

GreenTRIP Administrative Procedures and Guidelines

APPENDIX B – PROJECT AND COST ELIGIBILITY CRITERIA

Eligible Projects:

The following is a list of the types of projects that may be considered for funding under GreenTRIP. This list is not intended to be all inclusive and other similar projects not specifically mentioned may also be considered.

- Construction of LRT lines and related Station Structures, Maintenance Facilities.
- Construction of heavy rail lines and related Station Structures, Park and Ride Facilities, and Maintenance Facilities.
- Construction of Public Transit Terminals and bus passenger transfer stations.
- Park and Ride Facilities associated with regular public transit services.
- Intelligent transportation (transit) system components, such as; bus signal priority, active signage, bus arrival information systems.
- Transit-related capital projects and equipment such as SMART Card systems and “next stop” notification systems.
- Purchase of public transit vehicles may include the following:
 - "Low-Floor" standard 40 foot transit buses.
 - Accessible community public transit Vehicles.
 - Articulated low-floor transit buses.
 - Double deck transit buses.
 - LRT vehicles.
 - Lift-equipped highway coaches.

 - Note: All new buses and LRT vehicles must be fully accessible and must be equipped with easier access features, see Design Guidelines – Recommended Standards for Transit Buses. All must meet current applicable regulations and provincial guidelines for their intended use.

 - Note: buses may be powered by hybrids, clean-diesel, natural gas and fuel cells.

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Eligible Costs:

The following costs are eligible expenditures as an integral part of an eligible project that has been approved for funding under GreenTRIP.

- Design and construction supervision costs directly related to an eligible GreenTRIP project.
- Construction costs directly related to an eligible GreenTRIP project.
- Planning for and acquisition of transit or commuter rail corridors.
- Applicable costs for planning and design of transit-oriented developments in new residential areas.
- Shipping and Delivery costs for materials and vehicles incorporated into an eligible GreenTRIP project.
- Restoration of grass-standard landscaping in areas disturbed by the construction or reconstruction of eligible GreenTRIP transportation facilities.
- Regulatory, pedestrian and warning type signs that are an integral part of an eligible GreenTRIP construction project.
- The actual costs of right-of-way, easement or land required for an eligible GreenTRIP project.
 - Right-of-way may only be claimed during the time of actual construction of an accepted project.
 - Eligible costs include original purchase price, demolition costs, and related legal and litigation costs when specifically accepted by the department.
 - In cases involving expropriation, the Applicant is advised to consult with the department to confirm the extent of cost-sharing; the Applicant's offered purchase price is to be based on appraised value. The Province may not cost-share on expenditures related to excessive delays in expropriation matters or any costs that are considered to be excessive.
 - Where right-of-way is purchased under GreenTRIP, special reporting requirements apply: See Reporting Requirements.
 - Any other item that the Minister of Transportation may, from time to time, determine as eligible for provincial cost-sharing. In cases where clarification is required, department staff should be consulted.

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INELIGIBLE PROJECTS

- All construction and rehabilitation work on roadways, bridges, alleyways (back-lanes).
- All roadway maintenance and structure maintenance activities such as snow removal, sanding, pot-hole repairs, crack sealing, annual bridge inspections, etc.
- The construction of trails, pathways, sidewalks, and bicycle ways that are not an integral part of the proposed project.
- The rehabilitation and maintenance of sidewalks, walkways, bicycle paths, etc.
- Sidewalk paving stone and other enhanced sidewalk standards that are higher than concrete standards. (Refer to Design Guidelines for Pedestrian Accessibility).
- Stand-alone local municipal transit feasibility studies and transit service operational reviews.
- Cars, pickups, service vehicles, hybrid taxis, and other personal use vehicles.
- High Occupancy Vehicle Lanes.
- Goods and freight movement initiatives (alternative power units, streamlining, etc.).
- Small equipment items for transit garages.
- Transit shelters and transit stop improvements that are not part of a major system upgrading program and do not support the objective of a barrier-free environment for seniors and persons with disabilities. (Refer to Design Guidelines for Pedestrian Accessibility).
- Regulatory, pedestrian and warning type signs except when they are included as part of an accepted construction project.
- Any project whose primary intent is beautification.
- Any other item that the Minister of Transportation may, from time to time, determine as ineligible for provincial cost-sharing. In cases where clarification is required, Department staff should be consulted.

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INELIGIBLE COSTS

- Transit operating and maintenance costs.
- All costs related to any portion of an LRT station, transit centre, or transit garage that are not required for public transit use (such as retail/commercial space, storage and maintenance of school buses, etc.).
- All costs on LRT construction projects incurred outside of the project limits as may be defined by Transportation (In general, the project's limits consist of the width of the right-of-way or easement for the transportation facility and the length, from where-to-where, as approved by Transportation in the project application.).
- The cost of accommodating storm drainage from outside the public transit facility.
- Administrative and Project Management staff salaries (including those cases where a person's time may be dedicated to an eligible project) and related expenses.
- Administration related capital costs, such as overhead, business machines, office space and supervision vehicles.
- Financing and interest costs for borrowing of the applicant's cost-sharing contribution towards the project.
- Legal expenses and litigation costs except for right-of-way acquisition unless specifically accepted by the department.
- Costs associated with the development of the Business Case, the preparation/submission of the Application, and the preparation/and submission of financial or other Reports.
- All non-transportation related costs.
- Goods and Services Tax (GST).
- Any other item that the Minister of Transportation may, from time to time, determine as ineligible for provincial cost-sharing. In cases where clarification is required, Department staff should be consulted.

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Notes:

1. The above list is intended as a general guide to the types of items that are not eligible for cost-sharing under GreenTRIP. Similar items not specifically noted are also considered to be included in the list.
2. Funding from other grant programs may be used as the Applicant's share of a GreenTRIP project when specifically approved by the Minister prior to commencement of the project.
3. GreenTRIP funding may not be used to reimburse the applicant for prior expenditures on a project subsequently accepted as a GreenTRIP project, however, such expenditures may be considered as part of the applicant's share of the accepted project cost.
4. GreenTRIP funding may not be used as the Applicant's share of any project funded under other grant programs unless specifically approved by the Minister as a GreenTRIP project.

CREDIT ITEMS

The following credit items shall be applied to an accepted project under GreenTRIP on which provincial conditional grant funds have been expended by the Applicant:

- The salvage value of any material obtained from removal or demolition of any structure or any part of the facility or goods required for construction and not used.
- The actual sale price of any residual lands and improvements and, if sold prior to construction, accrued interest at rates earned by the applicant.
- The appraised value, at the time of project construction, of any residual land and improvements purchased but not sold prior to construction.
- The net income from all land purchased until sale of the land or time of construction, whichever comes first.
- The income from the sale of buses, LRT vehicles or other capital items that previously received a financial contribution from the Province.

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