



October 4, 2022

Peter Schiefke
Chair
Standing Committee on Transport, Infrastructure and Communities
House of Commons,
Ottawa, Ontario, K1A 0A6

Dear Mr. Schiefke,

The Government of Canada welcomes the opportunity to respond to the Standing Committee on Transport, Infrastructure and Communities sixth report titled, *Targeted Infrastructure Investments to Influence Social, Economic and Environmental Outcomes*.

The Government has made historic investments to advance Canada's social, economic, and environmental prosperity. Since the launch of the Investing in Canada Plan (the Plan) in 2016, the Government has worked to enable investments in social, green, public transit and other core public infrastructure, as well as trade and transportation infrastructure. It is a cross-Government effort, with components led by Infrastructure Canada (\$101.8 billion), Canada Mortgage and Housing Corporation (\$32.8 billion), Indigenous Services Canada (\$21.7 billion), Employment and Social Development Canada (\$9.1 billion), Transport Canada (\$6.2 billion) and other departments and agencies. In addition, the Canada Infrastructure Bank was launched, mandated to invest \$35 billion into revenue-generating infrastructure projects in Canada or partly in Canada and by virtue of its investment, to attract private sector investors and institutional investors. Six years into its 12-year timespan, the Plan is delivering results across Canada. As of September 2022, the Plan has invested over \$126 billion in over 84,000 projects across Canada.

The Government has continued to make additional investments in infrastructure on top of the measures included in the Plan and its policy objectives. Since the Plan was launched in Budget 2016 and Budget 2017, additional Infrastructure investments beyond the Plan were announced in Budgets 2018, 2019, 2021 and 2022 in areas such as public transit, green and inclusive public buildings, resilience, broadband, trade corridors, housing, childcare and support for rural, remote, and Indigenous communities. Together, these additional investments support the infrastructure policy and program outcomes as defined in the report's recommendations.

The Government also recognizes that there is an infrastructure gap between Indigenous and non-Indigenous communities in Canada. Infrastructure investments are a key element of the Government's commitment to foster the growth of safe, healthy, and prosperous Indigenous communities and to support Indigenous economic participation. Since 2015, the Government has made significant investments in Indigenous infrastructure to address critical infrastructure needs to improve economic, social, and health outcomes for First Nations, Inuit, and Métis communities. This includes \$6.3 billion over 5 years for community infrastructure, including operation and maintenance funding, announced in Budget 2021, with an additional investment of \$4 billion over 7 years in Budget 2022 for Indigenous housing and housing-related infrastructure.

Moving forward, the Government recognizes that the key to building Canada for the 21st century is a strategic and collaborative long-term infrastructure plan that builds economically vibrant, strategically planned, sustainable and inclusive communities. To this end, there is a growing need for further evidence-based long-term planning toward a net-zero emissions future. Canada's first ever National Infrastructure Assessment (NIA), once established, will provide infrastructure decision-makers and investors the information and insight needed to guide better informed and targeted infrastructure investments.

In Budget 2022, the Government announced measures to help ensure that federal funding for infrastructure can continue to support communities across Canada by working with provinces to expedite funding commitments to projects that will deliver the infrastructure that communities need. Furthermore, the Government signalled its commitment to exploring opportunities to link investments in future infrastructure programs and renewed administrative agreements for the Canada Community-Building Fund to actions taken by provinces, territories and municipalities to increase housing supply.

Through the NIA, governments have a unique opportunity to work together by developing a shared understanding of needs – based on sound data and evidence, and to address those needs by planning for the long-term and through capital investment. Understanding broad local and regional contexts is key. More informed planning will lead to better investments, help drive outcomes and create more sustainable and livable communities, ultimately making our investments go further.

I am pleased to outline in greater depth how the Government of Canada's current and planned infrastructure investments meaningfully support the 18 recommendations presented in the committee's report. The following response uses a thematic approach that responds to multiple recommendations under five thematic sections that largely mirror those of the report. They are:

- *Structure of Infrastructure Programs* (recommendations 1 to 4) that touches on the Government's efforts to advance flexible infrastructure programming and funding, and support for local infrastructure capacity building, i.e. asset management.
- *Impact of COVID-19 on Infrastructure Projects* (recommendations 5 and 9) that describes the Government's immediate financial support to provinces, territories, and municipalities

for transit systems, and the government's additional assistance for COVID-19 related projects to improve air quality to help reduce the spread of COVID-19.

- *Infrastructure Needs* (recommendations 6, 7, 8, 10, 11 and 14) that covers Government investments in transportation infrastructure with emphasis on trade and supply chains, public transit infrastructure, active transportation, and housing infrastructure.
- *Climate Change: Adapting and Building Resilient Infrastructure* (recommendations 12 and 13) that covers the Government's investments related to climate resilient infrastructure and climate adaptation. It specifically touches on the National Adaptation Strategy (NAS), the Disaster Mitigation and Adaptation Fund (DMAF), and the National Infrastructure Assessment (NIA); and,
- *Broadband Connectivity and Closing the Digital Divide* (recommendations 15 to 18) that highlights the Government's investments to improve broadband connectivity through public sector funding and capacity support, and it highlights initiatives to help close the digital infrastructure gap with Indigenous communities.

Structure of Infrastructure Programs (Recommendations 1 to 4)

Flexible Infrastructure Programming and Funding

The Government of Canada recognizes that flexibility, accessibility, and predictability are core components of successful long-term infrastructure initiatives.

The Canada Community-Building Fund (CCBF) provides \$2.3 billion per year of predictable, long-term funding that helps communities build and revitalize their public infrastructure. From 2014-15 to 2023-24, this represents over \$26 billion in flexible, long-term funding for municipal infrastructure. Furthermore, the program was topped-up, on an exceptional basis, in 2019 and again in 2021 in response to unique challenges posed by the onset of the COVID-19 pandemic to better assist municipalities and First Nations communities facing serious infrastructure deficits exacerbated by the pandemic.

The Government also recognizes the importance of engaging with provinces and territories in renewing administrative agreements and remains committed to working with them to ensure that the program advances both federal and regional infrastructure priorities. The Investing in Canada Infrastructure Program's (ICIP) allocation-based funding model and its outcomes-based eligibility criteria, afford recipients the discretion to build infrastructure projects that contribute to national outcomes while responding to infrastructure priorities. This approach allows the prioritization of innovative projects that may not have fit with previous asset-based eligibility models, such as natural infrastructure that contributes toward water and wastewater outcomes, and investments with Indigenous partners that contribute to better community outcomes.

Supporting Local Infrastructure Capacity Building

Asset management plans are essential in guiding how core infrastructure assets are to be built, renewed, operated, maintained and replaced. This type of planning helps to maximize the use of public dollars. It is important to ensure that all communities, regardless of size, have the capacity and resources to undertake sound asset management practices.

The Plan's suite of programs are designed to support local needs and realities of communities across Canada. For example, the CCBF supports flexible, long-term funding for municipal infrastructure, empowering them to address local needs in 19 eligible categories of investment along with capacity building. The program reaches over 3,600 communities across the country and supports approximately 4,000 projects a year.

In addition, the CCBF is a key source of federal funding to support asset management across Canadian communities. All CCBF administrative agreements allow communities to fund asset management plans under eligible category of capacity building. CCBF allocations are implemented using an approach that reflects the specific realities of communities within each province or territory.

Furthermore, the Government of Canada partnered with the Federation of Canadian Municipalities (FCM) to launch the Municipal Asset Management Program, a \$110 million program to support municipal asset management capacity building and training to ensure stronger asset management practices across the country. Further funding was committed in 2019 to extend the program until 2024—25 with a focus on capacity building in smaller-sized communities.

Since the program's launch, the Government of Canada has maintained a strong and ongoing partnership with the FCM to ensure sound oversight of program delivery that demonstrates results for communities. To date, the program has demonstrated positive results in assisting communities in the development of accurate data concerning local infrastructure for budgetary and investment decisions.

Additionally, the Government of Canada recently partnered with FCM to deliver the \$75 million Municipalities for Climate Innovation Program (2016-17 to 2021-22) that aimed to integrate climate change considerations into asset management and reduce greenhouse gas emissions. This program provided funding, training and resources to help communities adapt to the impacts of climate change.

Impact of COVID-19 on Infrastructure Projects (Recommendations 5 and 9)

The Government of Canada has worked, and is continuing to work, closely with local, provincial, territorial and Indigenous partners to minimize the health, economic and social impacts of COVID-19.

In July 2020, the government provided more than \$19 billion to help provinces and territories safely restart their economies through the Safe Restart Agreement (SRA). The SRA included \$2 billion to support municipalities with COVID-19 operating costs and \$2.4 billion to cost-match any additional provincial/territorial contributions to public transit. In recognition of the extraordinary impact of the pandemic on public transit ridership and

the revenues that municipalities count on, an additional \$750 million was committed through Budget 2022 to support municipalities in addressing public transit shortfalls. To increase the impact of this investment, the funding was made conditional on provincial and territorial governments committing to match the federal contribution and to accelerate their work with their municipalities to build more homes for Canadians. The extraordinary assistance provided by the federal government will help provinces, territories and municipalities address pressures within their own areas of jurisdiction.

In the infrastructure space more broadly, Infrastructure Canada adapted its \$33 billion Investing in Canada Infrastructure Program (ICIP) to respond to the impacts of COVID-19. The program created a new time-limited COVID-19 Resilience Infrastructure stream through which provinces and territories have the flexibility to transfer up to 10 percent of original ICIP allocations (over \$3 billion) to the COVID-19 Resilience Infrastructure stream to support projects in their jurisdiction, including municipal projects. The COVID-19 Resilience Infrastructure stream also expanded eligibility to fund quick-start, short-term projects to support COVID-19 response or economic recovery that might not otherwise be eligible under the existing funding streams. Eligible funding categories include:

- Retrofits, Repairs and Upgrades for municipal, provincial, territorial and Indigenous buildings, health infrastructure and schools.
- COVID-19 Resilience Infrastructure, including measures to support physical distancing.
- Active Transportation Infrastructure, including parks, trails, foot bridges, bike lanes and multi-use paths.
- Disaster Mitigation and Adaptation, including natural infrastructure, flood and fire mitigation, and tree planting and related infrastructure; and
- Projects in public buildings whose primary purpose is to increase outdoor air intake and/or increase air cleaning in order to help reduce the transmission of COVID-19.

To provide additional support to jurisdictions, the COVID-19 Resilience stream provides enhanced cost-sharing with a maximum federal contribution of 80% for provinces and municipalities in provinces and 100% for territories, municipalities in territories, and Indigenous recipients. The COVID-19 Resilience stream also includes \$190 million of top-up funding for ventilation improvement projects to support provincial, territorial, municipal, regional and Indigenous governments and Indigenous organizations to fund projects whose primary purpose is to increase outdoor air intake and/or increase air cleaning in order to help reduce the transmission of the virus that causes COVID-19.

Although the COVID-19 Resilience stream was initiated in the early days of the pandemic, it will continue to support new projects that can begin construction by September 30, 2023, with construction extending into 2024. As such, these projects will continue to mobilize ICIP funds to respond to community infrastructure needs for years to come.

Infrastructure Needs (Recommendations 6, 7, 8, 10, 11, and 14)

Transportation Infrastructure: Trade and Supply Chains

The Government of Canada understands that a well-functioning global transportation system is critical to securing supply chains, enabling global trade, and forms the backbone of nearly all sectors of the economy. To this end, the Government continues to invest in trade-enabling transportation infrastructure through the National Trade Corridors Fund (NTCF), a merit-based program established in 2017 that is designed to strengthen the efficiency and reliability of Canada's domestic and international trade corridors and supply chains. As of July 2022, the Government of Canada has invested \$2.7 billion through the NTCF, leveraging a total investment of over \$5.8 billion, to support 134 projects delivered by a broad range of stakeholders, across all modes, and in every province and territory.

Additionally, a National Supply Chain Task Force was launched by the Minister of Transport to consult with industry stakeholders and other supply chain partners to develop independent recommendations regarding short and long-term actions to improve the efficiency and resiliency of national supply chains in support of economic growth. The Task Force is undertaking comprehensive consultations across many diverse partners across sectors of the Canadian economy, and, once released, its recommendations will help to inform the development of a National Supply Chain Strategy.

To complement this work, Budget 2022 announced \$603.2 million for new initiatives to ensure that Canada's supply chains meet the needs of the economy and withstand disruptions caused by climate change and global events. These include:

- \$450 million in new funding for the NTCF to support supply chain projects that will help ease the movement of goods across Canada's transportation networks, and bringing total funding allocated to the program to more than \$4.6 billion since 2017;
- \$136.3 million over the next five years, starting in 2022-23, to develop industry-driven solutions to use data to make our supply chains more efficient, building on the success of initiatives like the West Coast Supply Chain Visibility Program; and
- \$16.9 million over five years, starting in 2022-23, to continue making Canada's supply chains more competitive by cutting needless red tape, including working to ensure that regulations across various modes of cargo transportation (e.g., ship, rail) work effectively together.

Recognizing the importance of improving supply chain efficiency through the adoption of strategic technologies, the Government of Canada's \$136.3 million investment will seek to optimize the use of digital tools and solutions to improve the capacity of existing infrastructure, particularly in congested gateways and to facilitate emergency and redundancy movements of freight. By working in concert with industry, solutions developed through this work aim to fill the gaps with key trading competitors and improve our capacity to make

better informed decisions by promoting digital solutions and leveraging modern tools in place of inefficient traditional practices. This will support better information-sharing, particularly real-time performance data, and in turn support improved supply chain traffic management and operational planning, while reducing risks associated with vulnerabilities.

Public Transit Infrastructure

In Budget 2021, the Government of Canada announced new permanent public transit funding of \$14.9 billion over eight years, including \$3 billion in annual permanent funding starting in 2026-27. The federal Government will continue to invest directly in public transit and active transportation networks across Canada through the new permanent public transit funding, and work closely with all orders of Government and partners to strengthen public transit systems, including their financial sustainability. Moreover, the Government recently launched a broad-based engagement process to seek perspectives from transit operators; provinces, territories, and municipalities, Indigenous organizations and diverse groups of Canadians, to gather insights to inform the development of the new program. This collaborative approach ensures the funding contributes to sustainable transit and mobility solutions. It will also support housing outcomes by aligning access to transit infrastructure funding with actions by provinces, territories, and municipalities to increase housing supply where it makes sense to do so.

Active Transportation

In addition to recent investments in public transit funding, the Government of Canada also recognizes the importance of investing in active transportation with the objective of promoting healthier lifestyles, cutting air and noise pollution, reducing greenhouse gas emissions, and creating good middle-class jobs to grow the economy.

To this end, in July 2021, the Government of Canada published Canada's first National Active Transportation Strategy and launched a dedicated fund for active transportation. Through the Strategy, the Government of Canada has committed to helping deliver active transportation options for Canadians and promote the transition to cleaner transportation across the country.

To implement the strategy, the Government created the Active Transportation Fund (ATF) as part of the Government's historic \$14.9-billion public transit investment over eight years announced in February 2021. As the first federal fund dedicated to active transportation, it provides \$400 million over five years to support new and expanded networks of pathways, bike lanes, trails and pedestrian bridges. It also funds planning and stakeholder engagement activities, to increase the proportion of Canadians who regularly make the choice to use active transportation. The Fund will also support the goals of Canada's Strengthened Climate Plan: A Healthy Environment and a Healthy Economy.

Housing Infrastructure

The Government of Canada recognizes there is a need to both increase the supply of housing and expand access to affordable housing in Canada. There are a number of factors

that are making housing more expensive, but the biggest issue is supply. Put simply, Canada is facing a housing shortage.

In response, the Government is taking action to build more homes and make housing more affordable across Canada through proposed measures announced in Budget 2022.

Furthermore, it created a new portfolio comprised of CMHC and Infrastructure Canada that provides opportunities to ensure that housing and infrastructure investments are aligned and complementary. In partnership with steps that must be taken by other orders of government— these measures will put Canada on the path to double the construction of new housing to help meet Canada’s housing needs over the next decade.

Through Budget 2022, the Government signalled its intention to create flexibility within federal infrastructure programs to tie access to infrastructure funding to actions by provinces, territories, and municipalities to increase housing supply where it makes sense to do so.

Furthermore, one of Budget 2022’s new key measures include \$4 billion in new funding over five years, starting in 2022-23, to the Canada Mortgage and Housing Corporation to launch its new Housing Accelerator Fund (HAF) to incentivize cities and towns to get more housing built. The fund will be designed to be flexible to the needs and realities of cities and communities, while advancing Government infrastructure priorities such as housing.

Additionally, Budget 2022 announced additional \$1.5 billion in funding to extend the Rapid Housing Initiative (RHI) that is expected to create over 4,500 new affordable housing units. Launched in 2020, RHI helps address the urgent housing needs of vulnerable Canadians, especially in the context of the pandemic. It supports the rapid creation of new affordable housing units, which must remain affordable for at least 20 years. The first two rounds of RHI, announced and launched in 2020 and 2021 and totaling \$2.5 billion, are supporting the creation of more than 10,000 affordable housing units.

Climate Change: Adapting and Building Resilient Infrastructure (Recommendations 12 and 13)

National Adaptation Strategy

Canada is warming at twice the rate of the global average, with the North at three times the rate, and is increasingly experiencing extreme events such as heatwaves, wildfires, and floods, alongside gradual climate impacts such as rising sea levels, and thawing permafrost. In response, the Government is advancing the development of Canada’s first National Adaptation Strategy (NAS), that will accelerate coordinated action and measurable progress on climate change adaptation by establishing a shared vision for climate change resilience in Canada, and uniting actors across communities, sectors, and jurisdictions for a whole-of-society approach to climate change. The development of the NAS is informed in part by the advice of five expert advisory tables focused on different thematic areas, including resilient natural and built infrastructure. The advisory tables were co-chaired by a federal department along with an external partner or stakeholders. The Government has also engaged other key

partners, including provinces and territories, regional and national Indigenous organizations, and the public.

Key messages heard during this engagement included the need to expand traditional asset-based approaches and infrastructure management to a systems-based model that situates assets within, and across, infrastructure systems. This approach recognizes the services that infrastructure provides, such as transportation, utilities, and communications, and the systems in which infrastructure functions that connect and cross multiple scales.

Climate change impacts are already having clear implications for Canada's built infrastructure, as evidenced by recent disasters across Canada. Physical infrastructure is Canada's most consequential climate risk, while also a top sector for climate resilience potential, as measured by the proportion of damages that can be avoided through robust adaptation actions, policy and programs. The co-developed advice from the NAS will inform future resilience work for built and natural infrastructure across Canada to build infrastructure systems that are climate-resilient and undergo continuous adaptation to adjust for future impacts and deliver reliable, equitable, and sustainable services to all of society.

Disaster Mitigation and Adaptation Fund

In 2018, the Government of Canada launched the Disaster Mitigation and Adaptation Fund (DMAF), committing \$2 billion over 10 years to invest in structural and natural infrastructure projects to increase the resilience of communities that are impacted by natural disasters triggered by climate change. An additional \$1.375 billion in federal funding over 12 years was announced in 2021 to renew the DMAF, with a minimum of \$138 million from this amount allocated specifically to Indigenous recipients.

As of June 2022, DMAF had committed to investing a total of \$2.1 billion for 70 built and natural infrastructure projects that help communities better prepare for, and withstand, the potential impacts of natural disasters, prevent infrastructure failures and protect Canadians.

The DMAF closely aligns with other landmark federal direct funding programs, such as ISC's First Nation Infrastructure Fund, and CIRNAC's First Nation Adapt program and Climate Change Preparedness in the North program, to optimize resources available to address critical infrastructure needs in Indigenous communities, including in the North.

National Infrastructure Assessment

Further, implementing the National Infrastructure Assessment will help identify needs and priorities for Canada's built environment and support long-term planning toward a net-zero emissions and resilient future.

Once established, the assessment will serve as the foundation to inform and guide infrastructure investments in Canada. It will provide the Government with impartial, expert research and analysis – grounded in evidence and developed openly and transparently – on the future role of infrastructure investments in supporting major long-term economic, social and environmental objectives identified by the Government of Canada.

Broadband Connectivity and Closing the Digital Divide (Recommendations 15 to 18)

The Government recognizes that all Canadians, no matter where they live, should have access to high-quality, robust, and affordable telecommunications services. Access to affordable broadband Internet, particularly in rural and remote regions, is essential to participating in the digital economy. To advance this objective, the Government has a comprehensive approach to broadband connectivity.

In June 2019, the Government published Canada's first broadband strategy, entitled High-Speed Access for All: Canada's Connectivity Strategy. It outlines Canada's action plan to deliver on this commitment through leveraging new and existing investments and technologies, as well as to collaborate with partners, such as the private sector and provinces and territories. The Strategy is a key part of the Government's ambitious plan to ensure that all Canadians have access to affordable, high-speed connectivity at speeds of at least 50/10 megabits per second (Mbps), regardless of where they live or work, as well as improved mobile connectivity along highways and roads.

Public Sector Funding for Broadband Connectivity

The Government of Canada also acknowledges the necessary role for the public sector in delivering high-speed Internet to rural and remote communities, particularly for areas that lack a private sector business case to attract private sector investment. As such, the Government has established targeted funding programs for rural and remote expansion such as the Connect to Innovate (CTI) program and the Universal Broadband Fund (UBF).

The UBF, which in Budget 2021, was provided an additional \$1 billion, for a total of \$2.75 billion under this program, supports connectivity in underserved rural and remote communities. With the additional funding for the UBF, the Government has now made a total of \$7.2 billion available for broadband expansion since 2015. The UBF is making substantial progress to provide coverage to underserved Canadians across the country. To date \$2.1 billion of the available funding from the UBF program has already been announced to cover up to 923,000 of the 1.542 million underserved households. Through strong partnerships, the Government has leveraged nearly \$2 billion in matching provincial dollars and even more in private sector investment.

These efforts are complemented by additional broadband initiatives, such as CRTC's \$750 million Broadband Fund, general infrastructure programs administered by Infrastructure Canada and Indigenous Services Canada to improve connectivity, increased financing through the Canada Infrastructure Bank (CIB), and broadband initiatives from other levels of Government including the provinces and territories. Collectively, these investments will ensure that 98% of Canadians are connected to high-speed Internet by 2026, with the goal of connecting all Canadians by 2030.

Broadband Connectivity Capacity Support

The Government of Canada is committed to supporting the institutional capacity of small municipalities and Indigenous governments when applying to broadband infrastructure programs. Through the CTI program, two thirds of available funding has gone to small

Internet Service Providers , and municipal and Indigenous applicants. Similarly through the Rapid Response Stream of the UBF, two thirds of available funding to date has gone to small, municipal and Indigenous applicants.

Additionally, the UBF offers a Pathfinder Service (Pathfinders) to help all applicants, particularly smaller applicants, navigate the application process. Pathfinders received just under 2,000 inquiries during the application period with almost half of them coming from small Internet Service Providers, and municipalities. Pathfinders also offered 18 webinars to over 1,000 participants to help applicants prepare their submissions to the program. The Government looks forward to continuing to support small, municipal and Indigenous applicants as we roll out the remainder of UBF funding.

Closing the Digital Divide with Indigenous Communities

The Government of Canada continues to make significant investments to connect Indigenous communities with high-speed internet. Notably, the Government's First Nation Infrastructure Fund (FNIF), led by ISC, helps First Nations communities upgrade and increase public infrastructure, including connectivity infrastructure such as high-speed backbone transport networks, broadband points of presence, local access networks and community satellite equipment, to improve the quality of life and the environment in First Nations communities.

As of March 31, 2022, ISC has invested over \$79.6 million of targeted funds (excluding operating expenses) to support 41 Connectivity projects, 26 of which are complete. These projects will benefit 285 communities, serving approximately 297,000 people. Additionally, 10% of CRTC's \$750 million Broadband Fund is dedicated to satellite-dependent communities, many of which are Indigenous.

Similarly, the Rural and Northern Communities Infrastructure Stream under ICIP includes broadband infrastructure projects. Under this stream, up to 100% of Indigenous project costs could be supported. Furthermore, the Canada Infrastructure Bank's Indigenous Community Infrastructure Initiative (ICII) provides broadband project financing between \$5 million and \$100 million up to 80% of total project costs. The Canada Infrastructure Bank has committed to investing \$1 billion across all priority sectors, including broadband, for projects in partnership with and for the benefit of Indigenous peoples. Across federal broadband programs since 2015, the Government has announced broadband projects that will connect approximately 100,000 Indigenous households across the country.

Canada's Infrastructure Future

The COVID-19 pandemic has highlighted the importance of ensuring all communities have access to the infrastructure people need. As economic recovery continues, targeted and data driven infrastructure investments will create good jobs, protect the health and wellbeing of Canadians, reduce emissions, and make our economy more sustainable.

In collaboration with other federal departments, provinces, territories, municipalities, Indigenous communities and other stakeholders, the Government remains focused on our

shared priorities, including increasing economic growth, supporting climate resilience, advancing reconciliation, reducing emissions, and improving the quality of life for Canadians. Advancing work on Canada's first National Infrastructure Assessment will be an important tool to further identify Canada's long-term infrastructure needs and priorities, and ensure our investments support a strong, inclusive, and green economic recovery.

To conclude, the Government of Canada thanks the Standing Committee on Transportation, Infrastructure and Communities for its work and study on how to improve the overall effectiveness and efficiency of Canada's infrastructure agenda through targeted investments.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. LeBlanc', written in a cursive style.

The Honourable Dominic LeBlanc, P.C., M.P.
Minister of Intergovernmental Affairs, Infrastructure and Communities