

**Investing in Canada Infrastructure Program - Rural and Northern Communities Funding
Stream Ontario Program Guidelines**



**INVESTING IN CANADA INFRASTRUCTURE PROGRAM:
Rural and Northern Communities Funding Stream**

Program Guidelines – 2019 Intake
March 2019

Investing in Canada Infrastructure Program - Rural and Northern Communities Funding Stream Ontario Program Guidelines

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1. Overview – Investing in Canada Infrastructure Program

The Investing in Canada Infrastructure Program (ICIP) is a federal program designed to create long-term economic growth, build inclusive, sustainable and resilient communities and support a low-carbon economy.

Through the ICIP, the federal government is providing \$11.8 billion dollars in federal infrastructure funding to cost-share projects under the following four streams:

- Public Transit
- Green Infrastructure
- Community, Culture and Recreation
- **Rural and Northern Communities**

The Province of Ontario is a cost sharing partner in these programs. Under this intake of the Rural and Northern Communities Funding Stream, Ontario is supporting transportation priorities of small, rural and northern communities.

2. Objectives – Rural and Northern Communities Stream

The Rural and Northern Communities Funding Stream supports projects that improve the quality of life in rural and northern communities by responding to rural and northern infrastructure priorities. Approximately \$250 million in federal funding will be available over 10 years starting in 2018-19. The province will roll-out the funding through multiple intakes.

The objective of the current intake is to:

- Support improved and/or more reliable **road** assets
- Support improved and/or more reliable **bridge** assets
- Support improved and/or more reliable **air** infrastructure assets
- Support improved and/or more reliable **marine** infrastructure assets

The current intake targets **near-term transportation improvement projects**. Future intakes may prioritize other federal and provincial priorities, such as improved broadband connectivity.

Note: Rural and Northern Communities Funding – 2019 Intake is a competitive process. Funding approval is not guaranteed. In addition, the province may contact an applicant to request additional information or for clarification on information provided in the application form or supporting documentation.

3. Applicant Eligibility

Eligible applicants under the Rural and Northern Communities Funding stream are:

- Ontario municipalities with a population of 100,000 or less based on 2016 Statistics Canada Census data; and
- Indigenous communities in Ontario, defined as band councils under the *Indian Act* (i.e. Indian Act Band Councils). For additional clarity, see federal language in the Appendix.

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Note: Joint projects between multiple eligible applicants are encouraged and additional consideration will be given to joint projects as part of the assessment.

4. Project Eligibility and Conditions

4.1 Eligible Projects

(1) **Eligible project stages:** A project must include a capital component. A project may also include pre-construction planning and design work; however, planning and design work are not eligible as stand-alone projects.

(2) **Eligible asset type:**

- road;
- bridge;
- air; and
- marine.

(3) **Eligible project types:**

- new construction;
- rehabilitation; or
- replacement work.

(4) **Other requirements:**

- **Road/Bridge asset types:** Highway or trade corridor infrastructure, *except for portions that connect communities that do not already have year-round access*, are not eligible. In addition, resource development infrastructure, notably industrial resource development access roads, are not eligible.
- **Air asset type:** Projects are limited to ground-based infrastructure such as runways, aprons and taxiways, lighting systems, terminals, garages, and airside elements such as de-icing systems. Projects are limited to Regional/Local airports and must be compliant with *Canadian Aviation Regulations* and other Transport Canada regulations, including certification by Transport Canada.
- **Marine asset type:** Projects are limited to marine vessels and docking infrastructure which support improved community access to transportation. Pleasure crafts and related infrastructure, including marinas, are not eligible. Projects must be compliant with the *Canada Shipping Act* and other Transport Canada regulations.
- **Bundling of eligible asset types:** Applicants must select only one primary project asset type but may bundle more than one eligible project asset type. For example, a project may have both road and bridge components. If an applicant submits a bundled project, a majority of the total eligible project costs (at least 51%) must be for the primary project type and the applicant should only complete the technical schedule for that primary project type. Bundled projects must demonstrate that each component of the project is inter-related and meets eligibility requirements.
- **Bundling of ineligible asset types:** Applicants may also undertake other capital works (i.e., water, wastewater and/or stormwater) for a project submitted for funding; however, costs associated with ineligible asset work will **not** be eligible for funding as it does not

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meet federal requirements. Costs for ineligible asset types should not be included in the total eligible project costs.

- **Physical Connectivity of Components:** The entire project, and any bundled components, must be contiguous (i.e., the same geographic location and where all components of the project touch/intersect). For example, a road project must not have any breaks between work sections.
- **Location/Benefit:** Projects must be situated within, and be for the direct benefit of, a rural and northern eligible applicant.
- **Asset ownership:** Municipalities must attest to owning the infrastructure assets put forward for funding. Indigenous applicants must attest to having care and control over the infrastructure assets put forward for funding. *Please note the exception for Air/Marine assets below.*
- **Exceptions for Air/ Marine asset ownership:** Air and/or marine projects do not need to be owned by the eligible applicant. Rather, the air or marine asset may be owned by a for-profit or non-for-profit entity. However, the eligible applicant and the asset owner must endorse the project. The eligible applicant must attach a Municipal Council Resolution or Band Council Resolution in support of the project as well the asset owner's letter of support from a signing authority. In doing so, the project will be considered the applicant's sole project submission. **Municipalities or Indigenous communities who endorse an air or marine project cannot submit another project application.** If you are considering this type of project, please first contact 1-877-424-1300 or ICIPRural@ontario.ca to verify eligibility before submission.

4.2 Joint Projects

Joint projects between eligible applicants are encouraged. Joint projects are those where each **co-applicant contributes financially** to the project. All applicants must meet the applicant eligibility criteria.

Joint projects may be larger than projects submitted by a single applicant, as joint applicants may combine the grant funding they request.

If a joint project is submitted, it counts as a project put forward for each individual applicant (i.e., a municipality or Indigenous community cannot submit a joint application in addition to a stand-alone application). The lead applicant will be required to sign a transfer payment agreement with the province and also enter into a partnership agreement with the other eligible applicant(s) that will be contributing to the project. Funds will only be made available to the lead applicant, who is responsible for the financial management of the project and meeting provincial reporting requirements.

4.3 Project Conditions

Projects must comply with the following conditions to be considered eligible:

- (1) **Contract Award Date:** Contracts must be awarded after federal approval of funding. Contracts awarded before approval of funding are not eligible for reimbursement.

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- (2) **Energy standards:** Projects must meet or exceed any applicable energy efficiency standards for buildings outlined in the Pan-Canadian Framework on Clean Growth and Climate Change.
- (3) **Accessibility standards:** Projects must meet or exceed the requirements of the highest published accessibility standard in a jurisdiction in addition to applicable provincial building codes and relevant municipal by-laws.
- (4) **Asset management plans [municipalities only]:** Projects should be informed by an applicant's asset management plan. This means the proposed project was identified based on the plan's prioritized lifecycle activities (e.g., construction, maintenance, renewal, rehabilitation, replacement, etc.) for the applicable asset category (e.g., roads or bridges). For example, if an applicant has identified road needs as a priority lifecycle activity within its asset management plan, then submission of a road project would be appropriate. Where not based on an asset management plan, a strong rationale must be provided in the application form.
- Note:** project prioritization in an asset management plan does not apply in cases where the project assets are not owned by the municipality (i.e. air/marine assets).
- (5) **Supporting documentation [Indigenous communities only]:** Projects should be identified in, or supported by, a 5-Year Capital Plan; a Comprehensive Community Plan; a Strategic Community Plan; an Asset Conditions Reporting System report; a Feasibility Study or Detailed Design. Where not based on a supporting document, a strong rationale must be provided. The province may request an electronic copy of one supporting document during the project review stage.
- (6) **Financial sustainability:** Projects should have a financial plan in place to operate the assets and not seek senior level government support for operational funding. First Nations applicants may have operational funding arrangements with the federal government that satisfy this condition.

4.4 Other Federal Requirements

Additional federal governments requirements are below. For additional clarity, see federal language in the Appendix.

- Applicants must complete a climate lens assessment for projects with total eligible costs of \$10 million or more. Climate lens submission may be completed **after** provincial nomination.
- Applicants may report on community employment benefits for projects with total eligible costs of \$10 million or more. Applicants not reporting on community employment benefits should provide a rationale.
- Applicants must adopt a value for money procurement approach.
- Any requests for sole source procurement exemptions will be evaluated on a case-by-case basis and requires **pre-approval** by the federal and provincial governments. **Sole source procurement is not encouraged as approval is not guaranteed.**

5. Project Submission Process

5.1 Number of Project Submissions

Each eligible applicant can submit a maximum of **one project submission**.

If an applicant is party to a joint project submission, then participation in the joint-project submission will be counted as their single project submission.

If an applicant is acting as the nominating applicant for a project asset that is owned by a for-profit or not-for-profit entity (air or marine infrastructure assets only), then participation in this form of 'transferred nomination' will be counted as their single project application.

5.2 Submissions and Funding Approval Steps

Step 1: Applicants must register or login online through the Province of Ontario's online grant portal, **Grants Ontario**. Step by step support for working with the online grant portal are found [here](#). For full functionality, the support tool link must be opened in Internet Explorer.

Step 2: Applicants must fully complete one Rural and Northern Communities Funding Stream application form and the applicable technical schedule. Completion of **only one technical schedule is required**; the technical schedule must correspond to the primary project asset type. **The application form and the associated technical schedule are available through the Grants Ontario online portal**. Please follow the prompts in the application form and technical schedule to respond to each question.

Step 3a [joint projects]: A joint project submitted by multiple applicants must provide supporting documentation by way of an individual partner-member municipal council resolution or a band council resolution, clearly stating the project name and recipient contribution to the project. Single applicants (i.e. non-joint projects) do not have to submit a council resolution at the application stage.

Step 3b [transferred nomination projects]: A transferred nomination project, where the applicant is not the asset owner, must provide supporting documentation by way of an applicant municipal council resolutions or a band council resolution, and a letter of support from the asset owner agreeing to participate in the program. *The province will provide additional support to coordinate this issue at the transfer payment agreement stage.*

Step 4: The application and required attachments (i.e., technical schedules, supporting documents, etc.) must be submitted through Grants Ontario by **11:59 p.m. EDT on May 14th, 2019**. A scanned application form will not be accepted. Failure to meet submission requirements will result in an incomplete submission and the submission may be considered ineligible. **If you are unable to submit the application form through the Grants Ontario or have any additional questions, please contact: 1-877-424-1300 or ICIPRural@ontario.ca.**

Step 5: Once the completed application form has been submitted, an automated acknowledgement of receipt and a file number will be emailed to the applicant.

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Step 6: Projects will be assessed by the province and nominated for federal government review and approval. **Provincial project nomination to the federal government does not guarantee funding approval.**

Step 7: Applicants will be notified of both successful and unsuccessful projects. Provincial staff will be available to provide feedback for unsuccessful projects, if requested.

Step 8: The province may request applicants to provide assurance that the recipient share of funding to undertake and complete the project has been secured.

Step 9: Successful applicants will be required to obtain a municipal by-law or band council resolution to execute the project level transfer payment agreement with the provincial government.

Step 10: The transfer payment agreement will require procurement to be executed through a value-for-money process. Projects must undertake a competitive pricing or tendering process to demonstrate value-for-money. Applicants may be requested by the province to provide:

- Copies of proposals or bids from three (3) bidders;
- Statement indicating selected bidder; and
- Written explanation if the lowest bid is not chosen.

6. Timelines

- Applications and all supporting documentations must be submitted through Grants Ontario by **11:59 p.m. EDT on May 14th, 2019.**

Note: that applications will not be accepted after this time. All supporting documentation must also be submitted by the deadline in order to be considered part of the application. Applicants cannot change the proposed project after the application deadline unless extraordinary circumstances arise (e.g., the collapse of a local bridge) and permission is granted by the province.

- The province will notify applicants if their project has been selected for nomination to the federal government for review and approval in **summer 2019 (estimated).**
- Applicants will be notified of the federal funding decision in the **summer/fall of 2019 (estimated).**
- Projects must be completed by **October 31, 2026.**

7. Evaluation Process

7.1 Recipient Eligibility and Application Completeness

Recipients must meet program eligibility requirements. Additionally, all mandatory fields of the application form must be populated correctly for a submission to be considered validated and complete.

7.2 Project Scope Review

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Projects must meet federal project eligibility requirements, be technically viable and be achievable within the program timelines.

7.3 Alignment with Provincial Policies

7.3.1 Land Use Planning

Municipal projects must align and support the expected and required provincial priorities and outcomes, as set out in provincial land use policy, provincial land use plans, municipal official plans and supported by policy direction in the Provincial Policy Statement (PPS).

7.3.2 Asset Management Planning

The asset management planning regulation sets out new requirements for undertaking municipal asset management planning. The regulation is being phased in over a 6-year period, with progressive milestone requirements for municipalities.

For clarity, at the time of application, the asset management plan used to inform the proposed project can be developed according to either the province's 2012 Guide (*Building together: guide for municipal asset management plans*) or asset management planning regulation (*O. Reg. 588/17 Asset Management Planning for Municipal Infrastructure*).

As part of project reporting requirements, and to remain eligible for funding, successful municipal applicants are required to submit their updated asset management plans in accordance with the regulation for the duration of the project. For example, municipalities that have an active project in 2021 will be required to submit asset management plans developed in accordance with the first phase of the regulation. Please refer to the Appendix which summarizes key regulation milestones in 2021, 2023 and 2024 for municipal asset management plans.

For more information about asset management planning, as well as tools and supports available to help municipalities develop and improve their plans, please visit the <http://www.ontario.ca/assetmanagement>.

7.4 Assessment Criteria

The province will assess and prioritize projects for federal nomination and funding based on the following criteria:

Criterion 1: Criticality of health and/or safety risk

Projects will be assessed according to critical health and safety aspects (*primary project type only*). The technical schedule will provide asset type specific questions for describing the health and safety risk.

- (1) **Road project:** Road infrastructure projects will be assessed for safety in terms of collisions and the reduction of collisions or collision severity associated with the project. This could be assessed through collision history, traffic volumes and Collision Modification Factor or Operational Performance Function depending on the project and information available.
- (2) **Bridge projects:** Bridge infrastructure projects will be assessed for safety in terms of the condition of the structure, which must be determined through an inspection carried out within the last two years in accordance with the Ontario Structure Inspection Manual (OSIM) or

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equivalent. Submission of a Municipal Structure Inspection Form with adequate photos showing defect or deterioration is a requirement for all bridge projects. In addition, any critical structural features, such as hold down anchors that are not visible for inspection, drop-in spans etc. must be included in the assessment of the project.

(3) Air projects: Air infrastructure projects will be assessed for safety in terms of improvements to ground-based infrastructure that improves passenger access to communities. Safety may also consider increased capacity to deliver health care and emergency services, which would otherwise be inaccessible. Projects in communities where air transportation is the primary reliable, year-round mode of transportation will be prioritized.

(4) Marine projects: Marine infrastructure projects will be assessed for safety in terms of improvements to vessels (including machinery) and docking infrastructure that improve passenger and/or vehicular access to communities. Safety may also consider increased capacity to deliver health care and emergency services, which would otherwise be inaccessible. Projects in communities where marine transportation is the primary reliable mode of transportation will be prioritized.

Criterion 2: Technical merit of proposed project

Projects will be assessed based on technical merit relative to industry standards. Projects must clearly demonstrate that the proposed project will address the noted critical health and safety risk, and how they meet the federal outcome of ***Improved and/or more reliable transportation (road, air and marine) infrastructure***. The technical schedule will provide asset specific questions for describing the technical merit and reliability of the proposed project.

Criterion 3: Funding need for the proposed project

Projects will be assessed according to greater funding need, including the cost of the proposed project per household, median household income and weighted property assessment per household. **Note:** for Indigenous communities, proxy values may be applied.

In general, applicants with greater funding need (i.e., higher project cost per household, lower median household income, lower weighted property assessment per household) will be more competitive in the evaluation process. However, applicants **must still be able to fund all project costs and potential cost over-runs to be eligible for funding.**

For projects where air and marine assets are owned by a third-party (i.e. not the municipality or Indigenous community), applicants should clearly note whether user fees are collected (i.e. landing fees/passenger fees).

Criterion 4: Efficiencies through joint projects

Additional consideration will be given to joint projects for providing benefit to multiple communities and generating economies of scale.

8. Financial, Contractual and Reporting Requirements

8.1 Maximum Project Costs

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The maximum total eligible cost per project for a single applicant is **\$5 million**.

For projects with multiple applicants (i.e., joint projects), each applicant can submit up to \$5 million of total eligible project costs. For example, a joint project with three eligible co-applicants can submit a project with a maximum total eligible project cost of \$15 million.

Note: Projects that have a total eligible cost of more than \$10 million must complete a federal climate lens assessment and report on community employment benefits. See Appendix for more information.

Note: Applicants must pay for all ineligible project costs as well as any cost over-runs experienced on a project. **Cost over-runs reflect any costs that exceed the total project cost submitted at the time of application.**

8.2 Cost Sharing

The following breakdown defines the maximum cost share percentages of the total eligible cost:

Applicant Type	Individual Applicant Population Size*	Federal Cost Share (Max %)	Provincial Cost Share (Max %)	Applicant Cost Share (Min %)
Municipality	< 5,000	60%	33.33%	6.67%
	Between 5,000 and 100,000	50%	33.33%	16.67%
Indigenous Community	< 5,000	75%	18.33%	6.67%
	Between 5,000 and 100,000	75%	8.33%	16.67%

*Population size is based on 2016 Statistics Canada Census.

Note: The cost-sharing breakdown assumes municipal or Indigenous applicants own the asset being nominated for funding and is subject to change (i.e., for air or marine projects where the asset owner is a for-profit or not-for-profit entity).

For instance, this means that:

- An eligible applicant with a population less than 5,000, may request funding of *up to* 93.33% of a project's total eligible cost (i.e. up to \$4.66 million for a \$5 million project).
- An eligible applicant with a population of 5,000 and up to 100,000, may request funding of *up to* 83.33% of a project's total eligible cost (i.e., up to \$4.16 million for a \$5 million project). Applicants are required to contribute the remainder of the funding.

8.3 Stacking of Funding

- General:
 - Applicants *cannot* combine funding received through the Rural and Northern Communities Funding Stream and funding from another project-based capital program including, but not limited to, Small Communities Fund and the Northern Ontario Heritage Fund Corporation program to support the same project.

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- Applicants can apply for a project at the same location as a project already receiving funding from another capital program, but the applicant must clearly scope out the component that is unique to the Rural and Northern Communities Funding Stream application.
- Provincial funds:
 - Recipients of Ontario Community Infrastructure Fund (OCIF) formula-based funding are permitted to use this funding as part of their cost share to support a road or bridge project.
- Federal funds: The maximum funding from all federal sources to a project will be:
 - up to 60% of total eligible project costs for municipalities with populations less than 5,000;
 - up to 50% of total eligible project costs for municipalities with populations 5,000 and up to 100,000; and
 - up to 75% of total eligible project costs for Indigenous communities [*note exception below*].
 - **Note:** Subject to federal approval, Indigenous communities could access *additional* federal funding from other sources, beyond the Rural and Northern Communities Funding Stream, for the proposed project up to a maximum of 100% of total eligible costs.

Applicants that are not sure how to best combine funding are encouraged to contact ICIPRural@ontario.ca or 1-877-424-1300 **before submitting an application.**

8.4 Eligible Costs

Eligible project costs are third-party costs such as:

- Environmental assessment costs
- Design/engineering costs
- Project management costs
- Materials
- Construction
- Contingency costs (maximum 25%)

Note: Project costs are eligible only if incurred after federal approval.

Note: Contracts must be awarded after federal approval of funding. Contracts awarded before approval of funding are not eligible for reimbursement.

Note: Capital costs are only eligible once the project receives notification that Canada is satisfied that the applicant has met its Duty to Consult and Environmental Assessment requirements. Before this notification is received, no site preparation, vegetation removal or construction may take place.

8.5 Ineligible Costs

Ineligible project costs are:

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- Costs incurred *before* federal project approval and all expenditures related to contracts signed prior to federal project approval, *except* for expenditures associated with completing climate lens assessments
- Costs incurred for cancelled projects
- Costs of relocating entire communities
- Acquisition or leasing of land, buildings and other facilities
- Leasing equipment other than equipment directly related to the construction of the project
- Real estate fees and related costs
- Financing charges
- Legal fees
- Loan interest payments including those related to easements (e.g. surveys)
- Costs of completing the application
- Taxes, regardless of rebate eligibility
- Any goods and services costs which are received through donation or In-kind
- Staff costs, unless *pre-approved* by the federal and provincial governments
- Operating costs and regularly scheduled maintenance work
- Costs related to furnishing and non-fixed assets which are not essential for the operation of the project
- Costs that have not been claimed for reimbursement by March 31 of year following the year in which the costs were incurred (e.g., costs incurred between April 1, 2018 and March 31, 2019 must be submitted for reimbursement no later than March 31, 2020).
- All capital costs, including site preparation and construction costs, until Canada has confirmed in writing that environmental assessment and Indigenous consultation obligations have been met and continue to be met. See Appendix for environmental assessment and Aboriginal consultation obligations.
- All costs related to any component of the project other than the approved scope (e.g., including water, wastewater and/or stormwater capital work) given that it does not meet the federal outcome.

A more detailed list of eligible and ineligible expenditure categories will be provided in individual project level contribution agreements.

8.6 Payments

Funding is claims based and will be reimbursed upon review and approval of eligible costs. Reimbursement of claims is based on the cost sharing percentage. The claims format will be outlined in individual contribution agreements.

All costs must be incurred by December 31, 2026. **Recipients are required to keep all receipts/invoices and claims as they are subject to audit by the province or the federal government.**

Note: A holdback of 10% may be applied to payments under the program. The holdback would be released upon successful completion of all reporting requirements following project completion.

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8.7 Contractual obligations

Successful applicants will be required to sign a provincial contribution agreement containing clauses regarding such items as insurance, arm's length requirements, communications (including project signage), obligations with respect to consultations with Indigenous groups and reporting.

Successful applicants will be required to obtain a municipal council resolution or band council resolution to execute the project level contribution agreement with the province. Joint applicants will be required to enter into a joint partnership agreement. For cases where the applicant is not the asset owner, the province will provide additional support to coordinate the execution of the transfer payment agreement.

Successful municipalities will also be required to complete an Asset Management Self-Assessment prior to signing their contribution agreement.

8.8 Reporting Requirements

Specific reporting requirements will be outlined in individual transfer payment agreements.

9. Consultations with Indigenous Peoples

The Government of Canada, the Government of Ontario, municipalities and Indigenous communities may have a duty to consult and, where appropriate, accommodate Indigenous peoples (e.g., First Nation and Métis peoples) where an activity is contemplated that may adversely impact an Indigenous or treaty right.

Before providing funding to a project, the Government of Ontario will assess whether its duty to consult obligations are engaged. The day-to-day, procedural aspects of consultation may be delegated to project proponents who may also have their own obligations. Ontario's delegation to proponents of aspects of consultation is a routine practice and the procedural aspects of consultation will be delegated to project proponents. Therefore, it is important that all applicants recognize this process and appropriately plan for this work (e.g., resources, time, etc.) as part of their funding submission.

Consultation requirements may vary depending on the size and location of the project in question. For successful applications, the province will provide further details in writing surrounding specific consultation requirements, including which communities require consultation. Applicants should ensure duty-to-consult requirements are met prior to commencing the construction process.

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Appendix A – Federal Program Parameters

In the event of any conflict, contradiction or inconsistency in interpretation, the federal language in the Appendix shall prevail over summaries provided in the body of the guidelines.

I. Eligible Recipients

Eligible recipients, subject to the terms and conditions of the Canada-Ontario ICIP Agreement, include:

- a) An Ontario municipal or regional government established by or under provincial statute;
- b) The following Indigenous Recipients in Ontario:
 - a. A band council within the meaning of section 2 of the *Indian Act*;
 - b. A First Nation, Inuit or Métis government or authority established pursuant to a self-government agreement or a comprehensive land claim agreement between Her Majesty the Queen in Right of Canada and an Indigenous people of Canada, that has been approved, given effect and declared valid by federal legislation; and
 - c. a First Nation, Inuit or Métis government that is established by or under legislation whether federal or provincial that incorporates a governance structure.

II. Procurement

Successful applicants must award contracts in a way that is fair, transparent, competitive and consistent with value-for-money principles, or in a manner otherwise acceptable to Canada, and if applicable, in accordance with the *Canadian Free Trade Agreement* and international trade agreements.

III. Climate Lens Assessment

The climate lens assessment consists of two potential assessments for projects being brought forward for funding which include a greenhouse gas (GHG) mitigation assessment and a climate change resilience assessment. Applicants with projects that have a **total eligible cost of \$10 million or more** are required to complete a climate lens assessment using methodologies developed by the federal government. Visit the [Climate Lens – General Guidance](#) webpage for information on how to complete the assessment.

IV. Community Employment Benefits

Applicants with projects that have a **total eligible cost of \$10 million or more** will report on community employment benefits provided to at least three federal target groups (apprentices - from traditionally disadvantaged communities, Indigenous peoples, women, persons with disabilities, veterans, youth, new Canadians, or small-medium-sized enterprises and social enterprises).

V. Environmental Assessment

No site preparation, vegetation removal or construction will occur for a Project and Canada has no obligation to pay any Eligible Expenditures that are capital costs, as determined by Canada, until Canada is satisfied that the federal requirements are met and continue to be met:

- Requirements under the *Canadian Environmental Assessment Act, 2012* (CEAA, 2012),

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- other applicable federal environmental assessment legislation that is or may come into force during the term of this Agreement, and;
- other applicable agreements between Canada and Aboriginal groups (also referred to as Indigenous Peoples).

VI. Aboriginal Consultation

No site preparation, vegetation removal or construction will occur for a Project and Canada has no obligation to pay any Eligible Expenditures that are capital costs, as determined by Canada, until Canada is satisfied that any legal duty to consult, and where appropriate, to accommodate Aboriginal groups (also referred to as Indigenous Peoples) or other federal consultation requirement has been met and continues to be met. If required, Canada must be satisfied that for each Project:

- a) Aboriginal groups have been notified and, if applicable, consulted;
- b) If applicable, a summary of consultation or engagement activities has been provided, including a list of Aboriginal groups consulted, concerns raised, and how each of the concerns have been addressed, or if not addressed, an explanation as to why not;
- c) Accommodation measures, where appropriate, are being carried out by Ontario or the Ultimate Recipient and these costs may be considered Eligible; and
- d) Any other information has been provided that Canada may deem appropriate.

**Appendix B – Asset Management Regulation Phase-In Schedule
[municipalities only]**

Date	Milestone
July 1, 2019	Date for municipalities to have a finalized strategic asset management policy that promotes best practices and links asset management planning with budgeting, operations, maintenance and other municipal planning activities.
July 1, 2021	Date for municipalities to have an approved asset management plan for core assets (roads, bridges and culverts, water, wastewater and stormwater management systems) that identifies current levels of service and the cost of maintaining those levels of service.
July 1, 2023	Date for municipalities to have an approved asset management plan for all municipal infrastructure assets that identifies current levels of service and the cost of maintaining those levels of service.
July 1, 2024	Date for municipalities to have an approved asset management plan for all municipal infrastructure assets that builds upon the requirements set out in 2023. This includes an identification of proposed levels of service, what activities will be required to meet proposed levels of service, and a strategy to fund these activities.