

GRANTS & FUNDING

There needs to be strong provincial support for areas that are disproportionately aging and losing population, he said. That support can no longer come from within the community because its losing taxpayers. (Richard Milgrom, University of Manitoba see Coop article)

- 2020 Throne Speech funding potential
- FCM Advocacy
- Active Programs
- Fully Allocated Programs



RESEARCH FINDS

- Few grants available (MDTP grant & Gas Tax)
- FCM advocates for federal engagement with rural
- 2020 Throne Speech hints at potential future transit grants
- Provincial and federal grants identified

The timing and availability of federal and provincial funding opportunities is often uncertain. Municipal funding sources are limited and transit must compete with other basic community needs for funds. To be prepared for the next opportunity a Transit Plan with strong demonstrated support and need can be an impetus to be successful to obtain funding.

The only grants available to support public transit funding as of Fall 2020 is the MDTP and the ongoing Gas Tax grant received by the municipality which is eligible to support a number of initiatives few other grants listed may be applicable depending on the goals of the transit plan.

SUMMER 2021 The Rural Transit Solutions Fund will soon to available to mitigate capital costs for rural and remote communities such as the RM of Piney.

Current grant programs that are no longer taking applications and past grants are listed as information of the types of past opportunities which could be made available in the future as the 2020 Throne Speech included references to public transit. The Federation of Canadian Municipalities (FCM) also advocates for deeper federal engagement with rural Canada.

2020 Throne Speech Excerpts

A few statements from the 2020 Throne Speech related to transit are summarized below and could translate to public transit funding. High speed internet would also support transit through improved communications for safety, emergencies as well as operational dispatch to driver information.

To keep building strong communities, over the next two years the Government will also invest in all types of infrastructure, including public transit, energy efficient retrofits, clean energy, rural broadband, and affordable housing, particularly for Indigenous Peoples and northern communities.

The Government will accelerate the connectivity timelines and ambitions of the Universal Broadband Fund to ensure that all Canadians, no matter where they live, have access to high-speed internet.

- Help deliver more transit and active transit options;
- And make zero-emissions vehicles more affordable while investing in more charging stations across the country.

Federal of Canadian Municipalities (FCM) Advocacy

In January 2019, the federal government named Canada's first Minister of Rural Economic Development. Municipalities welcomed this encouraging response to FCM's advocacy for deeper federal engagement with rural Canada:

"Support a range of rural mobility solutions... {including} Ensuring a new permanent transit funding mechanism includes a merit-based component to address challenges that can't be met by ridership-based allocations alone—including regional bus, para-transit and seniors shuttles services. (See FCM's *Modern public transit*.) Working with municipalities in the short term to address gaps in inter-city transportation services, avoiding a one-size-fits-all approach."



A. ACTIVE PROGRAMS

A.1 PROVINCIAL Mobility Disadvantaged Transportation Program (MDTP)*Guideline excerpts

There are three types of grants available under this program.

- 1) **Start-Up Grants** - on a one-time basis of a new service during the initial operating period for \$6,000;

2) **Capital Grants** - for the acquisition of capital assets on a 'one-time' basis to purchase a specific capital asset; will not be granted for the acquisition of replacement assets, will be 50% of the actual cost of the capital asset with a maximum grant of \$10,000.

3) **Operating Grants** - to assist in annual operating costs of transportation service for the mobility disadvantaged. Grant is based on 37½% of the gross operating expenses to a maximum of \$20,000 per year or \$30,000 for communities who operate two vehicles.

General guidelines:

- Grants will only be made to the municipal government which agrees to sponsor a service.
- The community will be responsible for raising 62½% of the gross operating expenses.
- The service provided must be available to the community for a minimum of 40 hours within a seven-day period.
- Service will be provided to mobility disadvantaged persons visiting from any other community on the same basis as is offered to local residents.
- Service will be from the door of pickup to the door of destination. There will be no centralized pickup or drop off locations.

A.2 PROVINCIAL Mobility Disadvantaged Transportation Program (MDTP)

***Regional Incentive Grant excerpts**

https://www.gov.mb.ca/mr/bldgcomm/pubs/mdtp_guidelines.pdf

Objective: The purpose of the Regional Incentive Grant is to address the challenges municipalities face in delivering handi-transit services to multiple communities, and to support municipalities that have the potential to expand their regional handi-transit service to other communities that are not currently served by a handi-transit service.

Regional Services – defined as providing handi-transit service to at least 2 communities (the whole community or parts thereof); Combined Population Base of at least 5,000 – handi-transit service must serve a combined minimum population base of at least 5,000.

A.3 FEDERAL Municipalities for Climate Innovation Program (MCIP)-reduce emissions

The Municipalities for Climate Innovation Program delivered by the Federation of Canadian Municipalities (FCM) is a five-year, \$75 million program that provides funding, training and resources to help Canadian municipalities adapt to the impacts of climate change and reduce greenhouse gas emissions. The MCIP was launched in February 2017 and is scheduled to end in 2021-2022.

A.4 FEDERAL Smart Cities Challenge (SCC) – potential for transit app development

The Smart Cities Challenge is a pan-Canadian competition open to communities of all sizes, including municipalities, regional governments and Indigenous communities (First Nations, Métis and Inuit). The Challenge encourages communities to adopt a smart cities approach to improve the lives of their residents through innovation, data and connected technology. The Challenge was launched in November 2017 and is scheduled to end in 2027.

For more information visit <http://www.infrastructure.gc.ca/cities-villes/index-eng.html>

A.5 FEDERAL Gas Tax Fund (GTF)

The Gas Tax Fund provides municipalities with a permanent, predictable and indexed source of long-term funding, enabling construction and rehabilitation of core public infrastructure. It offers local communities the flexibility to make strategic investments across 18 different project categories, including roads and bridges, public transit, drinking water and wastewater infrastructure, and recreational facilities. The Gas Tax Fund started in 2005-2006 and is ongoing.

A.6 FEDERAL Transit Fund – details to be announced

On February 10, 2021, the Prime Minister announced \$14.9 billion for public transit projects through the Permanent Transit Fund. This announcement included a commitment to support the transit needs of Canada’s rural, remote and small communities.

On March 29, 2021, Minister McKenna announced a \$250 million investment in public transit to help communities to develop rural transit solutions that address the transit needs of Canadians living in rural, remote and small communities. But, there is no one-size-fits-all solution that will meet the diverse needs across Canada’s rural and remote communities. This fund will support creative projects that address the unique needs of communities.

Developed with the goal of creating equity amongst communities across the country, this fund will be the first federal fund dedicated to rural transit. It will also support Canada’s post-COVID recovery by creating jobs and building a more inclusive economy.

B. FULLY ALLOCATED OR CLOSED PROGRAMS

B.1 PROVINCIAL The Building Sustainable Communities grant helps build thriving sustainable communities that provide a high quality of life for Manitobans. The grant leverages investments in community development by local governments, non-profit organizations and others.

The program’s January 15, 2020 intake is now closed and is no longer accepting applications.

B.2 FEDERAL Green Infrastructure Fund (GIF) – fully committed

The Green Infrastructure Fund supports environmental infrastructure projects that promote reduced greenhouse gas emissions, cleaner air, cleaner water and cleaner land. There are five eligible categories of investment: wastewater infrastructure, green energy generation infrastructure, green energy transmission infrastructure, solid waste infrastructure, and carbon transmission and storage infrastructure. By providing up to 50 percent federal funding on a cost-shared basis, the fund leverages additional investments from other partners. The Green Infrastructure Fund started in 2009-2010 and is schedule to end in 2021-2022.

- All funding available under this program has been committed

B.3 FEDERAL The New Building Canada Fund – Provincial-Territorial Infrastructure Component – Small Communities Fund represents 10 percent of the overall Provincial-Territorial Infrastructure Component funding envelope. This Sub-Program provides contribution funding for infrastructure projects in small communities with populations of 100,000 or less. The PTIC-SCF supports projects of national, regional and local significance that contribute to economic growth, a clean environment and stronger communities. Projects will allow people and goods to move more freely, increase the potential for innovation and economic development, and help to improve the environment and support stronger, safer communities. The PTIC-SCF started in 2014-2015 and is schedule to end in 2023-2024.

- No additional project proposals are being accepted under this program.

B.4 PROVINCIAL Small Communities Transportation Fund (2014/15 – 2018/19)

<https://www.gov.mb.ca/mr/bldgcomm/print,sctf.html#:~:text=The%20Small%20Communities%20Transportation%20Fund,vehicles%2C%20and%20active%20transportation%20infrastructure.>

The Small Communities Transportation Fund (SCTF) is a new, application-based fund that will support rural Manitoba communities' investments in transit infrastructure projects, including purchase of handi-transit vehicles, and active transportation infrastructure. Funding is provided through the new Canada Manitoba Gas Tax Agreement.

A total of \$1.0 million is available over five years (2014/15 - 2018/19) for eligible transit, handi-transit or active transportation projects undertaken across Manitoba. Annual funding of up to \$200,000 will be available for allocation in each of the five years, starting in 2014.

B.5 FEDERAL Public Transit Infrastructure Fund (PTIF)

The Public Transit Infrastructure Fund provides short-term funding to help accelerate municipal investments to support the rehabilitation of transit systems, new capital projects, and planning and studies for future transit expansion to foster long-term transit plans. Eligible recipients include: provinces and territories; municipal or regional governments, established by provincial or territorial statute; or a transit agency or authority, established by a provincial, territorial, or

local government. These investments will help to improve commutes, cut air pollution, strengthen communities and grow Canada's economy. The Public Transit Infrastructure Fund started in 2016-2017 and is now scheduled to end in 2019-2020.