

The Rural Municipalities Revenue Sharing Regulations, 1983

Repealed

by Chapter M-32.1 Reg 10 (effective June 22, 1993).

Formerly

Chapter M-32.1 Reg 8 as amended by Saskatchewan
Regulations 52/84, 3/85, 45/85, 52/86 and 43/87.

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 8
The Municipal Revenue Sharing Act

TITLE

Title

1 These regulations may be cited as *The Rural Municipalities Revenue Sharing Regulations, 1983*.

INTERPRETATION

Interpretation

2 In these regulations:

- (a) **“Act”** means *The Municipal Revenue Sharing Act*;
- (b) **“construction”** includes subgrade construction, acquisition of rights-of-way, legal surveying, installation of traffic control devices and application of gravel surfaces to roads, but does not include bridge construction;
- (c) **“department”** means the Department of Rural Development;
- (d) **“departmental officer”** means an officer of the department designated by the deputy minister;
- (e) **“deputy minister”** means the Deputy Minister of Rural Development;
- (f) **“grid road”** means any road designated by the minister as a grid road;
- (g) **“Indian Reserve access road”** means any road designated by the minister as an Indian Reserve access road;
- (h) **“industrial access road”** means any road designated by the minister as an industrial access road, and includes any road designated by the minister as an oil access road;
- (i) **“main farm access road”** means any road designated by the minister as a main farm access road;
- (j) **“maintenance area”** means any group of rural municipalities designated by the minister as a maintenance area;
- (k) **“population”**, unless otherwise determined by the minister, means the 1986 population as determined by the census taken pursuant to the *Statistics Act* (Canada), as amended from time to time;
- (l) **“primary grid road”** means any road designated by the minister as a primary grid road;

- (m) “**reconstruction**” includes the application of a gravel surface to a road;
- (n) “**regional park access road**” means any road designated by the minister as a regional park access road;
- (o) “**resort road**” means any road designated by the minister as a resort road;
- (p) “**standard road percentage rate**” means the percentage of assistance for municipal road services approved annually by the minister with respect to each rural municipality;
- (q) “**standard bridge percentage rate**” means the percentage of assistance for municipal bridge services approved annually by the minister with respect to each rural municipality;
- (r) “**timber haul road**” means any road designated by the minister as a timber haul road.

3 Jne 83 cM-32.1 Reg 8 s2; 25 May 84 SR 52/84 s3; 1 Feb 85 SR 3/85 s3; 12 Jne 87 SR 43/87 s3.

BASIC GRANT

Factor and minimum amount

- 3(1) The factor to be utilized in calculating the basic grant pursuant to clause 8(a) of the Act is 0.026919.
- (2) The minimum amount of a basic grant payable to a rural municipality pursuant to clause 8(a) of the Act is \$3,000.

3 Jne 83 cM-32.1 Reg 8 s3; 25 May 84 SR 52/84 s4; 31 May 85 SR 45/85 s3; 30 May 86 SR 52/86 s3; 12 Jne 87 SR 43/87 s4.

Grants to organized hamlets

- 4 Each organized hamlet is entitled to receive:

- (a) a basic grant of:
 - (i) \$2,700 where its population is 149 or less;
 - (ii) \$3,300 where its population is more than 149 but less than 300;
 - (iii) \$3,700 where its populations is more than 299 but less than 500;
 - (iv) \$3,500 where its population is 500 or more; and
- (b) a per capita grant of \$51.34.

12 Jne 87 SR 43/87 s5.

EQUALIZATION GRANT

Computational mill rate

5 The computational mill rate to be used in determining the recognized local revenue of a rural municipality pursuant to clause 9(1)(b) of the Act is 38 mills.

3 Jne 83 cM-32.1 Reg 8 s5; 25 May 84 SR 52/84 s6;
31 May 85 SR 45/85 s4; 12 Jne 87 SR 43/87 s6.

Factor

6 The factor to be used in calculating the equalization grant pursuant to subsection 9(2) of the Act is 0.406820.

3 Jne 83 cM-32.1 Reg 8 s6; 25 May 84 SR 52/84
s7; 31 May 85 SR 45/85 s5; 30 May 86 SR 52/86
s5; 12 Jne 87 SR 43/87 s7.

GRANTS FOR MUNICIPAL ROAD SERVICES

Primary grid roads

7(1) Grants for the construction, reconstruction or oil surfacing of primary grid roads are payable to any rural municipality or any maintenance area, calculated in accordance with the standard road percentage rate plus 10%.

(2) In addition to any other grant payable pursuant to this section, where the cost of construction, reconstruction or oil surfacing of any primary grid road exceeds \$9,000 per kilometre, the rural municipality or maintenance area is entitled to an additional grant equal to 15% of that portion of the costs in excess of \$9,000 per kilometre.

(3) Grants authorized under subsections (1) and (2) are payable only where the work meets the primary grid road standards set by the department.

(4) Grants for partial reconstruction that does not meet primary grid road standards are payable to any rural municipality or any maintenance area, calculated in accordance with the standard road percentage rate.

3 Jne 83 cM-32.1 Reg 8 s7.

Main farm access roads

8(1) Grants for the construction or reconstruction of main farm access roads are payable to any rural municipality, calculated in accordance with the standard road percentage rate.

(2) In addition to any grant payable pursuant to subsection (1):

(a) where the cost of construction of a main farm access road exceeds:

(i) \$3,000 per kilometre, the rural municipality is entitled to an additional grant equal to 15% of that portion of the costs in excess of \$3,000 per kilometre; and

(ii) \$6,000 per kilometre, the rural municipality is entitled to an additional grant equal to 10% of that portion of the costs in excess of \$6,000 per kilometre; and

(b) where the cost of reconstruction of a main farm access road exceeds \$9,000 per kilometre, the rural municipality is entitled to an additional grant equal to 15% of that portion of the costs in excess of \$9,000 per kilometre.

3 Jne 83 cM-32.1 Reg 8 s8.

Industrial access roads

9(1) Grants for the construction or reconstruction of industrial access roads are payable to any rural municipality, calculated in accordance with the standard road percentage rate plus 20%.

(2) In addition to any grant payable pursuant to subsection (1):

(a) where the cost of construction of an industrial access road exceeds:

(i) \$3,000 per kilometre, the rural municipality is entitled to an additional grant equal to 15% of that portion of the costs in excess of \$3,000 per kilometre; and

(ii) \$6,000 per kilometre, the rural municipality is entitled to an additional grant equal to 10% of that portion of the costs in excess of \$6,000 per kilometre; and

(b) where the cost of reconstruction of an industrial access road exceeds \$9,000 per kilometre, the rural municipality is entitled to an additional grant equal to 15% of that portion of the costs in excess of \$9,000 per kilometre.

(3) The maximum grant payable under this section is 80% of the costs associated with the construction or reconstruction of an industrial access road.

3 Jne 83 cM-32.1 Reg 8 s9.

Resort roads

10(1) Grants for the construction or reconstruction of resort roads are payable to any rural municipality, calculated in accordance with the standard road percentage rate plus 15%.

(2) In addition to any grant payable pursuant to subsection (1):

(a) where the cost of construction of a resort road exceeds:

(i) \$3,000 per kilometre, the rural municipality is entitled to an additional grant equal to 15% of that portion of the costs in excess of \$3,000 per kilometre; and

(ii) \$6,000 per kilometre, the rural municipality is entitled to an additional grant equal to 10% of that portion of the costs in excess of \$6,000 per kilometre; and

(b) where the cost of reconstruction of a resort road exceeds \$9,000 per kilometre, the rural municipality is entitled to an additional grant equal to 15% of that portion of the costs in excess of \$9,000 per kilometre.

(3) The maximum grant payable under this section is 90% of the costs associated with the construction or reconstruction of a resort road.

3 Jne 83 cM-32.1 Reg 8 s10.

Regional park access roads

11(1) Grants for the construction, reconstruction or oil surfacing of regional park access roads are payable to any rural municipality, calculated in accordance with the standard road percentage rate plus 30%.

(2) In addition to any grant payable pursuant to subsection (1):

(a) where the cost of construction or oil surfacing of a regional park access road exceeds:

(i) \$3,000 per kilometre, the rural municipality is entitled to an additional grant equal to 15% of that portion of the costs in excess of \$3,000 per kilometre; and

(ii) \$6,000 per kilometre, the rural municipality is entitled to an additional grant equal to 10% of that portion of the costs in excess of \$6,000 per kilometre; and

(b) where the cost of reconstruction of a regional park access road exceeds \$9,000 per kilometre, the rural municipality is entitled to an additional grant equal to 15% of that portion of the costs in excess of \$9,000 per kilometre.

(3) The maximum grant payable under this section is 90% of the costs associated with the construction, reconstruction or oil surfacing of a regional park access road.

3 Jne 83 cM-32.1 Reg 8 s11.

Grid roads

12(1) Grants for the reconstruction of grid roads are payable to any rural municipality, calculated in accordance with the standard road percentage rate.

(2) In addition to any grant payable pursuant to subsection (1), where the cost of reconstruction of a grid road exceeds \$9,000 per kilometre, the rural municipality is entitled to an additional grant equal to 15% of that portion of the costs in excess of \$9,000 per kilometre.

3 Jne 83 cM-32.1 Reg 8 s12.

Maintenance of roads

13(1) Grants for the maintenance of the right of way and the subgrade surface of grid roads, industrial access roads, primary grid roads, regional park access roads and resort roads are payable to any rural municipality, calculated at the rate of:

(a) \$90 per kilometre maintained;

(b) where any kilometre of any such road sustains a traffic flow in excess of 150 vehicles per day, \$130 per kilometre maintained; or

(c) where any kilometre of any such road sustains a traffic flow in excess of 250 vehicles per day, \$180 per kilometre maintained.

(1.1) Grants for the maintenance of the right of way and the subgrade surface of main farm access roads and Indian Reserve access roads are payable to any rural municipality, calculated at the rate of \$60 per kilometre maintained.

(2) The maintenance grant described in subsection (1) is to be divided evenly between surface maintenance and right of way maintenance, and either or both portions of the grant may be withheld if proper maintenance is not carried out.

(3) A deduction of \$20 may be made from the total maintenance grant payable pursuant to subsection (1) for each traffic sign improperly erected or maintained.

(4) Grants for the maintenance of timber haul roads are payable to any rural municipality, calculated at the rate of 100% of the maintenance costs associated with the timber haul road, to an annual maximum of 3.73 per cord kilometre.

(5) Grants for the maintenance of an oil surface on primary grid roads and regional park access roads are payable to any maintenance area or rural municipality, calculated at the rate of 50% of the maintenance costs associated with the primary grid road or regional park access road.

(6) Grants for the maintenance of traffic signs are payable to any rural municipality, calculated in accordance with:

(a) the standard road percentage rate for:

- (i) grid roads;
- (ii) Indian Reserve access roads;
- (iii) industrial access roads;
- (iv) main farm access roads;
- (v) regional park access roads; or
- (vi) resort roads; or

(b) the standard road percentage rate plus 10% for primary grid roads.

(7) Grants for the application of gravel to the subgrade surface of grid roads, Indian Reserve access roads, industrial access roads, main farm access roads, primary grid roads, regional park access roads and resort roads where:

- (a) the roads are constructed in accordance with standards set by the department for the construction of the roads; and
- (b) the subgrade surface of the roads have at least once been provided with an application of gravel;

are payable to a rural municipality calculated at the rate of 50% of the cost of applying the gravel to a maximum of 48 cubic metres of gravel per kilometre of road per year.

3 Jne 83 cM-32.1 Reg 8 s13; 25 May 84 SR 52/
84 s8; 30 May 86 SR 52/86 s6.

Indian Reserve access road

14 Notwithstanding any other provision of these regulations, a rural municipality is entitled to receive a grant equal to 80% of the costs associated with the construction of an Indian Reserve access road.

3 Jne 83 cM-32.1 Reg 8 s14.

Roads adjacent to ferry

15 Notwithstanding any other provision of these regulations, a rural municipality is entitled to receive a grant equal to 100% of the cost of constructing any portion of a road that commences at the top of a hill adjacent to a ferry landing and terminates at the ferry landing.

3 Jne 83 cM-32.1 Reg 8 s15.

GRANTS FOR MUNICIPAL BRIDGE SERVICES

Construction grants

16(1) A rural municipality is entitled 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 24.4 metres:
 - (i) where the bridge is on a primary grid road, calculated in accordance with the greater of:
 - (A) the standard road percentage rate plus 10%; and
 - (B) the standard bridge percentage rate;
 - (ii) where the bridge is on a grid road, Indian Reserve access road, industrial access road, main farm access road, regional park access road or resort road, calculated in accordance with the greater of:
 - (A) the standard road percentage rate; and
 - (B) the standard bridge percentage rate;
 - (iii) where the bridge is on any road other than a road described in subclause (i) or (ii), calculated in accordance with the standard bridge percentage rate;
- (b) in the case of the construction of a bridge having a length of not less than 24.5 metres and not more than 30.5 metres, or for the replacement of a bridge having a length of not less than 24.5 metres and not more than 30.5 metres with a bridge having a length of less than 24.5 metres, the sum of:
 - (i) the amount calculated in accordance with the standard bridge percentage rate; and
 - (ii) one half of the difference between the actual cost of the project and the amount calculated in accordance with the standard bridge percentage rate;

(b.1) in the case of the construction of a bridge described in clause (b) that is located on a primary grid road, in an amount equal to the greater of:

- (i) the sum of the amounts mentioned in subclauses (b)(i) and (ii); or
- (ii) the standard road percentage rate plus 10%;

(c) in an amount equal to 100% of the cost in the case of the construction of a bridge having a length of more than 30.5 metres or for the replacement of a bridge having a length of more than 30.5 metres with a bridge having a length of less than 30.5 metres.

(2) If a rural municipality eliminates the need for a bridge having a length of not less than six metres by:

- (a) the installation of a culvert or a low level ford crossing; or
- (b) the construction of a road diversion;

the rural municipality is entitled to receive a grant to assist it in the installation or construction described in clause (a) or (b), calculated on the same basis as the grant to which it would have been entitled pursuant to subsection (1) if it were constructing a bridge.

(3) A rural municipality is entitled 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.

3 Jne 83 cM-32.1 Reg 8 s16; 25 May 84
SR 52/84 s9.

Maintenance grants

17(1) A rural municipality is entitled to receive a grant for the purposes of maintaining and repairing 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 100% 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 entitled to receive pursuant to clauses 16(1)(a) and (b) for the construction of a bridge;
- (c) in the case of a bridge that is eliminated as described in clause 16(2)(a), in an amount equal to the grant that the rural municipality would be entitled to receive pursuant to clause 16(1)(a).

(2) For the purposes of clauses (1)(b) and (c), the costs of maintaining a bridge are the costs approved, in writing, by the deputy minister less \$200.

3 Jne 83 cM-32.1 Reg 8 s17.

GRANTS FOR INTER-MUNICIPAL ROAD LINKAGES

Road linkages

18(1) Grants for inter-municipal road linkages are payable to any urban municipality where:

(a) a written agreement is entered into between one or more rural municipalities and the urban municipality certifying that the construction, reconstruction, oil surfacing or maintenance of the road specified in the agreement is of mutual concern to the municipalities; and

(b) the deputy minister or a departmental officer approves, in writing, that the section of road in the urban municipality is a necessary connection.

(2) An urban municipality is entitled to receive a grant pursuant to subsection (1) equal to:

(a) the greater of:

(i) 70% of the cost of:

(A) constructing or reconstructing grid roads, industrial access roads, main farm access roads, primary grid roads, regional park access roads or resort roads; or

(B) oil surfacing primary grid roads or regional park access roads; and

(ii) the amount of assistance which the appropriate rural municipality would receive for the constructing, reconstructing or oil surfacing mentioned in paragraph (i)(A) or (B);

(b) subject to the approval, in writing, of the deputy minister or a departmental officer:

(i) 70% of the cost of constructing bridges having a length of not less than six metres and not more than 30.5 metres;

(ii) 70% of the cost in excess of \$200 of repairing bridges having a length of not less than six metres and not more than 30.5 metres;

(iii) 100% of the cost of constructing or repairing bridges having a length of more than 30.5 metres;

(c) the amount of the grant payable pursuant to subsections 13(1) to (5) for the maintenance of the roads mentioned in those subsections;

(d) 70% of the cost of maintaining traffic signs;

(e) 50% of the cost of maintaining signalized railway crossings; and

(f) 50% of the cost of applying gravel to the subgrade surface of grid roads, Indian Reserve access roads, industrial access roads, main farm access roads, primary grid roads, regional park access roads or resort roads where:

(i) the roads are constructed in accordance with standards set by the department for the construction of the roads; and

(ii) the subgrade surface of the roads have at least once been provided with an application of gravel;

to a maximum of 48 cubic metres of gravel per kilometre of road per year.

3 Jne 83 cM-32.1 Reg 8 s18; 25 May 84 SR 52/
84 s10; 31 May 85 SR 45/85 s6; 30 May 86 SR
52/86 s7.

GRANTS FOR OTHER MUNICIPAL SERVICES

Gravel pits and traffic counting

19 A rural municipality is entitled to receive a grant:

(a) equal to 100% of the cost of surveying gravel pits and access roads to gravel pits, the costs of traffic counting and road inventory services, and the costs of legal surveys on any primary grid road, grid road, Indian reserve access road, industrial access road, main farm access road, regional park access road or resort road where those roads were constructed prior to April 1, 1984;

(b) calculated in accordance with the standard road percentage rate, for the purpose of compensating it for the exploratory costs associated with locating gravel deposits.

3 Jne 83 cM-32.1 Reg 8 s19; 25 May 84 SR 52/
84 s11; 12 Jne 87 SR 43/87 s8.

Safety services

20 A rural municipality is entitled to receive a grant equal to 50% of the cost of erecting traffic signs, and centre-line striping, unless a grant is otherwise paid in respect of traffic signs and centre-line striping as part of construction pursuant to section 7, 8, 9, 10, 11, 12, 14, 15 or 18, maintaining non-status and signalized railway crossings, clearing site triangles, excavating hills, constructing approach ramps and instituting any other traffic safety measures approved by the minister.

3 Jne 83 cM-32.1 Reg 8 s20; 25 May 84 SR 52/
84 s12; 1 Feb 85 SR 3/85 s4.

Municipal road system

21 A rural municipality is entitled to receive a grant, calculated in accordance with the standard road percentage rate, for the purpose of compensating it for the costs associated with the planning of its municipal road system.

3 Jne 83 cM-32.1 Reg 8 s21.

ADMINISTRATION

Conditional grant applications

22 Notwithstanding any other provision of these regulations, where any conditions are imposed on the payment of a grant payable pursuant to these regulations, no grant or any portion of a grant is to be made until:

- (a) a written application for the conditional grant has been received by the department; and
- (b) the deputy minister or a departmental officer:
 - (i) has approved the project in writing, including the standards and level of assistance in accordance with which the project has been or will be completed; and
 - (ii) is satisfied that the costs associated with the project are eligible for grant assistance under these regulations.

3 Jne 83 cM-32.1 Reg 8 s22.

Grant payment

23 Any grant payable under these regulations may be paid in any manner and at any time that may be approved, in writing, by the deputy minister or a departmental officer, but not more than 80% of the total of any grant payable may be made on the estimated cost of the work completed.

25 May 84 SR 52/84 s13.

R.R.S. c.M-32.1 Reg 7 repealed

24 *The Rural Municipalities Revenue Sharing Regulations, 1982* are repealed.

3 Jne 83 cM-32.1 Reg 8 s24.

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