

# *The Rural Municipalities Revenue Sharing Regulations, 1993*

*Repealed*

by chapter M-32.1 Reg 11 (effective April 1, 1997).

*Formerly*

Chapter M-32.1 Reg 10 (effective June 22, 1993) as amended by Saskatchewan Regulations 42/94, 39/95, 65/95 and 29/96.

## **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 10**  
*The Municipal Revenue Sharing Act*

TITLE AND INTERPRETATION

**Title**

1 These regulations may be cited as *The Rural Municipalities Revenue Sharing Regulations, 1993*.

**Interpretation**

2 In these regulations:

- (a) “**Act**” means *The Municipal Revenue Sharing Act*;
- (b) “**basic bridge percentage rate**”, with respect to a rural municipality, means the percentage of assistance for municipal bridge services for that rural municipality as determined in accordance with Table 1 of the Appendix to these regulations;
- (c) “**basic road percentage rate**”, with respect to a rural municipality, means the percentage of assistance for municipal road services for that rural municipality as determined in accordance with Table 2 of the Appendix to these regulations;
- (d) “**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;
- (e) “**department**” means the department over which the minister presides;
- (f) “**grid road**” means any road designated by the Minister of Highways and Transportation as a grid road;
- (g) “**heavy haul and high volume road**” means any primary grid surfaced road, primary grid gravel road, grid road, main farm access road, special gravel road or special surfaced that is designated by the Minister of Highways and Transportation as a heavy haul and high volume road;
- (h) “**incremental costs**” means the costs, in excess of those costs required to construct any road to which these regulations apply, incurred to provide a road capable of accommodating heavy haul and high volume traffic;
- (i) “**main farm access road**” means any road designated by the Minister of Highways and Transportation 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 1991 population as determined by the census taken pursuant to the *Statistics Act* (Canada);
- (l) “**primary grid gravel road**” means any road designated by the Minister of Highways and Transportation as a primary grid gravel road;
- (m) “**primary grid surfaced road**” means any road designated by the Minister of Highways and Transportation as a primary grid surfaced road;
- (n) “**reconstruction**” includes the application of a gravel surface to a road;
- (o) “**special gravel road**” means any road designated by the Minister of Highways and Transportation as a special gravel road;
- (p) “**special surfaced road**” means any road designated by the Minister of Highways and Transportation as a special surfaced road.

2 Jly 93 cM-32.1 Reg 10 s2; 17 Jne 94 SR 42/94 s3.

## BASIC AND PER CAPITA GRANTS

### Rural municipalities

**3** For the purposes of subsection 8(2) of the Act, no basic grant is to be paid pursuant to clause 8(1)(a) of the Act with respect to the 1996-97 fiscal year.

2 Jly 93 cM-32.1 Reg 10 s3; 17 Jne 94 SR 42/94 s4; 26 May 95 SR 39/95 s3; 7 Jun 96 SR 29 s3.

### Organized hamlets

**4(1)** Each organized hamlet is entitled to receive, pursuant to section 10 of the Act:

- (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 population 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 \$38.40.
- (2) In the 1994-95 fiscal year, the grants mentioned in sub-section (1) are to be reduced by multiplying them by a factor of 0.897.
- (3) Commencing in the 1995-96 fiscal year, the grants mentioned in sub-section (1) are to be reduced by multiplying them by a factor of 0.92.

2 Jly 93 cM-32.1 Reg 10 s4; 17 Jne 94 SR 42/94 s5; 26 May 95 SR 39/95 s4.

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EQUALIZATION GRANTS

**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 42.5 mills.

2 Jly 93 cM-32.1 Reg 10 s5; 17 Jne 94 SR 42/94 s6; 26 May 95 SR 39/95 s5; 7 Jun 96 SR 29/96 s4.

**Factor**

**6** The factor to be used in calculating the equalization grant pursuant to subsection 9(2) of the Act is 0.386257.

2 Jly 93 cM-32.1 Reg 10 s6; 17 Jne 94 SR 42/94 s7; 26 May 95 SR 39/95 s6; 7 Jun 96 SR 29/96 s5.

GRANTS FOR MUNICIPAL ROAD SERVICES

**Primary roads**

**7(1)** Grants for the construction, reconstruction or oil surfacing of primary grid surfaced roads are payable to any rural municipality or any maintenance area calculated in accordance with the basic road percentage rate plus 30%.

(2) Grants for the construction or reconstruction of primary grid gravel roads are payable to any rural municipality or any maintenance area calculated in accordance with the basic road percentage rate plus 25%.

(3) Grants authorized pursuant to 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 of a primary grid road that does not meet primary grid road standards are payable to any rural municipality or any maintenance area calculated in accordance with the basic road percentage rate.

2 Jly 93 cM-32.1 Reg 10 s7.

**Main farm access roads**

**8** Grants for the construction or reconstruction of main farm access roads are payable to any rural municipality in accordance with the basic road percentage rate.

2 Jly 93 cM-32.1 Reg 10 s8.

**Grid roads**

**9** Grants for the construction or reconstruction of grid roads are payable to any rural municipality calculated in accordance with the basic road percentage rate plus 15%.

2 Jly 93 cM-32.1 Reg 10 s9.

**Special roads**

**10(1)** Grants for the construction or reconstruction of special surfaced roads and special gravel roads are payable to any rural municipality calculated in accordance with the basic road percentage rate plus 25%.

(2) Grants for the oil surfacing of special surfaced roads are payable to any rural municipality calculated in accordance with the basic road percentage rate plus 25%.

2 Jly 93 cM-32.1 Reg 10 s10; 17 Jne 94 SR 42/  
94 s8.

**Heavy haul and high volume**

**11** Grants for the incremental costs in the construction, reconstruction, oil surfacing or paving of heavy haul and high volume roads are payable to any rural municipality calculated in accordance with the basic road percentage rate plus 30%.

2 Jly 93 cM-32.1 Reg 10 s11.

**Maintenance of roads**

**12(1)** Grants for the maintenance of the right-of-way and the subgrade surface of primary grid surfaced roads, primary grid gravel roads and special surfaced roads with a gravel surface are payable to any rural municipality calculated at the rate of \$100 per kilometre maintained.

(2) Grants for the maintenance of the right-of-way and the subgrade surface of grid roads and special gravel roads with a gravel surface are payable to any rural municipality calculated at the rate of \$70 per kilometre maintained.

(3) Grants for the maintenance of the right-of-way and the subgrade surface of main farm access roads with a gravel surface are payable to any rural municipality calculated at the rate of \$35 per kilometre maintained.

(4) Grants for the maintenance of the right-of-way of primary grid surfaced roads, primary grid gravel roads, grid roads, special surfaced roads, special gravel roads and main farm access roads with an oil or paved surface are payable to any rural municipality calculated at the rate of \$35 per kilometre maintained.

(5) The maintenance grants described in subsections (1), (2) and (3) are to be divided evenly between surface maintenance and right-of-way maintenance, and either or both portions of the grant may be withheld if, in the opinion of the minister, proper maintenance is not carried out.

(6) A deduction of \$10 may be made from the total maintenance grant payable pursuant to subsections (1), (2), (3) and (4) for each traffic sign that, in the opinion of the minister, is improperly erected or maintained.

(7) Subject to subsection (8), grants for the maintenance, including centre-line striping, of an oil or paved surface on primary grid surfaced roads, primary grid gravel roads, grid roads, special surfaced roads, special gravel roads or main farm access roads are payable to any rural municipality calculated at the rate of 50% of the maintenance costs.

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(8) No grant is payable pursuant to subsection (7) in respect of centre-line striping where a grant is paid with respect to centre-line striping as part of construction pursuant to section 7, 8, 9, 10, 11, 13 or 16.

(9) Grants for the maintenance of traffic signs on primary grid surfaced roads, primary grid gravel roads, grid roads, special surfaced roads, special gravel roads and main farm access roads are payable to any rural municipality calculated in accordance with the basic road percentage rate.

(10) Subject to subsection (11), grants for the application of gravel to the subgrade surface of grid roads, primary grid surfaced roads, primary grid gravel roads, main farm access roads, special surfaced roads and special gravel roads, where the roads are maintained with a gravel surface, are constructed in accordance with standards set by the department for the construction of the roads and have had at least one application of gravel to the subgrade surface, are payable to a rural municipality calculated at a rate of 50% of the cost of applying the gravel to a maximum of:

- (a) 72 cubic metres of gravel per year per kilometre of special surfaced road, primary grid gravel road and primary grid surfaced road;
- (b) 48 cubic metres of gravel per year per kilometre of special gravel road or grid road; or
- (c) 43 cubic metres of gravel per year per kilometre of main farm access road.

(11) The maximum grant payable to a rural municipality per year pursuant to subsection (10) is equal to 50% of the average cost of applying the applicable maximum number of cubic metres provided for in subsection (10) to 36% of the eligible roads within the rural municipality.

17 Jne 94 SR 42/94 s9.

**Roads adjacent to ferry**

**13** 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.

2 Jly 93 cM-32.1 Reg 10 s13.

**GRANTS FOR MUNICIPAL BRIDGE SERVICES**

**Construction grants**

**14(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 surfaced road, primary grid gravel road, grid road, main farm access road, special surfaced road or special gravel road, calculated in accordance with the greater of:

- (A) the basic bridge percentage rate; and
  - (B) the applicable percentage rate that the municipality would be entitled to receive as part of road construction pursuant to sections 7 to 10;
- (ii) where the bridge is on any road other than a road described in subclause (i), calculated in accordance with the basic 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 of 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 basic 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 basic bridge percentage rate;
  - (c) in the case of the construction of a bridge described in clause (b) that is located on a primary grid surfaced road, primary grid gravel road, grid road, main farm access road, special surfaced road or special gravel road, in an amount equal to the greater of:
    - (i) the sum of the amounts mentioned in subclauses (b)(i) and (ii); and
    - (ii) the applicable percentage rate that the municipality would be entitled to receive as part of road construction pursuant to sections 7 to 10;
  - (d) in the case of the construction of a bridge having a length of more than 30.5 metres or of 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 in an amount equal to 100% 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 by the Minister of Highways and Transportation.
  - (3) If a rural municipality eliminates the need for a bridge having a length of not less than six metres by:
    - (a) installing a culvert or a low level ford crossing; or
    - (b) constructing 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.

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(4) 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.

2 Jly 93 cM-32.1 Reg 10 s14; 17 Jne 94 SR 42/  
94 s10.

**Maintenance grants**

**15(1)** A rural municipality is entitled to receive a grant for the purposes of maintaining and inspecting 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 14(1)(a), (b) and (c) for the construction of a bridge;
- (c) in the case of a bridge that is eliminated as described in clause 14(3)(a), in an amount equal to the grant that the rural municipality would be entitled to receive pursuant to clause 14(1)(a).

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

2 Jly 93 cM-32.1 Reg 10 s15.

GRANTS FOR INTER-MUNICIPAL ROAD LINKAGES

**Road linkages**

**16(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 minister 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) 70% of the cost of:
  - (i) constructing or reconstructing grid roads, main farm access roads, primary grid surfaced roads, primary grid gravel roads, special surfaced roads, special gravel roads or heavy haul and high volume roads; or
  - (ii) oil surfacing primary grid surfaced roads or special surfaced roads and oil surfacing or paving of heavy haul and high volume roads; and

- (b) subject to the approval, in writing, of the minister:
  - (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 12(1) to (9) for the maintenance of the roads mentioned in those subsections;
- (d) 70% of the cost of maintaining traffic signs; and
- (e) 50% of the cost of maintaining signalized railway crossings;
- (f) **Repealed.** 7 Jun 96 SR 29/96 s6.

2 Jly 93 cM-32.1 Reg 10 s16; 17 Jne 94 SR 42/  
94 s11; 7 Jun 96 SR 29/96 s6.

#### GRANTS FOR OTHER MUNICIPAL SERVICES

##### Gravel pits and traffic counting

**17** A rural municipality is entitled to receive a grant:

- (a) that is 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 surfaced road, grid road, primary grid gravel road, main farm access road, special surfaced road or special gravel road where those roads were constructed prior to April 1, 1984;
- (b) that is calculated in accordance with the basic road percentage rate, for the purpose of compensating it for the exploratory costs associated with locating gravel deposits.

2 Jly 93 cM-32.1 Reg 10 s17; 17 Jne 94 SR 42/  
94 s12.

##### Safety services

**18** A rural municipality is entitled to receive a grant equal to 50% of the cost of erecting traffic signs, unless a grant is otherwise paid in respect of traffic signs as part of construction pursuant to section 7, 8, 9, 10, 11, 13 or 16, maintaining non-status and signalized railway crossings, clearing sight triangles, excavating hills, constructing approach ramps and instituting any other traffic safety measures approved by the minister.

2 Jly 93 cM-32.1 Reg 10 s18; 17 Jne 94 SR 42/  
94 s13.

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**Municipal road system**

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

2 Jly 93 cM-32.1 Reg 10 s19.

**Grants for treaty land entitlement transfers**

**19.1** A rural municipality is entitled to receive a grant calculated in accordance with the basic road percentage rate with respect to the costs incurred by it for legal surveys relating to, and the purchase and registration of, previously unregistered roadways that are on lands:

- (a) to be transferred to Indian reserve status pursuant to the terms of a Framework Agreement within the meaning of *The Treaty Land Entitlement Implementation Act*; or
- (b) to be purchased or otherwise acquired by an Indian Band pursuant to the settlement of an outstanding land claim.

22 Sep 95 SR 65/95 s2.

## ADMINISTRATION

**Conditional grant**

**20(1)** Notwithstanding any other provision of these regulations, but subject to subsection (2), 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 minister; and
- (b) the minister:
  - (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 pursuant to these regulations.

(2) A written application is not required for grants for maintenance or for application of gravel pursuant to subsection 12(1), (2), (3), (4) or (10) or clause 16(2)(c).

2 Jly 93 cM-32.1 Reg 10 s20; 7 Jun 96 SR 29/96  
s7.

**Grant payment**

21(1) Subject to subsection (2), any grant payable pursuant to these regulations may be paid in any manner and at any times that may be approved, in writing, by the minister.

(2) Not more than 80% of the total of any grant payable may be paid on the basis of the estimated cost of the work completed, with the remainder to be paid when the final costs are approved by the minister.

2 Jly 93 cM-32.1 Reg 10 s21.

**Minister may delegate**

22(1) The minister may delegate all or any part of the powers or duties conferred on the minister by these regulations to any officer or employee of the department.

(2) The exercise of any power or the fulfilment of any duty by a person designated pursuant to subsection (1) is deemed to be an exercise of the power or a fulfilment of the duty by the minister.

2 Jly 93 cM-32.1 Reg 10 s22.

**REPEAL, TRANSITIONAL AND COMING INTO FORCE****R.R.S. c.M-32.1 Reg 9 repealed**

23(1) *The Rural Municipalities Revenue Sharing Regulations, 1983* and *The Rural Municipalities Revenue Sharing Regulations, 1988* are repealed.

(2) Notwithstanding the repeal of *The Rural Municipalities Revenue Sharing Regulations, 1988* pursuant to subsection (1), where a project of construction, reconstruction or bridge construction was commenced before the coming into force of these regulations and the minister approved the project pursuant to *The Rural Municipalities Revenue Sharing Regulations, 1988*, those regulations continue to apply to that project and the rural municipality is entitled to receive a grant for that project in the amount calculated pursuant to those regulations.

2 Jly 93 cM-32.1 Reg 10 s23.

## Appendix

TABLE 1

## Basic Bridge Percentage Rate

Rural Municipality's Taxable Assessment for each 6 metres of bridge length for bridges in the rural municipality municipality	Basic Bridge Percentage Rate for the rural
86,148 or less	80%
86,149 to 152,417	75
152,418 to 218,686	70
218,687 to 284,955	65
284,956 to 351,224	60
351,225 to 417,493	55
417,494 to 483,762	50
483,763 to 550,030	45
550,031 to 616,299	40
616,300 to 682,568	35
682,569 to 748,837	30
748,838 to 815,106	25
815,107 or greater	20

In this table, “**taxable assessment**” means the taxable assessment for a rural municipality for a year determined by the Saskatchewan Assessment Management Agency.

2 Jly 93 cM-32.1 Reg 10.

TABLE 2  
1996-97 Basic Road Percentage Rate

Rural Municipality's Computational Mill Rate	Basic Road Percentage Rate for the Rural Municipality
Less than 27	40%
27.0 to 33.2	42%
33.3 to 39.5	44%
39.6 to 45.8	46%
45.9 to 52.1	48%
52.2 to 58.4	50%
58.5 to 62.2	52%
62.3 to 66.0	54%
66.1 to 69.8	56%
69.9 to 73.6	58%
73.7 or more	60%

7 Jun 96 SR 29/96 s8.