

The Rural Municipalities Revenue Sharing Regulations, 2003

Repealed

by Chapter M-28.1 Reg 1 (effective April 1, 2009).

Formerly

[Chapter M-32.1 Reg 12](#) (effective August 27, 2003) as amended by Saskatchewan Regulations [49/2004](#), [44/2005](#), [42/2006](#), [53/2007](#), [114/2007](#) and [49/2008](#).

NOTE:

This consolidation is not official. Amendments have been incorporated for convenience of reference and the original statutes and regulations should be consulted for all purposes of interpretation and application of the law. In order to preserve the integrity of the original statutes and regulations, errors that may have appeared are reproduced in this consolidation.

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CHAPTER M-32.1 REG 12
The Municipal Revenue Sharing Act

PART I
Introductory Matters

Title

1 These regulations may be cited as *The Rural Municipalities Revenue Sharing Regulations, 2003*.

Interpretation

2 In these regulations:

- (a) “**Act**” means *The Municipal Revenue Sharing Act*;
- (b) “**basic bridge percentage rate**” means the percentage of assistance for municipal bridge services for a rural municipality as determined in accordance with Table 1;
- (c) **Repealed.** 25 Jne 2004 SR 49/2004 s3.
- (d) “**construction**”, with respect to roads, includes any of the following:
 - (i) subgrade construction;
 - (ii) reconstruction;
 - (iii) acquisition of rights-of-way;
 - (iv) legal surveying;
 - (v) engineering;
 - (vi) installation of traffic control devices;
 - (vii) application of gravel surfaces;
 - (viii) any other related work that the minister considers necessary for proper road maintenance;

but does not include bridge construction;

(d.1) “**municipality**” means a rural municipality, a town, a village or a resort village;

(e) “**table**” means a table set out in the Appendix.

5 Sep 2003 cM-32.1 Reg 12 s2; 25 Jne 2004 SR
49/2004 s3; 6 Jly 2007 SR 53/2007 s3.

Classes of rural roads

3 For the purposes of section 8 of the Act and these regulations:

- (a) **“class 2 road”, “class 3 road”, “class 4 road”, “class 5 road”, “class 6 road” or “class 7 road”** means a rural road class as established by the Road Classification Committee of the Ministry of Highways and Infrastructure;
- (b) **“primary highway”** means a primary highway within the meaning of *The Vehicle Weight and Dimension Regulations, 1999*;
- (c) **“primary weight road corridor”** means a municipal highway, or portion of a municipal highway, for which a municipality has signed an agreement with the Government of Saskatchewan pursuant to which the municipality undertakes to construct and maintain that municipal highway, or portion of that municipal highway, to a standard that will accommodate the operation or moving of vehicles having the same maximum gross weight as that allowed for a vehicle operating or moving on or over a primary highway pursuant to *The Vehicle Weight and Dimension Regulations, 1999* without having to obtain a permit issued pursuant to section 36 of *The Highways and Transportation Act, 1997*;
- (d) **“rural road class”** means a rural road class as established by the Road Classification Committee of the Ministry of Highways and Infrastructure.

6 Jly 2007 SR 53/2007 s4; 20 Jne 2008 SR 49/
2008 s3.

Unconditional grants

4 Grants paid pursuant to Parts II and III of these regulations are unconditional grants.

5 Sep 2003 cM-32.1 Reg 12 s4.

Conditional grants

5(1) Grants paid pursuant to Parts IV and V of these regulations:

- (a) are conditional grants; and
- (b) may be paid on a specific project basis from, as the case requires:
 - (i) the appropriate provincial pool of revenue sharing funds;
 - (ii) **Repealed.** 20 Jne 2008 SR 49/2008 s4.
 - (iii) the funds available pursuant to the Canada-Saskatchewan Municipal Rural Infrastructure Fund, which was established by a written agreement between the Governments of Canada and Saskatchewan dated January 14, 2005 and approved by Order in Council 869/2004.

(2) Notwithstanding any other provision of these regulations, no conditional grant or any portion of a conditional grant is to be made until the minister or the Ministry of Highways and Infrastructure:

- (a) receives a written application from a rural municipality for a conditional grant;
- (b) approves the project, in writing, including the standards and level of assistance in accordance with which the project has been or will be completed; and
- (c) is satisfied that the costs associated with the project are eligible for grant assistance pursuant to these regulations.

5 Sep 2003 cM-32.1 Reg 12 s5; 20 May 2005 SR 44/2005 s3; 20 Jne 2008 SR 49/2008 s4.

Manner of grant payment

6(1) Any grant paid pursuant to these regulations may be paid in any manner and at any times that may be approved by the minister, in writing.

(2) **Repealed.** 20 May 2005 SR 44/2005 s4.

5 Sep 2003 cM-32.1 Reg 12 s6; 25 Jne 2004 SR 49/2004 s4; 20 May 2005 SR 44/2005 s4.

PART II

Grants to Organized Hamlets

Basic and per capita grants

7(1) For the purposes of section 10 of the Act, the minister may pay to each organized hamlet:

- (a) a basic grant of \$1,215; and
- (b) a per capita grant of \$71.08.

(2) Notwithstanding subsection (1), the total amount of unconditional grants that may be paid to each organized hamlet for the 2007-08 fiscal year and subsequent fiscal years shall be not less than the organized hamlet received in the 2006-07 fiscal year.

(2.1) **Repealed.** 6 Jly 2007 SR 53/2007 s5.

(3) Notwithstanding subsections (1) and (2), if an organized hamlet is formed as a result of the dissolution of a town, village or resort village, the total amount of unconditional grants that may be paid to the organized hamlet for the fiscal year in which it is formed is the greater of:

- (a) the amount for which the organized hamlet is eligible pursuant to subsection (1); and
- (b) the amount of the unconditional grant that the dissolved town, village or resort village received for the fiscal year before its dissolution.

5 Sep 2003 cM-32.1 Reg 12 s7; 25 Jne 2004 SR 49/2004 s5; 20 May 2005 SR 44/2005 s5; 26 May 2006 SR 42/2006 s3; 6 Jly 2007 SR 53/2007 s5; 20 Jne 2008 SR 49/2008 s5.

PART III
Unconditional Grants

Interpretation of Part**8** In this Part:

- (a) **“average gravel costs”** means the average cost of one cubic metre of gravel applied on a road for the most recent six-year period that is available to the minister;
- (b) **“average road construction costs”** means the average cost to construct one kilometre of main farm access road between 1987 and 1998, excluding the highest and lowest cost for each rural municipality;
- (c) **“main farm access road”** means any road designated as a main farm access road by:
- (i) the Minister of Rural Development between 1987 and 1992; or
 - (ii) the Minister of Highways and Transportation between 1993 and 1998;
- (d) **“taxable assessment”** means the most recent taxable assessment for a rural municipality, as determined by the Saskatchewan Assessment Management Agency, that is available to the minister.

5 Sep 2003 cM-32.1 Reg 12 s8.

Unconditional grants

9 Subject to sections 15.1 and 16, in each fiscal year the minister may pay to each rural municipality a grant in the amount A calculated in accordance with the following formula:

$$A = \{B + [K2 \times \$3,200 + K3 \times \$3,200 + K4 \times \$2,800 + K5 \times \$1,000 + K6 \times \$750] \times RM \times CGCI\} + [NSE \times SM] \times F$$

where:

B is the base transportation amount, calculated in accordance with section 10;

CGCI is the construction and gravel cost index, calculated in accordance with section 11;

F is the factor to be determined annually by the minister based on the total amount of funding available for unconditional rural revenue sharing grants;

K2 is the number of kilometres of class 2 roads in the rural municipality as at December 31 of the previous year;

K3 is the number of kilometres of class 3 roads in the rural municipality as at December 31 of the previous year;

K4 is the number of kilometres of class 4 roads in the rural municipality as at December 31 of the previous year;

K5 is the number of kilometres of class 5 roads in the rural municipality as at December 31 of the previous year;

K6 is the number of kilometres of class 6 roads in the rural municipality as at December 31 of the previous year;

NSE is the average net expenditures by the rural municipality on all services, excluding transportation, determined by the minister from the most recent three years of municipal financial information available to the minister;

RM is the road multiplier, calculated in accordance with section 12; and

SM is the services multiplier, calculated in accordance with section 13.

5 Sep 2003 cM-32.1 Reg 12 s9; 26 May 2006 SR 42/2006 s4.

Base transportation amount

10(1) Subject to subsection (2), the base transportation amount for the purposes of the formula set out in section 9 is the amount B calculated in accordance with the following formula:

$$B = \frac{C \times \$15,000}{D}$$

where:

C is the minimum assessment per kilometre of class 2, 3, 4, 5 and 6 roads in all rural municipalities; and

D is the assessment per kilometre of class 2, 3, 4, 5 and 6 roads in the rural municipality.

(2) The base transportation amount for a rural municipality, being the figure B in subsection (1), is zero if the ratio of the total taxable assessment of the rural municipality to the total number of kilometres of class 2, 3, 4, 5 and 6 roads in the rural municipality is greater than the ratio of the average taxable assessment of all rural municipalities to the total number of kilometres of class 2, 3, 4, 5 and 6 roads in all rural municipalities.

5 Sep 2003 cM-32.1 Reg 12 s10; 26 May 2006 SR 42/2006 s5.

Construction and gravel cost index

11 The construction and gravel cost index for the purposes of the formula set out in section 9 is the amount CGCI calculated in accordance with the following formula:

$$CGCI = \frac{A \times 0.9}{B} + \frac{C \times 0.1}{D}$$

where:

A is the average road construction cost for the rural municipality;

B is the average road construction cost for all rural municipalities;

C is the average gravel cost for the rural municipality; and

D is the average gravel cost for all rural municipalities.

5 Sep 2003 cM-32.1 Reg 12 s11.

Road multiplier

12 The road multiplier for the purposes of the formula set out in section 9 is the amount RM calculated in accordance with the following formula:

$$RM = \frac{(A/B)}{(C/D)}$$

where:

A is the total taxable assessment of the rural municipality;

B is the total number of kilometres of class 2, 3, 4, 5 and 6 roads in the rural municipality;

C is the total taxable assessment of all rural municipalities; and

D is the total number of kilometres of class 2, 3, 4, 5 and 6 roads in all rural municipalities.

5 Sep 2003 cM-32.1 Reg 12 s12; 26 May 2006
SR 42/2006 s5.

Services multiplier

13 The services multiplier for the purposes of the formula set out in section 9 is the amount SM calculated in accordance with the following formula:

$$SM = \frac{NSE1}{NSE2}$$

where:

NSE1 is the average net expenditures by the rural municipality on all services, excluding transportation, determined by the minister from the most recent three years of municipal financial information available to the minister; and

NSE2 is the average net expenditures by all rural municipalities on all services, excluding transportation, determined by the minister from the most recent three years of municipal financial information available to the minister.

5 Sep 2003 cM-32.1 Reg 12 s13.

14 Repealed. 26 May 2006 SR 42/2006 s6.

15 Repealed. 26 May 2006 SR 42/2006 s6.

Total unconditional grants for rural municipalities expanded on or after January 1, 2003

15.1 If, on or after January 1, 2003, an urban municipality is dissolved and the area of the former urban municipality is included in a rural municipality, the total amount of unconditional grants that the rural municipality may be paid for any fiscal year after the dissolution of the urban municipality is the sum of:

- (a) the total amount of unconditional grants otherwise prescribed in these regulations for the rural municipality for that fiscal year; and
- (b) the total amount of unconditional grants paid to the former urban municipality in the fiscal year before its dissolution.

25 Jne 2004 SR 49/2004 s8.

Total unconditional grants for restructured rural municipalities

16(1) If, on or after April 1, 2001, two or more municipalities amalgamate or restructure to form a new rural municipality, the total amount of unconditional grants that the new rural municipality may be paid in the first fiscal year after its incorporation is the greater of:

- (a) the total amount of unconditional grants prescribed in these regulations for the new rural municipality for that fiscal year; and
- (b) the total amount of unconditional grants that the municipalities that amalgamated or restructured to form the new rural municipality were paid in the fiscal year before incorporation of the new rural municipality.

(2) **Repealed.** 20 Jne 2008 SR 49/2008 s6.

(3) **Repealed.** 20 Jne 2008 SR 49/2008 s6.

5 Sep 2003 cM-32.1 Reg 12 s16; 20 Jne 2008 SR 49/2008 s6.

PART IV

Conditional Grants for Road Services and Infrastructure Projects**Traffic counting**

17 Grants for traffic counting services on class 2, 3, 4, 5 and 6 roads may be paid to a rural municipality at a rate of 100% of the cost of the traffic counting service.

5 Sep 2003 cM-32.1 Reg 12 s17.

17.1 Repealed. 20 May 2005 SR 44/2005 s7.

Heavy haul and high volume

18(1) In this section:

(a) **“heavy haul and high volume road”** means any road in a rural municipality that:

(i) is a class 2, 3, 4 or 5 road; and

(ii) meets the criteria established by the Minister of Highways and Infrastructure for a heavy haul and high volume road;

(b) **Repealed.** 25 Jne 2004 SR 49/2004 s10.

(2) Grants for the construction, oil surfacing or paving of heavy haul and high volume roads may be paid to any rural municipality, calculated at the following rates:

(a) 50% of the cost of construction;

(b) 60% of the cost of oil surfacing or paving.

5 Sep 2003 cM-32.1 Reg 12 s18; 25 Jne 2004 SR 49/2004 s10; 20 May 2005 SR 44/2005 s8; 20 Jne 2008 SR 49/2008 s7.

Primary weight road corridors

18.1(1) Grants for the construction or paving of primary weight road corridors may be paid to any rural municipality, calculated at the following rates:

(a) 50% of the cost of construction;

(b) 60% of the cost of paving.

(2) Grants for the maintenance of primary weight road corridors may be paid to any municipality at the rate of \$1,000 per kilometre.

(3) Grants for the purchase and installation of signs on primary weight road corridors may be paid to any municipality at the rate of \$150 per sign installation.

6 Jly 2007 SR 53/2007 s6; 20 Jne 2008 SR 49/2008 s8.

Infrastructure projects

19 Grants for the construction of municipal infrastructure projects, including roads, bridges, rural water systems, landfills and waste management facilities, may be paid to a rural municipality at a rate not exceeding 66 2/3% of the cost of the project.

5 Sep 2003 cM-32.1 Reg 12 s19.

Communities in transition

19.1(1) In this section, **“eligible costs”** means the costs of feasibility studies and administration directly related to the dissolution of a village and the rehabilitation, construction, demolition or decommissioning of environmental or safety-related infrastructure, including but not limited to water and wastewater systems, solid waste management facilities and abandoned buildings in a village.

- (2) Grants may be paid to a rural municipality respecting eligible costs for a village that dissolves into a rural municipality on or after January 1, 2005:
- (a) for eligible infrastructure costs up to \$50,000, at a rate of 100%;
 - (b) for eligible infrastructure costs in excess of \$50,000, at rate to be determined by the minister, to a maximum of 100%, based on:
 - (i) the municipality's ability to pay; and
 - (ii) any other factors that the minister considers appropriate and in the public interest;
 - (c) for eligible feasibility studies and administrative costs up to \$10,000, at a rate of 100%; and
 - (d) for eligible feasibility studies and administrative costs in excess of \$10,000, at a rate to be determined by the minister, to a maximum of 100%, based on:
 - (i) the municipality's ability to pay; and
 - (ii) any other factors that the minister considers appropriate and in the public interest.

20 Jne 2008 SR 49/2008 s9.

PART V Grants for Municipal Bridge Services

Bridge construction

- 20(1)** A rural municipality is eligible to receive a grant for the construction of bridges in the rural municipality:
- (a) in the case of the construction of a bridge having a length of not less than six metres and not more than 30.5 metres:
 - (i) if the bridge is located on a class 2, 3 or 4 road, calculated in accordance with the basic bridge percentage rate plus 10%;
 - (ii) if the bridge is located on a class 5 road, calculated in accordance with the basic bridge percentage rate plus 5%; or
 - (iii) if the bridge is located on a class 6 road, calculated in accordance with the basic bridge percentage rate; and
 - (b) in the case of the construction of a bridge having a length of more than 30.5 metres, or the replacement of a bridge having that length with a bridge having a length of less than 30.5 metres, in an amount equal to 90% of the cost of the project.
- (2) For the purposes of subsection (1), the costs of constructing a bridge include the cost of river or creek channel improvements that are approved, in writing, by the Minister of Highways and Infrastructure.

(3) If, by installing a culvert or low level ford crossing or by constructing a road diversion, a rural municipality eliminates the need for a bridge having a length of six metres or more, the rural municipality is eligible to receive a grant to assist it with that work, in an amount calculated on the same basis as the grant that the rural municipality would have been eligible to receive pursuant to subsection (1) if it were constructing a bridge.

(4) A rural municipality is eligible to receive a grant equal to 100% of the cost of dismantling a bridge having a length of more than 30.5 metres if the bridge is to be used for salvage purposes.

5 Sep 2003 cM-32.1 Reg 12 s20; 25 Jne 2004 SR 49/2004 s11; 20 Jne 2008 SR 49/2008 s10.

Bridge maintenance and inspection

21(1) A rural municipality is eligible to receive a grant for the purposes of maintaining bridges in the rural municipality:

(a) in the case of a bridge that has a length of more than 30.5 metres, in an amount equal to 90% of the costs;

(b) in the case of a bridge that has a length of 30.5 metres or less, in an amount equal to the grant that the rural municipality would be eligible to receive pursuant to subsection 20(1) for the construction of a bridge; or

(c) in the case of a bridge that is eliminated as mentioned in subsection 20(3) by installing a culvert or low level ford crossing, in an amount equal to the grant that the rural municipality would be eligible to receive pursuant to subsection 20(1).

(2) For the purpose of clauses (1)(a), (b) and (c), the costs of maintaining a bridge are the costs approved, in writing, by the Minister of Highways and Infrastructure, less \$2,000.

(3) A rural municipality is eligible to receive a grant equal to 100% of the cost of inspecting bridges in the rural municipality.

5 Sep 2003 cM-32.1 Reg 12 s21; 25 Jne 2004 SR 49/2004 s12; 6 Jly 2007 SR 53/2007 s7; 20 Jne 2008 SR 49/2008 s11.

21.1 Repealed. 6 Jly 2007 SR 53/2007 s8.

PART VI Repeal and Coming into Force

R.R.S. c.M-32.1 Reg 11 repealed

22 *The Rural Municipalities Revenue Sharing Regulations, 1997* are repealed.

5 Sep 2003 cM-32.1 Reg 12 s22.

Coming into force

23 These regulations come into force on the day on which they are filed with the Registrar of Regulations but are retroactive and are deemed to have been in force on and from April 1, 2003.

5 Sep 2003 cM-32.1 Reg 12 s23.

AppendixTABLE 1
[Clause 2(b)]**Basic Bridge Percentage Rate**

In this table, “**taxable assessment**” means the most recent taxable assessment for a rural municipality, as determined by the Saskatchewan Assessment Management Agency, that is available to the minister.

Rural Municipality’s Taxable Assessment for each six metres of bridge length for bridges in the rural municipality	Basic Bridge Percentage Rate for the rural municipality
\$ 440,000 or less	70%
440,001 to 1,023,000	65
1,023,001 to 1,408,000	60
1,408,001 to 1,893,000	55
1,893,001 to 2,376,000	50
2,376,001 to 2,700,000	45
2,700,001 to 3,344,000	40
3,344,001 to 3,828,000	35
3,828,001 or greater	30

25 Jne 2004 SR 49/2004 s14.

TABLE 2
[Clause 2(c)]**Basic Road Percentage Rates****Repealed.** 25 Jne 2004 SR 49/2004 s14.TABLE 3
[Clause 18(1)(b)]**2003-2004 Road Construction Allocation****Repealed.** 25 Jne 2004 SR 49/2004 s14.

