



Briefing Note A – Federal Infrastructure Program (FIP) *Confidential*

Month: October 2025

You oversee a national program created to move “shovel-ready” safety projects into construction before the 2026 season. A deteriorating two-lane span over **Kettle Creek** is drawing quiet attention in the capital: emergency vehicles detour on thaw days, and two grocery distribution routes cross the bridge weekly. Your minister wants a visible success—steel in the ground and traffic flowing safely **by 2026**, not years from now.

Your authority to **commit funds** ends **March 31, 2026**. Central agencies expect signed contracts or purchase orders **by December 31, 2025** to demonstrate momentum, with major fabrication underway over winter. If this slips, the money will be reprofiled to another province’s ready project. Internally, there is sensitivity about paying **more than half** of a single asset without a clear, near-term public-safety payoff.

The province’s estimate is **\$60 million** for design, demolition, and replacement. Your technical brief says a disciplined procurement this winter could support **substantial completion by September 30, 2026**—tight, but credible if long-lead steel is ordered before year-end and the site is prepped early in spring. Anything beyond 2026 invites weather risk, cost escalation, and headlines your minister wishes to avoid.

You’ve had one preliminary call with Riverbend officials. They stressed crew scheduling and supply timelines but offered no firm dates. You left convinced the need is real and the window is narrow. You’re meeting the province **this October 2025** to see whether they’ll accept a **modest federal cost-share** and commit to **substantial completion in 2026**, aligning with your program’s deadlines and the minister’s expectations.