



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 14.4.1
Halifax Regional Council
August 1, 2017

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed

SUBMITTED BY: _____
Councillor Russell Walker, Chair, Grants Committee

DATE: July 11, 2017

SUBJECT: Rural Transit Funding Program 2017-2018

ORIGIN

July 10, 2017 meeting of the Grants Committee - motion to approve staff recommendation.

LEGISLATIVE AUTHORITY

Grants Committee Terms of Reference: "The HRM Grants Committee shall review, evaluate and make recommendations to Regional Council regarding annual cash grants, rent subsidies, property tax exemptions, less than market value property sales and leases to registered non-profit organizations and charities managed by a duly appointed Grants Committee."

RECOMMENDATION

That Halifax Regional Council approve the following grants under the Rural Transit Grants Administrative Order, for the 2017-2018 fiscal year:

- 1) Lump Sum Grants
 - a. MusGo Rider Cooperative (Musquodoboit) - \$10,000
 - b. MusGo Rider Cooperative (Valley-Sheet Harbour) - \$10,000
 - c. BayRides - \$5,000
- 2) Flat Rate Grant of \$0.42 per in-service kilometer up to a program maximum of \$105,000
- 3) If, at the end of fiscal 2017-2018, residual funding remains in the account staff recommends the supplementary funds are distributed pro-rata based on in-service kilometers to the approved applicants up to a total of \$0.50 per kilometer.

BACKGROUND / DISCUSSION

The Grants Committee reviewed the staff report dated May 24, 2017 at their July 10, 2017 meeting and approved the staff recommendation.

FINANCIAL IMPLICATIONS

Financial implications are outlined in the attached staff report dated May 24, 2017.

RISK CONSIDERATION

Risk considerations are outlined in the attached staff report dated May 24, 2017.

COMMUNITY ENGAGEMENT

The Grants Committee meetings are open to public attendance. The Grants Committee is comprised of one elected member from each Community Council, a Chair appointed from the membership of the Audit and Finance Standing Committee and six (6) members of the public. The agenda, minutes, and reports for the Grants Committee are posted on the HRM website.

ENVIRONMENTAL IMPLICATIONS

None identified.

ALTERNATIVES

Alternatives are addressed in the attached May 24, 2017 staff report.

ATTACHMENTS

Attachment 1: Staff report dated May 24, 2017 report.

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Sheilagh Edmonds, Legislative Assistant, Municipal Clerk's Office 902.490.6520



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 9.1.2
Grants Committee
June 12, 2017

TO: Chair and Members of the Grants Committee

Original signed

SUBMITTED BY:

Dave Reage, MCIP, LPP, Director, Halifax Transit

DATE: May 24, 2017

SUBJECT: Rural Transit Funding Program 2017-2018

ORIGIN

Halifax Transit received three renewal applications to the 2017-2018 Rural Transit Funding Program.

LEGISLATIVE AUTHORITY

Subsection 79(1) of the *Halifax Regional Municipality Charter* provides that “The Council may expend money required by the Municipality for.... (av) a grant or contribution to: ... (v) any charitable, nursing, athletic, educational, environmental, cultural, community, fraternal, recreational, religious or social organization within the Province.”

Administrative Order number 2014-012-ADM, the *Rural Transit Grants Administrative Order*, provides the authority to provide grants specifically to community organizations that provide community based transit services in rural communities within the municipality.

From the HRM Grants Committee Terms of Reference: “The HRM Grants Committee shall review, evaluate and make recommendations to Regional Council regarding annual cash grants, rent subsidies, property tax exemptions, less than market value property sale and leases to registered non-profit organizations and charities managed by a duly appointed Grants Committee.”

RECOMMENDATION

It is recommended that the Grants Committee recommend that Regional Council approve the following grants under the *Rural Transit Grants Administrative Order*, for the 2017-2018 fiscal year:

Recommendations continued on page 2

- 1) Lump Sum Grants
 - a. MusGo Rider Cooperative (Musquodoboit) - \$10,000
 - b. MusGo Rider Cooperative (Valley-Sheet Harbour) - \$10,000
 - c. BayRides - \$5,000
- 2) Flat Rate Grant of \$0.42 per in-service kilometer up to a program maximum of \$105,000
- 3) If, at the end of fiscal 2017-2018, residual funding remains in the account staff recommends the supplementary funds are distributed pro-rata based on in-service kilometers to the approved applicants up to a total of \$0.50 per kilometer.

BACKGROUND

The Rural Transit Funding Program is a grants program through which rural transit operators can apply for funding to subsidize the cost of operating their service. The program is comprised of two parts:

- An annual lump sum payment of either \$5,000 or \$10,000 depending on the level of service provided; and
- A flat rate of \$0.50 per kilometer travelled while providing transit service.

Applications were received from BayRides, MusGo Rider Cooperative (Musquodoboit) and MusGo Rider Cooperative (Valley - Sheet Harbour) for 2016-2017. All three rural transit service providers were approved and received funding through the Rural Transit Funding Program.

The three rural transit service providers which received funding during 2016-2017 have renewed their funding requests for the 2017-2018 fiscal year. Halifax Transit did not receive any new applications to the Rural Transit Funding Program for 2017-18.

DISCUSSION

In 2016-17, three agencies received funding through the Rural Transit Funding Program – BayRides, MusGo Rider Cooperative (Musquodoboit) and MusGo Rider Cooperative (Valley-Sheet Harbour); the three services were paid out \$29,244, \$72,574, and \$13,972 respectively.

Table 1 represents approximately 3,500 passenger trips which were accommodated through these community based transit service providers, typically trips to medical appointments, shopping and school.

Table 1: Rural Transit Funding Program Pay Outs – 2016/17

	In Service Kilometers Reported to Halifax Transit	Pay out for In-Service Kilometers (at \$0.50 per km)	Lump Sum Grant	Total Funding Payout
BayRides	48,488 kms	\$24,244.00	\$5,000.00	\$29,244.00
MusGo Rider (Musquodoboit)	125,148 kms	\$62,574.00	\$10,000.00	\$72,574.00
MusGo Rider (Valley-Sheet Harbour)	7,944 kms	\$3,972.00	\$10,000.00	\$13,972.00
			Total: \$115,790.00	

Table 2 below summarizes the funding projections for 2017/18, based on anticipated mileage reported to Halifax Transit by each agency.

Table 2: Projected Funding Dispersion 2017-2018

	Community Transit Service Providers	Anticipated In-Service Kilometers in 2017/2018	Projected Funding (at \$0.50 per km)	Lump Sum Grant ¹	Total Funding Request
Applications for Continued Funding	BayRides	66,000 km	\$33,000	\$5,000	\$38,000
	MusGo Rider (Musquodoboit)	145,000 km	\$72,500	\$10,000	\$82,500
	MusGo Rider (Valley-Sheet Harbour)	36,000 km	\$18,000	\$10,000	\$28,000
		247,000 km	\$123,500	\$25,000	\$148,500
				Total: \$148,500	

As described in Table 2 above, the three rural transit operators are anticipating kilometer payments for 2017-18 fiscal year for a total of 247,000 km or \$123,500 plus lump sum grants of \$25,000 for a projected funding total of \$148,500 for 2017-18.

¹ As per AO 201-012-ADM section 6: The lump sum payment is determined based on the level of service provided by the organization.

Actual Mileage vs. Mileage Projection

Staff have observed in past years that rural transit service providers submitting applications to the Rural Transit Funding Program have over-estimated the number of in-service kilometers that they would be operating over the upcoming year. As identified in table 3 on the following page, on average, agencies have only operated 71-90 per cent of the mileage they had projected in the application process. It is also possible that rural transit service providers have underestimated the in service kilometers to be operated in a particular fiscal year, although as of yet this has not been observed.

Table 3: Projected in-service Mileage Versus actual Mileage Reported (2015/16 - 2016/17)

	2015 / 2016 Fiscal Year	2016 / 2017 Fiscal Year
Projected In-Service Kilometers as reported to Halifax Transit in Application	155,000 km	200,684 km
Actual mileage reported to Halifax Transit and paid out through the Rural Transit Funding Program	110,719 km	181,580 km
Percent of Projected Funding actually Paid Out	71%	90%
Projected per kilometer pay out based on mileage reported to Halifax Transit	\$77,500.00	\$100,342.00
Actual per kilometer funding paid out	\$55,359.50	\$90,790.00
Variance in Projected vs Paid Funding	\$22,140.50	\$9,552.00

Prorating Per Kilometer Rate

As per section 15 of Administrative Order 2012-012 ADM, where there is insufficient program budget, the lump sum payments shall be paid in full and the per kilometer flat rate payments will be distributed as a pro-rated percent for each organization.

Funding of \$130,000 is available in operating account R953 - Transportation Demand Management Programs. After paying out the lump sum grants, there would be \$105,000 remaining for per kilometer payments, or approximately \$0.42 per projected in service kilometer. Table 4 on the following page compares projected payouts based on the fully funded scenario as compared to the prorated payouts.

Table 4: Fully Funded vs. Prorated Funding Payouts

4.A

Community Transit Service Providers	Anticipated In-Service Kilometers in 2017/2018	Full Funding		
		Projected funding (at \$0.50 per km)	Lump Sum	Total Funding based on \$0.50 per km
BayRides	66,000	\$33,000.00	\$5,000.00	\$38,000.00
MusGo Rider (Musquodoboit)	145,000	\$72,500.00	\$10,000.00	\$82,500.00
MusGo Rider (Valley-Sheet Harbour)	36,000	\$18,000.00	\$10,000.00	\$28,000.00
Total	247,000	\$123,500.00	\$25,000.00	\$148,500.00

4.B

Community Transit Service Providers	Anticipated In-Service Kilometers in 2017/2018	Prorated Funding		
		Projected funding (at \$0.42 per km)	Lump Sum	Total Funding based on Prorated per km
BayRides	66,000	\$28,056.68	\$5,000.00	\$33,056.68
MusGo Rider (Musquodoboit)	145,000	\$61,639.68	\$10,000.00	\$71,639.68
MusGo Rider (Valley-Sheet Harbour)	36,000	\$15,303.64	\$10,000.00	\$25,303.64
Total	247,000	\$105,000.00	\$25,000.00	\$130,000.00

Including the lump sum grant of either \$5,000 or \$10,000, the prorated funding represents between 87 and 90 per cent of what each agency would be funded at the full \$0.50/km.

FINANCIAL IMPLICATIONS

Funding of \$130,000 is available in operating account R953 - Transportation Demand Management Programs. This amount is deficient to cover the requests from these three providers as identified in Table 1 above (\$148,500). As per Section 15 (1) of ADM-2014-12, per kilometer payments are prorated. Based on the projected mileage and the balance of account R953 after paying out lump sum grants, it is recommended that in-service kilometers be paid at \$0.42/km for each service provider.

RISK CONSIDERATION

Risks related to awarding these grants are relatively low. However, it is important to note that although staff has reviewed documentation provided by prospective providers for standards of governance, transparency and financial sustainability, these organizations are not for profits, governed by, and in large part operated by, volunteers. Further, the operation of these service providers is contingent on sustained funding from a variety of sources including provincial funding, and in some cases donations.

The program has a low cost-benefit ratio, providing service to areas that otherwise would not have service due to their rural nature, at a modest level of funding.

COMMUNITY ENGAGEMENT

Information regarding program eligibility, application timelines, and applicant evaluation are posted on the Halifax Transit website. Legislation mandates that the public be informed of any grant or contribution through notice in a newspaper in circulation throughout the region. The Rural Transit Funding Program criteria were approved by Regional Council and formal reports are posted on the Halifax website. A notice publicizing awards is placed in the Municipal Notices section of the Chronicle Herald newspaper.

ENVIRONMENTAL IMPLICATIONS

No environmental implications were identified associated with this report.

ALTERNATIVES

1. The Committee may recommend that Regional Council direct staff to identify an additional \$18,500 to fully fund the projected mileage at \$0.50/km. As projections are typically higher than actual kilometers reported, it is likely that not all the additional funding will be consumed by the program.
2. The Committee may recommend that Regional Council direct staff to advise against funding the Rural Transit Funding Program for the 2017/2018 fiscal year.

ATTACHMENT

Attachment 1: Administrative Order Number 2014-012-ADM

A copy of this report can be obtained online at halifax.ca/commcoun/index then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210 or fax 902.490.4208.

Report prepared by: Lisette Cormier, Program Coordinator, Halifax Transit, 902.490.4160

**ADMINISTRATIVE ORDER NUMBER 2014-012-ADM
RESPECTING GRANTS FOR RURAL TRANSIT**

WHEREAS the Halifax Regional Municipality wishes to provide grants to community organizations that provide community-based transit services in rural communities within the Halifax Regional Municipality to subsidize the cost of regular operation and maintenance of vehicles;

BE IT RESOLVED AS AN ADMINISTRATIVE ORDER of the Council of the Halifax Regional Municipality under the authority of the *Halifax Regional Municipality Charter*, as follows:

Short Title

1. This Administrative Order may be known as the *Rural Transit Grants Administrative Order*.

Interpretation

2. In this Administrative Order,

(a) “applicant” means an organization applying for a rural transit grant in accordance with this Administrative Order;

(ab) “Committee” means the Grants Committee or such other committee designated by Council;

(b) “Council” means the Council of the Municipality;

(c) “Halifax Transit” means the municipal department that provides public transit services in the Municipality;

(d) “Municipality” means the Halifax Regional Municipality;

(da) “not-profit co-operative” includes a non-profit co-operative incorporated under the Nova Scotia Co-operative Associations Act;

(db) “non-profit society” includes a non-profit society incorporated under the Nova Scotia Societies Act;

(e) “organization” means a non-profit co-operative, non-profit society, or a registered Canadian charitable organization; and,

(f) “registered Canadian charitable organization” means a charitable organization registered pursuant to the Income Tax Act (Canada) and the regulations made pursuant to that Act.

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Respecting Grants for Rural Transit

Purpose

3. The purpose of this Administrative Order is to assist community organizations to operate community-based transit services in rural communities in the Municipality as an efficient, cost effective form of public transportation outside of urbanized areas.

Grants Available

4. There is hereby established a grant program for community-based transit services in rural communities in the Municipality.

5. Grants shall consist of the following:

(a) an annual lump sum payment of between \$5,000 and \$10,000; and

(b) a flat rate of \$0.50 (fifty cents) per vehicle kilometre logged while providing community-based transit service within the Municipality.

6. The amount of the lump sum payment will be determined based on the level of service provided by the organization:

(a) Where the organization provides service more than 16 hours per day, at least one day per week, the lump sum is \$10,000;

(b) Where the organization provides service 8.1 to 15.9 hours per day, 6 to 7 days per week, the lump sum is \$10,000;

(c) Where the organization provides service 8.1 to 15.9 hours per day, 1 to 5 days per week, the lump sum is \$5,000; and

(d) Where the organization provides service 1.0 to 8.0 hours per day, at least one day per week, the lump sum is \$5,000.

7. The number of hours the service is provided is based on either the actual number of hours the service is provided, or the number of hours the service is potentially available if the service is demand responsive.

8. The lump sum payment shall be made following the annual grant approval process.

9. The total amount of the flat rate payment will be based on the number of in-service vehicle kilometres travelled in each quarter of the municipal fiscal year, as reported to the Municipality in accordance with the following deadlines:

(a) First quarter (April 1 to June 30) shall be reported by July 15;

(b) Second quarter (July 1 to September 30) shall be reported by October 15;

(c) Third quarter (October 1 to December 31) shall be reported by January 15; and

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- (d) Fourth quarter (January 1 to March 31) shall be reported by April 15.
10. Quarterly reports shall include a statement of operations and a statement of financial position.
11. The flat rate payments shall be made following the submission of each complete quarterly report.
12. At the end of each fiscal year, the organization shall provide the Municipality with a copy of the previous year's audited or reviewed financial statements, including a statement of operations, a statement of financial position, and a statement of cash flows.
13. If the organization receiving a grant intends to apply for a grant for the following fiscal year it shall include in its third quarter report projected ridership and projected in-service vehicle kilometres for the upcoming fiscal year.
14. All grants are subject to annual budget availability.
15. (1) Where the program budget is insufficient to provide both the lump sum amount and the per kilometre flat rate, the lump sum payments shall be paid in full, and the per kilometre flat rate will be distributed as a pro-rated per cent for each organization.
- (2) Where the program budget is insufficient to provide even the lump sum amount, the total amount of funding will be distributed as a pro-rated per cent to each organization.
16. (1) The Municipality shall not provide grants to more than one applicant operating in the same service area.
- (2) Notwithstanding subsection (1), the Municipality may provide grants to more than one applicant operating in the same service area where the services address the needs of different groups.

Eligible Organizations

17. To be eligible to receive a grant, organizations shall:
- (a) Offer a public transit service located within the Municipality or intended to serve the residents of the Municipality that is:
- (i) in an area of the Municipality not currently serviced by Halifax Transit; or
- (ii) in an area serviced by Halifax Transit where the organization can demonstrate that the rural transit service would complement existing Halifax Transit service and address an unmet need in the community; and,
- (b) Offer a public transit service that is available to any member of the public and does

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not require a membership to access.

(c) Repealed

17A. In addition to Section 17, non-profit societies and non-profit co-operatives must also be registered with the Nova Scotia Registry of Joint Stocks.

Application Requirements

18. There is one intake period per fiscal year. Applications shall be received in person or postmarked on or before January 15 for consideration for the following fiscal year.

19. Halifax Transit may review draft applications from first time applicants, received on or before November 1, and provide feedback prior to the submission of the applications.

20. All applications shall be received by mail or in person. E-mailed or faxed applications will not be accepted. Applications may be submitted:

(a) In person to:
Rural Transit Grants, Halifax Transit
200 Ilesley Avenue
Dartmouth, NS

(b) By mail to:
Rural Transit Grants, Halifax Transit
PO Box 1749,
Halifax, NS, B3J 3A5

21. First time applicants shall include the following information in their application on or before January 15:

- (a) proof of incorporation;
- (b) Repealed;
- (c) Repealed;
- (d) map of service area;
- (e) business description, including services offered and governance structure;
- (f) market assessment, including: a description of the market being served, the approximate population of the catchment area and its spatial distribution, a description of any competing services, and the integration/complementation of existing Halifax Transit Services;
- (g) financial assessment, including: three year projected revenues and expenditures;

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projected annual ridership and service kilometers; previous financial statements; and list of other funding sources;

(h) Repealed; and,

(i) a description of use of community resources and volunteers to ensure service is as efficient and cost effective as possible.

21A. In addition to Section 21, first time applicants shall also provide Halifax Transit with the following information on or before September 30 of the fiscal year for which the grant is applied:

(a) description of fleet and licenses;

(b) (i) proof of license under the Motor Carrier Act, with associated proof of insurance; or

(ii) confirmation of status from the Nova Scotia Utility and Review Board that the Motor Carrier Act does not apply, with proof of insurance commensurate with the operations being undertaken and vehicles being used, but being no less than a Nova Scotia Automobile Standard Policy Form (SPF) 1 with SEF 6A endorsement (permission to carry passengers for compensation) and a SEF 22 endorsement (damage to property of passengers), or equivalent;

(c) proof of driver's license for any driver; and,

(d) a written declaration by the applicant stating that:

(i) all drivers have submitted a criminal record check with vulnerable sector check; and,

(ii) the applicant is satisfied that their drivers do not pose a risk to any members of the public.

22. Subsequent applications shall be submitted to Halifax Transit on or before January 15 and shall include the following information:

(a) Annual audited or reviewed financial statements;

(b) Current proof of insurance and confirmation of status from the Nova Scotia Utility and Review Board; and

shall be in compliance with all reporting requirements from previous rural transit grant applications.

Application Evaluations

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23. The following criteria will be used to evaluate applications for Council's consideration:
- (a) completeness of application;
 - (b) appropriateness of business and governance model;
 - (c) appropriateness of market assessment;
 - (d) appropriateness of financial assessment;
 - (e) use of community resources; and
 - (f) any other matter staff considers relevant.

Application Review and Approval Process

24. All applications shall be screened by staff for basic eligibility as they are received. Applicants shall be notified promptly if their application is ineligible.
25. Applications that do not meet the requirements outlined in section 21 shall not be reviewed or considered.
26. Halifax Transit staff shall prepare a recommendation report of eligible applicants for consideration by the Committee.
27. The staff report shall be reviewed by the Committee for recommendation to Council.
28. Final approval of all applications for grants, and their amount, is a decision of Council in its sole discretion.
29. Notification of the decision of Council shall be mailed to applicants.
30. Approval of grants is conditional on Council's approval of the annual budget.
31. Not all eligible applications may receive a grant.
- 31A. Notwithstanding receipt of final approval for a grant, an applicant:
- (a) shall not receive any funds until the requirements outlined in section 21A are met; and,
 - (b) shall forfeit their right to receive the grant if the requirements outlined in section 21A are not met on or before September 30 of the fiscal year for which the grant was applied.
- 31B. If a deadline enumerated in this Administrative Order falls on a Saturday, Sunday, or Holiday, that deadline shall be extended until the next business day.

Conditions of Approval

32. Grant approval is subject to the following conditions:

- (a) transit service vehicles are for the transportation of passengers and are not for personal use;
- (b) the applicant shall maintain the necessary licenses in good standing under the *Motor Carrier Act* as applicable;
- (c) the applicant shall maintain the necessary insurance for their operation;
- (d) the applicant shall remain in good standing with the Registry of Joint Stock Companies;
- (e) the applicant shall maintain a log of the number of daily passengers, the purpose of the trip, and the fare revenue collected;
- (f) the applicant shall record all revenue received outside of fare collection and report annually to the Municipality;
- (g) any modification to a proposal or transit service shall be reported to the Municipality;
- (h) the applicant shall meet quarterly and annual financial reporting deadlines as outlined in this Administrative Order; and
- (i) the applicant shall not represent itself as having any relationship or affiliation with Halifax Transit or the Municipality beyond being the recipient of a grant;

Scope

33. Nothing in this Administrative Order shall be interpreted to limit or otherwise prescribe Council's general discretion to provide grants under the *Halifax Regional Municipality Charter* or otherwise.

Effective Date

34. This Administrative Order shall come into effect on the date it is adopted by Council. Notwithstanding section 18, for the fiscal year 2014-15, applications may be received until September 15, 2014 and notwithstanding section 9, for the fiscal year 2014-15, flat rate payments will commence with the third quarter reporting period but may include flat rate payments for the first, second, and third quarter with the requisite documentation.

34A. An application received on or before January 15, 2015 for the 2015-2016 fiscal year which was determined to be incomplete may be considered by Halifax Transit, provided that the application otherwise complies with this Administrative Order on the date this section comes into force.

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Repeal

35. The HRM Community Based Transit Funding Program adopted by Council on March 26, 2013 is hereby repealed.

Done and passed by Council this 5th day of August, 2014.

Mayor

Municipal Clerk

I, Cathy Mellett, Municipal Clerk of the Halifax Regional Municipality, hereby certify that the above noted Administrative Order was passed at a meeting of Halifax Regional Council held on August 5, 2014.

Cathy Mellett, Municipal Clerk

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Respecting Grants for Rural Transit

Notice of Motion:

July 29, 2014

Approval:

August 5, 2014

Amendment # 1

Notice of Motion:

March 10, 2015

Approval:

March 24, 2015