Assiniboine Valley have filed a lawsuit against Manitoba seeking damages for flooding in 2006, 2007, 2010 and 2011 over and above what has already been received through government agri-insurance and ad hoc assistance programs. The producers allege that all of the damages were caused by operation of the Shellmouth Dam. The trial for this claim has been postponed to 2017.

2015 Operation

- In 2015, Manitoba experienced an unusual spring thawing and freezing that made it difficult to forecast spring runoff accurately; it appeared the runoff would be quite small. Outflows were kept low through the first part of the spring runoff period. However, inflows into the Reservoir rose sharply in early April, peaking at approximately 9,000 cubic feet per second (cfs). Outflows from the dam were maintained at 4,500 cfs from mid- to late- April in order to preserve some storage in the Reservoir.
- Local representatives advocated for larger outflows earlier, but the scientific data did not support this position early in the runoff.
- A brief period of artificial flooding occurred, however Manitoba's agronomic, water management, and emergency management experts agreed that the artificial flooding did not cause any additional damages to agricultural producers. Therefore, no compensation program is being offered.

Long term plans for operation of the Shellmouth Dam

- Rehabilitation of the Shellmouth Dam structure is underway along with engineering work to look at the addition of gates to the spillway for enhanced flood control benefits. The $25M rehabilitation project is expected to be completed by fall 2016. Preliminary analysis indicates that the addition of spillway gates would not provide flood attenuation benefits during large flood events (ex: 1995 and 2011). Benefits from spillway gates may only be accrued during moderate and smaller flood events
- MIT is also enhancing its current hydrotechnical model so the impacts of higher dam releases on flooding and artificial flooding further downstream can be evaluated quickly and contribute to operational decisions that help minimize downstream flooding to the extent that is reasonable.
- A number of options to mitigate flooding in the Assiniboine River Valley were studied in the Assiniboine River and Lake Manitoba Basins Flood Mitigation (KGS) Study. These included buy-out of the lowest flood prone lands, construction of dikes to protect low-lying lands, and addition of spillway gates. The recommendation in the final report was for a buy-out of the low-lying land in the Shellmouth area.
- An intent to review the Operating Guidelines was announced in summer 2015. Terms of Reference for the Operating Review have been developed. The identification of individuals on the Review Panel has not yet been completed.

Proposed buy-out of lowest flood prone lands

- 19(1)(c), 19(1), 19(1)(d), 23(1)(a) and (b)
- 19(1), 19(1)(d), 19(1)(b), 23(1)(a) and (b)
- 19(1)(a), 19(1)(b), 19(1)(c), 19(1), 19(1)(d), 19(1)(e), 23(1)(a) and (b)

19(1)(a), 19(1)(b), 19(1)(c), 19(1), 19(1)(d), 19(1)(e), 23(1)(a) and (b)

Contact: Doug McMahon, ADM, Water Management & Structures, 204-945-3113
Date: April 27, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

Subject: Shellmouth Dam Rehabilitation and Addition of Spillway Gates

Issue:

- The Shellmouth Dam is more than 45 years old. Refurbishment and modernization work on this aging infrastructure is currently underway at an estimated cost of $25M to ensure ongoing efficiency and safety. The project is partially cost-shared with the federal government.
- MIT is assessing the feasibility of adding gates to the spillway to provide greater potential flood control benefits as part of the project.
- Preliminary analysis indicates that the addition of spillway gates would not provide flood attenuation benefits during large flood events (Ex: 1995 and 2011). Benefits from spillway gates may only be accrued during moderate and smaller flood events.

Critical Background:

- The Shellmouth Dam was constructed to create a reservoir for flood control purposes with secondary benefits for downstream community water supply. Shellmouth Dam provides significant flood mitigation benefits to communities downstream, including St. Lazare, Brandon, and Winnipeg. Since constructed, a number of other objectives and constraints on dam operation have emerged, including recreation, fisheries, water quality and downstream agricultural irrigation.
- Rehabilitation of the civil, mechanical, and electrical works at Shellmouth Dam is underway. Core project components include repairs to the concrete structures, refurbishment of the conduit gates and cylinders, upgrades to the mechanical and electrical equipment, and enhanced geotechnical instrumentation.
- Spillway gates were originally proposed for Shellmouth Dam to enhance water supply, but were found to not be feasible. The cost per acre-foot of additional water supply capacity was too high and raising the reservoir supply level full time created significant regulatory and dam safety issues.
- The focus then shifted to consider use of spillway gates to increase storage and improve flood attenuation. Spillway gates used solely for flood control rather than water supply would entail a different operating regime on the reservoir. An engineering analysis is underway to evaluate the effects of adding spillway gates to the dam; a final report will be ready for fall 2016.
- Significant public consultation and aboriginal consultation will be required if MIT proceeds with gates for flood control. Environmental and regulatory reviews will also be extensive.
- The Assiniboine River and Lake Manitoba Basin Flood Mitigation Study considered the addition of spillway gates as well as buyouts/flood easements or construction of dikes in the valley. The purchase of flood prone land along the upper Assiniboine River between Shellmouth and St. Lazare was the recommended mitigation option.

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Date: April 26, 2016

BRIEFING MATERIALS

Manitoba Infrastructure and Transportation

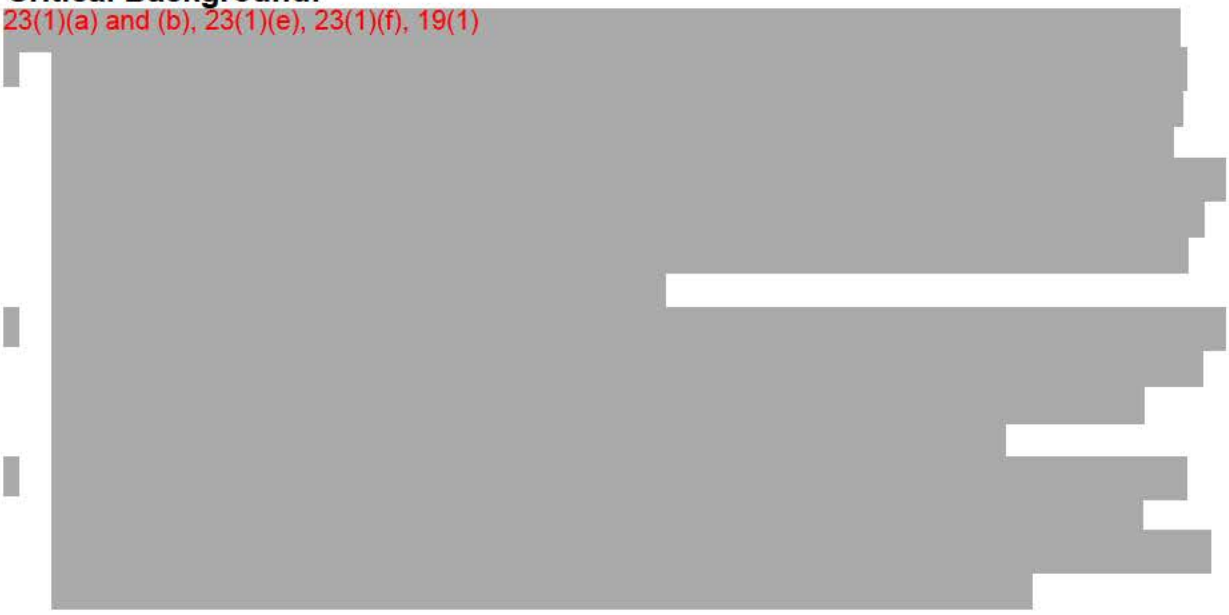
Subject: *The Water Resources Administration Act* – Potential Amendments

Issue:

- *The Water Resources Administration Act* (WRAA) is the primary legislation concerning water management and flood mitigation, providing authority for ownership and operation of provincial water control works, provincial waterways, designated reservoir areas, and designated flood areas (DFAs).The WRAA also provides the framework for artificial flooding compensation.
- There are a number of potential amendments to the Act that the Manitoba government may want to consider depending on broader policy goals. General cleanup and a number of legislative and/or regulatory changes could be considered for the WRAA.
- Some of these items are ready to implement, whereas other items require further policy direction.

Critical Background:

23(1)(a) and (b), 23(1)(e), 23(1)(f), 19(1)



23(1)(a) and (b), 23(1)(e), 23(1)(f), 19(1)

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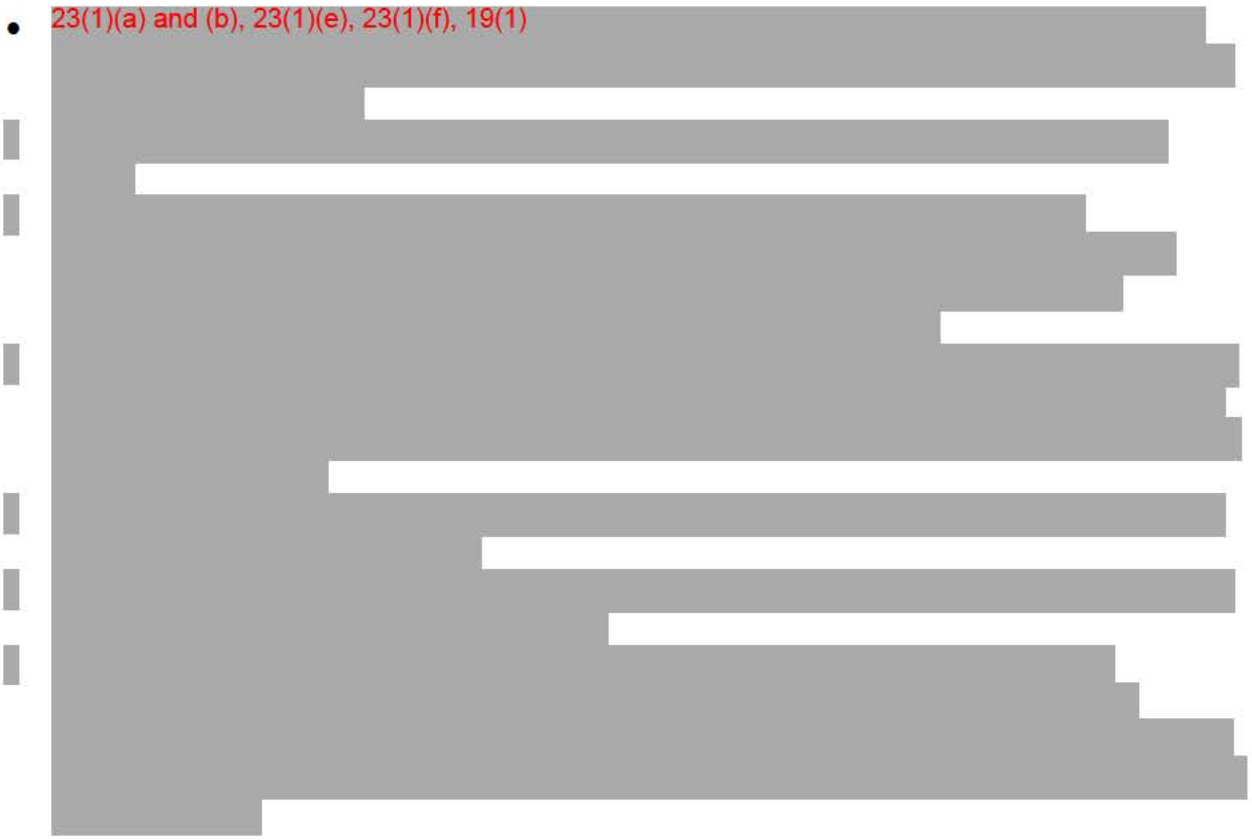
- 23(1)(a) and (b), 23(1)(e), 23(1)(f), 19(1)



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Date: April 22, 2016