

CANADA – ALBERTA
MUNICIPAL RURAL INFRASTRUCTURE FUND AGREEMENT
2006-2012

This Agreement made as of March 21, 2006,

BETWEEN: **HER MAJESTY IN RIGHT OF CANADA**, (“Canada”) represented by the Minister of Transport, Infrastructure and Communities, (“Federal Minister”) and the Minister of National Revenue and Minister of Western Economic Diversification

AND: **HER MAJESTY IN RIGHT OF THE PROVINCE OF ALBERTA** (“Province”) represented by the Minister of Infrastructure and Transportation (“Provincial Minister”) and the Minister of International and Intergovernmental Relations.

BACKGROUND

In the 2002 Speech from the Throne, the Government of Canada pledged to work with provincial, territorial, and municipal governments to put in place a ten-year initiative of infrastructure renewal to ensure that Canadian communities, large and small, are sustainable, competitive and healthy centres for economic growth and innovation.

In Budget 2003, the Government of Canada confirmed its ten-year commitment by providing \$1 billion to help meet the infrastructure needs of smaller communities. This new initiative is called the *Municipal Rural Infrastructure Fund* (MRIF). In Budget 2004, the Government of Canada accelerated its commitment to smaller communities to five years.

MRIF builds on the results and successes of the \$2.05 billion *Infrastructure Canada Program* (ICP). Since its launch in 2000, the ICP has delivered almost 3,000 community public infrastructure projects through federal-provincial/territorial agreements, generating almost \$6 billion in total infrastructure investment from the partners.

In order to maximize the resulting infrastructure benefits to Canadian communities, Canada is negotiating with the provinces and territories to develop new joint agreements for the purpose of delivering the \$1-billion MRIF and to leverage this investment with provincial, territorial, municipal and non-governmental financial contributions.

Furthermore, to ensure an equitable distribution of funding and in order to address the individual needs of smaller communities, a minimum of eighty per cent of MRIF investments will be directed to projects that benefit municipalities with populations of less than 250,000.

In order to encourage the use of integrated asset management by small-scale Canadian municipalities, most provinces and territories will allocate up to one percent of their respective MRIF contributions towards a municipal capacity building component.

ACKNOWLEDGEMENTS

Canada and Alberta recognize that Local Governments and the non-governmental sector are best able to determine the community public Infrastructure required to enhance the quality of life of Canadians;

Canada and Alberta wish to work with Local Governments and the non-governmental sector to maximize the use of their resources and expertise;

In delivering MRIF, Canada and Alberta through this “Municipal Rural Infrastructure Fund Agreement” (Agreement) intend to reinforce the success of ICP by:

- the joint Canada-Alberta Application process;
- the material role for Alberta-based municipal associations in Project selection and funding; and
- the framework to guide Project selection by leveraging governmental contributions to generate greater public benefits, including the reduction of manmade greenhouse gases.

Alberta, pursuant to Section 10 of the *Government Organization Act*, R.S.A. 2000, c. G-10, has authorized the Minister of Infrastructure and Transportation and the Minister of International and Intergovernmental Relations to enter into this Agreement on behalf of Alberta;

This Agreement relates to Canada and Alberta’s recognition of the need to provide long-term funding for modern community public infrastructure in Alberta.

NOW THEREFORE, in accordance with the principles set out above, Canada and Alberta hereby agree as follows:

1. INTERPRETATION

1.1 DEFINITIONS

A capitalized term has the meaning given to it in this section unless the context clearly dictates otherwise.

“**Agreement**” means this agreement.

“**Applicant**” means:

- a) a Local Government or its agent, including a corporation that is wholly owned by one or more Local Governments, that has applied for a contribution in support of a Project under CAMRIF; or
- b) a non-governmental organization whose Application is submitted and signed jointly with a Local Government;

but does not include departments, ministries and agencies of Canada or Alberta, and federal or provincial departmental corporations or Crown corporations.

“**Application**” means a request for funding by an Applicant or an MCB Applicant submitted in accordance with the CAMRIF Application Form Guideline.

“**CAMRIF**” means the funding initiative between Canada and Alberta pursuant to this Agreement.

“**Construction Works**” means any physical changes to land (above or below ground level) or buildings.

“**Contract**” means a Contract between a Recipient and a Third Party whereby the latter agrees to contribute a product or service to a Project in return for financial consideration which may be claimed as an Eligible Cost.

“**Contribution agreement**” means an agreement between Alberta and a Recipient whereby Alberta agrees to contribute financially to an approved Project.

“Eligible Costs” means:

- a) Project costs eligible for funding in accordance with Schedule B; or
 - b) MCB Project costs eligible for funding in accordance with Schedule B.3;
- as applicable.

“Fiscal Year” means the period beginning April 1 of a year and ending March 31 of the following year.

“Green Projects” means local Infrastructure Projects that:

- a) in the opinion of the Parties, improve the quality of the environment and contribute to clean water, soil or air; and
- b) fall in to one of the following Schedule A categories: water and wastewater, solid waste, public transit or energy efficiency.

“Infrastructure” means publicly- or privately-owned fixed capital assets in Canada for public use or benefit.

“Joint Secretariat” means the CAMRIF joint secretariat pursuant to Section 4.5.

“Local Government” means a municipal authority as defined in the *Municipal Government Act*, R.S.A. 2000, c. M-26, and includes any city, town, village, summer village, municipal district, county, improvement district, special area or Métis settlement.

“Management Committee” means the committee pursuant to Section 4.

“MCB” means the municipal capacity building component of CAMRIF as set out in Section A-1.

“MCB Applicant” means:

- a) a Municipality;
- b) municipal agencies;
- c) a combination or a group of Municipalities;
- d) inter-municipal agencies; or
- e) municipal associations.

but does not include departments, ministries and agencies of Canada or Alberta, and federal or provincial departmental corporations or Crown corporations.

“MCB Project” means an MCB project that is the subject of an Application by an MCB Applicant.

“Ministers” means the Federal Minister and the Provincial Minister.

“Municipality” means a Local Government.

“MRIF” means Canada's Municipal Rural Infrastructure Fund under which this Agreement is authorized.

“Parties” means Canada and Alberta.

“Party” means either one of Canada or Alberta.

“Project” means:

- a) a local Infrastructure Project, excluding the Infrastructure’s maintenance and operation that is the subject of an Application; or
 - b) an MCB Project that is the subject of an Application from an MCB Applicant;
- as applicable.

“Recipient” means an Applicant whose Project is approved for funding under CAMRIF or an MCB Applicant whose MCB Project has been approved for funding under MRIF.

“Third Party” means any person, other than a Party to this Agreement or a Recipient, that participates in the implementation of a Project.

1.2 ENTIRE AGREEMENT

This Agreement supersedes and invalidates all other commitments, representations and warranties relating to the subject matter hereof which may have been made by the Parties either orally or in writing prior to the date hereof, and all of which shall become null and void from the date this Agreement is signed.

1.3 SCHEDULES

The following schedules are attached to form part of this Agreement:

- a) Schedule A, Project Review and Selection Framework;
- b) Schedule A-1, MCB Project Review and Selection Framework; and
- c) Schedule B, Eligible and Ineligible Costs.

1.4 GUIDELINES

The following CAMRIF guidelines form part of this Agreement:

- a) Application Form Guideline;
- b) Business Case Guideline;
- c) Reporting - Audit - Evaluation Guideline;
- d) Information Management - SIMSI Guideline; and
- e) Communication Protocol Guideline.

1.5 PRECEDENCE

In the event of a conflict, the body of this Agreement that precedes the signatures of the Parties will take precedence over the Schedules and the Guidelines.

1.6 ACCOUNTING PRINCIPLES

All accounting terms not otherwise defined herein have the meanings assigned to them; all calculations shall be made and all financial data to be submitted shall be prepared, in accordance with the generally accepted accounting principles (GAAP) in effect in Canada and Alberta. GAAP shall include, without limitation, those principles approved or recommended from time to time by the Canadian Institute of Chartered Accountants, or any successor institute, applied on a consistent basis.

2. PURPOSE

2.1 PURPOSE OF THE AGREEMENT

The purpose of this Agreement is to provide a joint framework for the implementation of CAMRIF in Alberta, which is made possible by Canada's contribution, together with Alberta's contribution, as set out in Section 3.1.

2.2 FUNDING LIMITATIONS

For a Project to be eligible for funding under this Agreement, the Parties must be satisfied that their contribution is required to enable its implementation, enhance its scope, or accelerate its timing. The contribution shall not exceed the minimum amount necessary for the Project to proceed, after taking into account other sources of funding available.

2.3 PROJECT FUNDING

The Parties agree that Projects:

- a) will be selected for funding in accordance with Schedule A or Schedule A-1, as applicable, and additional ranking criteria as determined by the Management Committee; and
- b) may be funded by only one of the Parties if approved by the other.

3. FINANCIAL PROVISIONS

3.1 TOTAL CONTRIBUTION

- a) The Parties agree that the total contribution by:
 - i) Canada shall not exceed \$88,000,000 (100% of funds allocated to Alberta) as set out in Section 3.3, up to one percent (1%) of which Canada agrees to pay to Alberta for fifty percent (50%) of the direct expenses incurred by it solely for the administration of this Agreement and which Canada considers reasonable; and
 - ii) Alberta shall equal the total amount contributed by Canada less the amount paid by it to Alberta for direct expenses under subsection i).
- b) The Parties agree that, by the end of the Agreement, each Party's total financial contribution shall not exceed one-third (1/3) of the total of the Eligible Costs incurred by all approved Projects. However, the total contribution by a Party to a Project may be higher but may not exceed fifty percent (50%) of its total Eligible Costs.
- c) The Parties agree to dedicate up to one percent (1%) of each Party's total financial contribution to MCB Projects and that this component will be managed as a separate entity by the Management Committee. By the end of the Agreement, Canada's total financial contribution under this Agreement for all approved MCB Projects will not exceed one-third (1/3) of the total Eligible Costs incurred by all approved MCB Projects. The total contribution by Canada to an individual MCB Project may be higher than one-third (1/3), but may not exceed fifty percent (50%) of its total Eligible Costs.

3.2 APPROPRIATIONS

A payment due by either Party under this Agreement is conditional on a legislated appropriation for the Fiscal Year in which the payment is due. Both Parties undertake to make their best efforts to cause their respective legislatures to enact the appropriation legislation required to carry out this Agreement.

3.3 ALLOCATION

The total contribution of the Parties will be allocated as follows:

Fiscal Year	Canada	Alberta
2006-2007	\$15 million	\$15 million
2007-2008	\$30 million	\$30 million
2008-2009	\$30 million	\$30 million
2009-2010	\$13 million	\$13 million
TOTAL	\$88 million	\$88 million

3.4 RE-PROFILING

If any portion of a Party's annual allocation is not expended in a Fiscal Year, and subject to Sections 3.1 and 3.2, the Party will contribute an additional amount equal to the portion in subsequent Fiscal Years, but no later than the last Fiscal Year of this Agreement.

3.5 FISCAL YEAR FORECASTS

At the beginning of each Fiscal Year, the Management Committee will present to the Parties a plan outlining the forecasted cash flow, the aggregate list of approved Projects and a forecast of the number of Projects and the category of Projects that may be recommended for approval during the Fiscal Year.

3.6 FUNDING TARGETS

- a) The Parties agree that Projects will be approved so that by the termination of this Agreement, of the total contribution as specified in Section 3.1, at least:
 - i) Fifty-five percent (55%) will have been committed to Green Projects;
 - ii) Eighty percent (80%) will have been committed to Projects implemented in areas served by Local Governments having populations of less than two hundred and fifty thousand (250,000);
 - iii) At least twenty-six percent (26%) will have been allocated to water and wastewater Projects, including joint and regional water and wastewater Projects, in areas served by Local Governments having populations of less than two hundred and fifty thousand (250,000);
 - iv) At least twenty-six percent (26%) will have been allocated to transportation Projects which support tourism and commerce, specifically local roads and bridges, and specialized transit in areas served by Local Governments having populations of less than two hundred and fifty thousand (250,000);
 - v) Up to twenty-six percent (26%) will have been allocated to solid waste, environmental energy improvement, recreation, cultural, tourism, and connectivity projects; and

- vi) Twenty-percent (20%) will have been committed to Projects implemented in the City of Calgary and the City of Edmonton.
- b) The available Project funds for Recipients will be net of their *pro rata* share of the administration costs for delivering this Agreement, as specified in section 3.1 a) i).

3.7 LIMIT ON CANADA'S AGGREGATE FINANCIAL ASSISTANCE

- a) The Parties agree that Contribution agreements will require Recipients to inform the Management Committee promptly of any other financial assistance offered or received in respect of Eligible Costs of a Project. Each Party agrees to inform the other Party immediately upon receiving information or becoming aware of any other financial assistance offered or received in respect of Eligible Costs of a Project.
- b) Canada may reduce its CAMRIF contribution towards a Project to respect the 50% limit of Eligible Costs.

3.8 DISCREPANCIES

The Parties agree to promptly correct any discrepancy between the amount payable and the amount paid by Canada, under this Agreement.

4. MANAGEMENT COMMITTEE

4.1 ESTABLISHMENT

Within 60 days of the signing of this Agreement, the Parties shall establish a Management Committee to administer and manage this Agreement. The Management Committee shall consist of two members appointed by Canada, two members appointed by Alberta, and two members representing Alberta's municipal associations — one to be appointed by the Alberta Urban Municipalities Association, and one to be appointed by the Alberta Association of Municipal Districts and Counties. The Parties will notify each other of the appointments within this sixty (60) day period. All members will be selected from each Party's senior officials. The Management Committee shall operate until all terms of this Agreement have been fulfilled.

4.2 CO-CHAIRS

The Management Committee shall be headed by two co-chairs chosen from its members: one appointed by Canada ("Federal Co-chair"), and one appointed by Alberta ("Provincial Co-chair"). If one Co-chair is absent or unable to act, he or she will be replaced by the other federally-appointed member or the other provincially-appointed member, as the case may be.

4.3 MEETINGS AND ADMINISTRATIVE MATTERS

The Management Committee will:

- a) Meet regularly, as agreed by the Co-chairs. Quorum will consist of the two Co-chairs;
- b) Establish rules and procedures with respect to its meetings and those of its subcommittees, including rules for the conduct of meetings and the making of decisions;
- c) Establish a fixed location where this Agreement will be administered, and maintain it until the Committee's activities have concluded; and

- d) Ensure that all documents needed for the proper administration of this Agreement are prepared and retained at the location.

4.4 RECOMMENDATIONS AND DECISIONS

All decisions and recommendations of the Committee must be consensual and recorded in writing.

4.5 JOINT SECRETARIAT

- a) The Parties agree to establish a joint secretariat to support the Management Committee in the administration of this Agreement, including the timely production and sharing of information about Applicants, MCB Applicants, Recipients, Projects, financial cash flows and other information; and
- b) Alberta agrees to provide the location to administer this Agreement, in accordance with subsection 4.3 (c). Alberta will pay the costs for the salaries and other employment benefits of any employee assigned to work on the implementation of this Agreement. Canada will assist with the costs for salaries and employment benefits (in accordance with section 3.1 (a) (i)). Either Party may add incremental resources, at its own expense, to assist in the implementation of this Agreement.

4.6 ENHANCED PARTNERSHIP WITH MUNICIPAL ORGANIZATIONS

The Parties agree to draw upon the knowledge and experience of local governments, where appropriate, and to work together to put in place the following mechanisms:

- a) The Local Government members will be involved in the development of the Management Committee guidelines;
- b) The Local Government members will be involved in the Project review and selection process.

4.7 JOINT GUIDELINES, PROCEDURES AND FORMS

The Management Committee shall develop, in a timely manner, a series of guidelines, procedures and forms necessary that will reflect the joint nature of the CAMRIF, for:

- a) Submitting Project Applications;
- b) Assessing, ranking, and recommending Applications for approval by Ministers;
- c) Entering into and recording Contribution agreements with Recipients;
- d) Reporting by Recipients on the implementation and evaluation of Projects;
- e) Submitting claims;
- f) Recording of claims and payments; and
- g) Carrying out any other of its duties under this Agreement.

4.8 JOINT APPLICATION REVIEW PROCESS

The Parties agree to put in place the following joint Application review process:

- a) Wherever possible, Applications must be filed online with the Parties, by:
 - i) completing the application form found at the following web site:
www.camrif.ca; or
 - ii) by downloading the application and e-mailing to:

camrif@gov.ab.ca

- iii) If any electronic alternative is not available, a paper copy can be submitted to:
Canada-Alberta Municipal Rural Infrastructure Fund Secretariat
2nd Floor, Twin Atria 1
4999 - 98th Avenue
Edmonton, Alberta T6B 2X3
- b) At the direction of the Management Committee, after receipt of an Application, the Joint Secretariat will:
 - i) advise the Applicant or MCB Applicant of receipt and of any additional information it requires;
 - ii) review and rank the Application against the mandatory screening criteria and the ranking criteria of its category as set out in Schedule A, or Schedule A-1, as applicable, and against all other requirements and criteria of this Agreement;
 - iii) note and record what requirements the Project fails to meet; and
 - iv) make a recommendation, with reasons, to the Parties, as to the Application's suitability for funding, and advise them as to any requirement that is not yet met.

4.9 ENVIRONMENTAL LEGISLATION REQUIREMENT

The Management Committee will ensure that no funds are committed to a Project until all legislated environmental assessment requirements have been fully met. Funding for a Project component is also conditional on the implementation of those mitigation measures identified in the environmental assessment. However, this does not prevent the Parties from making a funding commitment that is conditional upon meeting them.

4.10 EXCEPTIONAL CIRCUMSTANCES

Despite any other provision in this Agreement, the Parties may approve, if the Applicant is located in a rural or isolated area and its circumstances are exceptional, and after taking into account the detailed recommendation of the Management Committee, an Application which does not meet the mandatory requirements set out in Schedule A.

4.11 CHANGES DURING THE LIFE OF THE PROJECT

- a) In this Section, "significant change" includes, in respect of a Project:
 - i) any material change to its location, scope or timing;
 - ii) any other change that would trigger a further environmental assessment; and
 - iii) an increase in its Eligible Costs which, when added to any previous increase, would be greater than either \$50,000 or ten percent (10%) of the original Eligible Costs of the Project as set out in the initial Contribution agreement.
- b) A request for an amendment to a Contribution agreement shall be reviewed by the Management Committee and:
 - i) in the case of a request for a significant change, it shall recommend to the Parties whether to approve it or not; and
 - ii) in the case of another change, it may approve or reject it.

4.12 INCORPORATION IN AGREEMENTS AND CONTRACTS

- a) The Parties agree that all Contribution agreements and Contracts are to be consistent with this Agreement and are to incorporate its relevant provisions to the extent possible;
- b) All Contribution agreements shall include a provision to the effect that the Recipient shall begin its Project within six months of the date of the Contribution agreement, failing which it may be terminated by Alberta. If a Recipient fails to comply with the provision, Alberta will notify the Committee, which will recommend a course of action; and
- c) All Contribution agreements will include language to the effect that the Recipient will complete the Project fully and in a timely manner.

4.13 INFORMATION MANAGEMENT SYSTEM

a) SIMSI

Canada has developed a Shared Information Management System for Infrastructure (SIMSI) to support the delivery of MRIF by providing online Project registration, approval, monitoring, and reporting capabilities. Costs associated with the implementation and maintenance of the system will be borne by Canada. The Parties agree to use SIMSI in accordance with the CAMRIF Information Management-SIMSI Guideline.

b) Information Management

The Parties agree to manage Application and Project information through its life cycle as required by the *Policy on the Management of Government Information* and applicable provincial policies.

5. PROJECT IMPLEMENTATION

5.1 TIMELY FASHION

Alberta agrees to enforce all Contribution agreements with Recipients, save for breaches that, both Alberta and Canada agree, are minor or inconsequential.

5.2 COMPLIANCE

Alberta agrees that Contribution agreements will contain provisions that the Recipient and any Third Party comply with all applicable legislation.

6. CONTRACT PROCEDURES AND PROVISIONS

6.1 AWARDING OF CONTRACTS

- a) All Contracts for the implementation of Projects will be awarded and managed in accordance with Alberta's relevant policies and procedures, a copy of which shall be provided to the Management Committee;
- b) Contribution agreements will require Contracts to be awarded in a way that is transparent, competitive, and consistent with value for money principles.

6.2 DATA GATHERING AND AUDITS

The Parties agree that all Contribution agreements and Contracts shall include provisions authorizing Canada and Alberta to gather data required under this Agreement, to perform audits and to monitor Projects as they see fit.

6.3 ACCOUNTS AND RECORDS

Without limiting the generality of other relevant provisions, the Parties agree that Contribution agreements shall ensure that:

- a) Proper and accurate accounts and records of the Project are maintained, as developed by the Management Committee; and
- b) All the Project's records and accounts are available to the Parties and any member of the Management Committee, for inspection, at all reasonable times.

6.4 INDEMNIFICATION

All Contribution agreements and Contracts shall include an indemnification clause to the effect that Canada and Alberta, their officers, servants, employees, or agents will be indemnified and saved harmless from and against all claims and demands, loss, costs, damages, actions, suits, or other proceedings by whomsoever brought or prosecuted in any manner based upon, or occasioned by any injury to persons, damage to or loss or destruction of property, economic loss or infringement of rights caused by or arising directly or indirectly from:

- a) This Agreement;
- b) The performance of a Contribution agreement or the breach of any term or condition of it by a Recipient, its officers, servants, employees and agents, or by a Third Party, and any of its officers, employees, servants or agents;
- c) The ongoing operation, maintenance and repair of the Infrastructure resulting from the Project; or
- d) Any omission or other wilful or negligent act of the Recipient, a Third Party, their respective employees, officers, servants or agents.

6.5 INFRASTRUCTURE OPERATION

Alberta agrees to ensure that all Contribution agreements provide that the assets resulting from the Project will be used, maintained and operated for a reasonable period of time after the completion of the Project. The Management Committee will determine, on a Project-by-Project basis, what period of time will be considered reasonable that the assets resulting from the Project will be used, maintained and operated after its completion.

6.6 INFRASTRUCTURE OWNERSHIP

Alberta further agrees to include the following clauses in its Contribution agreements:

- a) *Unless otherwise agreed to by the Parties, the Recipient will retain title to, and ownership of, the Infrastructure resulting from the Project for the provision of municipal services and programs for at least ten (10) years after Project completion.*

- b) *In the event that, at any time within ten (10) years from the date of completion of the Project, the Recipient sells, leases, encumbers in a manner that leads to the loss of title, or otherwise disposes of, directly or indirectly, any assets, constructed, rehabilitated or improved, in whole or in part, with funds contributed by Canada under the terms of this agreement, other than to Canada, Alberta, a Local Government, or a Crown corporation of Alberta, the Recipient hereby undertakes to repay Canada, on demand, a proportionate amount of the funds contributed by Canada as follows:*

<i>Where the Project asset is sold, leased, encumbered in a manner that leads to the loss of title or disposed of:</i>	<i>Return of contribution (in current dollars)</i>
<i>Within 2 Years after Project completion</i>	<i>100%</i>
<i>Between 2 and 5 Years of Project Completion</i>	<i>55%</i>
<i>Between 5 and 10 Years after Project Completion</i>	<i>10%</i>

At any time during the ten (10) years following the date of completion of the Project, Alberta agrees to notify Canada in writing immediately upon receiving information or becoming aware of any transaction triggering the above-mentioned repayment.

7. CLAIMS AND PAYMENTS

7.1 PAYMENTS

Alberta agrees to submit claims to Canada in accordance with the procedures established by the Management Committee. If in Canada's opinion, the requirements of this Agreement have been complied with, it shall reimburse its share of Eligible Costs paid.

7.2 CLAIMS DATES

Canada shall pay claims in respect of Eligible Costs provided they are received by Canada:

- a) No later than March 31 of the year following the Fiscal Year in which the Eligible Cost was incurred; and
- b) In any event, no later than March 31, 2011.

7.3 CONTRIBUTION IMBALANCE

The Parties will ensure that by August 1, 2011, each has paid the same amount in contributions, and will correct any imbalance by October 1, 2011.

8. DISPUTE RESOLUTION

8.1 DISPUTE RESOLUTION

The Parties agree to keep each other informed of any disagreement or contentious issue, by notifying the Management Committee, which will attempt to resolve it.

8.2 REFERRAL

Any disagreement or contentious issue that cannot be resolved will be submitted to the Ministers for resolution.

8.3 APPLICABLE JURISDICTION

Any dispute in law regarding this Agreement shall be submitted to the Court of Queen's Bench of Alberta.

8.4 WAIVER

A Party may waive any right under this Agreement only in writing; and any tolerance or indulgence demonstrated by that Party will not constitute waiver of such right. Unless a waiver is executed in writing, that Party will be entitled to seek any remedy that it may have under this Agreement or under the law.

9. MONITORING AND REPORTING

9.1 RECORD KEEPING

Alberta will ensure that proper and accurate accounts and records, including invoices, statements, receipts and vouchers, are kept for at least three (3) years after termination of this Agreement and will, upon reasonable notice, make them available to Canada for inspection or audit.

9.2 AUDITS

- a) The Management Committee will audit expenditures under this Agreement annually in accordance with the CAMRIF Reporting-Audit-Evaluation Guideline;
- b) All audits will be in accordance with Section 1.5 "Accounting Principles"; and
- c) In addition, either Party, at its own expense, may audit all accounts, records, and claims for reimbursement relating to this Agreement and may undertake reviews of all administrative, financial and claim certification processes and procedures to ensure compliance with this Agreement.

9.3 EVALUATION

- a) Evaluation framework

The Parties agree to cooperate with respect to the evaluation of the CAMRIF. The Party requesting the evaluation shall bear its costs and will consult with the other Party on the design of the evaluation framework.

- b) Evaluation by either Party

Both Parties agree to provide all relevant data and information needed for any evaluation.

10. COMMUNICATIONS

10.1 COMMUNICATIONS

The Parties hereby agree to follow the terms of the CAMRIF Communication Protocol Guideline.

11. MISCELLANEOUS

11.1 BINDING OBLIGATIONS

Each Party declares to the other that the signing and execution of this Agreement was duly and validly authorized, and that each has incurred a legal and valid obligation in accordance with the terms and conditions of the Agreement.

11.2 BEGINNING AND EXPIRY DATES

This Agreement will be effective when signed by the Parties and will end on March 31, 2012.

11.3 ULTIMATE APPROVAL DATE

Despite any other provision of this Agreement, no Project shall be approved after March 31, 2009.

11.4 SURVIVAL

The Parties' rights and obligations set out in Sections 3.7, 3.8, 5.1, 5.2, 6.2, 6.3, 6.4, 6.5, 6.6, 7.2, 7.3, 8.2, 8.3, 8.4, 9.1, 9.2, 9.3, 11.1, 11.5, 11.6 and 11.13 shall survive the expiry or early termination of this Agreement.

11.5 GOVERNING LAW

This Agreement is governed by the laws applicable in Alberta.

11.6 DEBTS DUE TO CANADA

Any amount owed to Canada under this Agreement shall constitute a debt due to Canada, which Alberta will reimburse forthwith, on demand, to Canada.

11.7 NO BENEFIT

No member of the House of Commons or of the Senate of Canada shall be admitted to any share or part of any Contract made pursuant to this Agreement or to any benefit arising therefrom.

11.8 NO AGENCY

It is understood, recognized and agreed that no provision of this Agreement and no action by the Parties shall establish or be deemed to establish a partnership, joint venture, principal-agent relationship, or employer-employee relationship in any way or for any purpose whatsoever between Canada and Alberta or between Canada, Alberta and a Third Party.

11.9 NO AUTHORITY TO REPRESENT

Nothing in this Agreement is to be construed as authorizing one Party to contract for or to incur any obligation on behalf of the other or to act as agent for the other. Nothing in this Agreement is to be construed as authorizing any Recipient or any Third Party to contract for or to incur any obligation on behalf of either Party or to act as agent for either Party, and Alberta shall take reasonable steps to include provisions to this effect in all Contribution agreements and Contracts.

11.10 COUNTERPART SIGNATURE

This Agreement may be signed in counterpart, and the signed copies shall, when attached, constitute an original Agreement.

11.11 VALUES AND ETHICS CODE

No person governed by the post-employment, ethics and conflict of interest guidelines of Canada shall derive a direct benefit from this Agreement unless that person complies with the applicable provisions.

11.12 SEVERABILITY

If for any reason a provision of this Agreement that is not a fundamental term of the Agreement is found to be or becomes invalid or unenforceable, in whole or in part, it shall be deemed to be severable and shall be deleted from this Agreement, but all the other terms and conditions of this Agreement shall continue to be valid and enforceable.

11.13 LOBBYISTS AND AGENT FEES

Alberta warrants that any person who lobbies or has lobbied on its behalf to obtain funding, or any benefit under this Agreement, and who is subject to the *Lobbyists Registration Act (Canada)*, is registered accordingly. Furthermore, Alberta warrants that no remuneration based on a percentage of Canada's contribution will be paid to a lobbyist.

11.14 AMENDMENTS

This Agreement may be amended from time to time on written agreement of the Ministers.

11.15 TERMINATION

Canada or Alberta may terminate this Agreement at any time through written notice to the other Party six months in advance of the termination date. Should this occur, the Management Committee will bring forward recommendations to address the operational implications of the termination.

11.16 NOTICE

Any notice, information or document provided for under this Agreement shall be effectively given if delivered or sent by letter, postage or other charges prepaid. Any notice that is delivered shall have been received on delivery; and any notice mailed shall be deemed to have been received eight (8) calendar days after being mailed.

Any notice to Canada must be sent to both:

Director General, Intergovernmental Operations
Infrastructure Canada
90 Sparks Street
Ottawa, Ontario
K1P 5B4

and

Assistant Deputy Minister
Western Economic Diversification Canada
15th Floor, Canada Place
9700 Jasper Avenue
Edmonton, Alberta
T5J 4H7

Any notice to Alberta will be addressed to:

Assistant Deputy Minister
Policy and Corporate Services Division
Alberta Infrastructure and Transportation
3rd Floor, Twin Atria Building
4999 – 98 Avenue
Edmonton, Alberta
T6B 2X3

Each Party may change the address, which it has stipulated, by notifying in writing the other Party of the new address.

SIGNATURES

This Agreement has been executed on behalf of Canada by the Minister of Transport, Infrastructure and Communities, and the Minister of National Revenue and the Minister of Western Economic Diversification, and on behalf of Alberta by the Minister of Infrastructure and Transportation and the Minister of International and Intergovernmental Relations.

GOVERNMENT OF CANADA
Original signed by:

GOVERNMENT OF Alberta
Original signed by:

The Honourable Lawrence Cannon
Minister of Transport, Infrastructure and
Communities

The Honourable Lyle Oberg
Minister of Infrastructure and Transportation

Approved pursuant to the Alberta Government Organization
Act, R.S.A. 2000, c. G-10.

The Honourable Carol Skelton
Minister of National Revenue and Minister of
Western Economic Diversification

The Honourable Ed Stelmach
Minister of International and Intergovernmental
Relations

SCHEDULE “A” - PROJECT REVIEW AND SELECTION FRAMEWORK

This Schedule sets out the criteria to be used for the review and selection of Infrastructure Projects.

DEFINITION

In this Schedule, unless the context requires otherwise,

“Public-private partnership” (P3): means an arrangement between public and private sector entities for the purpose of providing Infrastructure and related services that is characterized by the sharing of risk and reward between the entities.

“Greenhouse Gas” (GHG): refers to a number of minor gases in the atmosphere, although relatively transparent to sunlight, which absorb most of the infrared heat energy transmitted by the Earth towards space. This phenomenon has been called the “greenhouse effect” and the absorbing gases that cause it “greenhouse gases”. Important greenhouse gases include: water vapour, carbon dioxide, methane, nitrous oxide, ozone, and halocarbons.

A.1 PROJECT SELECTION CRITERIA

A.1.1 ELIGIBLE PROJECTS

To be eligible for funding, a Project must:

- a) Be submitted by an Applicant who demonstrates that it will be able to operate and maintain the resulting Infrastructure for the useful life of the resulting infrastructure;
- b) Fall within one of the Project subcategories hereunder, be consistent with the objectives of the category, be directly related to one of its subcategories and meet its mandatory screening criteria;
- c) Be ranked on how and to what extent it meets the category ranking criteria as outlined in the table shown in Section A.12;
- d) Be for the construction, renewal, expansion or material enhancement of a community public Infrastructure;
- e) Be supported by a business case that is comprehensive, credible, feasible, and meets the requirements of the CAMRIF Business Case Guideline;
- f) Stipulate a construction completion date of no later than March 31, 2010;
- g) Be duly authorized or endorsed:
 - i) By a resolution of the Applicant’s Local Government council; and
 - ii) In the case of a non-governmental Applicant, by its Board of Directors and by a resolution of the Local Government council where the Infrastructure is proposed to be located, along with a joint Application submitted and signed by that Local Government;
- h) Meet the requirements of all applicable federal and provincial legislation.

A.1.2 NON-ELIGIBLE PROJECTS

- a) Applications for Projects dealing mainly with assets owned by Canada or Alberta are not eligible for funding unless, in the opinion of the Management Committee, the assets are of a type normally owned or operated by Local Governments for community use and benefit.
- b) Projects where Construction Works have started, prior to approval by Ministers, will not be eligible for funding.

A.2 CATEGORY 1: WATER

A.2.1 OBJECTIVE

The objective of this category is to construct, restore or improve public Infrastructure that improves water quality, ensures the sustainable use and management of Infrastructure and water resources, and enhances the security and reliability of the public potable water system.

A.2.2 SUBCATEGORIES

- a) Drinking water supply;
- b) Drinking water treatment systems; and
- c) Drinking water distribution systems.

A.2.3 MANDATORY SCREENING CRITERIA

- a) The drinking water quality expected as a result of the Project must meet the applicable *Guidelines for Canadian Drinking Water Quality* or provincial standards, whichever are more stringent;
- b) The business case must include consideration of alternatives to the Project being proposed as well as the long-term operating costs of the Infrastructure;
- c) The components of the resulting Infrastructure, which will be in direct contact with drinking water, must all conform to NSF/ANSI 61; and
- d) In the case of a Project where the resulting Infrastructure will serve a commercial operation, the business case must provide for full cost recovery. If full cost recovery is not possible, the business case must provide for alternative strategies for recovery.

A.3 CATEGORY 2: WASTEWATER

A.3.1 OBJECTIVE

The objective of this category is to construct, restore or improve Infrastructure that minimizes the potential impacts of effluent on sources of drinking water, aquatic ecosystems including fisheries resources and biodiversity, and that increases the efficiency of wastewater and stormwater collection and treatment systems.

A.3.2 SUBCATEGORIES

- a) Wastewater systems including sanitary and combined sewer systems; and
- b) Separate storm water systems.

A.3.3 MANDATORY SCREENING CRITERIA

- a) The Project will reduce effluent contaminants, including toxics, in wastewater treatment plant output;
- b) In the case of a Project where the resulting Infrastructure will serve a commercial operation, the business case must provide for full cost recovery. If full cost recovery is not possible, the business case must provide for alternative strategies for recovery.

A.4 CATEGORY 3: SOLID WASTE

A.4.1 OBJECTIVE

The objective of this category is to construct, restore or improve Infrastructure that improves solid waste management and increases the recovery and use of recycled and organic materials, reduces per capita tonnage of solid waste sent to landfill, reduces environmental impacts and enhances energy recovery.

A.4.2 SUBCATEGORIES

- a) Waste diversion - Material Recovery Facilities;
- b) Organics Management;
- c) Collection Depots;
- d) Waste disposal landfills; and
- e) Thermal treatment.

A.4.3 MANDATORY SCREENING CRITERIA

- a) The Project must be consistent with a sound strategy for local solid waste management;
- b) In the case of a Project where the resulting Infrastructure will serve a commercial operation, the business case must provide for full cost recovery. If full cost recovery is not possible, the business case must provide for alternative strategies for recovery.

A.5 CATEGORY 4: PUBLIC TRANSIT

A.5.1 OBJECTIVE

The objective of this category is to construct, restore or improve public transportation Infrastructure that will result in the reduction of environmental impacts, congestion, energy use or GHG emissions, and in improved safety, that supports tourism and commerce, promotes social and economic development of local areas, helps Canada lead in the use of innovative technologies for the operation and management of local transportation systems, including passenger and traffic information systems, and allows smaller municipalities to set up transportation systems that improve the mobility of persons with disabilities within the municipalities and between rural and urban areas.

A.5.2 SUBCATEGORIES

- a) Rapid Transit: fixed capital assets and rolling stock (includes light rail, heavy rail additions, subways, ferries, transit stations, park and ride facilities, grade separated bus lanes and rail lines);
- b) Transit Buses: bus rolling stock, transit bus stations; and

- c) Intelligent Transport System (ITS) and Transit Priority Capital Investments:
 - i) ITS technologies to improve transit priority signalling, passenger and traffic information, transit operation, incident management and rescue systems;
 - ii) capital investments, such as transit queue-jumpers and High Occupancy Vehicle (HOV) lanes; and
 - iii) integration of two or more of these features for increasing efficiency of local transportation.

A.5.3 MANDATORY SCREENING CRITERIA

- a) The Project must be consistent with applicable transportation and land use plans of Alberta, regional, or Local Governments;
- b) The Project must be consistent with Canada's objectives in respect of sustainable growth, competitiveness and climate change;
- c) The Project, whether rolling stock or a fixed capital asset, must be accessible to persons with disabilities; and
- d) The Project business case must include the following:
 - i) submission of Project data, including GHG emissions, and Project costs;
 - ii) identification of near-term safety, efficiency, environmental and economic impacts of that Project, as well as potential impacts over a 5- to 10-year horizon;
 - iii) demonstration of Applicant's ability to operate and sustain the resulting Infrastructure;
 - iv) confirmation of the Applicant's adherence, where applicable, to engineering guidelines (e.g., Transportation Association of Canada);
 - v) demonstration of the Project's consistency with all applicable federal and provincial legislative and regulatory obligations; and
 - vi) demonstration of the accessibility provisions for persons with disabilities where applicable.

A.6 CATEGORY 5: LOCAL ROADS

A.6.1 OBJECTIVE

The objective of this category is to construct, restore or improve public roads that will result in the reduction of environmental impacts, congestion, energy use or GHG emissions, and to improve safety, support tourism and commerce, promote social and economic development of local areas, and help Canada lead in the use of innovative technologies for the operation and management of local transportation systems, including passenger and traffic information systems.

A.6.2 SUBCATEGORIES

- a) Local Roads, arterial roads, bridges and tunnels within local boundaries;

- b) ITS and Transit priority capital investments:
 - i) ITS technologies to improve transit priority signalling, passenger and traffic information, transit operation, incident management, and rescue systems;
 - ii) capital investments to support public transit on the local road network, such as queue-jumpers and High Occupancy Vehicle (HOV) lanes; and
 - iii) integration of two or more of these features for increasing efficiency of local transportation.

A.6.3 MANDATORY SCREENING CRITERIA

- a) The Project must be consistent with applicable transportation, land use and comprehensive community plans of Alberta, the region or municipality;
- b) The Project must be consistent with Canada's objectives in respect of sustainable growth, competitiveness and climate change; and
- c) The Project business case must include the following:
 - i) submission of Project data, including GHG emissions, and Project costs;
 - ii) identification of near-term safety, efficiency, environmental and economic impacts of that Project, as well as potential impacts over a 5-to10-year horizon;
 - iii) demonstration of the Applicant's ability to operate and sustain the resulting Infrastructure;
 - iv) confirmation of the Applicant's adherence, where applicable, to engineering guidelines (e.g., Transportation Association of Canada);
 - v) demonstration of the Project's consistency with all applicable federal and provincial legislative and regulatory obligations; and
 - vi) demonstration of the accessibility provisions for persons with disabilities where applicable.

A.7 CATEGORY 6: CULTURAL

A.7.1 OBJECTIVE

The objective of this category is to construct, restore or improve public arts and heritage Infrastructure to assist communities in the expression, preservation, development and promotion of their culture and heritage.

A.7.2 SUBCATEGORIES

- a) Museums (including arts museum);
- b) Designated local heritage sites;
- c) Facilities for the performing arts;
- d) Cultural or community centres;
- e) Municipal libraries; and
- f) Other cultural Infrastructure that meet the category objectives.

A.7.3 MANDATORY SCREENING CRITERIA

- a) The Project business case must demonstrate the Applicant's ability to operate and sustain the resulting Infrastructure;
- b) The resulting Infrastructure must be accessible to persons with disabilities; and
- c) All new buildings must exceed the energy efficiency requirements of the Model National Energy Code for Buildings by at least 25%.

A.8 CATEGORY 7: RECREATION

A.8.1 OBJECTIVE

The objective of this category is to construct, restore or improve recreation, physical activity and sports public Infrastructure to encourage a higher proportion of Canadians, from all segments of society, to integrate sports and physical activities in their daily life.

A.8.2 SUBCATEGORIES

- a) Sports facilities excluding facilities used primarily by professional athletes;
- b) Community recreation spaces;
- c) Fields and parks, fitness trails, bike paths and lanes, playgrounds, and other facilities; and
- d) Other recreational Infrastructure that meets the category objectives.

A.8.3 MANDATORY SCREENING CRITERIA

- a) The Project business case must demonstrate the Applicant's ability to operate and sustain the resulting Infrastructure;
- b) The functionality requirements of the Project must be a product of consultation with key users of the proposed facility;
- c) The resulting Infrastructure must be accessible to persons with disabilities;
- d) All new buildings must exceed the energy efficiency requirements of the Model National Energy Code for Buildings by at least 25%; and
- e) In the case of a Project where the resulting Infrastructure will serve a combined commercial and community operation, the business case must provide for public funding in direct proportion to the level of public use of the facility for community activities and amateur sports (e.g., if 20% of the proposed facility is available for public use, then 20% of the Project costs will be eligible for funding).

A.9 CATEGORY 8: TOURISM

A.9.1 OBJECTIVE

The objective of this category is to construct, restore or improve tourism Infrastructure that is economically and environmentally sustainable to improve the quality of the tourism experience and thereby increase the number of visitors to Canada.

A.9.2 SUBCATEGORIES

- a) Basic local Infrastructure to support or provide access to tourist facilities;
- b) Community public attractions;
- c) Convention or trade centres;
- d) Exhibition buildings and related facilities; and
- e) Other tourism Infrastructure that meets the category objectives.

A.9.3 MANDATORY SCREENING CRITERIA

- a) The Project business case must demonstrate the Applicant's ability to operate and sustain the resulting Infrastructure;
- b) The resulting Infrastructure must be accessible to persons with disabilities; and
- c) All new buildings must exceed the energy efficiency requirements of the Model National Energy Code for Buildings by at least 25%.

A.10 CATEGORY 9: ENVIRONMENTAL ENERGY IMPROVEMENTS

A.10.1 OBJECTIVE

The objective of this category is to construct, restore or improve Local Government-owned Infrastructure that optimizes the use of energy sources (e.g., in buildings and other installations) and reduces GHG emissions and air contaminants arising from local sources.

A.10.2 SUBCATEGORIES

- a) Retrofits of Local Government-owned buildings;
- b) Energy Systems such as renewable energy, combined heat and power (CHP), cogeneration and district energy; and
- c) Street lighting.

A.10.3 MANDATORY SCREENING CRITERIA

- a) For retrofits, the Project must meet standards comparable to Natural Resources Canada's residential and commercial retrofit initiatives;
- b) Existing devices (e.g., ventilation, windows, heating, toilets) must be replaced by more energy efficient devices (e.g., Energystar), taking into account local context in Aboriginal and remote communities;
- c) Consideration has been given to the use of alternative sources of electricity, heat and cooling; and
- d) All new buildings must exceed the energy efficiency requirements of the Model National Energy Code for Buildings by at least 25%.

A.11 CATEGORY 10: CONNECTIVITY

A.11.1 OBJECTIVE

The objective of the category is to construct, restore or improve Infrastructure that supports Canada’s objective to make broadband access widely available to all communities, to improve the delivery of public services such as e-government, e-health and e-education, and to improve the quality of life, and to promote social development, innovation and economic development in Canada’s communities.

A.11.2 SUBCATEGORIES

- a) High-speed backbone (transport);
- b) Points of presence (access); and
- c) Local distribution within communities.

A.11.3 MANDATORY SCREENING CRITERIA

- a) The Project business case must demonstrate the Applicant’s ability to operate and sustain the resulting Infrastructure;
- b) To promote competitiveness, a commercially and technologically neutral and competitive tendering and contracting process has been or will be conducted for the Project;
- c) The Project’s proposed solution provides for Third Party open access; and
- d) The publicly-accessible portions of the resulting Infrastructure of the Project must ensure accessibility for persons with disabilities.

A.12 RANKING CRITERIA

RANKING CRITERIA PER CATEGORY OF PROJECT		Water	Wastewater	Solid Waste	Public Transit	Local Roads	Cultural	Recreation	Tourism	Energy Improvement	Connectivity	
Shared criteria	1. Has broad support in the community.	•	•	•	•	•	•	•	•	•	•	
	2. Addresses its impact on the various climate parameters and adapts to the potential risks posed by future climate change.	•	•	•	•	•	•	•	•	•	•	
	3. Minimizes impact on climate change by: <ul style="list-style-type: none"> • mitigating or reducing GHGs by using renewable energy sources, innovative technologies and practices that increase energy efficiency, or by other mitigation strategies; and • cost-effectively minimizing GHG emissions attributable to the Project in both construction and operation. 	•	•	•	•	•	•	•	•	•	•	
	4. Fosters alliances between public and private sector, and encourages a P3.	•	•	•	•	•	•	•	•	•	•	•
	5. Uses best practices for technologies and construction.	•	•	•		•						
	6. Improves energy usage and efficiency.	•	•	•								
	7. Features closed-loop resource management (wastewater, biosolids and waste re-use and recycling, power generation derived from treatment process or solid waste, and passive energy sources).	•	•	•								
	8. Reduces or eliminates potential health risks.	•	•									

RANKING CRITERIA PER CATEGORY OF PROJECT		Water	Wastewater	Solid Waste	Public Transit	Local Roads	Cultural	Recreation	Tourism	Energy Improvement	Connectivity
	9. Is based on a strategy for local water and wastewater management providing for long-term sustainability including appropriate metering and pricing.	•	•								
	10. Is supported by a business case that addresses: <ul style="list-style-type: none"> • demand- management including water metering and public education; and • a sustainable approach to financing that ensures ongoing operation, maintenance and upgrading. 	•	•								
	11. Reduces or eliminates potential impacts or risks associated with disasters.			•	•	•	•	•	•	•	•
	12. Improves transportation system efficiency (e.g., cost per passenger-km, capacity for passenger throughput in corridors).				•	•					
	13. Gives consideration to alternatives to the Project being proposed.				•	•					
	14. Improves transportation and public safety and security.				•	•					
	15. Minimizes other air contaminants from transportation.				•	•					
	16. Promotes the use of innovative technology or processes in transportation, urban or rural, including the use of ITS technologies, where applicable.				•	•					
	17. Is a multi-use or multi-component facility.							•	•		
Water	18. Provides a multi-jurisdictional, multi-sectoral and integrated approach to drinking water that: <ul style="list-style-type: none"> • addresses long-term sustainability; • includes pricing and integrated watershed management; and • includes the concept of Source to Tap. 	•									
Wastewater	19. Addresses the management of storm water by, for example, separating wastewater systems from storm water systems.		•								
	20. Diminishes the frequency of sanitary and combined sewer overflows during rainfall.		•								
	21. Proposes a wastewater system that is equivalent in performance to secondary treatment with additional treatment if appropriate.		•								
	22. Significantly reduces any contamination of surface and groundwater sources so as not to negatively alter water quality of aquatic environments.		•								
	23. Considers collection systems and regional pipelines that can be effective in eliminating point source discharges to the environment.		•								
Solid waste	24. Reduces waste to disposal and increases waste recycled or composted per capita.			•							
	25. Is based on full cost accounting.			•							
Public transit	26. Increases public transit mode share and ridership.				•						

RANKING CRITERIA PER CATEGORY OF PROJECT		Water	Wastewater	Solid Waste	Public Transit	Local Roads	Cultural	Recreation	Tourism	Energy Improvement	Connectivity
	27. Implements transportation demand strategies to increase transit ridership or technologies to encourage system efficiency through transferability and integration between modes (e.g., fare and service integration).				•						
	28. Increases efficiency of access to major transportation facilities (e.g., ports, airports, railway stations).				•						
	29. Has been the subject of a cost-benefit analysis, particularly for larger Projects.				•						
	30. Improves access to business, employment and educational opportunities for local citizens, including Aboriginal peoples and people with disabilities.				•						
Local Roads	31. Considers the impact of the road investment on public transit within the same municipal and rural boundaries, and identifies mitigation strategies as appropriate.					•					
	32. Improves access to business, employment and educational opportunities for local citizens, including Aboriginal peoples.					•					
Cultural	33. Is coherent with a sound local cultural strategy.						•				
	34. Contributes to overall community sustainability.						•				
	35. Increases the Applicant's capacity to reach new audiences, and to enhance and diversify its program offerings.						•				
	36. Will have a positive overall impact on the availability of spaces for artistic creation, presentation or innovation, for the preservation and presentation of heritage collections, in a multi-use or multi-component environment.						•				
	37. Complements the local, provincial or national network of cultural Infrastructure for arts and heritage activities.						•				
	38. Benefits other artistic and heritage organizations locally, regionally, provincially, or nationally, and where applicable, internationally.						•				
	39. Contributes to the designation, preservation and renovation of heritage sites.						•				
	40. Is endorsed by arts and heritage communities.						•				
Recreation	41. Meets all applicable federal/provincial/municipal standards for the use of First Nations residents and Inuit.						•				
	42. Targets disadvantaged neighbourhoods.						•				
	43. Proposes an Infrastructure for safe and accessible physical activities, sports and recreation that will contribute to the social, personal and economic development of the community.						•				
	44. Ensures that the facility will be used for the broad-based delivery of sports, physical and recreational programs.						•				

RANKING CRITERIA PER CATEGORY OF PROJECT		Water	Wastewater	Solid Waste	Public Transit	Local Roads	Cultural	Recreation	Tourism	Energy Improvement	Connectivity
	45. Increases public access and participation to the facility or recreational activities.							•			
	46. Provides safe and equitable access to the Project's indoor, outdoor and natural facilities.							•			
	47. Fosters community partnerships to maximize benefits from the Project.							•			
	48. Designs, if possible, the proposed Infrastructure facility to meet international competitive standards approved by national sport organizations.							•			
	49. Encourages active living and active transportation (bicycle and recreational trails) based on official community plans.							•			
	50. Encourages, supports and increases opportunities for all, and disadvantaged groups in particular to engage in physical activity.							•			
Tourism	51. Increases the number of tourists visiting the community.								•		
	52. Increases the average length of stay of tourists visiting the community.								•		
	53. Demonstrates a growth-generating impact on the region (in terms of economic spinoffs, complementarity of Infrastructure, attraction of a new clientele, etc.).								•		
	54. Proposes tourism facilities that are environmentally sustainable.								•		
	55. Increases the appreciation of the environment through tourism.								•		
	56. Is part of a broader tourism strategy for the local community.								•		
Energy Improvement	57. Reduces GHG, with greater consideration for Projects with larger reductions, and taking into account the cost-effectiveness of the reductions per federal dollar provided.									•	
	58. Increases comfort for occupants of building.									•	
	59. Is supported by the presence of local climate change plan.									•	
	60. Reduces air pollution.									•	
	61. Increases energy efficiency, diversity and security.									•	
	62. In the case of cogeneration and district energy systems: <ul style="list-style-type: none"> • displaces high-GHG energy sources; and • features the cost-competitive use of energy. 									•	
	63. In the case of a building, addresses the use of heating and cooling systems using renewable sources, such as ground-source heat pumps, high-efficiency/low-emission biomass combustion systems, solarwalls (solar pre-heat of fresh ventilation air) and solar hot water systems.										•

RANKING CRITERIA PER CATEGORY OF PROJECT		Water	Wastewater	Solid Waste	Public Transit	Local Roads	Cultural	Recreation	Tourism	Energy Improvement	Connectivity	
		Connectivity										
	64. Benefits the communities it connects and improves the delivery of public services.											•
	65. Provides points of presence connections to communities that allow for reasonable subscriber rates for their residents and businesses.											•
	66. Improves the quality, accessibility and effectiveness of e-health.											•
	67. Ensures that technological solutions are appropriate, available, and scaleable for future needs.											•
	68. Will benefit from private-sector investment and involvement in managing and operating the network.											•
	69. Meets the needs of minority and indigenous cultures and languages.											•
	70. Encourages the involvement of Aboriginal businesses.											•
	71. Contributes to the promotion and development of e-commerce.											•

SCHEDULE “A-1” – MCB PROJECT REVIEW AND SELECTION FRAMEWORK

A-1.1 PROGRAM OBJECTIVES

A-1.1.1 To encourage the use of integrated asset management by small-scale Canadian municipalities, the MCB component will be based on the following strategic objectives:

- a) promote the implementation of holistic approaches to public infrastructure planning and management;
- b) encourage a culture of using asset management as a decision-making approach;
- c) promote the integration of demand management in public infrastructure planning and management; and
- d) encourage dissemination of project results to other municipalities.

A-1.1.2 PROGRAM OUTCOME

The proposed outcome of the MCB component is to improve the capacity of municipalities to implement modern and innovative life-cycle management plans for their infrastructure assets (inventory, modern management plans).

A-1.2 PROJECT CATEGORIES

MCB Projects will be those that promote MCB’s strategic objectives by satisfying one or more of the eligible Project categories below.

A-1.2.2 ASSET MANAGEMENT APPROACHES:

- a) Knowledge of their Infrastructure assets (e.g. inventory and location, book value, condition, expected residual life).
- b) Determination of life cycle costs associated with Infrastructure that is owned, leased and operated (e.g. maintenance, repairs, rehabilitation over the life cycle).
- c) Demonstration of the use of innovative or adapted methodologies and/or technologies to support and enhance decision-making, reduce maintenance costs, and/or increase longevity of infrastructure assets.

A-1.2.3 DEMAND MANAGEMENT APPROACHES AND STRATEGIES:

- a) Assessment and implementation of demand management strategies and approaches (user fees, regulations) to meet the needs of municipalities or groupings of municipalities, such as:
 - i) Benchmarking;
 - ii) Establishing trends and developing corrective measures;
 - iii) Incentives (e.g., user fees, regulation, public buy-in and involvement);
 - iv) Least cost and optimization analyses; and
 - v) Alternatives to new capital investment;

- b) Assessment of capacity in terms of operation and functionality of the existing or future Infrastructure;
- c) Establishment of minimum levels of service (e.g. considering health and safety, security, functionality, risk assessment, affordability, social expectations), which support planning and decision-making; and
- d) Identification of actual requirements for the public Infrastructure of growing communities with the purpose of preventing over-development.

A-1.2.4 TRAINING:

- a) Training to ensure that the knowledge and the tools developed can be maintained on a long-term basis by the proponent;
- b) Training at various levels (technical, administrative, elected officials) on asset management processes, benefits, tools, etc.; and
- c) Training on the technologies that are appropriate to the size and geographical location of communities, and that support integrated asset management.

A-1.2.5 Eligible Applicants will be encouraged, where appropriate, to use existing commercially available tools.

A-1.3 ELIGIBLE APPLICANTS AND RECIPIENTS

A-1.3.1 Eligible Applicants under the MCB component will be Canadian and include:

- a) Municipalities;
- b) municipal agencies;
- c) a combination or a grouping of Municipalities;
- d) inter-municipal agencies; or
- e) municipal associations.

A-1.3.2 There is no minimum threshold for project size under the MCB component.

A-1.3.3 At least 80 percent of the total federal contribution to each jurisdictional recipient will have to be committed to projects in areas served by local governments, having a population of less than 250,000. The basis for determining which areas are included and which Projects are eligible will be data provided by the 2001 Census data as collected by Statistics Canada.

A-1.3.4 Federal and provincial entities in the form of departments, corporations and agencies are not eligible applicants under the MCB component.

A-1.4 PROJECT SCREENING CRITERIA

A-1.4.1 To be eligible for funding, an MCB Project must:

- a) Fall within one of the applicable MCB Project categories hereunder, be consistent with the objectives of the category and directly relate to one of its subcategories and meet its mandatory screening criteria;
- b) Be supported by a business case that is comprehensive, credible and feasible and meets the requirements of the CAMRIF Business Case Guideline;
- c) Stipulate a completion date of no later than March 31, 2010;
- d) Be duly authorized or endorsed by;

- i) A resolution of the Applicant's Local Government council or Board of Directors; and
 - ii) In the case of a non-governmental Applicant, also by a resolution of the Local Government council along with a joint Application submitted and signed by that Local Government;
- e) Meet the requirements of all applicable federal and provincial legislation.

A-1.5 PROJECT RANKING

The Management Committee will be responsible for ranking MCB Projects. The Management Committee will rank the MCB Projects against the Project Objectives, Project Categories, Eligible Applicants and Recipients and Project Screening Criteria.

SCHEDULE “B” - ELIGIBLE AND INELIGIBLE COSTS

B.1 ELIGIBLE COSTS

B.1.1 Eligible Costs are all direct costs which:

- a) In Canada’s opinion, are properly and reasonably incurred;
- b) Are paid by a Recipient and no other person; and
- c) Are paid under a Contract for goods or services necessary for the implementation of an Infrastructure Project.

B.1.2 Eligible Costs may only include:

- a) The costs incurred after the signing of this Agreement;
- b) The capital costs of acquiring, constructing or renovating a fixed capital asset;
- c) The fees paid to professionals, technical personnel, consultants and contractors specifically engaged to undertake the surveying, design, engineering, manufacturing or construction of a Project Infrastructure asset and related facilities and structures;
- d) The costs of environmental assessments and follow-up programs as required by the *Canadian Environmental Assessment Act* and Alberta’s *Environmental Protection and Enhancement Act*, R.S.A. 2000, c. E-12;
- e) The costs of any public announcement and official ceremony, or of any temporary or permanent signage; and
- f) Other costs that are direct and necessary for the successful implementation of a Project and that have been approved in advance, and in writing, by the Management Committee.

B.2 INELIGIBLE COSTS

B.2.1. Notwithstanding any other provision in this Schedule other than B.2.2, costs related to the following are not eligible:

- a) Costs incurred before the signing of this Agreement;
- b) Services or works that, in the opinion of the Management Committee, are normally provided by the Recipient or a related party;
- c) Salaries and other employment benefits of any employees of the Recipient;
- d) A Recipient’s overhead costs, its direct or indirect operating or administrative costs and, more specifically its costs related to planning, engineering, architecture, supervision, management and other activities normally carried out by the Recipient’s staff;
- e) Costs of feasibility and planning studies;
- f) Taxes for which the Recipient or a Third Party is eligible for a tax rebate, and all other costs eligible for rebates;
- g) Costs of land or any interest therein, and related costs;
- h) Financing charges and interest costs;
- i) Cost of leasing of equipment by the Recipient;

- j) Legal fees; and
- k) Routine repair and maintenance costs.

B.2.2 The cost of the Recipient's employees or equipment may be included in its Eligible Costs if:

- a) The Recipient is a rural or isolated Local Government;
- b) The Recipient satisfies the Management Committee that it is not economically feasible to tender a Contract;
- c) Employees or equipment are employed directly in respect of the work that would have been the subject of the Contract; and
- d) The costs are approved in advance and in writing by the Management Committee.

B.3 MCB ELIGIBLE COSTS

B.3.1 MCB Eligible Costs, are all direct costs which:

- a) In Canada's opinion, are properly and reasonably incurred;
- b) Are paid by a Recipient and no other person; and
- c) Are paid under a Contract for goods or services necessary for the implementation of an MCB Project.

B.3.1.2 MCB Eligible Costs may only include incremental costs of the MCB component including:

- a) the costs incurred after the signing of the Agreement;
- b) the costs of any public announcement and official ceremony, or of any temporary or permanent signage related to integrated asset management initiatives;
- c) the costs of software acquisition and implementation related to integrated asset management initiatives;
- d) the costs of planning, evaluation, development and feasibility studies related to integrated asset management initiatives;
- e) the costs of travel and training related to integrated asset management initiatives;
- f) the costs of salaries and other employee benefits of employees of the Recipient engaged in integrated asset management initiatives;
- g) the costs of adapting methodologies and technologies for the implementation of an integrated asset management system;
- h) the costs of surveying, developing and utilizing an inventory that promotes integrated asset management; and
- i) other costs that are direct and necessary for the successful implementation of a Project and that have been approved in advance, and in writing, by the Management Committee.

B.4 MCB INELIGIBLE COSTS

B.4.1 Notwithstanding any other provision in section B.3, costs related to the following are not eligible:

- a) costs incurred before the signing of this Agreement;
- b) services or works that, in the opinion of the Management Committee, are normally provided by the Recipient or a related party;
- c) the costs of planning, evaluation, development and feasibility studies except for those related to integrated asset management initiatives;
- d) taxes for which the Recipient or a Third Party is eligible for a tax rebate, and all other costs eligible for rebates;
- e) costs of land or any interest therein, and related costs;
- f) financing charges and interest costs;
- g) cost of leasing of equipment by the Recipient;
- h) legal fees; and
- i) routine repair and maintenance costs.