



FEDERAL, PROVINCIAL & TERRITORIAL PUBLIC TRANSIT FUNDING PROGRAMS IN CANADA

July 2013

Vision

To inspire and influence the evolution of integrated urban mobility.

Mission Statement

- CUTA is the collective and influential voice of public transportation in Canada, dedicated to being at the centre of urban mobility issues with all orders of government, and delivering the highest value to its members and the communities they serve.
- CUTA will be the "go-to" organization for information, trends, networking and training, providing leadership for its members and all stakeholders.
- To operate effectively, CUTA will foster a culture of active engagement with its members.
- CUTA will deliver a high performance working environment. Its team will be consummate experts and professionals.
- Success will be measured by an action-oriented focus, achievements, and contributions to member success.

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Federal, Provincial & Territorial Public Transit Funding Programs in Canada

Introduction

Funding of urban transit in Canada has been a critical issue for many years. Infrastructure investment and operating contributions are key to the continued success of public transit. CUTA's recently conducted a survey of Canadian transit systems and estimates that \$53.5 billion is needed for conventional transit capital projects alone between 2012 and 2016. For transit to continue to contribute to increased urban mobility, federal and provincial governments must continue to invest. Existing funding programs contribute to this need, but awareness of the variety of funding available for transit and how it varies across the country is important.

This report presents information on the various funding programs for transit across Canada in one place. The objective of this report is twofold: to depict trends in operating and capital funding contributions to conventional and specialized public transit across Canada, and to outline 2011 operating and capital programs funding public transit at the federal and provincial/territorial levels of government. It is designed to make transit systems aware of available funding, and provide insight into current funding patterns. It also provides details on how different funding programs are allocated and aims to facilitate comparisons between provinces.

When reading and interpreting this report it is important to note the two different sources of data used. The charts depicting 10 or 5-year trends in funding sources and 2011 proportions of funding sources were generated using data obtained from CUTA's Canadian Transit Fact Book – 2011 Operating data. This source contains numbers reported by CUTA member transit systems, where they report on funding spent in a given year. The tables that detail the funding programs for the federal government and each province and territory contain values reported by Ministries of the respective governments. This source reports amounts allocated or committed - not spent. As such, exact funding values will vary between the two sets of data. Also please note that all numbers reported by government agencies are accurate as of February 1st, 2013.

Synopsis

In 2011, combined specialized and conventional capital investments in transit exceeded \$4.4 billion. In Canada, provincial contributions were the largest source capital funding, while passenger fares were the largest contributor to operating funding. These trends vary regionally, where the largest contributor to total funding in British Columbia stems from dedicated taxes, and the Atlantic Provinces receive the majority of their total funding from municipal contributions.

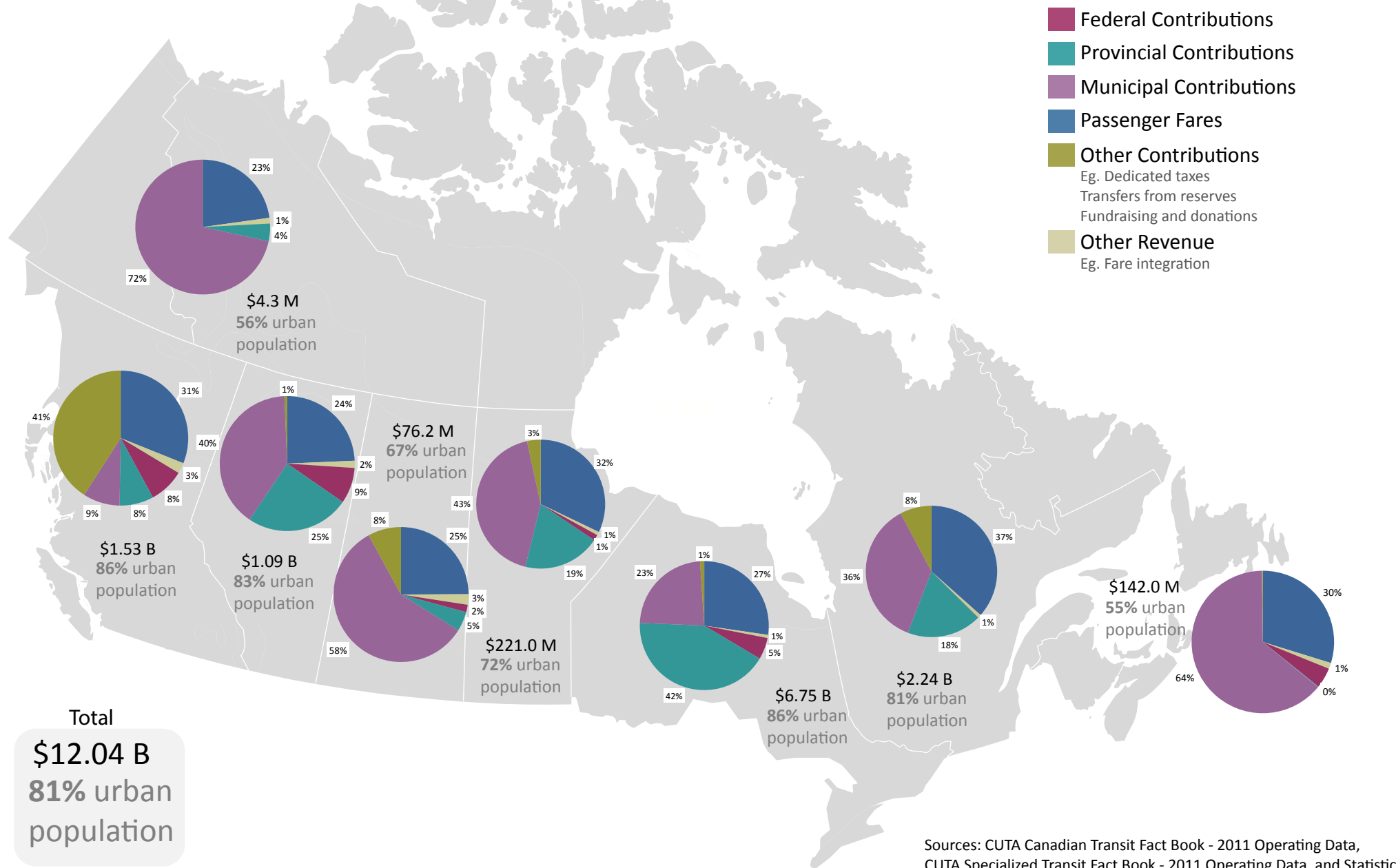
Funding contributions come in many forms and vary by jurisdiction. Nine out of 13 provinces and territories, as well as the federal government, currently invest directly in transit, though not all have dedicated funding programs. Six provinces currently provide operating and capital investments for both conventional and specialized transit. Provinces currently directly funding transit all have at least one funding stream dedicated to transit, while the federal government provides funding by making transit an eligibility category under various programs. All provinces that fund transit directly currently have at least one ongoing/permanent funding program. Only the Northwest Territories, Newfoundland & Labrador, and New Brunswick currently provide no direct grants and in Nunavut there is no transit service.

The results of this survey indicate that when a provincial government only has one funding program, it tends to be dedicated to specialized transit. Most provinces have more than one funding program available, and they tend to focus on operating contributions. Compared to other provinces, however, Alberta's provincial government focuses its funding on capital investments, while operating costs are funded through municipal governments and passenger fares.

Summary of Direct Investments in Transit

	Conventional		Specialized	
	Operating	Capital	Operating	Capital
Government of Canada		●		●
Alberta	●	●	●	●
British Columbia	●	●	●	●
Manitoba	●	●	●	●
New Brunswick				
Newfoundland & Labrador				
Northwest Territories				
Nova Scotia	●	●	●	●
Nunavut				
Ontario	●	●	●	●
Prince Edward Island			●	
Quebec	●	●	●	●
Saskatchewan			●	●
Yukon			●	

Canadian Sources of Transit Funding (2011 Capital & Operating)



Funding data classification descriptions

Federal Contributions

- Includes funding from programs outlined in pages 17 - 18 of this report

Provincial Contributions

- Includes funding from programs outlined in pages 20 - 47 of this report

Municipal Contributions

- Includes funding received through municipal taxes (except in the case where transit systems have direct taxing authority), general municipal operating grants, and general municipal capital grants.

Passenger Fares

- Represents the contribution paid directly by the rider through all fare media

Other Contributions

- Includes funding from dedicated taxes, where legislation grants the transit system the authority to implement revenue tools that are dedicated to transit (eg. motor fuel tax, parking tax, property taxes, hydro levy, vehicle registration tax, and carbon tax), transfers from regional agencies, donations, and transfers from reserves.

Other Revenue

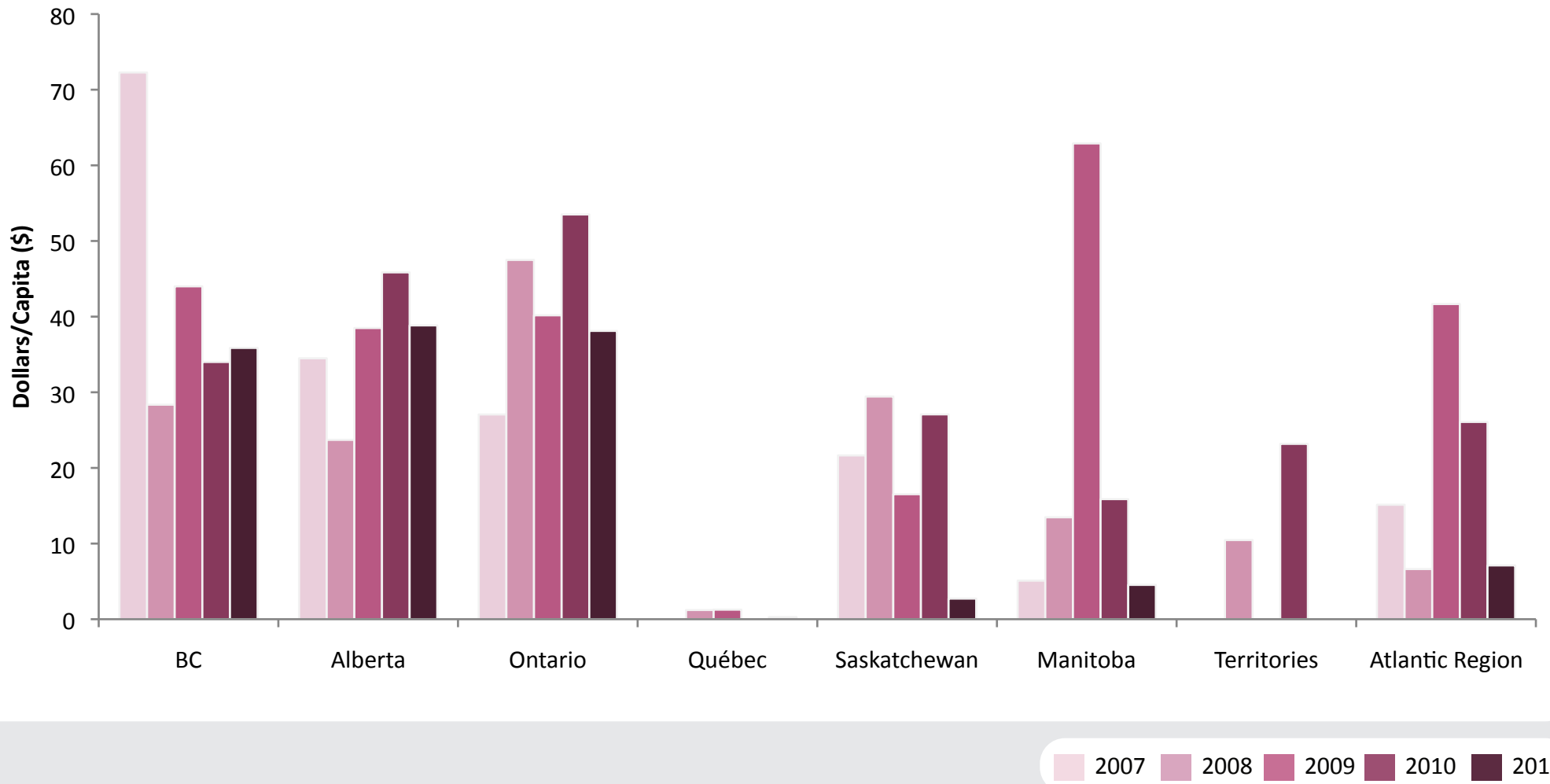
- Includes revenues from advertising, terminal concessions, investment income, property rental or sale, fines, and parking fees, school contracts, local and inter-city charters, cross-boundary service, and map sales.

Funding Trends by Source

The following section provides an overview of operating & capital funding trends by source for public transit - conventional and specialized – grouped provincially. The data is presented as dollars per capita, which is calculated by dividing the funding amount by the service area population.

Federal Funding Per Capita

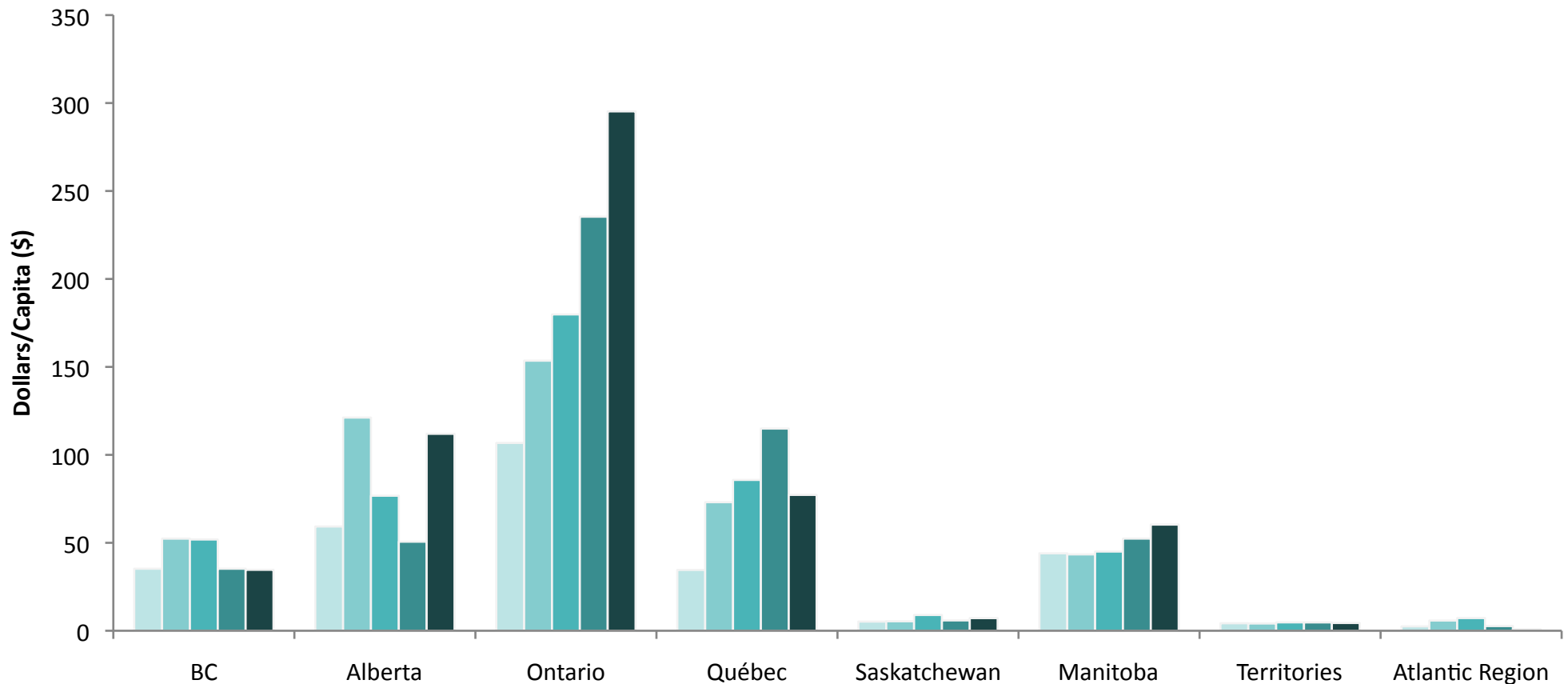
5 year
Capital and Operating
Funding Trend



This funding category represents reported federal funding spent by transit systems. When comparing between provinces, please note that in Québec most federal funding is distributed through the provincial government. They report this funding to CUTA under the “Provincial Contributions” category, and therefore report lower amounts under federal funding.

Provincial Funding Per Capita

5 year
Capital and Operating
Funding Trend

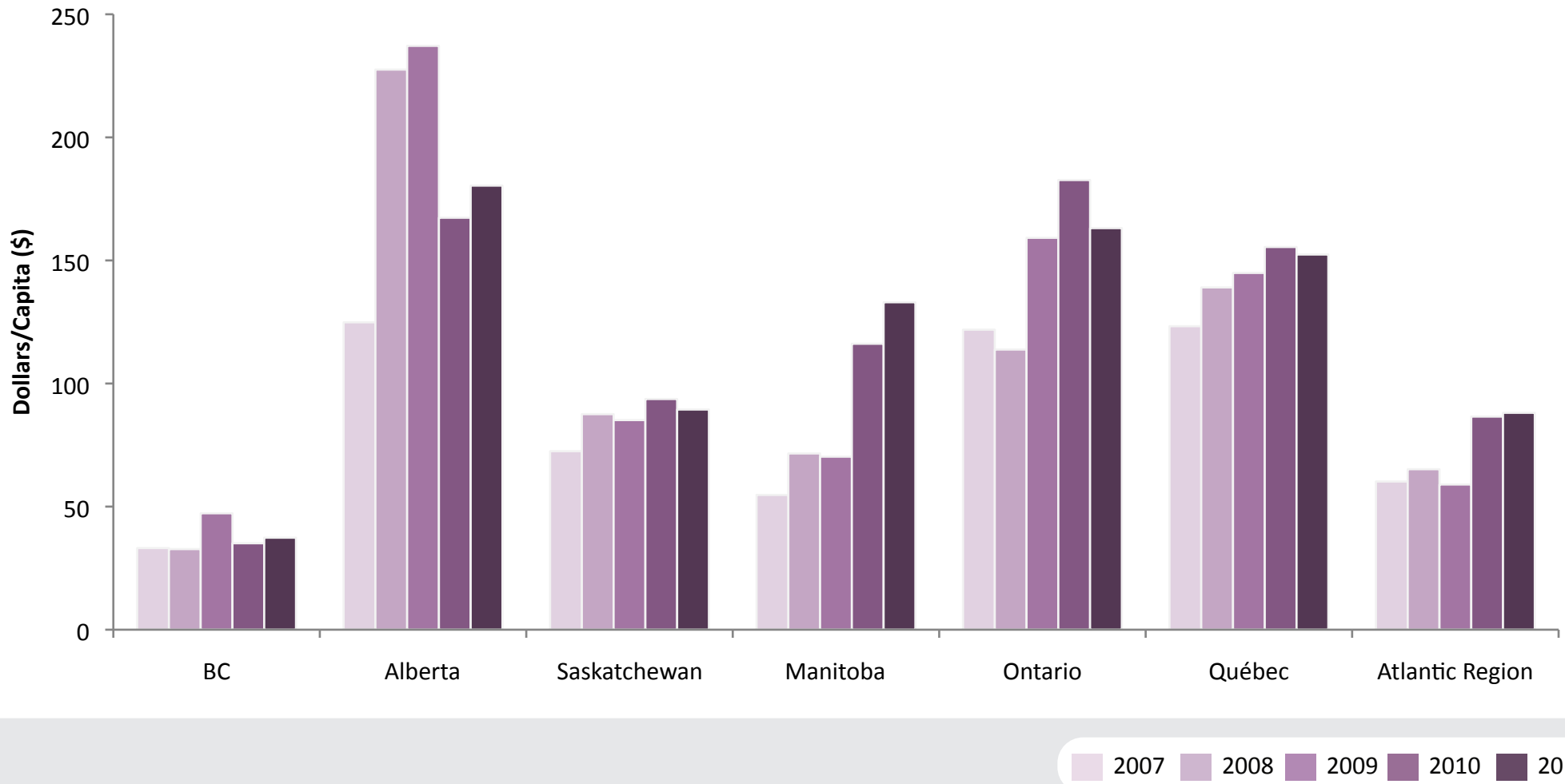


2007 2008 2009 2010 2011

This funding category represents reported provincial funding spent by transit systems. When comparing between provinces, please note that some systems in BC and Québec have the authority to implement revenue tools (such as provincial gas taxes) directly. They report this funding to CUTA under the "Other Contributions" category, and therefore report lower amounts under provincial funding. Additionally, in Québec federal funding is distributed through the provincial government. They report this funding to CUTA under the "Provincial Contributions" category, and therefore also report higher amounts in this category.

Municipal Funding Per Capita

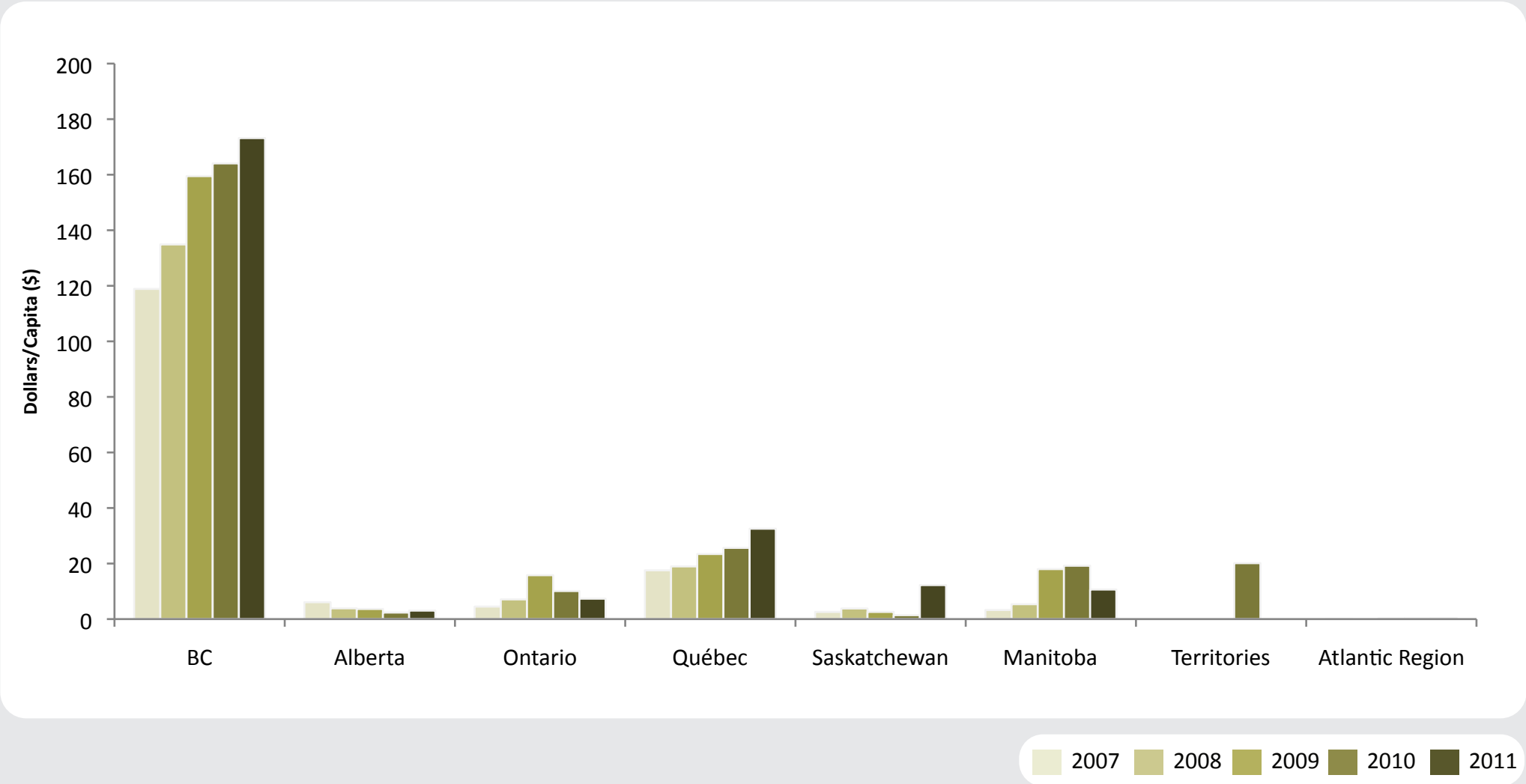
5 year
Capital and Operating
Funding Trend



This funding category represents reported municipal transfers to transit systems. When comparing between provinces, please note that Translink (Vancouver) in BC has the authority to implement revenue tools (such as municipal taxes) directly. They report this funding to CUTA under the "Other Contributions" category, and therefore report lower amounts under municipal funding.

Other Funding Contributions Per Capita

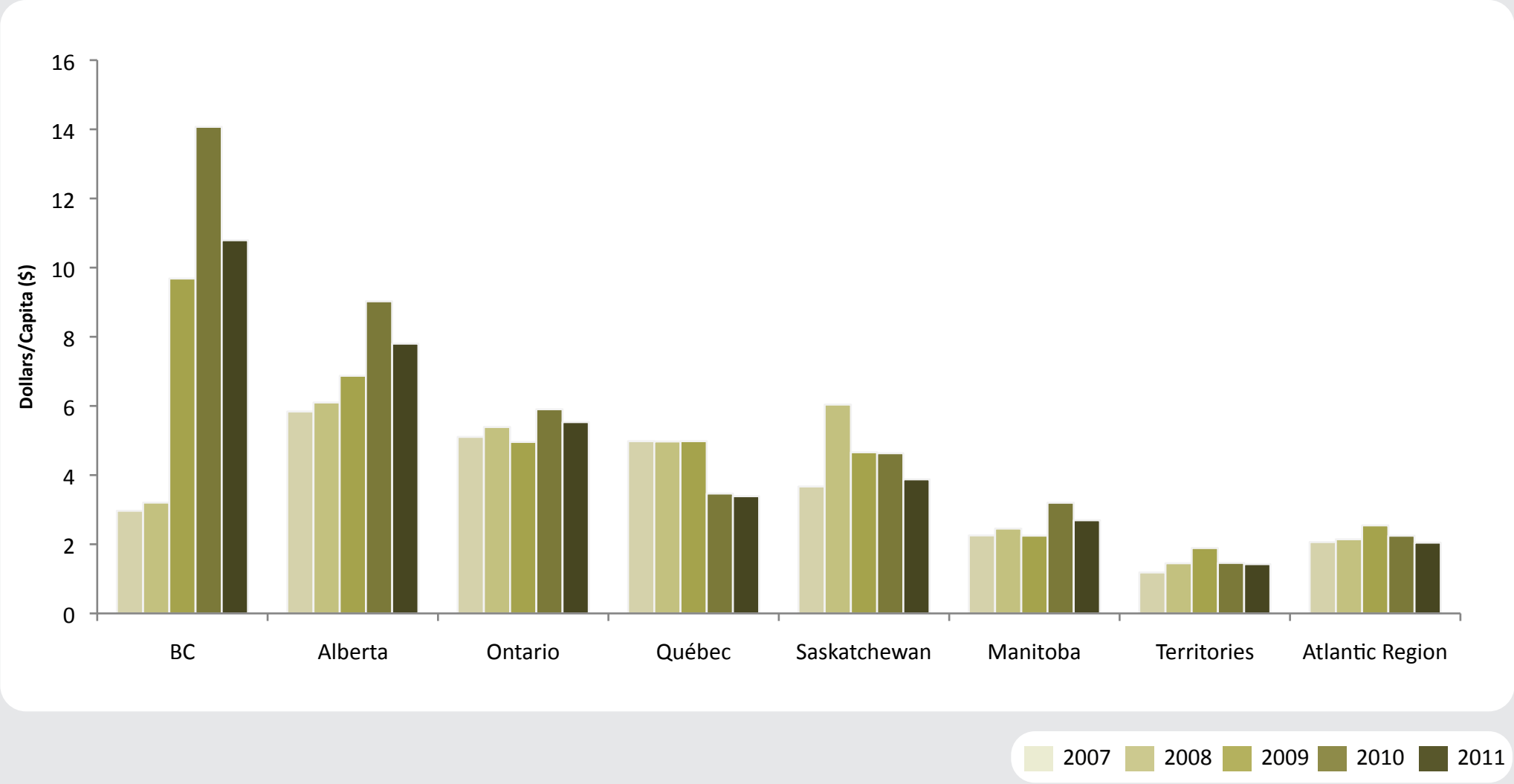
5 year
Capital and Operating
Funding Trend



This funding category represents other funding contributions spent by transit systems. For the majority of provinces this category includes mainly transfers from reserves. This is the category where some transit system in BC and Québec report the funding they receive through their authority to implement revenue tools (such as provincial and municipal taxes) directly.

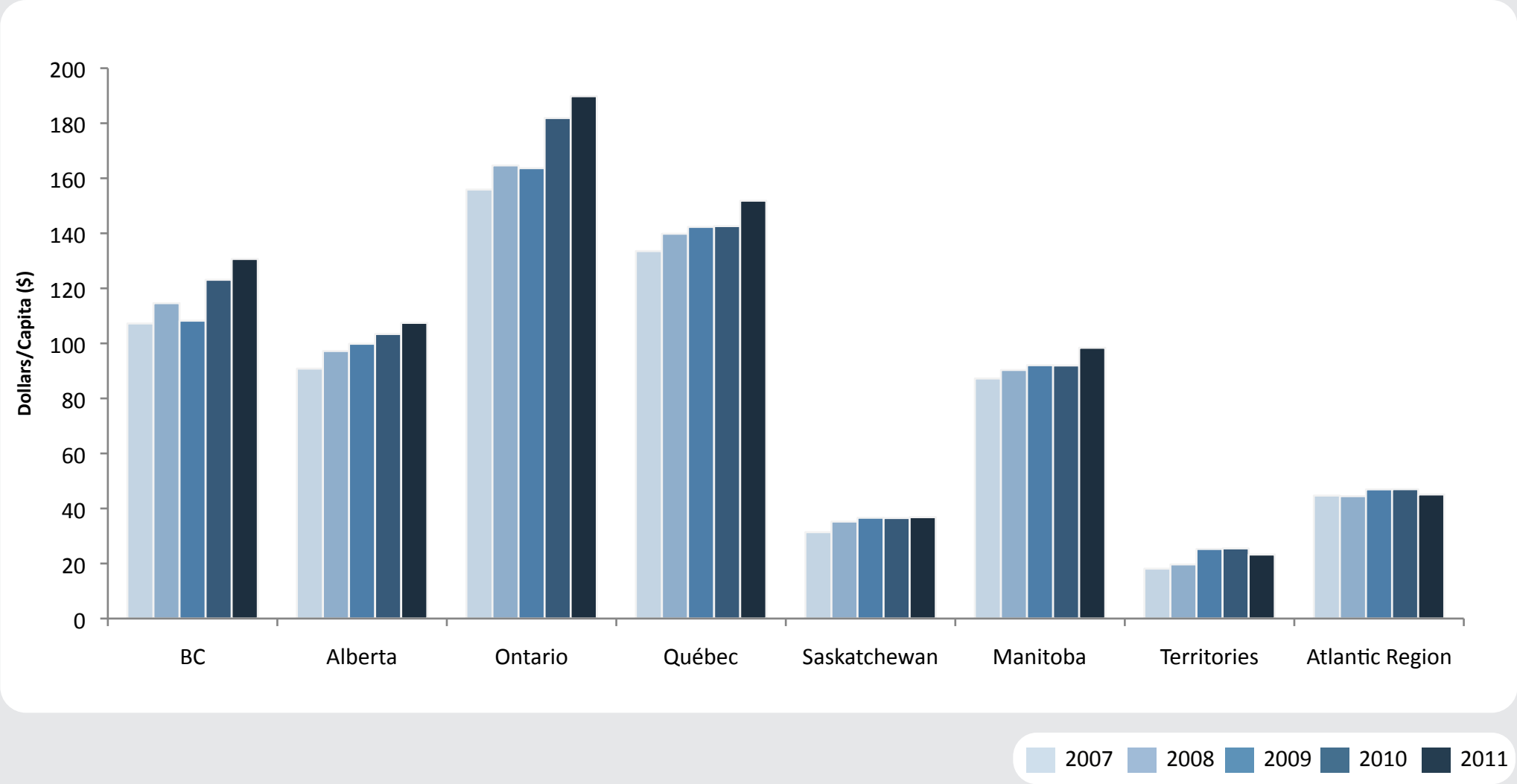
Other Revenue Per Capita

5 year
Capital and Operating
Funding Trend



Fare Revenue Per Capita

5 year
Capital and Operating
Funding Trend



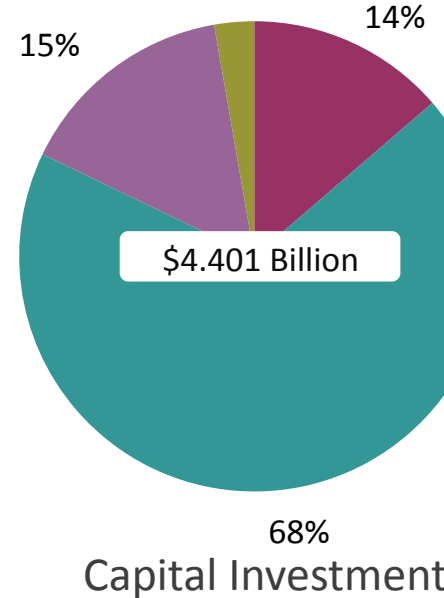
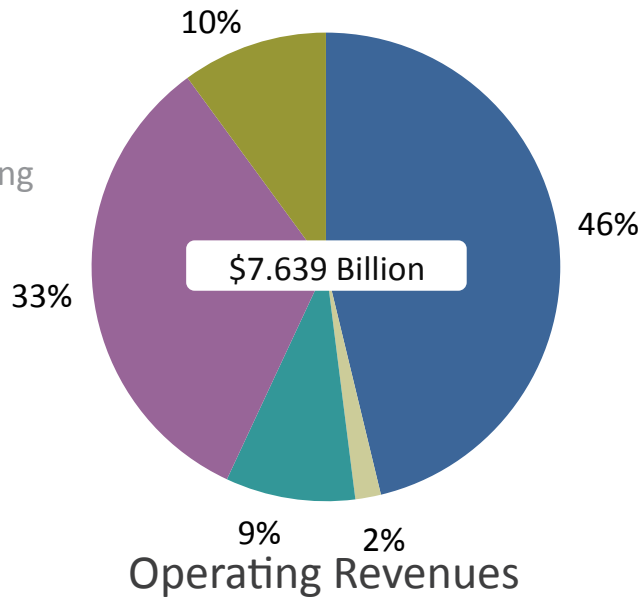
Funding by Jurisdiction

The following section outlines operating & capital program funding for public transit - conventional and specialized - by jurisdiction.

Canada

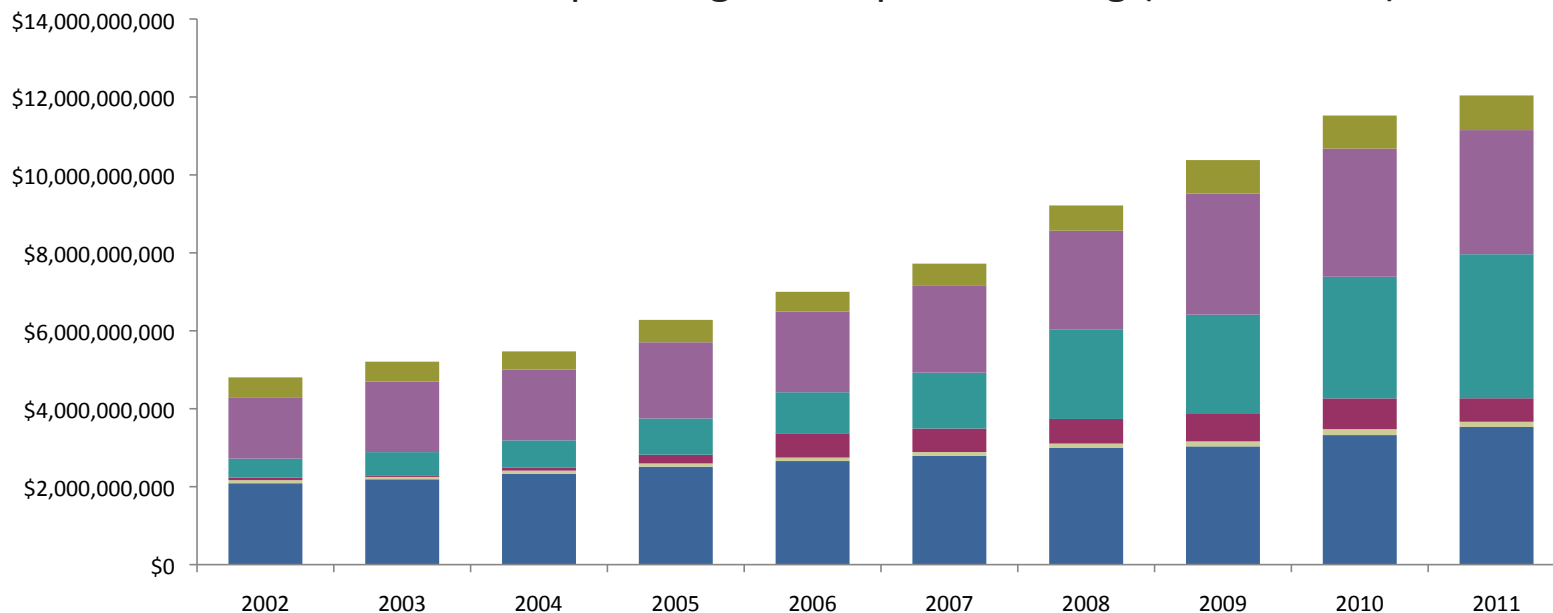
2011

Sources of Funding



- Federal Contributions
- Provincial Contributions
- Municipal Contributions
- Passenger Fares
- Other Contributions
Eg. Dedicated taxes
Transfers from reserves
Fundraising and donations
Development charges
- Other Revenue
Eg. Fare integration

Total Sources of Operating and Capital Funding (2002 - 2011)



10 year
Sources of Funding
Trend

Canada - Federal Government

Capital Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
All municipalities	Gas Tax Fund (GTF)	\$2 billion/year	2005	\$7,459,524,000 (actual expenditures)	N	Per capita	Permanent	C/S
Amount spent on transit: \$1,769,948,593 (actual expenditures)								
All municipalities	Building Canada Fund - Major Infrastructure Component		2007	\$6,525,662,000 (funding commitments)	N	By needs	2014	C/S
Amount spent on transit: \$2,300,319,000 (funding commitments)								
All municipalities	P3 Canada Fund	\$1.25 billion	2009	\$467,500,000 (announced)	N	Merit	2014	C/S
Amount spent on transit: \$175,300,000 (announced)								
All municipalities	Green Municipal Fund	\$550 million*	2000	\$177,000,000 (allocated)	N	Merit	self-sustaining	C/S
Amount spent on transit: \$32,200,000 (allocated)								

Other Federal Capital Funding Programs

Building Canada Fund - Communities Component	Transit is an eligible category, no projects have been funded to date
GST Rebate	Municipalities are free to allocate without reporting
Provincial and Territorial Base Fund	Transit is eligible to be funded under this program, no projects have been funded to date

Operating Funding Programs

No direct operating grants

* The Green Municipal Fund was endowed with \$550 million by the Government of Canada but is administered by the FCM

The data presented above is current as of February 1, 2013. Funding still remains to be committed under the Building Canada Fund and public transit continues to be an eligible category of investment. Municipalities continue to receive funding under the Gas Tax Fund, which some may choose to invest in public transit infrastructure

Canada - Federal Government

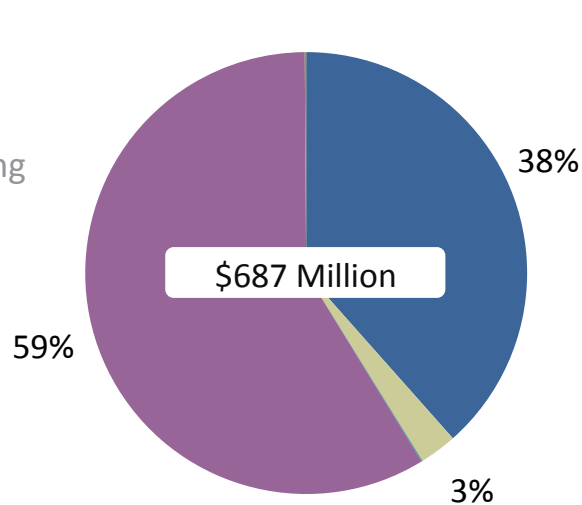
Notes on Funding Programs

Program	Notes
Basic Municipal Transportation Grant (BMTG)	Can be spent on capital transportation projects for roads and/or transit. Proportion spent on transit is determined by each city council depending on the city's transportation priorities.
Building Canada Fund - Major Infrastructure Component	Funding can be used for up to 50% of eligible project costs for a provincial or a municipal project (although eligible costs are usually split 1/3 between funding partners), and 25% for private sector projects.
P3 Canada Fund	Targets P3 infrastructure projects and lists transit as one of the eligible categories. The amount of funding support, in combination with any other direct federal assistance, may not exceed 25% of the project's direct construction costs. The level, form and conditions of any funding support will vary depending on the needs of a given project.
Green Municipal Fund	The amount spent to date is from inception to March 31, 2012. Eligible capital projects in the transportation sector must address modal shift, fleet fossil fuel reduction or fleet GHG emissions reduction.

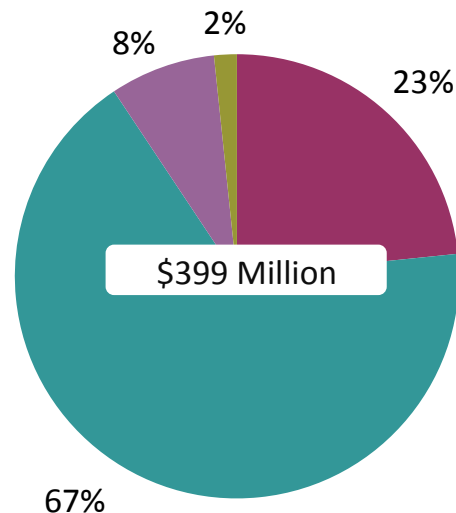
Alberta

2011

Sources of Funding



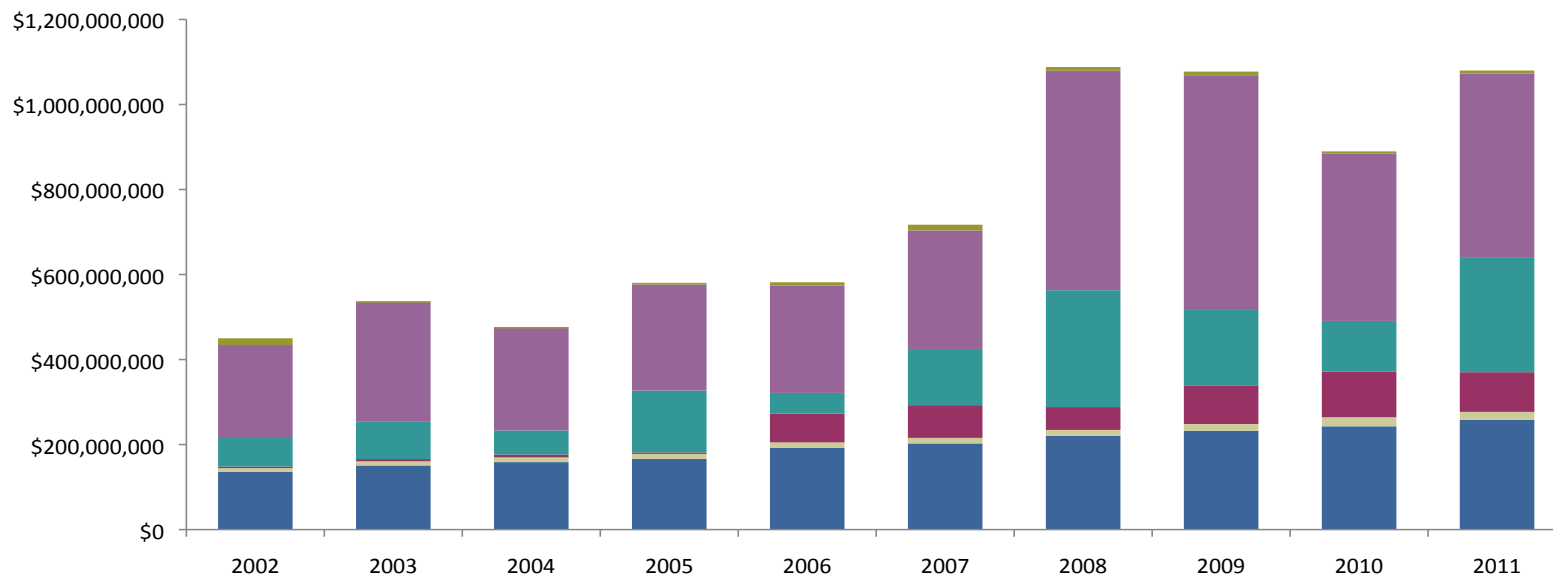
Operating Revenues



Capital Investment

- Federal Contributions
- Provincial Contributions
- Municipal Contributions
- Passenger Fares
- Other Contributions
 - Eg. Dedicated taxes
 - Transfers from reserves
 - Fundraising and donations
 - Development charges
- Other Revenue
 - Eg. Fare integration

Total Sources of Operating and Capital Funding (2002 - 2011)



10 year
Sources of Funding
Trend

Alberta

Operating Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
All cities (excluding Calgary & Edmonton)	Municipal Sustainability Initiative – Operating Component	\$7.8 million	2007	\$3.0 million (committed)	N	Distribution formula: 48% per capita 48% by education property tax requisitions, 2016 4% by kilometres of local roads	2016	C/S

Capital Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Calgary & Edmonton	Basic Municipal Transportation Grant (BMTG)	Edmonton: \$97 million Calgary: \$114 million (2012 Allocations)	2011	Edmonton: \$199 million Calgary: \$221 million	N	Rate of 5¢ per litre per gasoline and diesel sold.	Permanent	C/S
All municipalities with public transit	Alberta Municipal Infrastructure Program	\$2.05 billion	2005	\$2.05 billion	N	Per capita	2015	C/S
Calgary & Edmonton	Municipal Sustainability Initiative – Capital Component	\$423.9 million (2012 Allocations)	2007	\$1.49 billion	N	Distribution formula: 48% per capita 48% by education property tax requisitions, 2016 4% by kilometres of local roads	2016	C/S
All cities (excluding Calgary & Edmonton)	Municipal Sustainability Initiative – Capital Component	\$142.8 million	2007	\$16 million	N	Distribution formula: 48% per capita 48% by education property tax requisitions 2016 4% by kilometres of local roads	2016	C/S
All	Green Transit Incentives Program (GreenTRIP)	\$2 billion	2010	\$1.052 billion (allocated)	Y	Project Based	ongoing	C/S
All cities (excluding Calgary & Edmonton)	Basic Municipal Transportationn Grant (BMTG)	\$34.8 million (2012 Allocations)	2011	\$69.2 million	N	Per capita	ongoing	C/S

Alberta

Operating Funding Program Notes

Program	Notes
Municipal Sustainability Initiative – Operating Component	The Province sets the general criteria by which projects qualify for funding under this program, and the municipality sets the individual priorities for those projects that qualify. All, part or none of the funding may be spent on transit. This funding may be used for transit-related planning and/or the operation and maintenance of municipally operated and supported public and specialized transit. 'Amount spent to date' reflects funding committed to public transit projects on program applications since 2007.

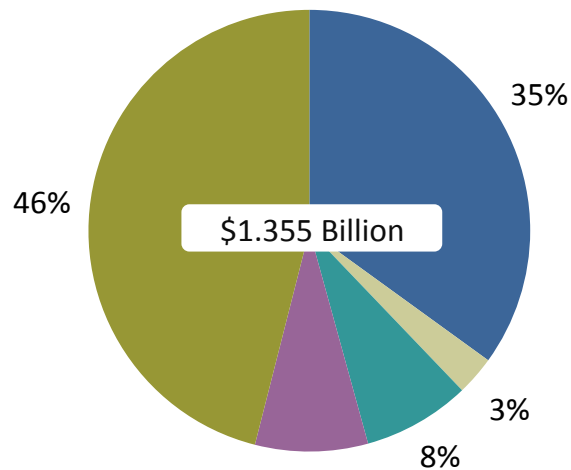
Capital Funding Program Notes

Program	Notes
Basic Municipal Transportation Grant (BMTG)	Can be spent on capital transportation projects for roads and/or transit. Proportion spent on transit is determined by each city council depending on the city's transportation priorities.
Alberta Municipal Infrastructure Program	AMIP funding is no longer available. All funds were provided 2005-2009 and municipalities have until 2015 to expend the funds. This funding can be expended on eligible capital municipal infrastructure projects, including transit capital projects. Proportion spent on transit is determined by each city council depending on the city's transportation priorities.
Municipal Sustainability Initiative – Capital Component	2012 allocations: \$256.9 million to Calgary \$167 million to Edmonton. Public transit vehicles, LRT Lines, bus terminals and facilities, including specialized transit vehicles, are eligible types of capital projects. The Province sets the general criteria by which projects qualify for funding under this program, and the municipality sets the individual priorities for those projects that qualify. All, part, or none of the funding may be spent on transit.
Municipal Sustainability Initiative – Capital Component	Public transit vehicles, LRT Lines, bus terminals and facilities, including specialized transit vehicles, are eligible types of capital projects. The Province sets the general criteria by which projects qualify for funding under this program, and the municipality sets the individual priorities for those projects that qualify. All, part, or none of the funding may be spent on transit. 'Amount spent to date' reflects the MSI funding committed to public transit projects.
Green Transit Incentives Program (GreenTRIP)	Targeted on public transit initiatives which support expanded and new transit service alternatives throughout the province that will significantly reduce the number of vehicles on Alberta roads and thereby reduce GHG emissions. Cost sharing up to 2/3 of eligible project costs to a maximum of grant funds approved.
Basic Municipal Transportation Grant (BMTG)	Funding can be spent on eligible capital projects for roads and/or transit. Proportion spent on transit specifically determined by each city council.

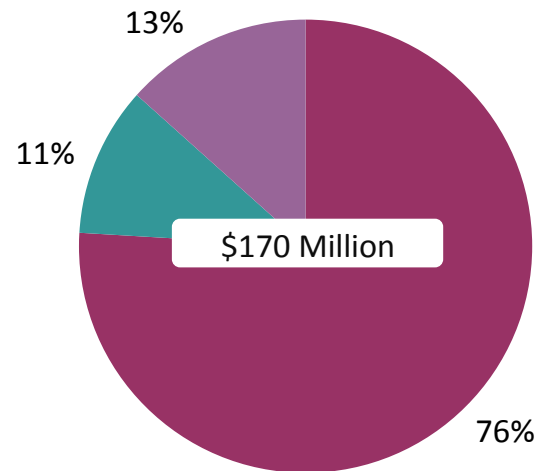
British Columbia

2011

Sources of Funding



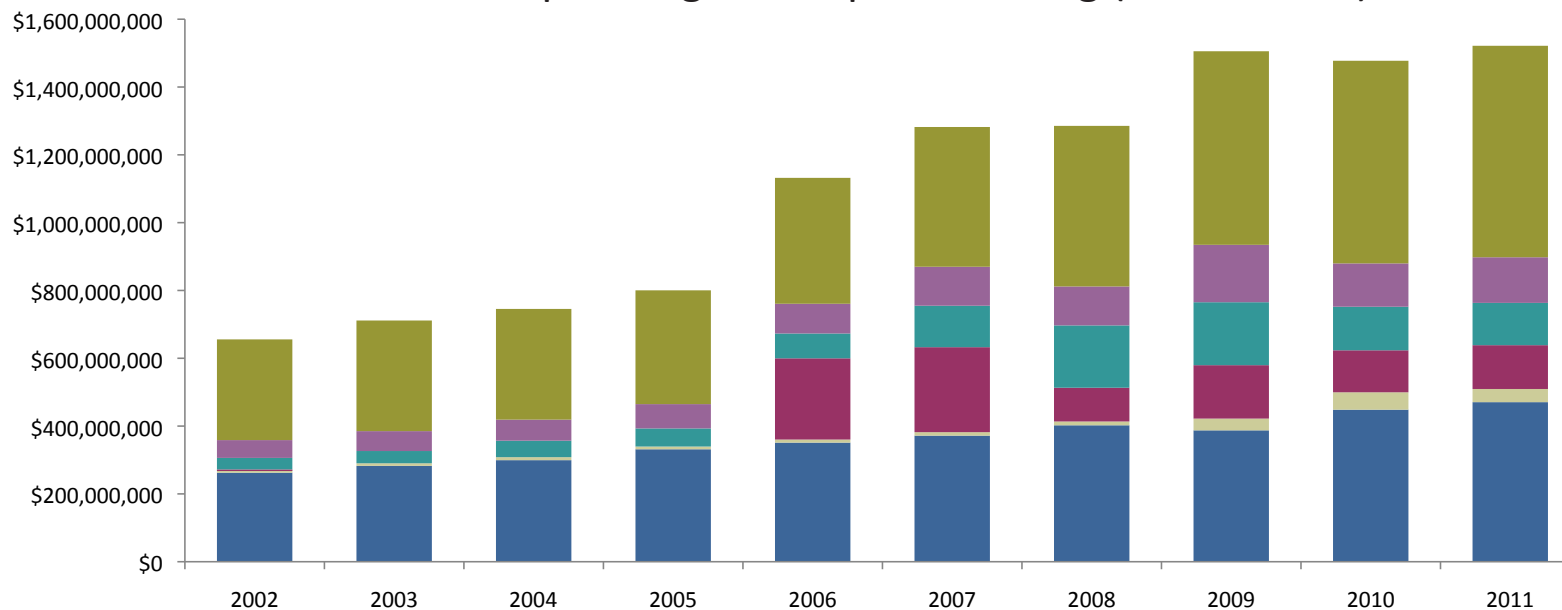
Operating Revenues



Capital Investment

- Federal Contributions
- Provincial Contributions
- Municipal Contributions
- Passenger Fares
- Other Contributions
Eg. Dedicated taxes
Transfers from reserves
Fundraising and donations
Development charges
- Other Revenue
Eg. Fare integration

Total Sources of Operating and Capital Funding (2002 - 2011)



10 year
Sources of Funding
Trend

British Columbia

Operating Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Metro Vancouver	Canada Line	\$19 million in 2012	2009	\$65 million	Y			C
Metro Vancouver	Property Tax and Replacement Tax							C/S
Metro Vancouver	Fuel Tax					\$0.17 per litre		C/S
Metro Vancouver	Hydro Levy					\$1.90 per month per household		C/S
Metro Vancouver	Parking Rights Tax							C/S
Metro Vancouver	Golden Ears Bridge Toll							C/S
Outside Metro Vancouver	Provincial operating grant to BC Transit	\$89 million in 2012/13		Not available	Y	Legislated funding formula		C/S
Greater Victoria	BC Bus Pass Program	\$4.4 million in 2012/13	1967	Not available	Y	need (low income seniors and persons with disabilities)		C/S
Greater Victoria	Fuel Tax	\$11.9 million in 2012/13	1993	Not available	Y	\$.035 per litre		C/S
BC Regional Systems	BC Bus Pass Program	\$4.8 million in 2012/13		Not available	Y	need (low income seniors and persons with disabilities)		C/S
BC Regional Systems	Health Connections	\$1.0 million in 2012/13	2005/06	\$7.7 million	Y	need (access to regional medical facilities from small communities)		C/S

British Columbia

Operating and Capital Funding Programs

Region	Program	Amount in Program (Total)	Inception Date	Amount spent to date (Since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By Merit, per capita, by need)	Expiry	Conventional/ Specialized (C/S)
Metro Vancouver	BC Bus Pass Program				Y	need		C/S
Metro Vancouver	U-Pass BC				Y			C/S
Metro Vancouver	Fuel Tax transfers				Y	\$.06 per litre		C/S
Metro Vancouver	Property Tax				N			C/S

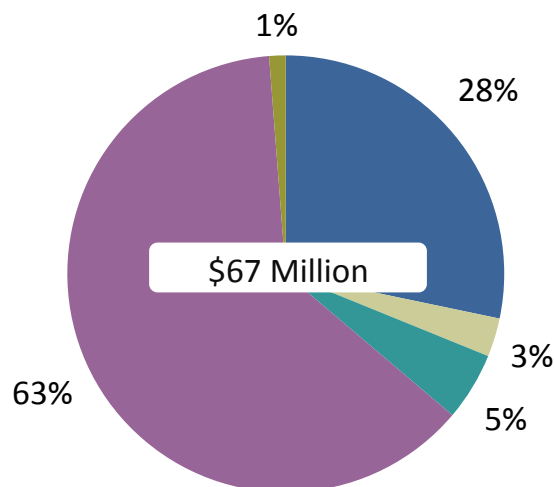
Capital Funding Programs

Region	Program	Amount in Program (Total)	Inception Date	Amount spent to date (Since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By Merit, per capita, by need)	Expiry	Conventional/ Specialized (C/S)
Metro Vancouver	Build Canada Fund				N			C/S
Metro Vancouver	Evergreen Linerapid Transit Project				Y			C/S

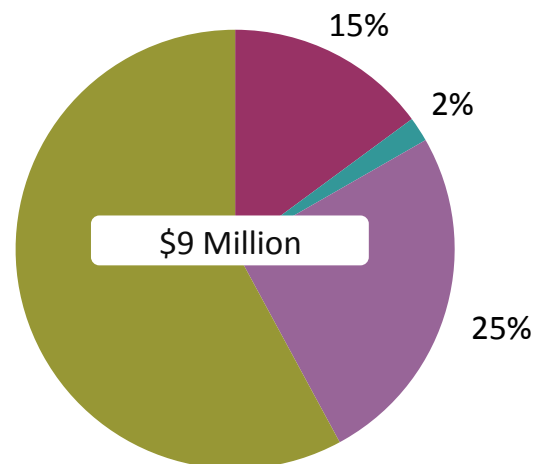
Saskatchewan

2011

Sources of Funding



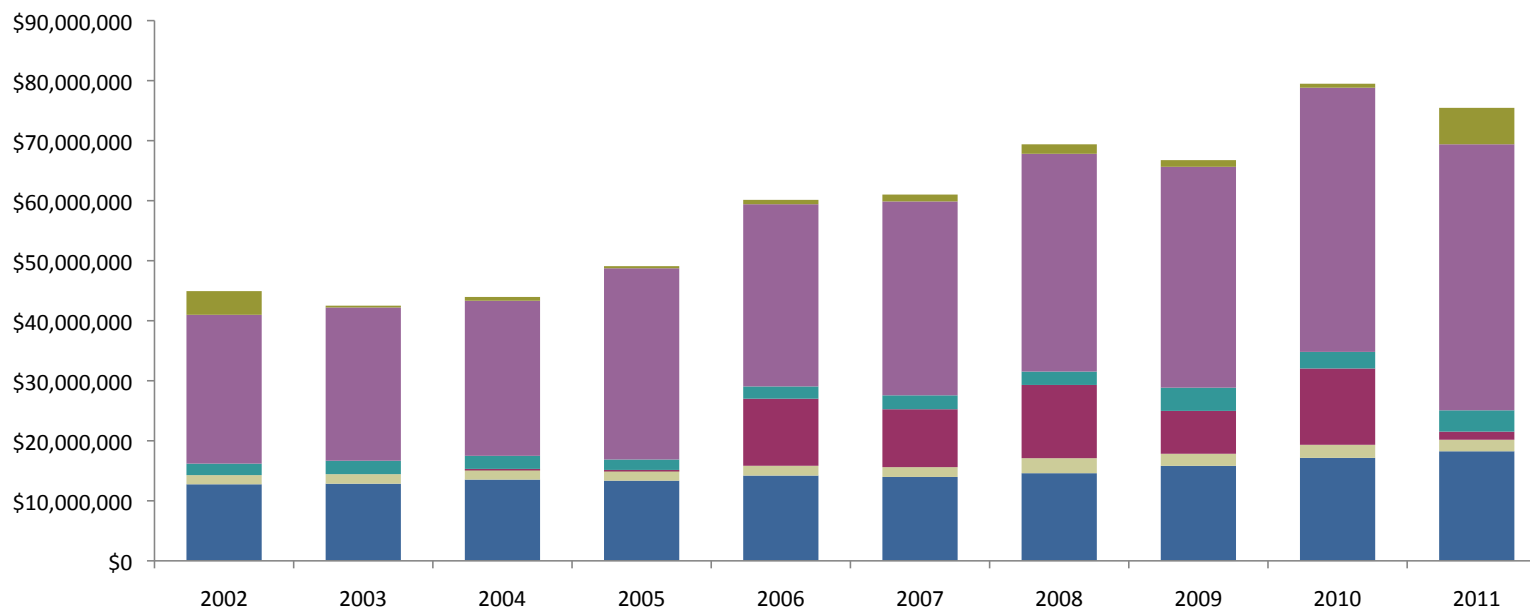
Operating Revenues



Capital Investment

- Federal Contributions
- Provincial Contributions
- Municipal Contributions
- Passenger Fares
- Other Contributions
Eg. Dedicated taxes
Transfers from reserves
Fundraising and donations
Development charges
- Other Revenue
Eg. Fare integration

Total Sources of Operating and Capital Funding (2002 - 2011)



10 year
Sources of Funding
Trend

Saskatchewan

Operating and Capital Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Urban Municipalities	Urban Revenue Sharing	\$151,793,882 (2012-2013)	1978	\$2 billion	N	Per capita	Permanent	C/S

Operating Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Cities and Towns	Transit Assistance for People with Disabilities (TAPD)	\$2,937,000/ year	1975	\$58 million (Since 1982)	Y	Based on ridership and population	Permanent	S

Capital Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Cities and Towns	Transit Assistance for People with Disabilities (TAPD)	\$275,000/ year	1975	\$10.3 million (Since 1982)	Y	By Needs	Permanent	S

Saskatchewan

Operating and Capital Funding Program Notes

Program	Notes
Urban Revenue Sharing	Municipalities receive unconditional grant payments each year, which at the recipient's discretion and depending on their priorities, may be spent on transit.

Operating Funding Program Notes

Program	Notes
Transit Assistance for People with Disabilities (TAPD)	There are 74 municipalities in Saskatchewan that receive funding through this program. Operating funding is based on population and the number of eligible trips participating municipalities provide in the previous calendar year.

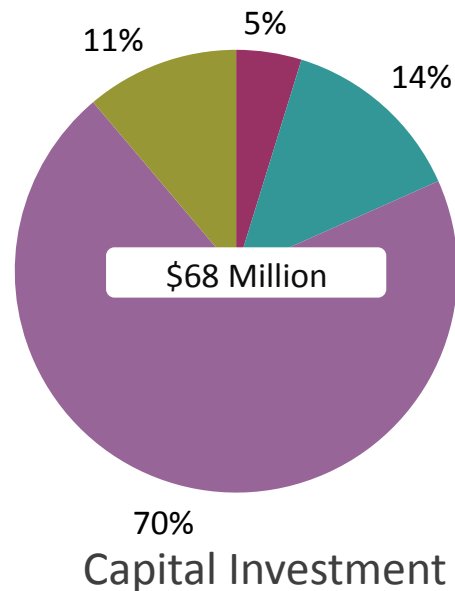
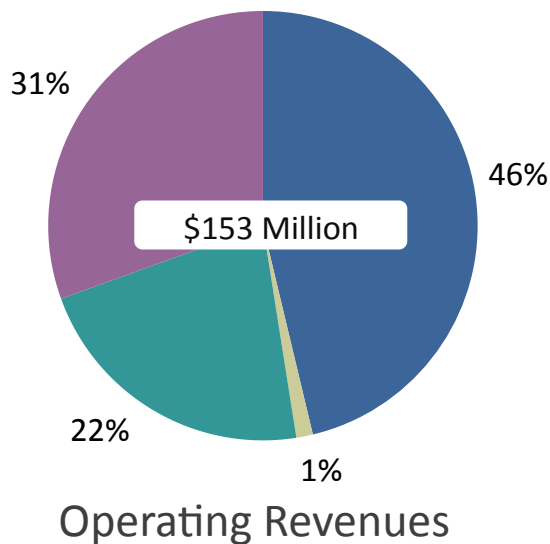
Capital Funding Program Notes

Program	Notes
Transit Assistance for People with Disabilities (TAPD)	Only available to those municipalities that receive operating funding through TAPD. Municipalities can apply for 75% of the eligible vehicle cost to an approved maximum per vehicle. The criteria for vehicle requests are based on the age of the vehicle, its mileage, and the municipality's TAPD capital grant history.

Manitoba

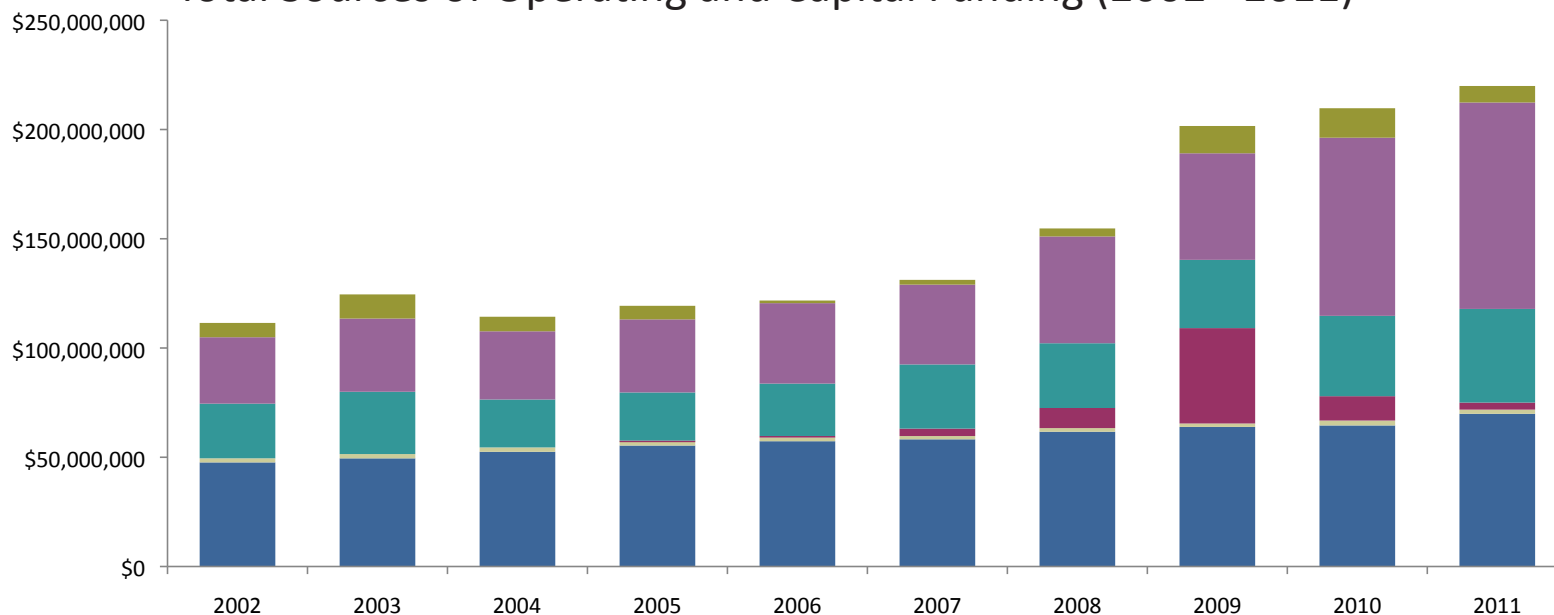
2011

Sources of Funding



- Federal Contributions
- Provincial Contributions
- Municipal Contributions
- Passenger Fares
- Other Contributions
Eg. Dedicated taxes
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Fundraising and donations
Development charges
- Other Revenue
Eg. Fare integration

Total Sources of Operating and Capital Funding (2002 - 2011)



10 year
Sources of Funding
Trend

Manitoba

Operating Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
All Cities	General Support Grant	\$14,133,000 (2012 Budget)	Historical		N	Eligibility	Ongoing	C/S
All Cities	Mobility Disadvantaged Transportation Program - Annual Operating Grant	\$1,055,000 (2012 Budget)	Historical		Y	Eligibility, amount based on number of trips provided and kilometres driven	Ongoing	S
All Cities	Mobility Disadvantaged Transportation Program - Regional Incentive Grant component	\$200,000 (2012 Budget)	2011/2012		Y	Eligibility	Ongoing	S
All Cities	Transit Operating Grant	\$36,600,000 (2012 Budget)	Historical		Y	Legislation 50/50 funding formula	Ongoing	C/S

Capital Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
All Cities	Transit Capital Grant	\$3,990,000 (2012 Budget)	Historical		Y	Eligibility	Ongoing	C/S
All Cities	Mobility Disadvantaged Transportation Program	\$50,000 (2012 Budget)	Historical		Y	Application-Based	Ongoing	S
Population < 40,000	Small Communities Transit Fund	\$1,000,000	2010/2011	\$680,518	Y	Application-Based	March 31, 2014	C/S

Manitoba

Operating Funding Programs

Program	Notes
General Support Grant	Unconditional financial support to municipalities with payrolls of \$1.0 million or more provided to offset to Payroll Tax paid by these municipalities, including tax paid on transit payrolls. 2012 Budget of \$14.1M includes funding of \$12.1M for Winnipeg, and \$2M for rural).
Mobility Disadvantaged Transportation Program - Annual Operating Grant	Grants include an annual grant of 37.5% of gross operating expenses to maximum of \$20,000 per year (\$30,000 for those municipalities operating more than one vehicle.) or a one-time start-up grant of \$6,000.
Mobility Disadvantaged Transportation Program - Regional Incentive Grant component	The Regional Incentive Grant component of the MDTP provides additional operating support to handi-transit municipalities that meet the eligibility criteria, which includes providing handi-transit service to 2 or more communities. Grants are calculated based on a formula that takes into account service delivery volumes - including the number of trips provided and kilometres driven each year.
Transit Operating Grant	Operating funding support is provided through the 50/50 transit funding partnership, enshrined in provincial legislation since 2007. Prior to 2007, transit operating grants were determined through the estimates process. Under the 50/50 funding formula, the Province funds half of the cities' net transit operating costs including handi-transit services, and Winnipeg's rapid transit system. The cities determine the allocation of this funding between its conventional and specialized transit services. 2012 Budget of \$36.6M includes \$34.6M for Winnipeg, and \$2M in total for Brandon, Flin Flon, Thompson, and Selkirk.

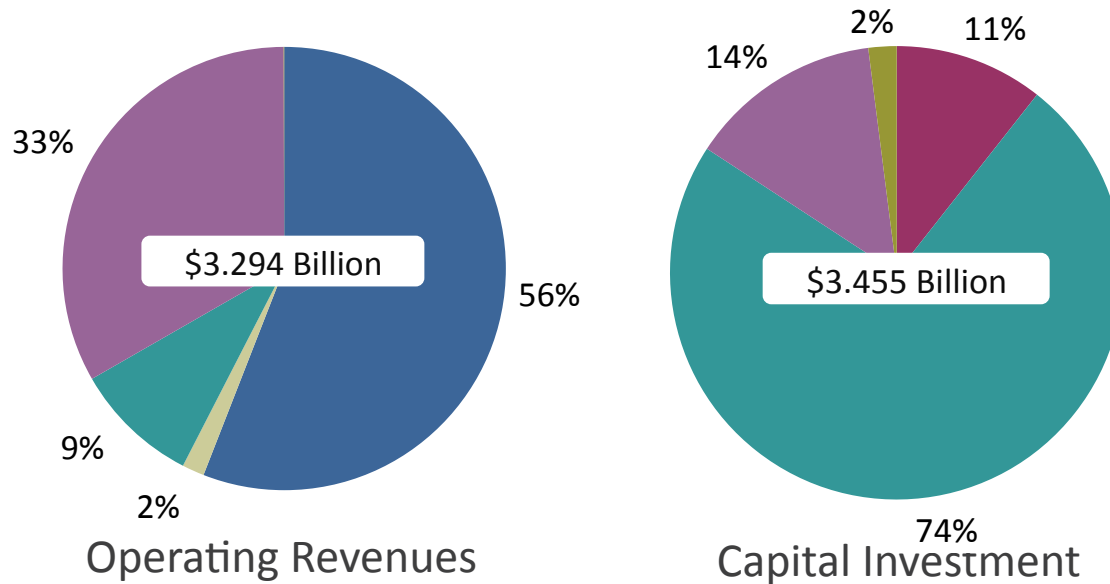
Capital Funding Programs

Program	Notes
Transit Capital Grant	Capital funding provided to assist the cities of Winnipeg, Brandon, and Selkirk in purchasing new transit buses for their conventional services.
Mobility Disadvantaged Transportation Program	Funding is equal to 50% of the net cost to purchase a handivan, to a maximum of \$10,000.
Small Communities Transit Fund	Capital funding provided under the Federal Gas Tax program to assist smaller-sized transit communities (<40,000 people) in their public transit infrastructure projects, including the purchase of handi-transit vehicles. As of February 1, 2013, a total of \$680,518 has been committed for approved projects, leaving \$319,482 available for new projects.

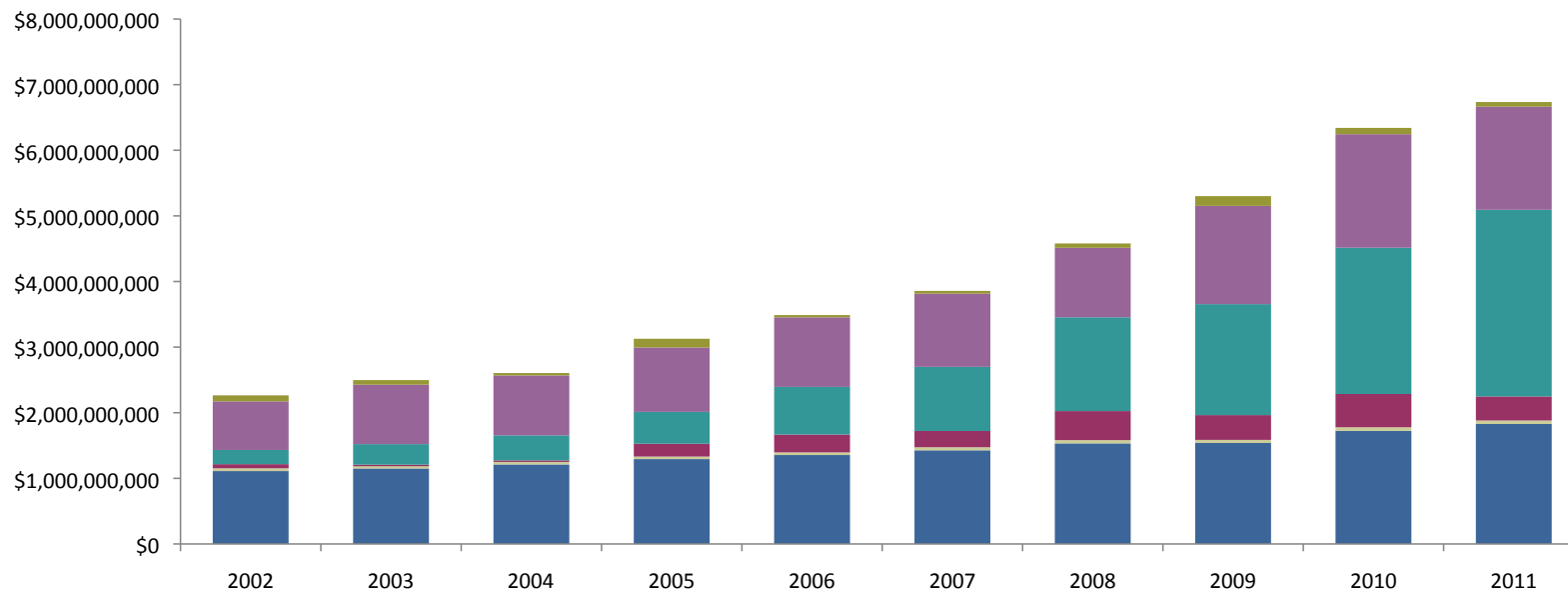
Ontario

2011

Sources of Funding



Total Sources of Operating and Capital Funding (2002 - 2011)



10 year
Sources of Funding
Trend

Ontario

Operating and Capital Funding Programs*

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Province wide	Dedicated Gas Tax	Dependent on gas tax revenue \$321M for 2011-12	2004	\$2.2 billion	Y	\$0.02 per litre of gas sales, allocated by formula of 70% ridership and 30% population	Annual	C/S

Operating Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Metrolinx	Operating funding for Metrolinx, including GO Transit and PRESTO Farecard	\$97.1 million (2010-11) \$99.7 (2011-12)			Y	Need		C

Capital Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Metrolinx	Capital Funding for Metrolinx, including GO Transit, Union Pearson Express, Rapid Transit Projects, and PRESTO Farecard	\$1.039 billion (2010-11) \$1.587 billion (2011-12)			Y	Need		C

One Time Funding Commitments**

Region	Project	Amount
GTHA	Toronto York Spadina Subway Extension	\$870 million [^]
GTHA	Durham Region Rapid Transit	\$82.3 million
GTHA	Brampton ZUM Bus Rapid Transit Project	\$95 million
GTHA	Mississauga Transitway	\$113 million [†]
Metrolinx	LRT projects in Toronto	\$8.4 billion
Metrolinx	Viva BRT in York Region	\$1.4 billion
Ottawa	Ottawa's Confederation Line Project	up to \$600 million
Toronto	Union Station Revitalization	up to \$172 million
Toronto	TTC Streetcar Replacement	up to \$416.3 million
Waterloo Region	Waterloo Region's rapid transit project	up to \$300 million

* Since 2003, Ontario has invested more than \$16.1 billion in public transit in Ontario, including more than \$7.7 billion in GO Transit.

** The one time funding list provides examples but is not a comprehensive list of Ontario transit investments

[^] Provincial funding for the TYSSE was provided through the Move Ontario Trust in 2 installments, an original \$670 million through the 2006 Budget and an additional \$200 million through the 2007 Fall Economic Statement

[†] MTO provided one time funding of \$65 million for the Mississauga Transitway. GO Transit is also providing \$48 million for this project

Ontario

Operating and Capital Funding Program Notes

Program	Notes
Dedicated Gas Tax	Provided for transit capital and operating costs that support ridership growth. 96 transit systems serving 127 Municipalities received funding in 2011/2012. 2010-2011 Program Year: \$318 million in Gas Tax provided to municipalities 2011-2012 Program Year: \$321 million in Gas Tax provided to municipalities

Operating Funding Program Notes

Program	Notes
Operating funding for Metrolinx, including GO Transit and PRESTO Farecard	Operating subsidy required to continue to operate existing Metrolinx, Presto and GO services while addressing constant demands for more service, better performance and an expanded network.

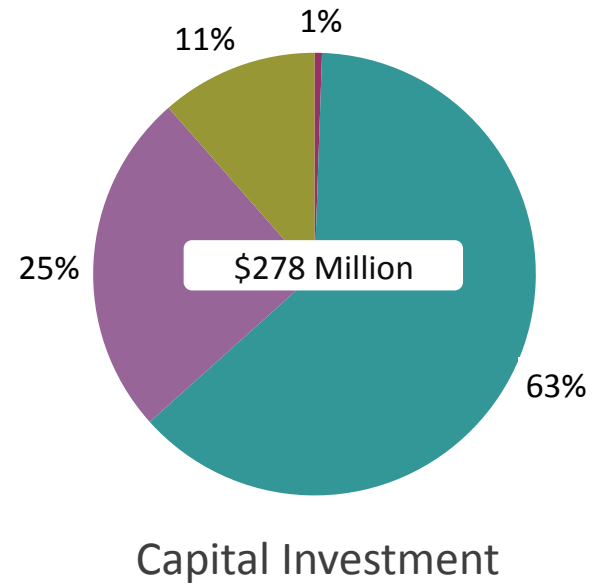
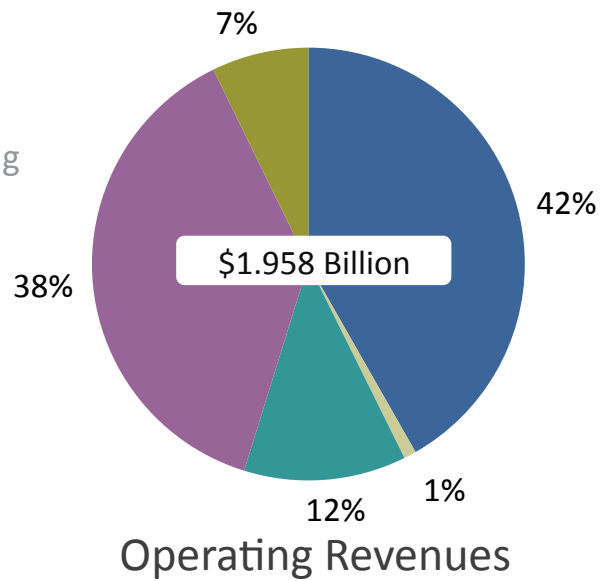
Capital Funding Program Notes

Program	Notes
Capital Funding for Metrolinx, including GO Transit, Union Pearson Express, Rapid Transit Projects, and PRESTO Farecard	Capital investments in state of good repair and expansion projects throughout the GO Transit service area.

Québec

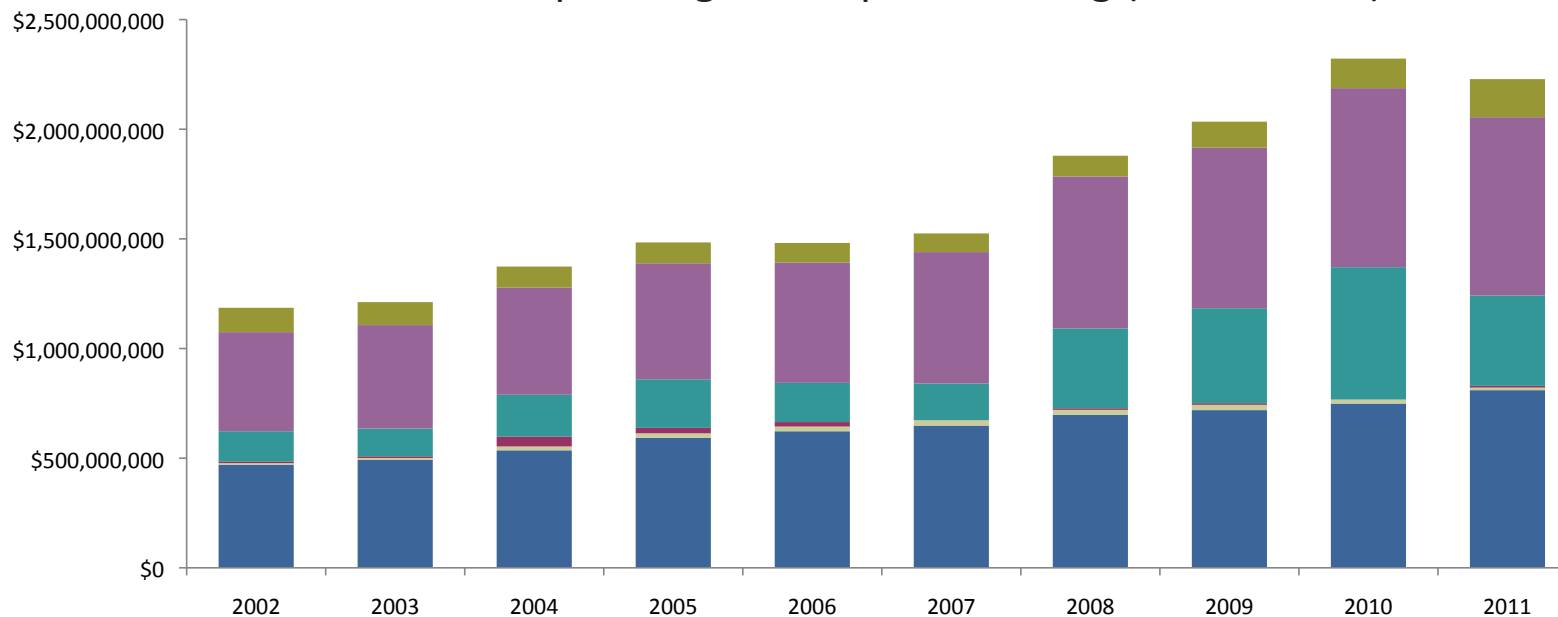
2011

Sources of Funding



- Federal Contributions
- Provincial Contributions
- Municipal Contributions
- Passenger Fares
- Other Contributions
Eg. Dedicated taxes
Transfers from reserves
Fundraising and donations
Development charges
- Other Revenue
Eg. Fare integration

Total Sources of Operating and Capital Funding (2002 - 2011)



10 year
Sources of Funding
Trend

Québec

Operating and Capital Funding Programs

Region	Program	Amount in program (2012/2013)	Inception date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Rural Areas	Government assistance program for regional transit	\$ 8.1 million	2007		Y	Depending on requests from eligible regions	2013	C
Rural Areas Commuter transit areas Greater Montreal Quebec City	Government assistance program for specialized transit services	\$ 86.9 million	2009		Y	Depending on needs	2013	S
Greater Montreal Other transit agencies surrounding Montreal	Financial assistance from the AMT for commuter specialized transit services	\$1.7 million	2012		Y	\$10 per trip	2013	S

Operating Funding Programs

Region	Program	Amount in program (total)	Inception Date	Amount spend to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Greater Montreal Greater Quebec Other regions	Motorist contribution to transit (vehicle registration tax)	\$ 80.5 million	1992		Y	\$ 30 per vehicle registered in the region	continuous	C
Greater Montreal	Passenger vehicle registration tax	\$ 32 million	2011		Y	\$45 per vehicle registered in the Greater Montreal area	continuous	C
Montreal Other transit agencies surrounding Montreal	Gas tax	\$ 95.9 million	1996 and 2012		Y	3 cents/liter of gas sold in the region	continuous	C
Commuter transit agencies Other regions	Government assistance program to improve public transit services (PAGASTC)	\$159 million	2007		Y	Depending on needs	2013	C
Greater Montreal Greater Quebec Other regions Commuter transit agencies	Government assistance program for specialized transit services (PAGTCP) - Capital component	\$ 26 million	1991		Y	Depending on needs	continuous	C

Québec

Capital Funding Programs

Region	Program	Amount in Program (total)	Inception Date	Amount Spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Greater Montreal Greater Quebec City Other regions Commuter transit areas	Government assistance program for specialized transit services (PAGTCP) - Capital component	600 millions \$	1991		Y	Grant provided by project depending on needs	continuous	C
Greater Montreal Greater Quebec City Other regions Commuter transit areas	Capital Assistance program from the Quebec Department of Local Infrastructure (SOFIL)	\$70.3 million	2006		Y	Grant provided by project; Maximum amount determined by ridership	2014	C

Quebec Regions

Greater Montreal	Agence métropolitaine de transport (AMT), Société de transport de Montréal (STM), Réseau de transport de Longueuil (RTL) Société de transport de Laval (STL)
City of Montreal	Société de transport de Montréal (STM)
Greater Quebec	Réseau de transport de la capitale (RTC), Société de transport de Lévis (STL)
Other Regions	Société de transport de l'Outaouais (STO), Société de transport de Sherbrooke (STS), Société de transport de Trois-Rivières (STTR), Société de transport de Saguenau (STS)
Commuter transit areas (of Montreal and other urban Quebec areas)	Les conseils intermunicipale de transport (CITs), les conseils régional de transport (CRTs), et les autres municipalités
Rural areas	82 regional county municipalities (MRC), 15 municipalities outside of MRCs, the regional administration of Kativik and the Cree regional administration, 18 regional elected conferences (Cree), and inter-jurisdictional transportation

Québec

Operating and Capital Funding Program Notes

Program	Notes
Government assistance program for regional transit	For the 2012-2013 fiscal year: \$ 6.3 million for the development of public transport in rural areas \$ 1.2 million for transportation planning regional group in the territory ERCs \$ 0.6 million for the maintenance or development of intercity bus lines
Government assistance program for specialized transit services	At the beginning of each fiscal framework, a basic contribution is determined for each eligible organization. Subsequently, mechanisms adjustments of the contribution base are established in particular to take into account changes in costs and systems increased ridership.
Financial assistance from the AMT for commuter specialized transit services	For travel in the metropolitan region of Montreal, AMT pays additional support to eligible organizations

Operating Funding Program Notes

Programme	Notes
Motorist contribution to transit (vehicle registration tax)	In the Montreal area, the automobile registration income is paid to the AMT. In other regions, they are paid to transport companies.
Passenger vehicle registration tax	The tax on passenger vehicle registration has been in place since July 1 2011. Intended to fund transit, this tax has been imposed the Greater Montreal area only (STM territory). \$ 45 has been added to the \$ 30 already levied on the registration of passenger vehicles. Greater Montreal's budget provides that this tax will generate \$32 million in 2013.
Gas Tax	From 1996 to 2010, 1.5 cents / liter. Since 2010, 3 cents / litre.
Government assistance program to improve public transit services (PAGASTC)	Government assistance covers 50% of the direct costs associated with the net increase public transit agency operating costs. The figure shown is authorized for fiscal year 2012/2013 grants.
Government assistance program for specialized transit services (PAGTCP) - Capital component	<p>This part of PAGTCP includes various categories of grants:</p> <ul style="list-style-type: none">- Grant equivalent to 40% of operating revenues from transit services; equivalent to 40% of revenues services generated by the transit- Specific subsidy for monthly passes equal to the amount of the cost reduction granted to users- Subsidy equal to 50% of the cost reduction granted to the users using two transit networks (outside the Montreal area)- Grant to for research

Québec

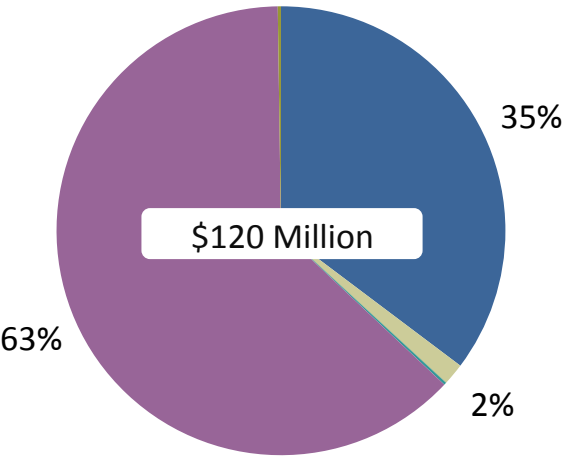
Capital Funding Program Notes

Programme	Notes
Government assistance program for specialized transit services (PAGTCP) - Capital component	According to eligible capital asset classes, the subsidy rate is 50%, 75% or 100%. Although the program is aimed primarily at public transport, changes to make the public transport system accessible to disabled persons are eligible. Capital grants may be paid in cash or debt service. The amount shown reflects the contribution of the MTQ acquired the work done or goods acquired during the year 2012-2013 for the various grants authorized.
Capital Assistance Program from the Quebec Department of Local Infrastructure (SOFIL)	The subsidy rate is 85%. Although the program is primarily intended for public transportation, changes to make the network public transport accessible to disabled persons are eligible. In addition, certain assets with an innovative character are eligible for paratransit organizations to claim for the needs of people with disabilities. The amount shown is the value of subsidies authorized during the 2012-2013 year. Data as of December 31, 2012.

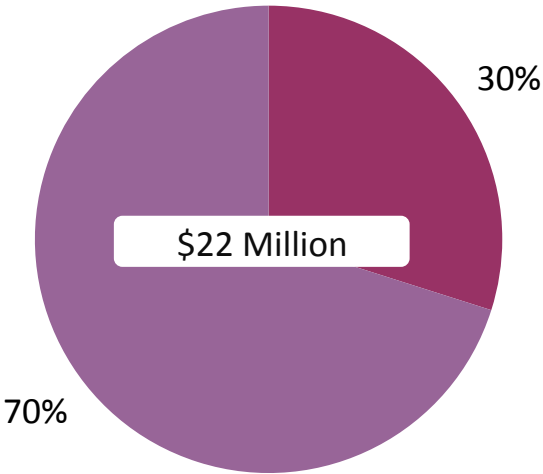
Atlantic Provinces

2011

Sources of Funding



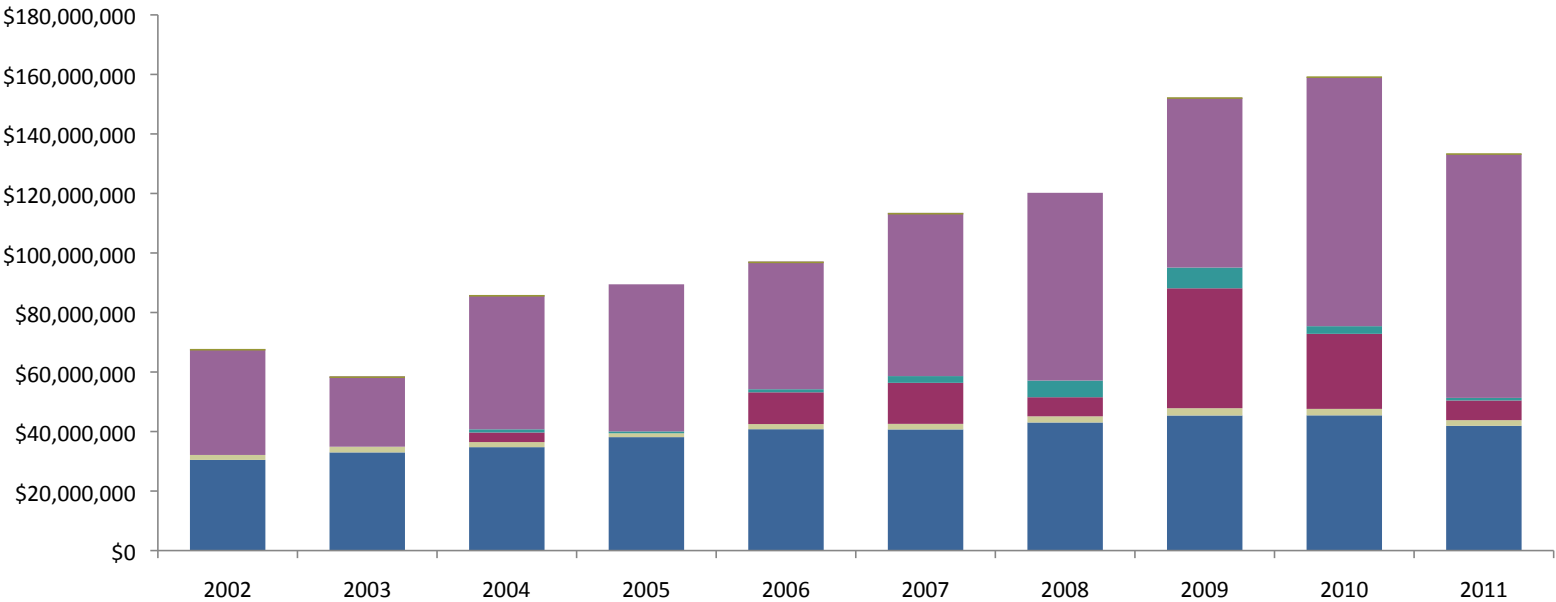
Operating Revenues



Capital Investment

- Federal Contributions
- Provincial Contributions
- Municipal Contributions
- Passenger Fares
- Other Contributions
 - Eg. Dedicated taxes
 - Transfers from reserves
 - Fundraising and donations
 - Development charges
- Other Revenue
 - Eg. Fare integration

Total Sources of Operating and Capital Funding (2002 - 2011)



10 year
Sources of Funding
Trend

New Brunswick

Operating Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
All	Block grants for municipal services				N			C/S
All	Community Transportation Grants	\$430,072	2011	\$430,072	N	Merit of project	March 31, 2013	S

Capital Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
All	Vehicle Retrofit Program	\$200,000 budgeted annually	1988	\$2.3 Million since 2000	Y	Per Individual/ Organization by Needs	Annual Grant	S

New Brunswick

Operating Funding Programs Notes

Program	Notes
Block grants for municipal services	Province provides municipalities open-ended block grants for municipal services, part of which may be spent on transit at the municipalities discretion.
Community Transportation Grants	Twenty five initiatives over the past 18 Months to 12 Community Inclusion Networks for research, feasibility studies, implementation, and coordination related to Community Transportation.

Capital Funding Programs Notes

Program	Notes
Vehicle Retrofit Program	Provides a maximum grant of \$8,000 to qualifying individuals and organizations. The grant is renewable every 10 years for individuals and every 5 years for organizations

Newfoundland & Labrador

Operating Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
All	Municipal Operating Grants				N			

Capital Funding Programs

No direct capital grants.

Operating Funding Programs Notes

Program	Notes
Municipal Operating Grants	All, part or none of the grant may be spent on transit, according to the wishes of the recipient.

Nova Scotia

Operating Funding Programs Notes

Program	Notes
Community Transportation Assistance Program (CTAP)	Funding provided to community based rural transportation services who provide door to door service. The CTAP grant is provided at \$1.80 per capita.
Nova Scotia Transit Research Incentive Program (NS-TRIP)	Funding to support capacity building initiatives (ie. feasibility studies, business plans and pilot projects) to support new and improved public transit services in rural and unserved urban areas of Nova Scotia. Funding levels vary based on the project being undertaken.

Capital Funding Programs Notes

Program	Notes
Accessible Transportation Assistance Program (ATAP)	Program funds 50%, to a maximum of \$50,000, of the cost of a new accessible vehicles or 50% to a maximum of \$10,000 for the purchase of a used accessible vehicle. Organizations are also eligible for funding to purchase a non-accessible vehicle as long as their fleet maintains a 2:1 ratio of accessible to non-accessible vehicles.

Nova Scotia

Operating Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Regions with Low Population Density	Community Transportation Assistance Program (CTAP)	\$663,000	April 1, 2001	\$5,206,600	Y	Per capita	Ongoing contingent budget availability	S
Regions with Low Population Density	Nova Scotia Transit Research Incentive Program (NS-TRIP)	\$250,000	April 1, 2007	\$1,602,700	Y	Merit.	Ongoing contingent budget availability	C/S

Capital Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Regions with Low Population Density	Accessible Transportation Assistance Program (ATAP)	\$257,000/year	April 1,1998	\$1,762,600	Y	Merit	Ongoing contingent budget availability	C/S

Prince Edward Island

Operating Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Capital Area	Capital Area Transit	180,000/ year			Y			

Capital Funding Programs

No direct capital grants.

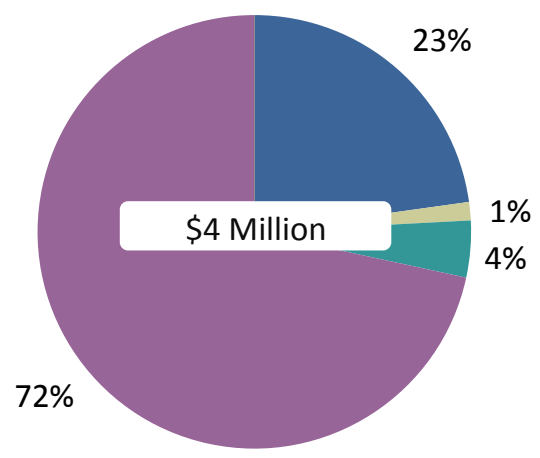
Operating Funding Programs Notes

Program	Notes
Capital Area Transit	Grant to the three capital area municipalities for transit. Must request on an annual basis.

Territories

2011

Sources of Funding

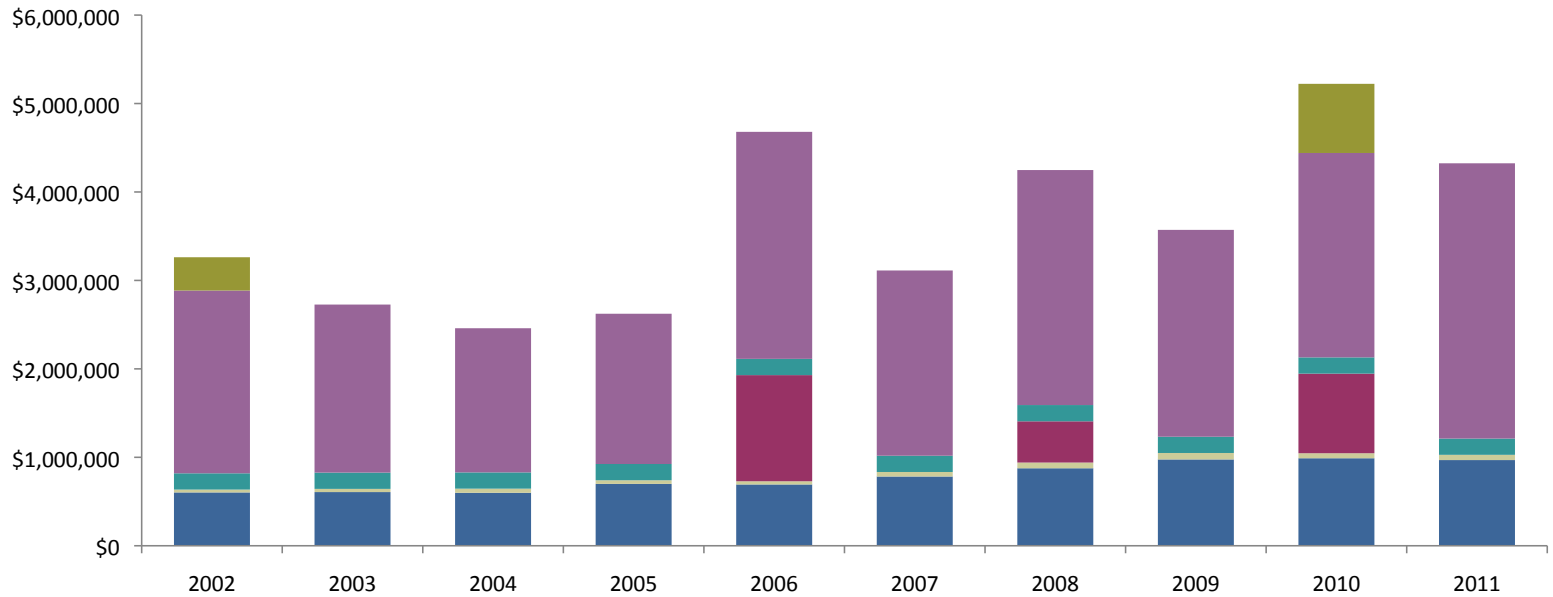


No Capital Investment

- Federal Contributions
- Provincial Contributions
- Municipal Contributions
- Passenger Fares
- Other Contributions
Eg. Dedicated taxes
Transfers from reserves
Fundraising and donations
Development charges
- Other Revenue
Eg. Fare integration

Operating Revenues

Total Sources of Operating and Capital Funding (2002 - 2011)



10 year
Sources of Funding
Trend

Operating Funding Programs

Region	Program	Amount in Program	Inception Date	Amount spent to Date (since inception)	Dedicated Transit (Y/N)	Allocation Method (eg. By merit, per capita, by needs)	Expiry	Conventional/ Specialized Transit Systems (C/S)
Whitehorse	Handy-Bus Operations	\$186,806/ year	1990	\$3,563,504	Y	By Needs	Permanent	S

Capital Funding Programs

No direct capital grants.