

DATE: August 6, 2021

FILE: 1855-03/Gas Tax

TO: Chair and Directors
Electoral Areas Services Committee

FROM: James Warren
Deputy Chief Administrative Officer

Supported by James Warren
Deputy Chief Administrative Officer
J. Warren

RE: **Community Works Fund Status Report – June 30, 2021**

Purpose

To provide the committee with a Community Works Fund (CWF) status report for the period ending June 30, 2021.

Recommendations from the Deputy Chief Administrative Officer

1. THAT a dedicated session to allocate the remaining Community Works Fund to the end of March 2024 be held at an Electoral Areas Services Committee in the fall 2021 leading into 2022-2026 financial planning deliberations.
2. THAT the unspent \$561,076 of the \$1.5 million allocation of Community Works Fund for the corporate office construction project be released back into the uncommitted balance to be utilized for other priority projects.

Executive Summary

- The Comox Valley Regional District (CVRD) CWF is allocated to the electoral areas based on population. At June 30, the CWF available balance was \$8.6 million; \$5.8 million is committed to pending projects and \$2.81 million is uncommitted, available for future project allocations.
- We anticipate three annual payments from the Union of BC Municipalities (UBCM) before the current agreement expires March 31, 2024. One of these payments is a bonus payment, contingent on the successful passage of Bill C-25. If successful, we will receive a year-eight bonus payment of \$1.03 million near the end of this year or early next year, followed by a year-nine payment of \$1.08 million in 2022-2023, and a \$1.12 million payment in year-ten 2023-2024, the final year of the agreement. These projected uncommitted funds when combined with our current uncommitted balance of \$2.81 million and will provide \$6.04 million of funding available for future projects. Below is a table showing each electoral area’s share of this uncommitted funding based on current projections.

Electoral Area	Current Uncommitted Balance	Projected Year 8 Bonus Payment 2021-2022	Projected Year 9 2022-2023	Projected Year 10 2023-2024	Projected Total Funds Available
Denman - Hornby Islands (Area 'A')	229,446.48	97,980.03	102,426.13	106,864.91	\$ 536,717.55
Baynes Sound (Area 'A')	1,261,223.31	226,059.39	236,317.43	246,558.56	\$ 1,970,158.69
Lazo North (Area 'B')	497,109.78	318,738.35	333,201.94	347,641.69	\$ 1,496,691.76
Puntledge - Black Creek (Area 'C')	822,600.98	387,113.23	404,679.50	422,216.84	\$ 2,036,610.55
Total	\$ 2,810,380.53	\$ 1,029,891.00	\$ 1,076,625.00	\$ 1,123,282.00	\$ 6,040,178.53

- The adoption of Bill C-25 will also result in the renaming of the federal Gas Tax Fund to the Canada Community-Building Fund, as the program is no longer associated with gas tax revenues.

- In early April, UBCM notified all local governments across BC that there are considerable amounts of unspent funds in gas tax accounts and that they would be reaching out to confirm that these funds will be used for projects within the current agreement ending March 2024. UBCM expects that there will be requirements for spending of CWF within a reasonable timeframe or that these funds may be re-allocated for future programming. Additionally, staff enquired about another 10-year agreement which UBCM representatives indicated that is a possibility, however given the amount of unspent funds they were reviewing the value of these funds as currently provided to local governments on a per capita basis for eligibility projects for program deliverables as attached in Appendix B, or whether these funds would be better utilized in an application-based program. Staff indicated these funds are highly valued given their flexibility to fund emerging initiatives, offset project costs to ratepayers, and enhance strategic priority programs in local communities.
- Though the agreement is set to expire in 2024, there is not a hard requirement to spend all CWF by that time, but the inability to use these funds may inform future programing. Therefore, staff are recommending that the remaining uncommitted funds to the end of March 2024 are fully allocated in the upcoming 2022-2026 financial planning deliberations. These funds could be utilized to fund both core service upgrades as well as enhance board strategic driver initiatives.

Prepared by:

Concurrence:

M. Foort

Jason den Otter, CPA, CGA
Senior Accounting Technician

Myriah Foort, BBA, CPA, CA
Chief Financial Officer

Background/Current Situation

The CWF is a component of the federal gas tax program and is received semi-annually through UBCM. The current gas tax agreement funding program has three national objectives: productivity and economic growth, a clean environment, and strong cities and communities. The program, effective April 1, 2014 to March 31, 2024, has been allocated into three programs: the CWF (by annual allocation), the Strategic Priorities Fund (application-based), and the Greater Vancouver Regional Fund.

Under the agreement, the funds, including interest earned, are to be expended no later than March 31, 2024. The eligible project categories detailed in Appendix B are:

Local roads and bridges, including active transportation	Broadband connectivity	Sport infrastructure
Highways	Drinking water	Recreation infrastructure
Short-sea shipping	Wastewater	Cultural infrastructure
Short-line rail	Solid waste	Tourism infrastructure
Regional and local airports	Brownfield redevelopment	Disaster mitigation
Public transit	Community energy systems	Capacity building (asset management, integrated community sustainability plans, long-term infrastructure plans)

The CWF received by the CVRD is allocated to the electoral areas based on population as per Board direction and held in a reserve fund as per Bylaw No. 2931. Allocation of funds to electoral areas is calculated based on the 2016 census data which is the most recent.

Policy Analysis

In compliance with the Gas Tax Community Works Fund agreement between the CVRD and the UBCM signed by the CVRD on June 24, 2014, the CVRD is required to work to strengthen asset management during the term of the agreement and the CWF are to be used to pay up to 100 per cent of eligible costs of eligible capital projects or capacity building projects that support the three program benefits:

- beneficial impacts on communities of completed eligible projects;
- enhanced impact of gas tax funding as a predictable source of funding including incremental spending; and
- progress made on improving local government asset management.

The CWF projects are driven by the priorities identified by the CVRD Board. Some are corporate initiatives such as the relocation of the corporate office assets out of the floodplain or various water treatment plans/facilities, while others are operational initiatives such as upgrades or creation of parks and trails. The board can also utilize these funds to drive strategic driver projects related to climate crisis and environmental stewardship and protection, fiscal responsibility, community partnerships, and indigenous relations.

Options

The CVRD may choose to allocate all or part of the CWF for eligible capital projects or capacity building projects within the electoral areas or alternatively combine funds to undertake sub-regional or regional initiatives. The municipalities receive their own community works funds for their own initiatives, however regional initiatives could provide opportunities to combine funds from all Comox Valley local governments to complete initiatives and projects that would enhance services for all residents. Regional CWF partnerships could include recreation and tourism, active transportation, broadband connectivity, transportation hubs and transit improvements, and other regional growth and capacity building strategies and initiatives.

As the current CWF agreement is reaching the end of its term by March 2024 and UBCM has indicated they would like to see all funds allocated and utilized at or near the end of the agreement, staff have been investigating possible uses for the remaining funds including core service upgrades, regional partnership projects, and Board strategic driver projects. Some examples of projects that could be funded with the \$6 - 6.6 million uncommitted CWF funds are noted below. Further exploration of possible projects supporting community enhancements and moving forward on Board strategic priorities could be developed for a dedicated session leading into financial planning.

- South Sewer Extension - \$20.7M conveyance pipe, \$2.7M Courtenay pump station upgrades, \$35-44M collection system
 - Supporting the installation of community sewer collection and conveyance infrastructure (with treatment at the Comox Valley Water Pollution Control Centre) remains a high priority for the south region. The project provides for:
 - meaningful reconciliation with K'ómoks First Nation (KFN) by moving forward together on a project that positively impacts the entire community of the Comox Valley

- supporting KFN in realizing its social, environmental and economic goals
 - resolving long standing environmental issues in Royston and Union Bay, providing the backbone for servicing of these communities.
 - implementation of sustainable, ongoing environmental protection for Baynes Sound and its rich shellfish resources
- Water Extension South - \$18.8M (\$7.4M grant)
- Supporting the connection of the Royston Water Service Area to the Comox Valley Water system with supply of treated drinking water from the new Comox Valley Water Treatment Plant project. New infrastructure, as well as required capital improvement cost charges in order to connect to the Comox Valley Water System are significant. The use of CWF to offset some of the costs would be beneficial.
- Saratoga Beach Sewer - TBD
- The Saratoga Beach area has a high rate of septic system failure in combination with significant current development pressures for the creation of new lots and high -density development. Supporting community sewer in the area, potentially in partnership with development, is a strategic priority for the area.
- Union Bay Water Service Improvements - \$140,000
- Through the transition of Union Bay services from UBID to the CVRD as of July 1, 2021 three priority projects have been identified that are required to be undertaken in the second half of 2021 to ensure sustainable water service delivery can be achieved. These projects were originally introduced at the July 12, 2021 Electoral Areas Services meeting, and a recommendation was made to provide options to assign community works funds to the three priority projects. At the subsequent July 27, 2021 Board meeting, approval was provided for the first two projects with funding from the water capital reserve to ensure the projects could move forward, with the possible re-allocation to community works funds to be determined in consideration of other priority projects for the Electoral Area A available funds.
 - The installation of a permanent office for Union Bay water treatment plant – \$100,000;
 - Fibre optic connectivity improvements to the water treatment plant to ensure reliable management of the system - \$40,000;
 - The completion of a Water Master Plan to assess the Union Bay Water Service water supply and distribution infrastructure; expected to be provincially funded through UBID transition.
- Electric vehicle fast charging stations
- Vehicles remain the mode of transportation residents prefer to utilize therefore investing in fast charging stations in strategic areas in the CVRD would promote the purchase of electric vehicles thereby providing the highest impact to reduce greenhouse gas (GHG) emissions.
 - \$100K each (Denman Island, Hornby Island, Union Bay, Black Creek)
- Electric fleet and buses
- Committing to investing in electric fleet for CVRD purchases and services would reduce GHG emissions and reduce annual operating costs.
 - Hornby and Denman Island buses (contract to operate) - \$200-250,000 each, plus charging stations
 - Fleet purchases - \$50-100,000 each, incremental costs could be funded by CWF (e.g. \$100-150,000 annual allocation to electric fleet investment)

- Broadband connectivity
 - Investing in broadband fibre to connect all CVRD facilities to 770 Harmston Avenue with fibre improving communications and connectivity between facilities, and reducing downtimes with current microwave and WiFi connections.
 - 770 Harmston Ave to West Courtenay - \$250-300,000
 - Comox Valley Water Treatment Plant to Comox Valley Waste Management Centre - \$220-250,000
 - East Courtenay to Comox Valley Sports Centre - \$300-350,000
 - Comox Valley Sports Centre to 770 Harmston Ave - \$300-350,000
 - (connects bulk water, Dingwall and Puntledge Station)
 - Comox Works Yard to Comox Valley Sewage Treatment Plant - \$280-300,000
- Corporate energy plan/energy use in CVRD facilities
 - Investing in corporate energy investments in facilities could significantly reduce GHG emissions in the region, and save operating costs, particularly in the recreation facilities where investments would have a significant impact to both GHG emissions and annual operational cost savings resulting in a significant return on investment. This could include mechanical upgrades as well as solar panels. This investment by CVRD could also incentivize and promote renewable energy for residents.
 - E.g. \$250,000 annual allocation into corporate energy improvements in facilities
 - Comox Valley Sports Centre - \$500K
 - Comox Valley Aquatics Centre - \$500K
 - Fire Halls - \$100K each
 - Community Halls - \$100K each
- Active transportation investments
 - Enhancing cycling, multi-use and pedestrian infrastructure in accordance with the priority projects identified in the Regional Active Transportation Network Plan would encourage residents to utilize other modes of transportation than cars. Strategic investments in priority projects could enable a modal shift that will result in reduced GHG emissions within the transportation sector (our largest GHG emitting sector). The plan identifies 7 pedestrian projects, 6 cycling projects and eleven multi-use projects. These include:
 - Area C – Saratoga Beach/Miracle Beach Paulsen Road – 600m – Bicycle accessible and walkable shoulder connecting Miracle Beach Drive and Miracle Beach Elementary School (cost estimate: \$1.3 million);
 - Area B – Huband Road – 900m – buffered pedestrian lane between Highway 19A and Mottishaw Road connecting to Huband Elementary School (cost estimate: \$800,000);
 - Area A – Highway 19A Union Bay – 1km – bicycle accessible and walkable shoulder between Jones Street and McLeod Road (cost estimate: \$2.3 million).
 - E&N corridor connection: as an alternative to Highway 19A facilities, considerable engagement feedback identified 28km of the E&N corridor as key to the establishment of an integrated, regional active transportation network. The corridor connecting the City of Courtenay to the region's southern communities of Royston, Union Bay, and Fanny Bay is identified in the plan as a long-term network priority.

- Transportation hubs
 - Providing transportation improvements to support transit, cycling, carpooling and other modes of transportation could have significant impacts to regional GHG emissions, as well as reducing traffic congestions in the Comox Valley.
 - Transit park and rides/transportation hubs - \$75,000 each
 - Fanny Bay
 - Union Bay
 - Black Creek
 - Oyster River

Financial Factors

Appendix A shows the CWF allocations based on electoral area population as well as the committed funds. As at June 30, 2021 the total CWF balance was \$8,619,132 prior to commitments for projects of \$5,808,752 resulting in the CVRD having a CWF uncommitted balance of \$2,810,380.

The current CWF agreement expires in 2024, with projected funding allocations remaining of \$3,276,531 for the 2021-22, 2022-23, and 2023-24 periods averaging \$1.1 million annually. As such, the current estimated uncommitted balance of CWF available prior to March 31, 2024 is \$6,040,178.

In the development of the Harmston corporate office budget, \$1.5 million was allocated equally from Electoral A – Baynes Sound (excluding Hornby/Denman), Electoral Area B, and Electoral Area C. The CWF allocation was to fund the emergency operations centre portion of the building in the boardroom, as well as green energy components. However, in 2019 the CWF criteria was modified to specifically deem some projects ineligible including emergency operations centres. Therefore, only \$938,924 of CWF was utilized in the 2019/2020 corporate office building construction for eligible components, and the remaining \$561,076 can be released for future priority projects. This provides \$187,025 additional funds for each of Electoral Area A – Baynes Sound, Electoral Area B, and Electoral Area C for a total uncommitted balance of \$6,601,254.

Legal Factors

Community Works Funds are provided to the CVRD electoral areas by the federal government under agreement with UBCM. The funds must be spent on eligible projects by eligible recipients and the CVRD is held accountable to UBCM for compliance with the agreement goals and outcomes. If it is determined by UBCM that a project is not eligible under the CWF criteria, alternate funding sources would need to be found.

Regional Growth Strategy Implications

Currently the CVRD CSWF allocations are allocated to the electoral areas and utilized for CVRD specific initiatives. Through the development of the regional growth strategy and enhanced focus of regional collaboration within the valley, CWF could be considered, including leveraging member municipality CWF, to deliver more regional initiatives. Designation of the rural settlement nodes within the Regional Growth Strategy (RGS) as potential growth areas was premised on the establishment of regional water and regional sewer services. In the absence of these services, accommodation of growth in these nodes is increasingly challenging. Use of CWF within the rural settlement nodes could support further realization of RGS objectives.

Intergovernmental Factors

The CVRD is required to file an annual report with UBCM by the June 1 each year. The report provides details about the projects for which CWF were spent in the preceding year and the interest earned and balance of CWF held in reserves.

Interdepartmental Involvement

Staff from Community Services, Engineering Services and executive management discuss potential projects that may be suitable for funding under the CWF program for presentation to the Committee and/or Board usually through the financial planning process. These recommendations are brought to the Electoral Areas Services Committee and Board for review and to commit the funds.

Citizen/Public Relations

The CWF agreement contains public relation requirements to assist in informing the public of the funding sources that have enabled the new infrastructure projects.

CWF are typically utilized for CVRD initiatives but may be advanced under agreement to eligible third party organizations for projects that meet the gas tax program outcomes where determined to add community value to those respective areas.

Attachments: Appendix A – CVRD – CWF Schedule as at June 30, 2021
Appendix B – CWF Eligible Project List

Comox Valley Regional District

APPENDIX A

COMMUNITY WORKS FUNDS (Agreement expiry: March 31, 2024)

As at June 30, 2021

	038	030	031	032
	Area A	Area A	Area B	Area C
	Denman-Hornby Islands	Baynes Sound	Lazo North	Puntledge - Black Creek
Total				
Balance forward - December 31, 2020	7,560,786.12	503,020.68	1,629,946.02	2,244,627.34
2021 Approved funding				
2021 New Funds Received - June 2, 2021	1,076,624.82	102,426.12	236,317.39	333,201.88
2021 Pooled Interest Distributions	-	-	-	-
2021 Funds Available	8,637,410.94	605,446.80	1,866,263.41	2,577,829.22
2021 Eligible Expenses to date				
Black Creek-Oyster Bay Water Meter Replacement	(2,544.05)			(2,544.05)
Denman Island Ferry Trail	(322.97)	(322.97)		
EA Playgrounds - Fanny Bay Playground	(539.74)		(539.74)	
King Coho waste water treatment project	(2,755.88)		(2,755.88)	
Seal Bay Park trail improvements	(4,283.23)		(4,283.23)	
Tsolum River Agricultural Watershed Planning	(7,832.52)		(4,090.31)	(3,742.21)
Watuco Water System - System Modifications and Meter Instal. (Subject to service expansion approval)				
Total Expenditures at June 30, 2021	(18,278.39)	(322.97)	(539.74)	(6,286.26)
CWF Balance as at June 30, 2021	\$ 8,619,132.55	\$ 605,123.83	\$ 1,865,723.67	\$ 2,566,699.80
	Area A	Area A	Area B	Area C
	Denman-Hornby Islands	Baynes Sound	Lazo North	Puntledge - Black Creek
Commitments				
Black Creek-Oyster Bay Water Meter Replacement	(67,455.95)			(67,455.95)
Comox Valley sustainability strategies-implementation phase	(9,798.55)		(3,266.53)	(3,265.51)
CVRD Corporate Office Relocation	(561,075.65)		(187,025.22)	(187,025.21)
Denman and Hornby - Internet Landing Sites	(142,000.00)	(142,000.00)		
Denman Island Ferry Trail	(40,106.29)	(40,106.29)		
Denman Water - Water Master Plan	(7,422.30)	(7,422.30)		
Dyke Road Park Improvements 2025	(150,000.00)		(150,000.00)	
EA Greenway Projects - Area B Community Connections 2022-2024	(300,000.00)		(300,000.00)	
EA Greenway Projects - Lazo Road Greenway Development	(197,353.75)		(197,353.75)	
EA Playgrounds - Fanny Bay Playground	(99,460.26)	(99,460.26)		
Electric Vehicle Charging Stations	(40,000.00)	(10,000.00)	(10,000.00)	(10,000.00)
In Camera - BOD March 31, 2020/April 7, 2020	(712,473.84)		(303,599.59)	(100,000.00)
Hornby Island Arts Council (HIAC) - Arts Centre	(175,000.00)	(175,000.00)		(308,874.25)
Jackson Drive sewer upgrade	(60,223.39)		(60,223.39)	
King Coho waste water treatment project	(80,800.12)		(80,800.12)	
Lloyd and Astra Roads Main Replacement 2022	(200,000.00)		(200,000.00)	
Morrison Creek Conservation Area	(70,000.29)			(70,000.29)
Nymph Falls Park - Annual Capital Projects 2022-2024	(500,000.00)			(500,000.00)
One Spot trail improvements	(1,119,219.57)			(1,119,219.57)
On-site septic management plan	(4,595.06)	(1,148.77)	(1,148.77)	(1,148.77)
Rainwater management strategy implementation	(91,806.01)		(91,806.01)	
Regional water supply strategy	(81,988.46)		(40,993.73)	(40,994.73)
Seal Bay Park trail improvements	(646,972.53)		(646,972.53)	
Watuco Water System - System Modifications and Meter Instal. (Subject to service expansion approval)	(451,000.00)			(451,000.00)
Total Commitments at June 30, 2021	(5,808,752.02)	(375,677.36)	(604,500.37)	(2,069,590.03)
Total Uncommitted CWF Available at June 30, 2021	\$ 2,810,380.53	\$ 229,446.48	\$ 1,261,223.31	\$ 497,109.78

Examples of Eligible CWF Projects

The following projects have been deemed ineligible uses of Community Works funding:

- Fire halls, fire trucks, emergency operations centres
- City halls, public works buildings and other administrative buildings
- Child care centres
- Social housing
- Seniors care facilities and housing
- Health care related infrastructure
- Small equipment purchases as stand-alone projects
- Feasibility studies and detailed design plans (without additional capital spending)

Infrastructure Projects

Category	Description	Examples
Local Roads, Bridges, & Active Transportation	Roads, bridges, and active transportation (active transportation refers to investments that support active methods of travel)	<ul style="list-style-type: none"> – New construction and rehabilitation of local roads, bridges, cycling lanes, sidewalks paths, and hiking trails – Intelligent transportation systems – Additional capacity for high occupancy/transit lanes, grade separations, interchange structures, tunnels, intersections, and roundabouts
Drinking Water	Infrastructure that supports drinking water conservation, collection, treatment, and distribution systems	<ul style="list-style-type: none"> – Drinking water treatment infrastructure – Drinking water distribution system (including metering)
Wastewater	Infrastructure that supports wastewater and storm water collection, treatment, and management systems	<ul style="list-style-type: none"> – Wastewater collection systems and/or wastewater treatment facilities or systems – Separation of combined sewers and/or combined sewer overflow control, including real-time control and system optimization – Separate storm water collection systems and or storm water treatment facilities or systems – Wastewater sludge treatment and management systems

Community Energy Systems	Infrastructure that generates or increases efficient use of energy	<ul style="list-style-type: none"> – Renewable electricity generators – Electric vehicle infrastructure/fleet vehicle conversion – Hydrogen infrastructure (generation, distribution, storage) – Wind/solar/thermal/geothermal energy systems – Alternative energy systems that serve local government infrastructure – Retrofit of local government buildings and infrastructure not captured in any other eligible category.
Public Transit	Infrastructure which supports a shared passenger transport system, which is available for public use	<ul style="list-style-type: none"> – Transit infrastructure such as rail and bus rapid transit systems, and related facilities – Buses, rail cars, ferries, para-transit vehicles, and other rolling stock and associated infrastructure – Intelligent transport systems such as fare collection, fleet management, transit priority signalling, and real time traveler information system at stations and stops – Related capital infrastructure including bus lanes, streetcar and trolley infrastructure, storage and maintenance facilities, security enhancement, and transit passenger terminals
Solid Waste	Infrastructure that supports solid waste management systems including the collection, diversion, and disposal of recyclables, compostable materials, and garbage	<ul style="list-style-type: none"> – Solid waste diversion projects including recycling, composting, and anaerobic digestion facilities that are clearly linked to a solid waste management plan or sustainability plan. – Solid waste disposal projects including thermal processes, gasification, and landfill gas recovery – Solid waste disposal strategies that reduce resource use that are clearly linked to a solid waste management plan or sustainability plan
Sport Infrastructure	Amateur sport infrastructure (excludes facilities, including arenas, which would be used as a home of professional	<ul style="list-style-type: none"> – Sport infrastructure for community public use – Sport infrastructure in support of major

	sports teams or major junior hockey teams	amateur athletic events
Recreation Infrastructure	Recreational facilities or networks	<ul style="list-style-type: none"> – Large facilities or complexes which support physical activity such as arenas, gymnasiums, swimming pools, sports fields, tennis, basketball, volleyball, or other sport-specific courts, or other facilities that have sport and/or physical activity as a primary rationale – Community centers that offer programming to the community at large, including all segments of the population – Networks of parks, fitness trails, and bike paths
Cultural Infrastructure	Infrastructure that supports arts, humanities, and heritage	<ul style="list-style-type: none"> – Museums – The preservation of designated heritage sites – Local government owned libraries and archives – Facilities for the creation, production, and presentation of the arts – Infrastructure in support of the creation of a cultural precinct within an urban core
Tourism Infrastructure	Infrastructure that attract travelers for recreation, leisure, business, or other purposes	<ul style="list-style-type: none"> – Convention centers – Exhibition hall-type facilities – Visitor centres
Disaster Mitigation	Infrastructure that reduces or eliminates long-term impacts and risks associated with natural disasters	<ul style="list-style-type: none"> – Construction, modification, or reinforcement of structures that protect from, prevent, or mitigate potential physical damage resulting from extreme natural events, and impacts or events related to climate change – Modification, reinforcement, or relocation of existing public infrastructure to mitigate the effects of and/or improve resiliency to extreme national events and impacts or events related to climate change <p><i>Note: this category is related to disaster prevention (such as dykes, berms, seismic upgrades etc.) and not response (such as fire trucks, fire halls, etc.)</i></p>
Broadband Connectivity	Infrastructure that provides internet access to residents,	<ul style="list-style-type: none"> – High-speed backbone – Point of presence

	businesses, and/or institutions in British Columbia	<ul style="list-style-type: none"> – Local distribution within communities – Satellite capacity
Brownfield Redevelopment	Remediation or decontamination and redevelopment of a brownfield site within municipal boundaries, where the redevelopment includes: the construction of public infrastructure as identified in the context of any other category under the GTF, and/or the construction of municipal use public parks and publicly-owned social housing.	<ul style="list-style-type: none"> – New construction of public infrastructure as per the categories listed under the Federal Gas Tax Agreement – New construction of municipal use public parks and affordable housing
Regional and Local Airports	Airport related infrastructure (excludes National Airport System)	<ul style="list-style-type: none"> – Construction projects that enhance airports and are accessible year-round, through the development, enhancement or rehabilitation of aeronautical and/or non-aeronautical infrastructure (includes runways, taxiways, aprons, hangars, terminal buildings etc.) – Non-aeronautical infrastructure such as groundside access, inland ports, parking facilities, and commercial and industrial activities
Short-line Rail	Railway related infrastructure for carriage of passengers or freight	<ul style="list-style-type: none"> – Construction of lines to allow a railway to serve an industrial park, an intermodal yard, a port or a marine terminal – Construction, rehabilitation, or upgrading of tracks and structures, excluding regular maintenance, to ensure safe travel – Construction, development, or improvement of facilities to improve interchange of goods between modes – Procurement of technology and equipment used to improve the interchange of goods between modes – Operators must offer year-round service

<p>Short-sea Shipping</p>	<p>Infrastructure related to the movement of cargo and passengers around the coast and on inland waterways, without directly crossing an ocean</p>	<ul style="list-style-type: none"> – Specialized marine terminal intermodal facilities or transshipment (marine to marine) facilities – Capitalized equipment for loading/unloading required for expansion of short-sea shipping – Technology and equipment used to improve the interface between the marine mode and the rail/highways modes or to improve integration within the marine mode including Intelligent Transportation Systems (ITS) <p><i>Note: The purchase of vessels, infrastructure that supports passenger-only ferry services, rehabilitation, and maintenance of existing facilities such as wharves and docks, and dredging are not eligible for funding</i></p>
----------------------------------	--	---

Capacity Building Projects

Category	Description	Examples
<p>Asset Management</p>	<p>Increase local government capacity to undertake asset management planning practices.</p>	<ul style="list-style-type: none"> – Asset Management Practices Assessment – Current State of Assets Assessment – Asset Management Policy – Asset Management Strategy – Asset Management Plan – Long-Term Financial Plan – Asset Management Practices Implementation Plan – Asset Management Plan Annual Report
<p>Integrated Community Sustainability Plans</p>	<p>Increase local government capacity to undertake integrated community sustainability plans</p>	<ul style="list-style-type: none"> – Integrated community sustainability plans – Regional growth strategies – Community development plans – Community plans
<p>Long-term Infrastructure Plans</p>		<ul style="list-style-type: none"> – Transportation plans – Infrastructure development plans – Liquid waste management plans

		<ul style="list-style-type: none">- Solid waste management plans- Long-term cross-modal transportation plans- Water conservation/demand management plans- Drought management contingency plans- Air quality plans- GHG reduction plans- Energy conservation plans
--	--	---