

**Meeting Note**  
**Department of Transportation and Infrastructure**  
**Fogo Island/Change Islands**  
**Tuesday, October 8, 2024, at 10:30 AM – 11:30 AM**  
**Visitor Information Centre, Fogo**

**Attendees:**

- Department of Transportation and Infrastructure (TI)
  - Hon. Fred Hutton, Minister
  - Matthew Cooper, Executive Assistant
  - Colin Power, Manager Marine Services
  
- Fogo Island-Change Islands Representatives
  - Andrew Shea, Mayor of Fogo Island
  - Pauline Payne, Chief Administrative Office, Town of Fogo Island
  - Paula Flood, Mayor of Change Islands

**Purpose of Meeting:**

- This meeting was organized to have an open discussion on the Fogo Island – Change Islands winter ferry service, and plans for a refit of the Veteran.

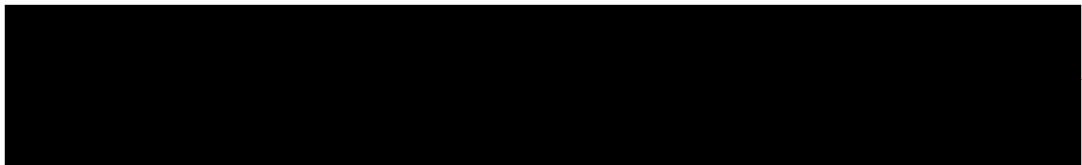
**Background:**Fogo Island-Change Islands-Farewell Service (FI-CI-F)

- The MV Veteran provides service to FI-CI-F year-round and is normally supplemented each year starting in mid-June by the MV Beaumont Hamel to accommodate increased seasonal traffic (tourism and commercial). The summer schedule for the MV Veteran (May 15 - October 15) and the schedule for the supplemental vessel were designed with significant input from the Ferry Users Committee and were based on vessel capacity and traffic.
  
- Commencing in May each year the local fish plant is operational during which time transport trucks carrying live products are granted priority status. The increased commercial traffic does impact the vehicular capacity of any run on which these trucks are carried.

**Analysis**

- The contract with LMI for the provision of the MV Astron is in effect until the end of March at \$32,000 per day. The MV Astron may be placed in service as a swing vessel, if necessary for another service.
  
- The MV Veteran will return to refit in late October 2024 (approximately October 20) for an engine replacement and will be out of service for three to four months with a return to service estimated in mid/late January 2025.
  
- While the MV Veteran is out of service there are 2 options for vessels on the Fogo service:

○



s.29(1)(a)

o

s.29(1)(a)

- When MV Kamutik W completes the Labrador Coast service (approx. Jan 5) it will transition to Fogo Island service and remain in service throughout winter.
- When MV Veteran completes refit mid-January it will serve on the Bell Island service until MV Legionnaire completes its refit in late May. The MV Legionnaire will undergo a refit with an estimated timeline of five to six months. The vessel will undergo extensive maintenance with engine replacements, regulatory electrical upgrades, and repair.
- Residents of Fogo Island/Change Islands have expressed displeasure with their respective services during this period of vessel reassignment and are concerned about plans for the upcoming absences of each of their regularly assigned ferries.

#### Speaking Notes

- I understand that the MV Veteran and MV Legionnaire are greatly valued by your communities and that no one wants to see either of them out of service.
- All vessels have to undergo refit with some upgrade requirements taking longer than others. The work slated for these sister ships is essential and we have no choice but to make alternate arrangements to ensure ferry service is maintained.
- We are committed to working with communities and ferry user committees to make these services as effective and efficient as possible.
- Our aim is to have all the required work completed before Summer Season 2025.

**Prepared/Approved by:** W. Mazerolle/ K. Mercer/ S. Power/  
**Deputy Minister's Approval:**

October 7, 2024

**Meeting Note**  
**Department of Transportation and Infrastructure**  
**Bay L'Argent Fisheries Committee**  
**2:00 pm, Wednesday, October 9, 2024**  
**CSSD Main Boardroom,**  
**2<sup>nd</sup> Floor, West Block, Confederation Building**

**Attendees:**Department of Transportation and Infrastructure

- Hon. Fred Hutton, Minister
- Matthew Cooper, Executive Assistant
- Cory Grandy, Deputy Minister
- Darlene Spracklin-Reid, ADM – Infrastructure
  
- Hon. Paul Pike, MHA Burin-Grand Bank

Bay L'Argent Fisheries Committee

- 
-  s.40(1)
- 

Purpose of Meeting

- This meeting was requested by the Bay L'Argent Fisheries Committee, to discuss:
  - 1) Shoreline infrastructure, floating docks
  - 2) Wharf building, funding for repairs and repurposing
  - 3) Ferry services being provided with no compensation or concern for our community.

Issue One - Shoreline infrastructure and floating docks.Background

- The provincial ferry terminal wharf at Bay L'Argent supports the south coast marine run of the MV Terra Nova from Rencontre East – Bay L'Argent – Pool's Cove. The MV Terra Nova is intended for passengers and freight, but no cars, and has a capacity of thirty passengers.
- The wharf at Bay L'Argent is a marginal wharf design supported on timber piles with an exposed reinforced concrete deck. The fendering system consists of hardwood timber fendering along all exposed faces of the wharf, rubber tire fenders along the southeastern berthing face, and rubber blasting mats at both seaward corners of the structure. The wharf was originally constructed in 1951, with various repair and rehabilitation work being completed on the structure in the years since.
- The Provincial Government also owns and maintains a small building adjacent to the wharf that provides a waiting room area and washroom facilities for passengers.

Analysis

- A 2019 inspection report prepared for TI by Harbourside Engineering Consultants found no defects or conditions as part of the above-water inspection at the Bay L'Argent ferry terminal wharf that would be considered a significant structural concern at that time. Deficiencies

noted in the report included missing hardware chocks, deteriorated hardwood fenders, damaged and deteriorated concrete, and a clogged drain at the northwest end of the wharf.

- The Bay L'Argent diving inspection consisted of a visual assessment of the timber piling and fendering around the entire structure. The seafloor conditions in the immediate area of the wharf were also assessed for debris.
- The majority of the timber piles supporting the ferry terminal wharf at Bay L'Argent appear to be in fair condition based on the visual inspection work conducted; however, severe to very severe splits were observed in some of the piles.
- Consultants working on behalf of Building Design and Construction division are being engaged to conduct a follow up structural evaluation in Fall 2024. The results of this review and subsequent recommendations will inform planning for repairs and upgrades in 2025.

#### Potential Speaking Points

- I understand the importance of this wharf to the Bay L'Argent area, and I applaud your commitment to these repairs.

#### Issue Two - Wharf building, funding for repairs and repurposing.

##### Background

- Marine staff visited the area in May 2024 to do a visual inspection of the provincial ferry terminal and wharf. They noted a shed-type structure adjacent to the wharf which was in poor condition. The structure is not owned by TI and TI does not maintain the building (Annex A refers).
- It is believed that the shed is used for storage by local fishers, but ownership has not been verified.

##### Analysis

- The Municipal Infrastructure (MI) Division of the Department of Transportation and Infrastructure (TI) supports a number of initiatives to facilitate and build on the capital works throughout the province.
- Capital works encompasses a wide range of municipal infrastructure and is necessary to build on the long-term economic growth of communities, allowing them to deliver strong municipal services and meet infrastructure needs.
- If it is determined that the building adjacent to the shed is owned by the Town of Bay L'Argent, the town may be able to apply for MI funding to repair the structure. If the building is owned by a private individual, there is currently no funding stream available through TI to fund repairs to a privately owned structure.

##### Potential Speaking Points

- We understand the difficulty and cost of marine infrastructure repairs and upkeep. Unfortunately, this type of improvement would not qualify for MI funding unless it is a town asset.

Issue Three - Ferry services being provided with no compensation or concern for our community.

Background

- Marine Services is unaware of any specific concerns from the local community, but they are available to discuss any concerns brought forward.

**Prepared by/Approved by: W. Mazerolle/L. Reid/C. Grandy**  
October 9, 2024

**Annex A**



**Meeting Note**  
**Department of Transportation and Infrastructure**  
**Meeting with Town of Gander**  
**Thursday, October 17, 2024, 1:00 p.m.**  
**MAPA Boardroom, 4<sup>th</sup> Floor, West Block**

**Attendees:**

- Department of Transportation and Infrastructure
  - Hon. Fred Hutton, Minister
  - Matthew Cooper, Executive Assistant
  - Cory Grandy, Deputy Minister
  - Dan Michielsen, ADM – Roads
- Department of Municipal and Provincial Affairs
  - Hon. John Haggie, Minister
  - Others TBD
- Town of Gander:
  - Mayor Percy Farwell
  - Brad Hefford, Town Clerk

Cecon Engineering (representing Gerald Gordon, developer)

- Brad Burton
- Jonathan Freake

**Purpose of Meeting:**

- The Town of Gander (the Town) requested a meeting to discuss the following agenda items:
  1. TCH Development
    - a) G. Gordon Development
    - b) Jim Burton / Robin Fournier
    - c) Magee Road / School Traffic / Long Term Care
    - d) Update on Town of Gander Highway Traffic Study – Harbourview
  2. Housing Partnership Opportunities on Crown land (Penney Avenue)
    - Location for NLHC Units Announced in 2024 Gov of NL Budget
    - Qalipu Development Corporation

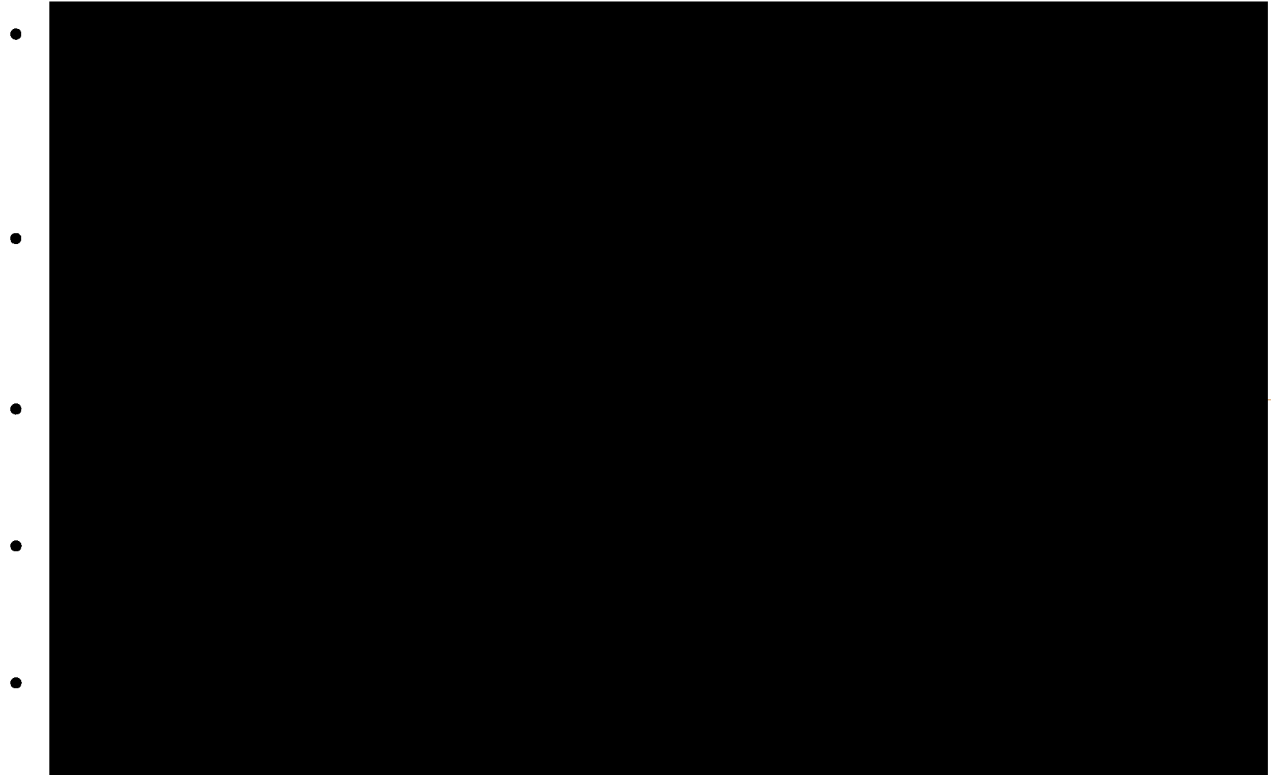
**Agenda Item 1(a): TCH Development (G. Gordon)**

- A new subdivision is being proposed near Ogilvie Street in Gander by developer G. Gordon Enterprises. Town representatives recently wrote to department officials indicating the developer's Crown Lands application was halted due to highway access issues raised by TI.
- Ogilvie Street is a small cul-de-sac with 34 homes, located directly off the Trans-Canada Highway (TCH) via an unsignalized intersection just west of the main developed area in Gander. This small subdivision has been in place since the early 1980s.
- The proposed development, which would also use Ogilvie Street for access, consists of a total of 98 single-family homes, including 74 single-family detached homes and 12 duplexes (Annex A refers).

- G. Gordon Enterprises filed an application for a Crown Lands grant on February 6, 2024. On February 21, 2024, the application was referred to TI for review to ensure the proposed development is in line with the department’s Highway Access Policy.
- Given the proposed development would represent a major expansion, resulting in increased traffic volumes at Ogilvie Street, it would be considered under the policy as a “change in use”.
- As this is a commercial development a Traffic Impact Study (TIS) was required. The main purpose of a TIS is to demonstrate how the transportation impacts of a proposed development or redevelopment can be mitigated and addressed in a manner that is consistent with traffic engineering principles. TI received a copy of the TIS on August 19, 2024.
- Ultimately, the TIS recommended significant upgrades, including left hand turning lanes and a west bound acceleration lane. As per the Highway Access Policy, the design and construction of these upgrades would be the responsibility of the developer.

Analysis

- In the past, current residents of Ogilvie Street have lobbied for TI to complete the recommended upgrades, however TI has contended that this is a developer responsibility as per the Highway Access Policy.



s.29(1)(a)

Potential Speaking Points

- This new housing development will be an exciting addition to the Town of Gander and an important step forward in creating new, provincial housing stock.

- Ensuring the Ogilvie intersection functions safely and appropriately for the traffic expected is an important step and I understand the developer has been coordinating with the department's highway design officials on highway access requirements.
- Due to the sheer number of developments that occur on the 10,000 km of provincial roadways, the department is not in a position to fund or perform highway access changes required for private developments. Our staff are, however, committed to working constructively with private developers toward this end.

**Agenda Item 1(b): TCH Development (Jim Burton / Robin Fournier)**

- Jim Burton is representing Lane's Retirement Living which is proposing to develop a retirement living complex in Gander on the south side of the TCH between the hospital and the Aviation Museum. Lane's is proposing to use a pre-existing access point.

Analysis

- The company's development plans have gone through several iterations. As of December 2023, Lane's proposal appeared to include 72 residential units of various types (12 rental apartments, 60 luxury condos) along with four commercial buildings and associated parking (Annex B refers).
- This stretch of the TCH through Gander has many existing access points which contribute to safety concerns for motorists. As such, the department has had a long-standing restriction in place preventing approval of additional accesses in the area.
- In recent years, the department has had a number of queries/concerns from Gander residents and the Town Council regarding accidents along this stretch of roadway with Council asking the department to investigate measures to mitigate safety issues. This prompted some changes to lane configuration and markings, as well as modifications to the existing access to Magee Road off the TCH and the installation of an overhead sign to provide further driver information on lane selection through the area.
- Between 2012 and 2022 there were 115 vehicle collisions, including 1 fatality, on the TCH between Cooper Boulevard and Magee Road. This is only expected to increase if a major development is approved in this area.
- Since the mid-1990s the department has had numerous interactions with the Town of Gander, advising of the need for access restrictions in the area. TI has proposed possible solutions, such as installation of a concrete median or construction of a bypass as suggested in an engineering report commissioned in 1997. To date, such options have been a significant concern for the Town.
- It should be noted that a previous consultant working on behalf of Lanes made contact with the department in 2019 regarding an earlier development proposal, which included use of the same pre-existing access. At that time, the proposed development was for a facility that would include 100 personal care beds divided into 88 units and 30 independent/assisted living units. The consultant conducted a traffic study and prepared a Traffic Impact Statement (TIS) to accompany the application for highway access.

- The TIS indicated that maximum traffic volumes for the facility on a typical weekday. The proposed development was expected to generate 12 vehicle trips in the AM peak hour (8 trips in/4 trips out) and 24 vehicle trips in the PM peak hour (11 trips in/13 trips out).
- These projected traffic volumes were assessed by department staff to be similar to that generated by the previous use of the site. Based on this, staff indicated that access approval could likely be granted under a type of grandfathering consideration.
- Lane's December 2023 proposal was significantly larger than the previous plan and had the potential to generate much more traffic, particularly considering the inclusion of commercial properties. [REDACTED] s.29(1)(a)
- In a December 2023 meeting with Mr. Burton, Minister Abbott advised that the department was open to working with Lane's Retirement Living on an engineered design, however, Lane's would have to hire an engineer and the proposal would have to eliminate left turning traffic through the implementation of a median and interchange.
- Since that time, Lane's has re-scoped the project once again such that traffic volumes will not exceed the traditional use of the existing access. The application now includes 23 semidetached senior housing buildings (46 total) and 18,500 square feet of self-storage facility. [REDACTED] s.29(1)(a)

### Potential Speaking Points

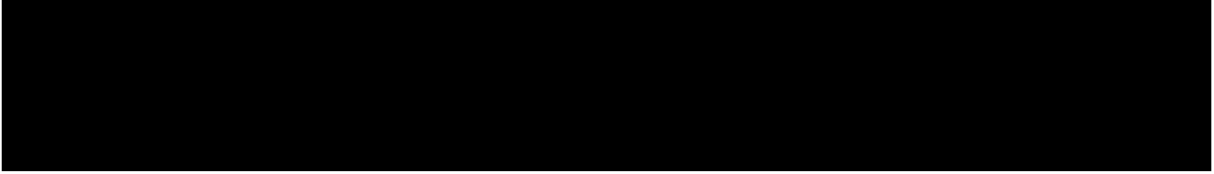
- This stretch of the TCH through Gander has many existing access points which contribute to safety concerns.
- The department is happy to provide highway access approval for this project in its current form, as traffic volumes will not exceed historical levels.

### Agenda Item 1(c): TCH Development (Magee Road/ School Traffic/ Long Term Care)

- The new Long Term Care (LTC) facility in Gander is located behind the College of the North Atlantic and Gander Collegiate. The entrance to the new facility is located on Magee Road, between the other two properties. Magee Road is a municipal road.
- Prior to construction, there was an ATV trail traversing the piece of land selected for the LTC facility. Once construction began, it became apparent that the proximity of the trail to the construction site posed a potential safety issue.
- In consultation with the Town, the department agreed to temporarily relocate a section of the trail a safe distance away from the construction site as part of the project. The ATV trail was relocated to the western and northern boundaries of the property.

### Analysis

- [REDACTED] s.29(1)(a)

- 
- 

s.29(1)(a)

- There had been some continuing concern about the ATV trail following LTC construction. The trail runs adjacent to the TCH and crosses Magee Road at a busy intersection with Memorial Drive and TCH access roads. This crossing location existed prior to the LTC project. There had been reports of ATVs using the CNA and/or school parking lots as a short cut to the trail. It is likely that some may now also be using the LTC access road/parking lot for the same purpose. This is a prohibited activity and may be a safety concern but is a municipal/police enforcement issue. TI does not regulate ATV use or trailways.
- In 2021 and 2022 TI's Infrastructure Planning and Procurement Division had been working with the Town toward a permanent rerouting of the trail. Status of this specific issue could not be confirmed for this meeting, but IPP staff indicate they believe the matter has been resolved.

#### Potential Speaking Points

- While management of Magee Road is a municipal responsibility we would be open to discussing ways the Town might deal with traffic congestion should that become an issue once the Long Term Care facility opens.

#### **Agenda Item 1(d): TCH Development (Update on Town of Gander Highway Traffic Study)**

- The Town has previously discussed its intention to conduct a traffic study to look at impacts to business if a bypass or divided highway were put through the community on the TCH.

#### Potential Speaking Points

- The Minister may wish to inquire about study parameters and any findings that may be available.

#### **Agenda Item 2: Housing Partnership Opportunities on Crown land (Penney Avenue)**

- **Location for NLHC Units Announced in 2024 Gov of NL Budget**
- **Qalipu Development Corporation**
- Refer to Annex C for development plan images shared by the Town with respect to this agenda item.
- These agenda items do not appear related to TI. To date, TI has not made surplus land available in the Gander area for affordable housing development.
- The Town may wish to engage with FFA with respect to Crown land matters, NLHC and/or the Minister of Housing regarding the NLHC units announced in Budget 2024.

- It is unclear what the Town would like to discuss in relation to the Qalipu Development Corporation.

**Prepared/Approved by:** A. Marshall / D. Michielsen  
**Deputy Minister's Approval:** C. Grandy

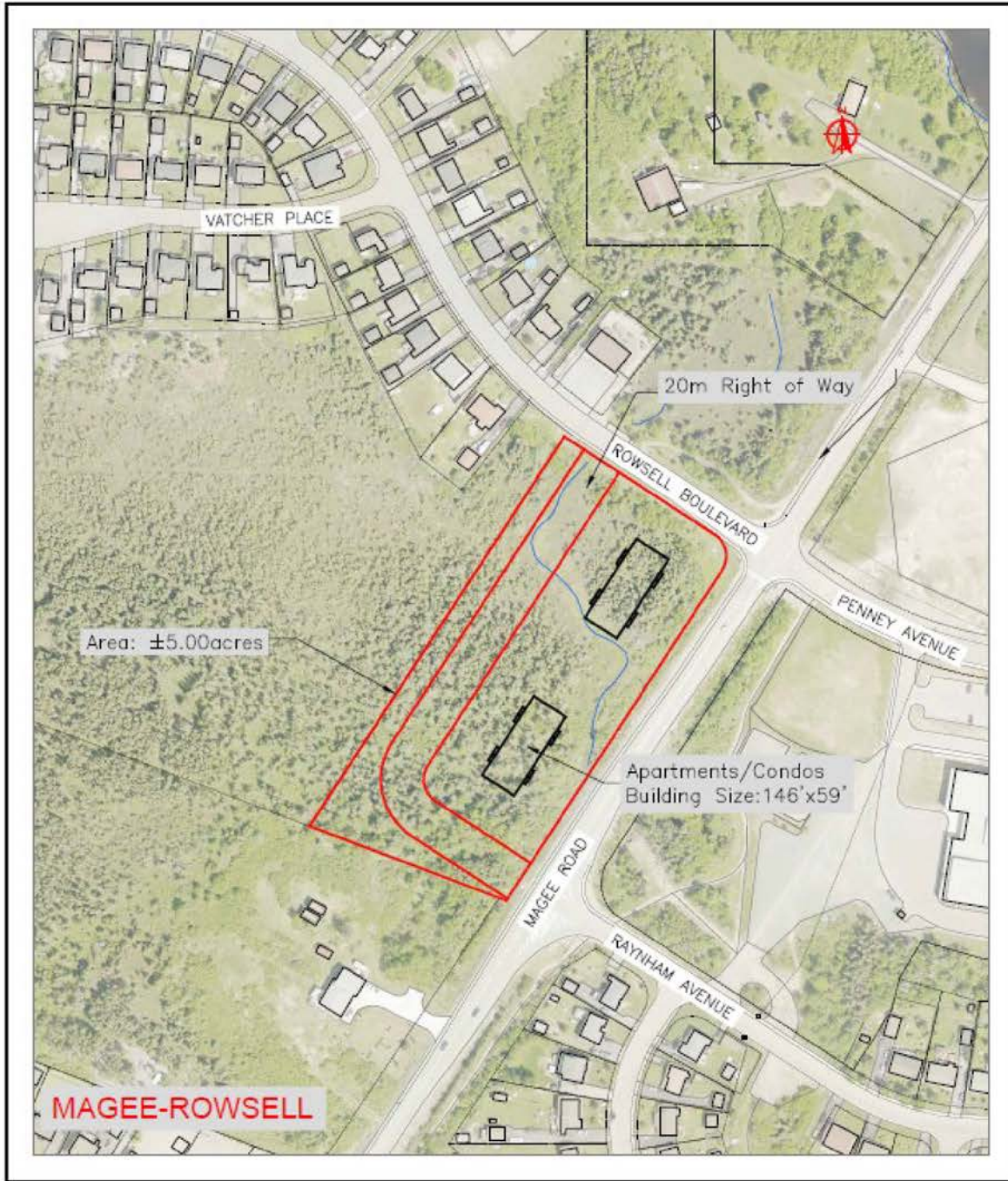
October 17, 2024

**Annex A****Proposed Ogilvie Street Development Area**

Source: Ogilvie Street Subdivision, Traffic Impact Statement (prepared by Harbourside Transportation Consultants for CECON Limited, August 2024)



### Annex C Development Plans



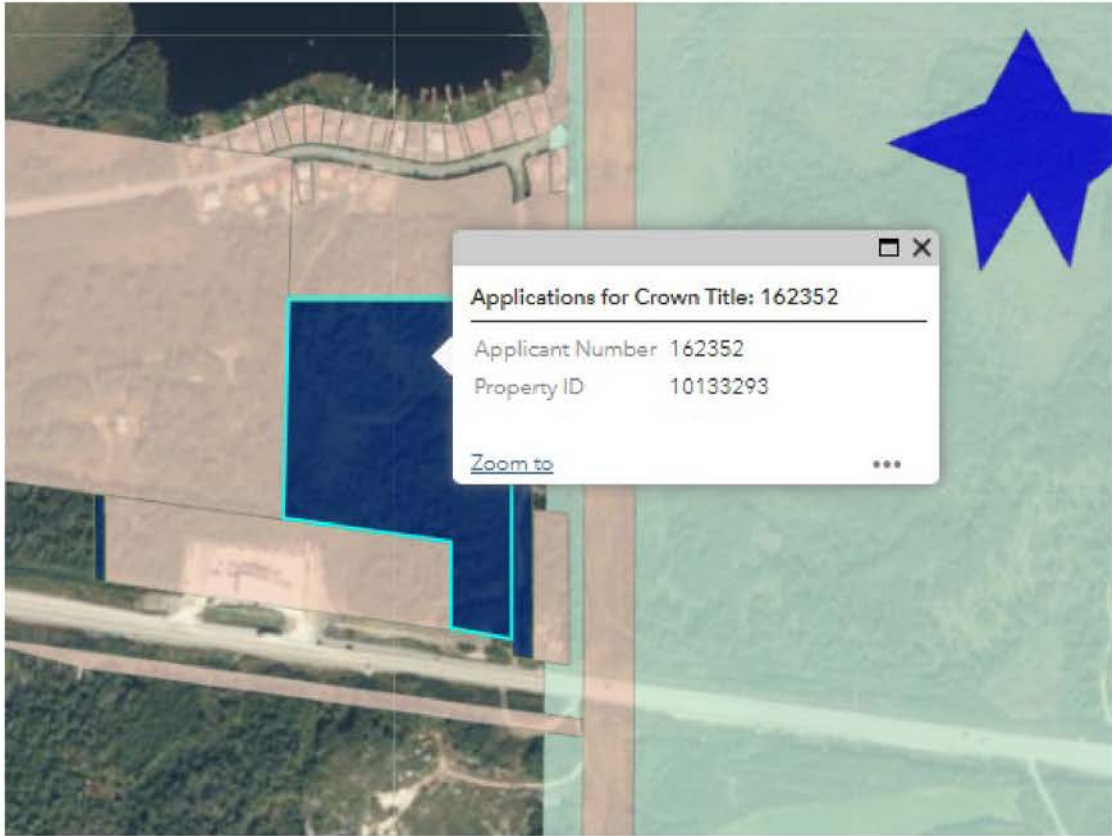
Drawing Title:  
Magee—Rowsell  
Future Development

Drawn By:  
T. Noseworthy

Scale:  
1 : 2500

Date:  
Sept 20, 2024

Drawing Number:  
24-1066-1



**Meeting Note**  
**Department of Transportation and Infrastructure**  
**Meeting with Town of Trepassey**  
**Monday, October 21, 2024, 2:00 p.m.**  
**TI Executive Boardroom, 5<sup>th</sup> Floor, West Block**

**Attendees:**

- Department of Transportation and Infrastructure
  - Hon. Fred Hutton, Minister
  - Matthew Cooper, Executive Assistant
  - Cory Grandy, Deputy Minister
  - Darlene Spracklin-Reid, ADM – Infrastructure
  
- Town of Trepassey:
  - Rita Pennell, Mayor
  - Wanda Waddleton, Councillor
  - Colin Cheater, Councillor
  - Sharon Topping, Councillor
  - Paul Ryan, Councillor

Purpose of Meeting:

- The Town of Trepassey (the Town) requested a meeting to discuss its damaged seawall.

Background

- The seawall is located along Lower Road (also called Battery Road) which connects the community with homes on Powles Peninsula (Valna Fad) and the lighthouse at Powles Head (Annex A refers).
- In September 2021 the sea wall was damaged by Hurricane Larry, and prior to the repairs and new wall construction in September 11 2022 the seawall sustained damage during Hurricane Earl and then again September 24 2022 Hurricane Fionna cause some further damage.
- Construction on the repairs to the entire site, through a Disaster Mitigation fund project, was completed in June 2023.
- In February 2024 approximately 70m of the newly constructed seawall was destroyed in a storm. The section of the beach along the damaged portion of the seawall is currently exposed and existing infrastructure in this area (e.g., Battery Road) is at risk of being damaged during future weather events.
- On March 13, 2024, Jewer Bailey Consultants ULC and Baird (JBC/Baird) were contracted by TI to investigate the seawall failure. JBC/Baird submitted its final report on August 12, 2024. The cost of the failure investigation and report amounted to \$26,912.30 (tax included).
- Emergency cleaning of the site has been completed in February/March to clear safe passage of vehicles along the road.
- Annex B provides a timeline of the series of damage and repair events at Trepassey's seawall.

### Analysis

- Based on JBC/Baird's review of the available information on the design of the most recent iteration of the seawall and the subsequent damage, the damage appears to be generally related to an inadequate foundation design.
- TI contacted JBC and requested an estimate for engineering design for short-term infrastructure measures that could be applied to protect Battery Road for the current storm season. JBC provided a quote of \$19,645.45 (taxes included).
- In the interest of time, TI's Municipal Infrastructure staff recommend direct appointment of JBC as the Prime Consultant for this scope of work, with the intent to have an infrastructure solution in place during the current storm season. A contract to this effect has been drafted and forwarded for approval.
- Engagement of a consultant to design a more permanent will follow as well, [REDACTED] s.29(1)(a)  
[REDACTED] s.29(1)(a)
- There is no estimate for the complete permanent solution, as the design is not completed, [REDACTED] s.29(1)(a)
- Contract has been forward for signature for the temporary work on October 1. If procurement of a consultant is delayed, infrastructure will remain unprotected for a longer period, resulting in greater risk of further damage to existing infrastructure during storm season.
- There is approximately \$8M remining in MCW funding unallocated in the fiscal framework, should there be a desire to approve funding immediately for the permanent fix.

### Potential Speaking Points

- I understand the Town's concern regarding the seawall, particularly now that we have entered that time of year when storm conditions start to occur.
- Our engineering staff have reviewed the recent report completed by Jewer Bailey Consultants regarding the likely causes of seawall failure. We expect to finalize a plan for next steps in the coming days.

**Prepared/Approved by:** A. Marshall / D. Spracklin-Reid / J. Garrett  
**Deputy Minister's Approval:** C. Grandy

October 21, 2024

### Annex A Trepassey Seawall



## Annex B

### Seawall Damage/Repair Timeline

The following timeline was recorded in JBC/Baird's report titled Trepassey Seawall Failure Review.

- **2021 (Sept 10th)**
  - Seawall damage from Hurricane Larry.
  - General clean up carried out but no major repairs performed.
  - Several braces were damaged, and sections of the seawall were tipped back due to wave actions and material being deposited against the seawall.
- **2022 (Sept 11th)**
  - Seawall damage from Hurricane Earl.
  - General clean up carried out but no major repairs performed.
  - Section of the seawall which had previously tipped back collapsed completely during this storm and was buried under beach rock.
  - Asphalt in roadway was extensively damaged and 3-4 ft of beach rock was deposited on the road.
- **2022 (Sept 24th)**
  - Minor damage from Hurricane Fionna.
  - Local damage around areas of seawall that were previously damaged by Hurricane Earl. Some beach material deposited on the road from the breach in the seawall.
- **2023 - Repair of Seawall damage from Hurricanes Larry, Earl & Fionna.**
  - Work Tendered in August 2022
  - Awarded to contractor in November 2022
  - Started construction in November 2022 (restart in April 2023)
  - Completed construction in June 2023
- **2024 (February 15th)**
  - Approximately 70m of seawall destroyed in a storm.

**Meeting Note**  
**Department of Transportation and Infrastructure**  
**Municipalities Newfoundland and Labrador**  
**Tuesday, October 22, 2024, 11:30 a.m. – 12:15 p.m.**  
**TI Executive Boardroom**

**Attendees:**

Transportation and Infrastructure

- Hon. Fred, Minister
- Matthew Cooper, Executive Assistant
- Cory Grandy, Deputy Minister
- Darlene Spracklin-Reid, ADM - Infrastructure

Municipalities Newfoundland and Labrador

- Councilor Amy Coady, President (participating via Zoom)
- Rob Nolan, CEO
- Deatra Walsh, Director of Advocacy & Communications

**Purpose/Agenda:**

- This meeting was requested by Municipalities Newfoundland and Labrador (MNL) to discuss municipal infrastructure priorities including:
  1. Provincial administration of Federal infrastructure funding
  2. Resumption of the Municipal Infrastructure Working Group
  3. Canada Housing Infrastructure Fund

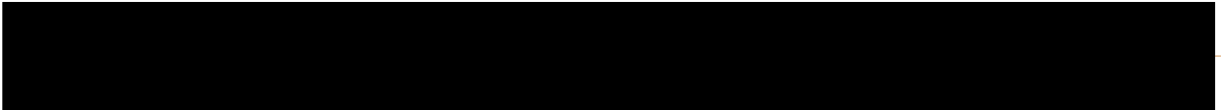
**Agenda Item #1: Provincial Administration of Federal Infrastructure Funding**

Background:

- In the past, MNL has been critical of the way federal-provincial municipal infrastructure funding has been administered by the Province, including the requirement for municipalities to deal with two different departments – TI and MAPA, respectively – for access to funding through the Investing in Canada Infrastructure Plan (now ended) and the Canada Community Building Fund (CCBF).
- The organization has also been critical of the manner in which municipal infrastructure funding applications are reviewed and selected and suggests that the process effectively forces municipalities to compete against one another for essential infrastructure funding.
- ICIP has now ended and municipalities are awaiting details on the Canada Housing Infrastructure Fund (CHIF), the next iteration of federal infrastructure funding.
- The CCBF is a permanent, indexed source of funding provided up front, twice a year, to provinces and territories, who in turn flow this funding to local governments and other entities to support local infrastructure priorities.

- The CCBF was recently renewed for the 2024-2034 period and now ties access to funding to actions by provinces, territories, and municipalities to increase Canada's housing supply. Over the first five years of the agreement, CCBF will invest over \$168 million in NL, starting with \$32.1 million in 2024-25.

Analysis:


-  s.29(1)(a)
- It appears that CHIF will include both a direct-deliver stream and a provincially administered stream. The federal government has signaled a preference to continue a level of engagement with provincial counterparts.
- Provincial involvement in federal funding programs does offer benefits to municipalities. TI staff provide support to municipalities in the preparation of funding applications, execution of projects and provides administrative oversight to help ensure federal program requirements are met. Provincial administration also helps ensure a degree of fairness across the province while maintaining provincial priorities that cross multiple departments.

Potential Speaking Points:

- The department will continue to work with our federal partners to ensure important infrastructure projects are delivered, such as projects providing drinking water and wastewater, climate resilient transportation networks, and efficient buildings infrastructure.

**Agenda Item #2: Resumption of the Municipal Infrastructure Working Group**

Background

- A resolution passed at the 2022 MNL Annual General Meeting tasked MNL with investigating how municipal infrastructure funding is administered in NL (Annex A refers).
- In a letter dated July 29, 2024, MNL president Amy Coady indicated that this investigative work has begun with MNL having analyzed data from Infrastructure Canada's Open Data Portal, and validating results with its members.
- Ms. Coady noted that conversations with the previous minister and departmental staff to support this work resulted in a commitment for a municipal infrastructure working group (MIWG), with representatives from the department and MNL.
-  s.29(1)(a)  
MNL would like to reignite the working group concept in its aim to better understand the challenges and opportunities in infrastructure funding and project implementation.
- An earlier iteration of the MIWG began in 2013 with two members from each of the following:
  - Municipal Infrastructure Division
  - Municipalities Newfoundland and Labrador
  - Heavy Civil Association Newfoundland and Labrador
  - Consulting Engineers of Newfoundland and Labrador

### Analysis

- Meetings of the earlier MIWG were held on a regular basis where MI officials were able to share information about funding programs, application processes, public procurement, etc.

- 

s.29(1)(a)

### Potential Speaking Points

- I support the concept of greater collaboration between MNL and TI and would be happy to see the establishment of a practical and constructive working group forum.
- To be truly productive, all participants should be in agreement about the purpose of the group and how it would function. To this end, I invite MNL to propose a draft Terms of Reference and/or Guiding Principles for the department's consideration and feedback.

### **Agenda Item #3: Canada Housing Infrastructure Fund**

#### Background

- Leading up to Budget 2024, the Federal Government announced that it will be launching the new \$6 billion Canada Housing Infrastructure Fund (CHIF) to accelerate the construction and upgrading of critical housing infrastructure. This includes water, wastewater, stormwater, and solid waste infrastructure to support the construction of more homes. The fund will include:
  - \$1 billion available for municipalities to support urgent infrastructure needs that will directly create more housing.
  - \$5 billion for agreements with provinces and territories to support long-term priorities. Provinces and territories can only access this funding if they commit to key actions that increase housing supply:
    - Require municipalities to broadly adopt four units as-of-right and allow more "missing middle" homes, including duplexes, triplexes, townhouses, and other multi-unit apartments.
    - Implement a three-year freeze on increasing development charges from April 2, 2024, levels for municipalities with a population greater than 300,000.
    - Adopt forthcoming changes to the National Building Code to support more accessible, affordable, and climate-friendly housing options.
    - Require as-of-right construction for the government's upcoming Housing Design Catalogue.
    - Implement measures from the Home Buyers' Bill of Rights and Renters' Bill of Rights.

#### Analysis

- The Province has received a first draft of the CHIF bilateral agreement for Newfoundland and Labrador and is in negotiations with HICC.
- This provincially administered CHIF stream will support projects identified and prioritized by provinces and territories in communities that are doing their part to address barriers to home building. Newfoundland and Labrador's notional allocation under this stream is approximately

\$123.1 million. Provinces and territories will be required to allocate at least 20 per cent of their agreement-based funding to rural, northern, and Indigenous communities.

- Provinces will have until January 1, 2025, to secure an agreement and 20 per cent of funding must be allocated by June 30, 2025, by submitting prioritized projects to HICC for review and approval. If a province or territory does not secure an agreement by their respective deadline, their funding allocation will be transferred to the direct-deliver municipal stream.
- Once negotiations have concluded and TI receives appropriate approvals to enter into the bilateral agreement, program details will be shared on the department's web site.

#### Potential Speaking Points

- The Canada Housing Infrastructure Fund will help accelerate the construction and upgrading of critical housing infrastructure across Canada. This will include funding for water, wastewater, stormwater, and solid waste infrastructure to support the construction of more homes.
- The Province is currently in negotiations with Housing, Infrastructure and Communities Canada toward a bilateral agreement for Newfoundland and Labrador.
- It is expected that details will be available early in the new year.

**Prepared By/Approved By:** A. Marshall/ D. Spracklin-Reid / C. Grandy

October 21, 2023

**Annex A****MNL 2022 Approved Resolution: 5-2022  
(Approved Nov 5, 2022)****5-2022 Provincial administration of Federal infrastructure funding****MNL Board of Directors**

## Category A

**WHEREAS** the Government of Newfoundland and Labrador administers a variety of federal and often cost-shared capital works, disaster relief, and other infrastructure-related fund allocations;

**WHEREAS** there are currently large, unspent federal allocations to Newfoundland and Labrador due, at least in part, to insufficient funds for the designated Provincial share;

**WHEREAS** Infrastructure Canada data on the 2018-2028 Canada Infrastructure Plan (ICIP) shows that as of August 2022, 38% of Newfoundland and Labrador's \$556M ICIP budget for long-term infrastructure projects remains unallocated, with 11% of the funds already applied for still under review;

**WHEREAS** the consequent Government of Newfoundland and Labrador capital works funding review and selection practices effectively force municipalities to compete against one another for essential infrastructure;

**WHEREAS** the Government of Newfoundland and Labrador lacks a long-term infrastructure plan;

**WHEREAS** the Government of Newfoundland and Labrador has inadequately supported the implementation of municipal asset management under the 2014-2024 Gas Tax Agreement (recently renamed the Canada Community Building Fund);

**WHEREAS** Newfoundland and Labrador's municipal infrastructure is already in a crisis situation, exacerbated by intensifying severe weather events due to climate change; and,

**WHEREAS** Municipalities Newfoundland and Labrador (MNL) recognizes the benefit of direct Federal-Municipal funding arrangements as advocated by the Federation of Canadian Municipalities;

**THEREFORE BE IT RESOLVED** that MNL undertake a detailed, comprehensive review of current and historical federal-provincial capital works funding, administration, and allocation practices with the intent to improve the system for municipalities.

**THEREFORE BE IT FURTHER RESOLVED** that MNL lobby the provincial government to move infrastructure funding from the Department of Transportation and Infrastructure back to the Department of Municipal and Provincial Affairs

**RESOLUTIONS 2023**

9-2023

Resolution Requesting an Increase in  
Maximum Municipal Capital Works Funding  
Town of Cow Head

HEREAS municipalities face a growing need to address larger and more pressing issues in our communities; and

WHEREAS the current maximum amount of funding available for Municipal Capital Works Projects is insufficient to cover the rising project costs; and

WHEREAS the prices of materials, labor, and services have increased significantly, making it challenging to execute essential projects with limited funding; and

WHEREAS the needs of our communities, such as infrastructure improvements, remain consistent and must be met to ensure the well-being of our residents; and

WHEREAS legislative requirements mandate compliance with certain standards and infrastructure upgrades, necessitating increased funding for Municipal Capital Works Projects; and

WHEREAS there is concrete evidence of the funding gap, as demonstrated by our recent experience of having to decline project approvals due to unaffordable tenders and unattainable council contributions;

**THEREFORE, BE IT RESOLVED that Municipalities Newfoundland and Labrador advocate for municipalities across the Province to lobby for an increase in the maximum amount of funding allowed for Municipal Capital Works Projects.**

**FURTHER RESOLVED that MNL shall actively engage with relevant government authorities and funding bodies to highlight the challenges municipalities face in executing critical projects with limited funding.**

**FURTHER RESOLVED that MNL shall present evidence, including examples like our own experience, to demonstrate the urgent need for an increase in the maximum funding limit.**

**FURTHER RESOLVED that MNL shall emphasize that these increases are essential to enable municipalities to fulfill their obligations and responsibilities to their communities, as mandated by legislation.**

**FURTHER RESOLVED that MNL shall collaborate with municipalities across the province to collectively advocate for this necessary change to ensure that all communities can address their pressing infrastructure and development needs.**

**MNL Staff Comments:**

Municipalities are experiencing extreme infrastructure challenges on an ongoing basis. MNL's research in this area confirms that smaller municipalities in particular are challenged by administrative and funding application processes, as well as their ability to cost-share projects. The cost of delivering infrastructure, as this resolution outlines and as our research confirms, is also steadily increasing because of inflation. Available funding for municipal infrastructure will need to increase to meet the demand.

**Meeting Note**  
**Department of Transportation and Infrastructure**  
**Meeting with KMK Capital**  
**Tuesday, October 29, 2024, 9:00 - 9:30 A.M.**  
**TI Executive Boardroom**

**Attendees:**Transportation and Infrastructure

- Hon. Fred Hutton, Minister
- Matthew Cooper, Executive Assistant
- Cory Grandy, Deputy Minister
- Robyn Burse, ADM – Building Operations

Housing

- Hon. John Abbott, Minister
- Bradley George, Executive Assistant

KMK Capital

- Justin Ladha, CEO
- John Phillips
- Mark Dobbin
- Others TBD

**Purpose/Agenda:**

- This meeting was requested by KMK Capital to discuss the development of affordable housing in St. John's and the surrounding area.

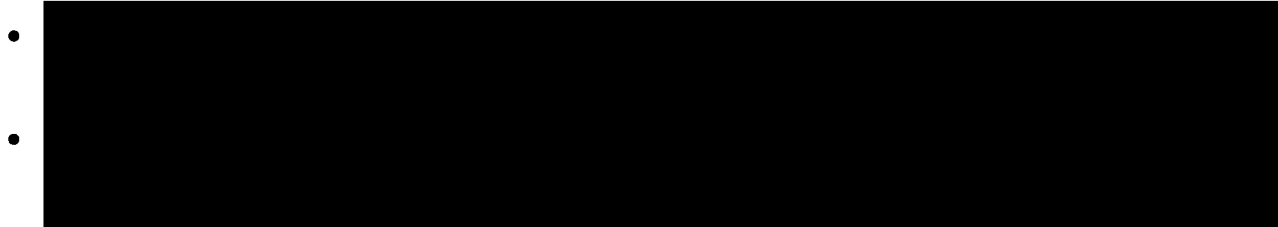
**Background**

- Similar to other jurisdictions in Canada, Newfoundland and Labrador is experiencing increased demand for housing that is impacted by a number of factors, including the province's sustained growth in population, demographic shifts and higher costs.
- On October 16, 2023, the Province introduced a five-point plan to increase the availability of affordable housing by helping to stimulate private sector development and stabilize or reduce housing prices. The new initiatives are designed to incentivize the rapid construction of affordable housing and support the transition to home ownership (Annex A refers).
- In line with Point 3 in this plan, GNL committed to making available vacant, Province-owned land and buildings for construction or conversion of affordable, purpose-built rental housing. TI identified 23 vacant properties in the St. John's/metro area that may be of interest for this type of development.
- On November 6, 2023, the department issued a Request for Expressions of Interest (REOI) in Vacant Land for Development of Affordable, Purpose-Built Rental Housing in St. John's/Metro. The REOI closed on December 6, 2023, with seven proposals received from industry and not-for-profit stakeholders. A proposal was not received from KMK Capital.

- Of the seven proposals received in response to the REOI, five were conditionally accepted with letters of intent issued to proponents in May 2024. One proposal was rejected as it was out of scope of the REOI while additional detail was requested in relation to another.

#### Analysis

- KMK Capital Inc. manages a number of holding companies that are involved in a wide variety of construction and development projects across Newfoundland and Labrador, and throughout North America.



s.29(1)(a)

- The purpose of CHIF will be to help accelerate the construction and upgrading of critical housing infrastructure, including water, wastewater, stormwater, and solid waste infrastructure to support the construction of more homes. The fund will include:
  - \$1 billion available for municipalities to support urgent infrastructure needs that will directly create more housing.
  - \$5 billion for agreements with provinces and territories to support long-term priorities. Provinces and territories can only access this funding if they commit to key actions that increase housing supply:
    - Require municipalities to broadly adopt four units as-of-right and allow more “missing middle” homes, including duplexes, triplexes, townhouses, and other multi-unit apartments.
    - Implement a three-year freeze on increasing development charges from April 2, 2024, levels for municipalities with a population greater than 300,000.
    - Adopt forthcoming changes to the National Building Code to support more accessible, affordable, and climate-friendly housing options.
    - Require as-of-right construction for the government’s upcoming Housing Design Catalogue.
    - Implement measures from the Home Buyers’ Bill of Rights and Renters’ Bill of Rights.
- The provincially administered CHIF stream will support projects identified and prioritized by provinces and territories in communities that are doing their part to address barriers to home building. Newfoundland and Labrador’s notional allocation under this stream is approximately \$123.1 million. Provinces and territories will be required to allocate at least 20 per cent of their agreement-based funding to rural, northern, and Indigenous communities.
- The Province has received a first draft of the CHIF bilateral agreement for Newfoundland and Labrador and is in negotiations with Housing, Infrastructure and Communities Canada (HICC). Provinces will have until January 1, 2025, to secure an agreement. If a province does not secure an agreement by the deadline, its funding allocation will be transferred to the direct-deliver municipal stream.
- One the bilateral agreement is in place, 20 per cent of funding must be allocated by June 30, 2025, by submitting prioritized projects to HICC for review and approval.

- Once negotiations have concluded and TI receives appropriate approvals to enter into the bilateral agreement, program details will be shared on the department's web site.

**Potential Speaking Points**

- I applaud KMK Capital for its interest in development of affordable housing in the St. John's area. All orders of government recognize this as a key priority and are working to support the private and not-for-profit sectors toward this end.
- The Federal Government's new, \$6 billion Canada Housing Infrastructure Fund will help accelerate the construction and upgrading of critical housing infrastructure across Canada. This will include funding for water, wastewater, stormwater, and solid waste infrastructure to support the construction of more homes.
- The Province is currently in negotiations with Housing, Infrastructure and Communities Canada toward a bilateral agreement for Newfoundland and Labrador. It is expected that details will be available early in the new year.

**Prepared By/Approved By:** A. Marshall / R. Burse / D. Spracklin-Reid / J. Garrett  
**Deputy Minister's Approval:** C. Grandy

October 28, 2024

## Annex A – Five Point Plan



### News Releases

#### Featured News

This Week's  
Releases

Recent News  
Releases

News Release  
Archive

Speeches

Statements in the  
House of  
Assembly

Photos

Videos

COVID-19 News

Communications  
Contacts

News Releases > Executive Council > Provincial Government Launches Five-Point Plan to Improve Availability of Housing That is Affordable

## Provincial Government Launches Five-Point Plan to Improve Availability of Housing That is Affordable

**Executive Council**  
**Children, Seniors and Social Development**  
October 16, 2023

Share this article:

The Provincial Government today introduced a five-point plan designed to increase the availability of housing that is affordable in Newfoundland and Labrador by helping stimulate private sector development and stabilize or reduce housing prices. Through the targeted actions, valued at more than \$65 million, there will be upwards of 500 new housing options added to the market.

Similar to other jurisdictions across Canada, Newfoundland and Labrador is experiencing increased demand for housing that is impacted by a number of factors, including the province's sustained growth in population, demographic shifts, and higher costs.

The new initiatives will incentivize the rapid construction of housing that is affordable and support the transition to home ownership. They include:

1. Removal of the GST/HST on new purpose-built rental housing. This could potentially save developers hundreds of thousands of dollars depending on the size of the build.
2. A low interest financing program that will provide financing to assist in constructing purpose-built rental housing, including modular, or converting non-residential buildings into purpose-built rentals.
3. Use of available Provincial Government-owned land and buildings for construction or conversion for purpose-built rental housing, including

modular.

4. A home ownership assistance program for first-time homebuyers with lower-to-moderate incomes who qualify for a mortgage to access the required downpayment to purchase a home. The program will also assist with closing costs of up to \$1,500 to match the Federal First-Time Home Buyers' Tax Credit.
5. A Secondary and Basement Suite Incentive, which will be a pilot project, whereby homeowners will be able to access a forgivable loan of 50 per cent of the cost of renovations, up to a maximum of \$40,000 over five years.

These actions are in addition to the extra \$3 million to repair and renovate approximately 143 vacant Newfoundland and Labrador Housing Corporation units announced today, along with the more than 750 new public housing options that have been advanced over the last two years, and the \$140 million record high investment in housing in Budget 2023. Through the Newfoundland and Labrador Housing Corporation, the province has seen more than 2,000 individuals and families access permanent housing over the last two years, and expansion completed or underway of 165 emergency shelter beds 76 supportive housing units, and 12 second stage housing units, and shelter beds for women.

#### **Quotes**

"Our government has set out on a course to improve the social and economic well-being of Newfoundlanders and Labradorians. Improving accessibility to housing that is affordable is a major part of that agenda, and through the five-point plan we launched today we are incentivizing the rapid construction of new housing options as we continue to increase the availability of public housing options as well."

Honourable Dr. Andrew Furey  
Premier of Newfoundland and Labrador

"Newfoundland and Labrador, like other jurisdictions across Canada and around the world, are all experiencing demand for safe, accessible, and affordable housing. Our government is rising to the challenge of support the more vulnerable people in our communities, as well as help meet market demand for affordable housing."

Honourable Paul Pike  
Minister Responsible for Newfoundland and Labrador Housing Corporation,  
and Minister of Children, Seniors and Social Development

“We applaud the government’s continued commitment to stimulate new housing construction that will make housing more affordable and accessible in the province. We look forward to working closely with the government and our partners in the construction industry to ensure the work is executed with the highest standards of quality and efficiency. Together, we are building a stronger, more sustainable future for our province, where everyone can access safe and comfortable housing.”

Stephen Short

Vice-Chair and Executive Member, Newfoundland and Labrador  
Construction Association

“As the advocate for the residential construction sector in Newfoundland and Labrador, we are thankful for our government’s continued efforts to address housing issues in our province. Providing Newfoundlanders and Labradorians with access to affordable and safe homes is vital. While there are many challenges with the current housing crisis, we are eager to collaborate with the province and our members to support initiatives which strengthen the residential construction sector and improve the quality of life for all residents.”

Alexis Foster

Executive Officer, Canadian Home Builders’ Association Newfoundland and  
Labrador

-30-

**Learn more**

Follow us on X [@GovNL](#) and [@NLHousing](#)

Like us on [Facebook](#)

2023 10 16

11:42 am

**Meeting Note**  
**Department of Transportation and Infrastructure**  
**Galway Multiplex**  
**Tuesday, October 29, 2024, 4:30 - 5:00 p.m.**  
**TI Executive Boardroom**

**Attendees:**

Department of Transportation and Infrastructure

- Hon. Fred Hutton, Minister
- Matthew Cooper, Executive Assistant
- Cory Grandy, Deputy Minister
- Darlene Spracklin-Reid, ADM Infrastructure

Multiplex Proponent Representatives

- [Redacted] s.40(1)
- [Redacted]
- [Redacted]

Purpose of Meeting:

- This meeting was requested by Multiplex proponents to continue discussion regarding the Multiplex Provincial Recreation Facility.

**Agenda Item #1 – Multiplex Provincial Recreation Facility**

Background:

s.29(1)(a), s.40(1)

- [Redacted]
- On July 5, 2024, Premier Furey announced plans for a new multiplex provincial recreational facility in Galway. The facility is intended to house multiple sporting surfaces, including ice rinks and curling sheets combined with support for improved health and well-being in the region and province. A 10-acre parcel of land has been donated for the facility by developer and former premier, Danny Williams.
- In July 2024, TI issued a Request for Proposals (RFP) for advisory services for the development of a functional program for the multiplex. The RFP has since closed and a contract valued at \$129,882 has been awarded to Stantec Architecture Ltd.
- Project deliverables will include a multiplex functional program, project schedule, design/construction estimate and an assessment of the donated multiplex site. The consultant will work closely with government officials in development of the functional program and will also consult with external stakeholders, including representatives of the sports community and members of the public.

Analysis:

- [Redacted] s.29(1)(a)

- 



s.29(1)(a)

TI and TCAR officials have recently visited multiplex facilities in other provinces to gain insight into size, features and operational models.

- The procurement approach for this project has not yet been determined. In addition to a traditional procurement method (e.g., Design-Build), an alternative procurement approach may be considered (e.g., Design-Build-Finance-Maintain-Operate).
- To date, a federal funding program for which this project may be eligible has not been identified.

Potential Speaking Points:

- The department is committed to advancing a project for a new multiplex, which would be a welcome addition to the province's inventory of sport and recreational facilities.
- I'm happy to report that department officials recently held a kick-off meeting with Stantec Architecture, the functional design consultant for the project.
- Stantec will consult with representatives of the sports community and members of the public as they gather information to inform the functional design program.

**Prepared/Approved by:** A. Marshall / D. Spracklin-Reid / J. Garrett  
**Deputy Minister's Approval:** C. Grandy

October 28, 2024