

Canada Community-Building Fund (CCBF)

Outcomes Report- Nova Scotia

April 1, 2017, to March 31, 2021



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1.0 Executive Summary

The 2023 Canada Community-Building Fund (CCBF) Outcomes Report provides an overview of the outputs and outcomes achieved through federal CCBF investments in sustainable municipal infrastructure in Nova Scotia. The report provides information on how cumulative CCBF investments in projects have contributed to the shared national objectives, covering the period of April 1, 2017, to March 31, 2021.

This program serves to build and revitalize local public infrastructure while supporting the federal government's national objectives. The new ten-year Agreement, enacted in 2014, increased program flexibility for all municipalities by adding 12 new eligible project categories, for a total of 19, which includes funding to projects that support investments in new infrastructure and the development of sustainable asset management practices in Nova Scotia.

Since 2017, the CCBF program has provided funding to 642 completed projects in Nova Scotia totaling \$264,739,966 in funding. The projects were split into three national objectives: cleaner environment, productivity and economic growth, and strong cities and communities. During the reporting period, the highest percentage of CCBF expenditures, 57%, went to Local Roads and Bridges. This translates to 189.34 km of local road improvements and 50.39 km of new or upgraded pathways. Further, approximately 34,906 households are now connected to a collection system with higher quality standards.

Outside of the three national objectives, many supplementary benefits were realized as well. Some of these benefits include increased pedestrian safety, better working environments, regional cooperation, and an increase in sound asset management practices.

The CCBF has been instrumental in helping to address municipal infrastructure priorities. Its flexible approach is delivered in a manner that promotes long-term planning and meets the federal government's national objectives.

2.0 Strategic Plan

The Canada Community-Building Fund (CCBF) is an important source of revenue for municipalities in Nova Scotia. The program has been instrumental in helping attain Infrastructure Canada’s three national objectives: Cleaner Environment; Productivity and Economic Growth; and Strong Cities and Communities.

Nova Scotia has faced some challenges within the last five years. A major challenge during this time was COVID-19, which placed many pressures on municipalities’ operations and revenue streams. Additionally, since Nova Scotia is surrounded by the Atlantic Ocean, our province is especially vulnerable to ocean storms and coastal impacts of climate change. Another challenge is new or changing federal and provincial requirements, in which new infrastructure or upgrades are needed to comply. This challenge was shown through wastewater projects, which accounted for the majority of the Cleaner Environment projects due to municipalities having to meet Wastewater Systems Effluent Regulations (WSER). Due to these impacts, municipal investments in CCBF toward renewable energy and the protection of vulnerable infrastructure is viewed as a priority for Nova Scotia municipalities.

The CCBF enables municipalities to accomplish a range of important goals. The flexibility and predictability of allotted amounts are unique strengths of this fund. The doubling of the CCBF in 2019-20 was particularly helpful for municipalities facing an unprecedented situation.

TABLE 1: CCBF Project Summary (2017-21)

National Objectives	Total # of Projects	Total Projects Completed	Total Project Cost	Total CCBF Expensed to Date
Cleaner Environment	260	224	\$113,115,973	\$40,921,613
Productivity and Economic Growth	313	291	\$500,319,878	\$212,250,047
Strong Cities and Communities	139	127	\$30,683,608	\$11,568,306
Total	712	642	\$644,119,459	\$264,739,966

Table 1 shows CCBF allocations put to three national objectives spread over 712 projects. It also shows that CCBF contributed to less than half (41%) of the total costs of these projects. The national objective of productivity and economic growth received the highest investment of CCBF in Nova Scotia at \$212,250,047 of total CCBF investments by ultimate recipients between fiscal years 2017-18 and 2020-21. A driving factor for this high percentage (81%) can be attributed to municipal investments in local roads/bridges and public transit projects.

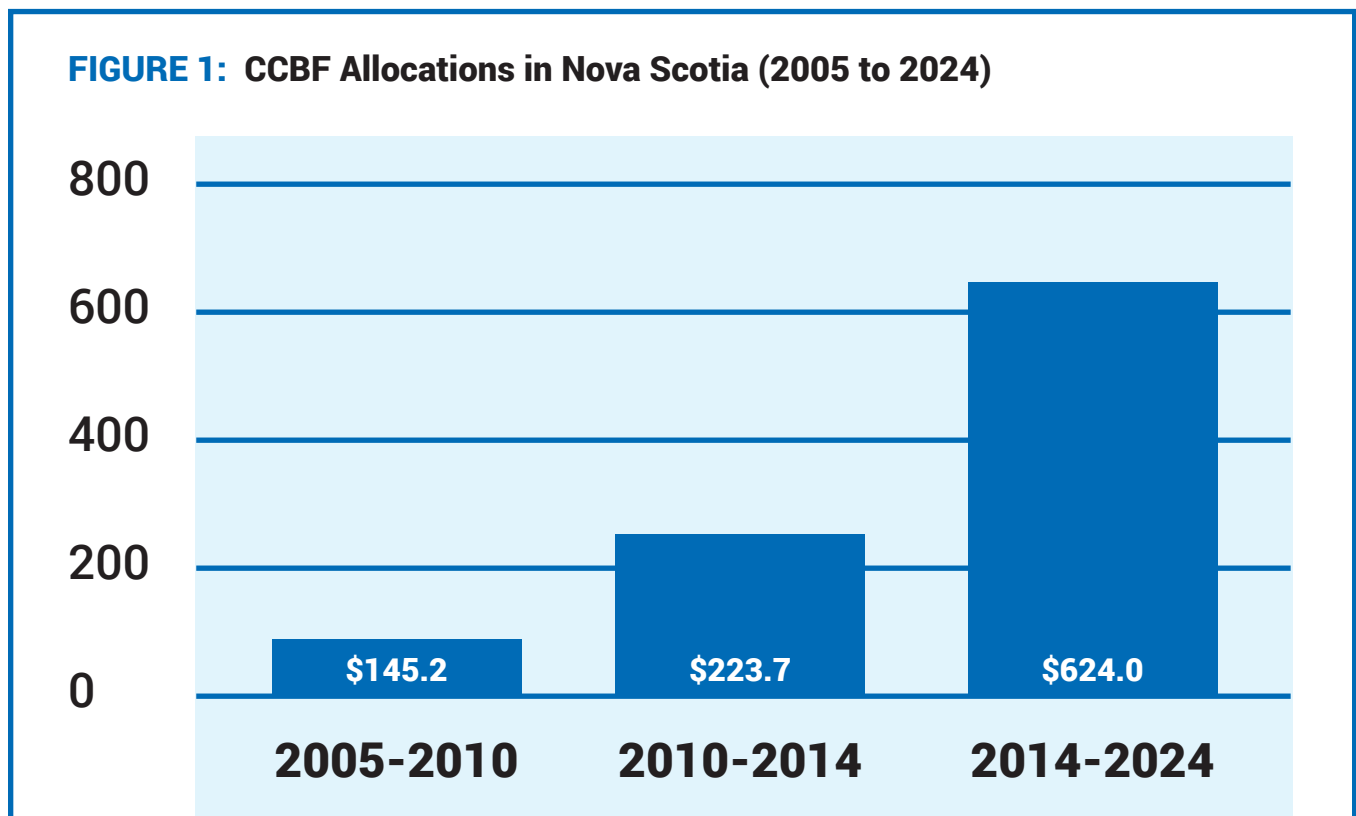
Trestle Trail Bridge, Liverpool, Nova Scotia



3.0 CCBF Program Background

On July 3, 2014, the new Administrative Agreement of the Canada Community-Building Fund was announced between Canada and Nova Scotia. The renewed CCBF provides predictable, long-term, stable funding for Canadian municipalities. This funding helps build and revitalize local public infrastructure while supporting the national objectives of increased productivity and economic growth, a cleaner environment, and stronger cities and communities.

The new Administrative Agreement represents a ten-year investment, between 2014 and 2024, of an estimated \$624M for Nova Scotia municipalities. This is an increased amount from both periods prior—\$145.2 million from 2005-2010 and \$223.7 million from 2010-2014. All these periods result in approximately \$992 million in transfers between fiscal years 2005 to 2024 (See Figure 1).



Municipal allocations are determined by an annual distribution formula that was developed in collaboration with the Nova Scotia Federation of Municipalities (NSFM) and is based on population, dwelling units, and average municipal standard

expenditures. Typically, funding under this initiative is advanced before the expenditures for which it is intended are incurred. Because of this, the CCBF is an outcomes-based transfer program.

Under the Agreement in Nova Scotia, the funding flows directly to municipalities in two equal annual installments in November and March subject to municipalities meeting all reporting requirements.

Municipalities may use the funds:

- Toward the full cost of an eligible project;
- To support an eligible project that benefits from other funding sources;
- To save for (capital reserve) investments in future projects;
- To finance long-term debt for eligible projects;
- To accrue interest which can be applied toward eligible projects;
- To develop and implement asset management plans, and;
- To collaborate with other municipal or non-municipal entities.

Under the national objectives, there are a total of nineteen categories, as seen in Table 2. These include the seven categories under the first agreement and the twelve new categories added to increase program flexibility.

TABLE 2: CCBF Project Categories

Productivity and Economic Growth	Cleaner Environment	Strong Cities and Communities
Local Roads and Bridges	Community Energy Systems	Capacity Building
Public Transit	Drinking Water	Disaster Mitigation
Local and Regional Airports	Wastewater	Recreation
Broadband Connectivity	Solid Waste	Culture
Short Sea Shipping	Brownfield Redevelopment	Tourism
Short-Line Rail		Sport
Highways		Fire Hall/Station Infrastructure

Nova Scotia has now completed its eighth fiscal year of the new CCBF Agreement. In our province, the Department of Municipal Affairs and Housing (DMAH) is responsible for administering and ensuring compliance with the terms and conditions of the CCBF Agreement. To accomplish this, the DMAH has Municipal Funding Agreements (MFAs) signed by each of Nova Scotia’s 49 municipalities, clearly outlining the terms of the overarching Administrative Agreement.

Since April 2015, the NSFM has been collaborating with the Province to support the administration of the CCBF by helping municipalities meet the requirements for communications, signage, and support of asset management. The aim of this collaboration is to provide valuable support and resources for municipalities and to raise the profile of CCBF funded initiatives.



Shelburne Waterfront, Shelburne, Nova Scotia

4.0 Approach/Methodology

CCBF outcome measures vary significantly by project category. Information is submitted by municipalities via their Annual Expenditure Reports or AERs and then reviewed by DMAH.

The process used to determine the appropriate outcome measures for CCBF projects are as follows:

- A list of outcome indicators by category, provided by Infrastructure Canada
- Nova Scotia selected several outcome indicators for each project category that were deemed measurable and appropriate to Nova Scotia context;
- Nova Scotia allows municipalities to select several outcome indicators by project category and select at least one per completed project and provide the Outcome Measurement.

Outcome measures are updated annually for all completed projects. Project information from the summarized audited Provincial AER was also used to support the analysis of the outcomes report.

Some municipalities were unable to report outcome measures on completed projects as there was not sufficient time elapsed on the project to adequately measure performance change. In some instances, if no CCBF was spent on a certain project category, outcomes reporting was not applicable.

Information was collected and compiled into our online Municipal Reporting System, and summary analysis of the outcome results was conducted for completed CCBF projects. Projects that were ongoing (i.e., not completed) were not included in the outcome analysis.

5.0 Summary of Completed Projects

From upgrades to solid waste management facilities to improved water and wastewater treatment, the CCBF has made investments in important infrastructure projects throughout Nova Scotia.

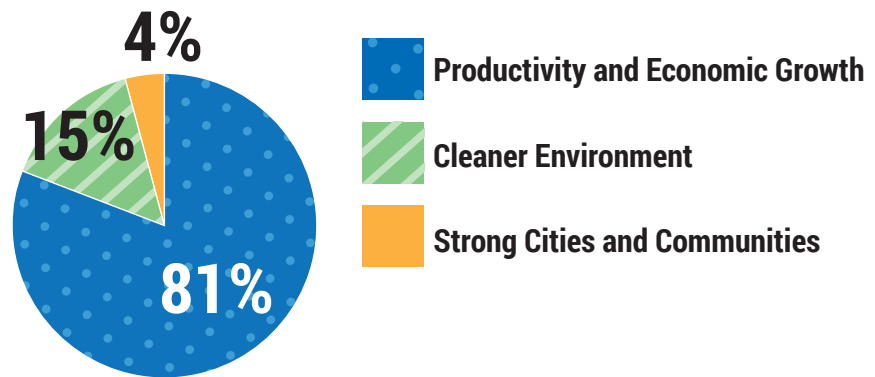
Project data was collected through the submission of the Annual Expenditure Reports and Outcomes Reports by municipalities in Nova Scotia. Project data was collected covering the period April 1, 2017, to March 31, 2021. Table 3 shows that between fiscal 2017-18 and 2020-21, ultimate recipients spent \$264,739,965 of CCBF towards eligible projects in Nova Scotia.

TABLE 3: Total CCBF Spent by Ultimate Recipient (2017-21)

Fiscal Year	Total CCBF Ultimate Recipient allocation	Total CCBF spent by Ultimate Recipients
Fiscal 2017-18 (includes Legacy Funding)	55,783,875	46,033,657
Fiscal 2018-19	57,729,020	49,902,544
Fiscal 2019-20 (includes one-time top up)	112,776,507	77,289,233
Fiscal 2020-21	55,047,487	91,514,531
TOTAL	\$281,336,889	\$264,739,965

The majority of CCBF (81%) was directed to eligible project categories under the national objective of Productivity and Economic Growth.

FIGURE 2: Total Cumulative CCBF Spent (2017-21) as a percentage of the National Objectives



The following is a breakdown of the three national objectives (covering period 2017-18 to 2020-21) by eligible project category, including total number of projects, total projects completed, total project cost and total CCBF expensed.

TABLE 4: Cleaner Environment—CCBF Project Category Summary (2017-21)

Project Category	Total # of Projects	Total Projects Complete	Total Project Cost	Total CCBF Expensed
Community Energy Systems	51	48	17,174,895	6,101,693
Drinking Water	45	37	10,093,593	7,634,668
Brownfield Development	1	1	39,270	25,475
Wastewater	146	123	38,901,275	18,439,817
Solid Waste	17	15	46,906,940	8,719,960
Total	260	224	\$113,115,973	\$40,921,613

TABLE 5: Productivity and Economic Growth-CCBF Project Category Summary (2017-21)

Project Category	Total # of Projects	Total Projects Complete	Total Project Costs	Total CCBF Expensed
Local Roads and Bridges	265	250	356,533,485	151,506,963
Public Transit	18	17	106,865,295	46,922,495
Regional & Local Airports	5	5	2,254,745	2,083,080
Highways	1	1	274,059	274,059
Broadband Connectivity	24	18	34,392,294	11,463,450
Total	313	291	\$500,319,878	\$212,250,047



Debert Aviation Centre Hangar, Debert, Nova Scotia

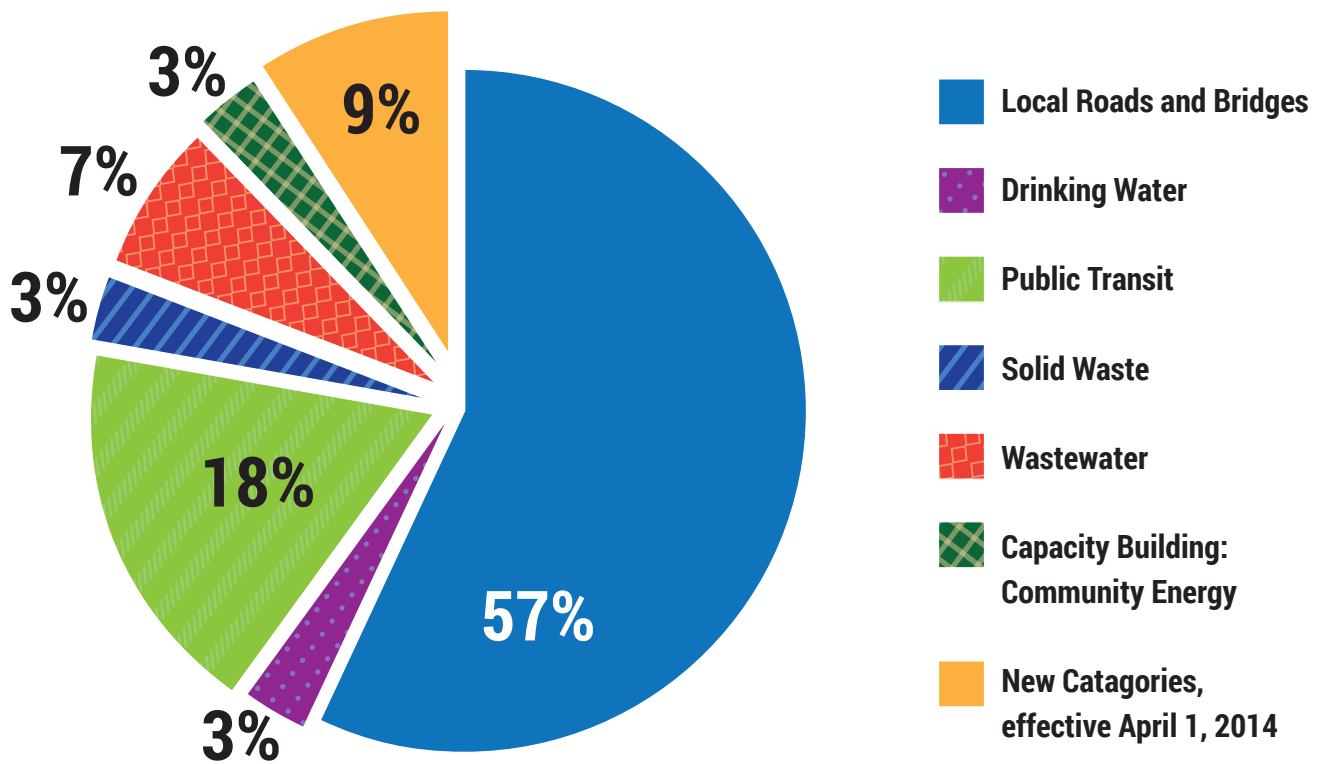
TABLE 6: Strong Cities and Communities-CCBF Project Category Summary (2017-21)

Project Category	Total # of Projects	Total Projects Complete	Total Project Costs	Total CCBF Expensed to Date
Capacity Building	27	25	3,427,162	1,866,585
Disaster Mitigation	7	7	1,278,949	800,444
Recreation	76	71	19,982,505	6,547,399
Culture	12	11	616,819	390,971
Tourism	8	5	3,442,048	523,943
Sport	9	8	1,936,125	1,438,964
Total	139	127	\$30,683,608	\$11,568,306



Figure 3 shows that the largest portion (57%) of CCBF went to local roads and bridges, followed by public transit (18%). However, only a small proportion of CCBF was utilized for capacity building, community energy and drinking water categories.

FIGURE 3: Percentage of CCBF Funding Utilized by Project Category (2014-17)



6.0 Summary of Outputs and Outcomes

As previously mentioned, municipalities are required to report on outputs/outcomes as part of their AERs. Specifically, these measurements are collected in Schedule 2 of the AER for completed CCBF projects only.

Both quantitative and qualitative outcome measures were reported for each eligible CCBF project. In some instances, municipalities may report more than one indicator per completed project in their AER.

At the time the indicators were developed and implemented to municipalities, a comprehensive list of output and outcome indicators was not available to the provinces/territories. Therefore, the delineation between outputs and outcomes was not tracked through the CCBF online municipal reporting system. For the purposes of this report, most indicators are based on output rather than outcome measures.

The following provides the results of the analysis of the reported standardized project output and outcome measures as provided by Infrastructure Canada.

TABLE 7: Output and Outcome Measures of Standardized Project Categories

Project Category	Output	Output Measure	Outcome	# of Indicators Reported	Outcome Measure
Local roads and Bridges	# of Projects	265	km of road improvements that are safer and more efficient	145	189.34 km
Drinking Water	# of Projects	45	# of new households connect to a drinking water system	18	9,993
Wastewater	# of Projects	146	new households (and/or non-residential properties) connected to municipal wastewater system	37	34,906

TABLE 7: Output and Outcome Measures of Standardized Project Categories (cont)

Project Category	Output	Output Measure	Outcome	# of Indicators Reported	Outcome Measure
Public Transit	# of Projects	18	Increased access to public transit (Increase in # of rides)	N/A	23% decrease
Tourism	# of Projects	8	Increase in # of visitors and/or length of stay and/or quality	0	N/A

In addition to the results above, there was also 50.93 km of new or upgraded pathways, 850 meters of new watermain installed, 9,993 households equipped with residential water meters, 992,480 cubic meters per annum increase in the capacity to treat wastewater, and 27 new transit vehicles acquired.

The overall public transit ridership decreased by an estimated 23% between 2020-21 and 2021-22 due to COVID-19 impacts to ridership. With people returning to offices and leaving home more, the number of riders is expected to return and increase to normal levels.

The results of the reported non-standardized project output and outcome measures as provided by Infrastructure Canada can be found in Appendix A.



7.0 Project Spotlights

Shelburne Marine Terminal, Shelburne, Nova Scotia



Shelburne Marine Terminal Upgrades

Project Category: Tourism
CCBF Contribution: \$141,555
Total project cost: \$852,819
Project completion: 2020-21

A major infrastructure asset for the Port of Shelburne is the Shelburne Marine Terminal, which the Town of Shelburne acquired almost two decades ago. The terminal's T-shaped wharf has two inner basins, the deeper of which (to the west) is used by Clearwater and the other (to the east) by smaller fishing and recreational vessels. In addition to fish and other seafood, the marine terminal handles containers and bulk shipments. Local estimates attribute approximately 250 jobs directly or indirectly to the terminal, including those in fisheries, tourism, ship repair, and general commerce.

Five years ago the marine terminal was in disrepair, which led to concern that a major asset of the port could be lost in the future. Along with assistance from Develop Nova Scotia, ACOA, and the Shelburne Port Authority, The Town of Shelburne and the Municipality of Shelburne invested \$141,555 from their Canada Community-Building

Fund allocations to provide upgrades that would prolong the life of the terminal. Recognizing that cruise ships, sail boats, and other pleasure craft are becoming significant drivers of economic development, the Shelburne Marine Terminal has since sought to accommodate these vessels as well as the more traditional users of the facility. The terminal is now in the difficult but enviable situation of all berthage being leased and may have to decline many one-time berthage and unloading opportunities in the future.

MacQuarrie Community Park, Port Hawkesbury Nova Scotia



Town of Port Hawkesbury MacQuarrie Community Park Improvements

Project Category: Recreation

CCBF Contribution: \$81,474

Total project cost: \$81,474

Project completion: 2019

The Town of Port Hawkesbury is committed to building and improving its main recreation area – the MacQuarrie Community Park - through incremental investments supported by the Canada Community-Building Fund. One of the latest additions to the MacQuarrie Community Park is a pump track, which provides a continuous undulating loop that users can ride by pumping their upper and lower bodies to move around the track without pedalling. It provides a fun and safe environment for those of all skill levels to be active on their bikes, in-line skates, and scooters. The pump track is located near a trailhead, so it and the other park amenities can be accessed by foot and other active transportation modes.

Through its continued investment in recreational infrastructure, the Town of Port Hawkesbury is demonstrating its commitment to supporting healthy, active living and providing diverse opportunities for residents to connect with others and be outdoors.

The availability of the federal Canada Community Building Fund has been instrumental in creating these amenities that contribute to the Town of Port Hawkesbury’s vibrancy and sustainability, while enriching the quality of life in the community.

Transit Cape Breton, Sydney, Nova Scotia (Cape Breton Regional Municipality)



Cape Breton Regional Municipality’s New Transit Buses

Project Category: Public Transit

CCBF Contribution: \$570,231

Total project cost: \$1,350,000

Project completion: 2018

In 2016, Transit Cape Breton was in peril due to low ridership and lack of funding. Although Cape Breton Regional Municipality (CBRM) considered significantly reducing service, CBRM Council decided instead to improve the transit system with the hope of turning it around.

CBRM’s efforts proved very fruitful as, a year later, transit rides almost doubled (from 370,000 in 2017 to 650,000 in 2018). This dramatic increase put a significant strain

on Transit Cape Breton’s services and council had to act fast to address the demand. As part of its efforts to increase fleet capacity, CBRM purchased two 40-foot transit buses in the spring of 2018 with support from the Canada Community-Building Fund. The fleet additions not only provided much needed relief to an already burdened system, but, as lowriders, they also provided an accessible transit option for those using mobility devices, such as wheelchairs.



Market Street water tower, Municipality of the County of Antigonish, Nova Scotia

Municipality of the County of Antigonish’s Water Utility Upgrade Project

Project Category: Water

CCBF Contribution: \$1,217,648

Total project cost: \$1,217,648

Project completion: 2021

The Municipality of the County of Antigonish was in need of important upgrades to its water utility to allow for future growth and ensure adequate availability for fire-protection purposes. As a component of its asset management plan, the municipality was able to use the Canada Community-Building Fund to construct a new water tower and make improvements to its distribution lines.

The new tower serves as a reservoir to store an ample quantity of water while ensuring it has stable distribution pressure, and has enough capacity to service both the existing 800 residences in the area and projected residential and commercial growth over the next 20 years. The increased volume and pressure are also sufficient to meet fire flow requirements, which is the amount of water necessary for fire protection above and beyond what is used for other community purposes. To improve its distribution system and reduce threats to service delivery, the municipality also looped various lines adjacent to the water tower. Looped lines have a high degree of reliability. Should a break occur the municipality’s water utility team can isolate and repair it with fewer homes and businesses being impacted.

8.0 Asset Management

The renewed 2014-2024 CCBF placed an emphasis on long-term capital planning and asset management. Since the last Outcomes reporting period (April 1, 2014 to March 31, 2017), the Province has continued to develop and implement a province-wide asset management approach to support municipalities with their infrastructure planning efforts. The provincial approach is focused on working collaboratively with municipalities to leverage similarities and make space for differences, across Nova Scotia, as well as, to achieve economies of scale by incorporating similar processes, where possible.

The mission of the Asset Management Program (the Program) is to work with municipalities to advance asset management planning by supporting the creation of standardized tools and resources. The pathway to where the province is today has been iterative and has included the establishment of advisory groups and pilot programs.

The two primary actions the Program has taken are:

1) The Province has committed to working collaboratively with municipal partners to develop an Infrastructure Registry of Municipal Assets (IRMA) registry system. IRMA is a provincially supported asset registry that:

- Lessens barriers for Municipalities to start formalizing their asset inventories.
- Allows municipalities to make use of existing asset information (where possible) and collect asset information following a standardized procedure and into a standardized format.
- Allows for aggregation of data and condition rating across municipalities.
- Is scalable and provides flexibility, allowing municipalities to customize their level of asset reporting if they decide to collect more detailed information for internal purposes.
- Provides basic maps showing infrastructure location and condition rating as well as preliminary state of infrastructure reports.
- Provides preliminary information required to make informed infrastructure decisions.
- Is free for municipalities to use and is supported by provincial IT and GIS resources.

2) The Province has invested in the Asset Management Community of Practice through the Asset Management Mentorship Program.

The table below summarizes the program progression followed by key findings.

TABLE 8: Program Progression Summary

2015	Creation of the Nova Scotia Infrastructure Asset Management Working Group (IAMNS).
2016	Data collection project management services.
2017	Pilot (linear) data collection exercise.
2018	Data collection tools and resources shared province-wide (upon request). Supplemental (linear) data collection exercises.
2019	Initial development of the Infrastructure Registry of the Municipal Assets (IRMA) system.
2020	Program re-refresh survey and IRMA technical survey. Updated program plan and IRMA technical resource team/support model.
2021	Asset management mentorship network launch.
2022	Building asset data collection tools and resources. Ongoing IRMA support planning.

Key Results

Pilot (Linear) Data Collection Exercise

- Supported five municipalities (Mahone Bay, Port Hawkesbury, District of Argyle, Town of Shelburne and Lockeport).
- Included collecting, assessing and maintaining relevant infrastructure information for linear assets (including water pipes, sewer lines, roads, sidewalks, and trails etc.).

This project resulted in the development of data collection tools and resources including a linear data collection spreadsheet and an accompanying standard operating procedure guide with a preliminary condition assessment guide.

Supplemental (Linear) Data Collection Exercise (2018)

- Supported the additional testing of data collection tools and resources within a larger rural municipality (i.e., including the Municipality of the County of Antigonish and the Town of Antigonish).
- Open source data collection tools and resources were widely shared within the Asset Management community of practice. Spreadsheet tool and data formatting schemes were adopted by not-for-profit agencies working with Municipalities in the Atlantic Region on asset management and have been the asset inventory/condition rating used by municipalities in the Atlantic Region.

Initial development of IRMA System (2019) – Ongoing

- IRMA developed based on the tools and resources created from the previous data collection exercises.
- Goal to provide municipalities with a “one stop shop” system to house, maintain and map asset information, and access preliminary state of infrastructure analytics to further support informed, evidence-based decision making.
- Includes existing Provincial IT/geomatics infrastructure and resource support.

Program Re-Fresh Survey (2020)

This survey was conducted to inform how existing programming could further support the needs of municipalities, inform future training and engagement initiatives, as well as to identify opportunities for program improvements. It also serves as a baseline of information from which progress can be measured.

To better ensure consistency with existing/available reference materials, survey content was aligned with the Federation of Canadian Municipalities (FCM) Readiness Scale, where possible.

Data and Planning Information Findings:

- 64% of municipal clients reported variable (inconsistent) AM planning initiatives.

Policy and Governance Findings:

- 39% of municipal clients reported the identification of AM benefits supporting municipal objectives.
- 36% of municipal clients reported strategies in place for an internal AM program.

Communication and Knowledge Sharing Findings:

- 36% of municipal clients reported AM champions in place/accountable for implementing an internal AM program.
- 53% of municipal clients reported staff and elected officials attend AM related events.

IRMA Technical Survey (2020)

This survey was conducted to inform the continued development of the technical support model for municipal clients (i.e., to better inform future technical training and engagement initiatives).

Key Findings:

- Although 51% of municipal clients reported they have (some form) of an asset registry in place, the same percentage of municipal clients reported an unclear awareness of the purpose of their registries.
- 83% of municipal clients reported registries without analytical function(s).
- 51% of municipal clients reported building asset classes would be of most interest (following linear assets) for ongoing technical tool and resource development.
- The top three (3) reported benefits of the IRMA system by municipal clients:
 - Easily accessible by authorised municipal users.
 - System is free to municipal users.
 - Provincial Geomatics and IT support is provided to municipal users.

NS Asset Management Mentorship Network Activities (2021)

- Launched April 21, 2021.
- Paired voluntary Mentor Municipalities (4) with Mentees (6) for one-on-one and/or group discussion related to AM.

IRMA Development (2022)

Updates and upgrades to IRMA.

- Application alterations began to allow for future modifications and expansion.

Next Steps

The Nova Scotia Asset Management Program continues to support municipalities with their infrastructure planning efforts. The Province has seen sustained interest from the majority of municipalities. The AM survey results have provided the Province with valuable information on the needs of municipal clients. An improved version of IRMA is planned to launch in 2023 and will be made available to all municipal clients in Nova Scotia including the education and training needed to effectively use the system.

The Province continues to invest in the Nova Scotia Municipal Asset Management Program, particularly IRMA and is appreciative of the CCBF funding which has made this possible. The tools and resources available to municipalities will evolve to meet municipalities where they are on their AM journeys. In the near term this includes Future Buildings-Based Data Collection Exercises/Tool and Resource Development (Incl. IRMA tech model updates).



9.0 Incrementality

Any CCBF funding that Nova Scotia receives from Canada is not intended to replace or displace existing sources of funding for municipal tangible capital expenditures. As such, Nova Scotia has demonstrated that expenditures by municipalities have not fallen below the following base amounts between 2017 and 2021:

- The provincial Base Amount in Nova Scotia is \$9.3 million which was calculated using a 3-year average (fiscal years 2001-02 to 2003-04) of funds spent on municipal infrastructure. The average provincial funding provided for municipal tangible capital expenditures for fiscal years 2017-18 to 2020-21 was approximately \$24.66 million.
- The Halifax Regional Municipality (HRM) Base Amount is \$58 million which represents the 3-year average (fiscal years 2001-02 to 2003-04) of tangible capital asset acquisitions taken from their financial statements less capital projects that were funded partially or totally by senior governments. The average spent by HRM for fiscal years 2017-18 to 2020-21 was approximately \$98.01 million.
- For the remaining Nova Scotia municipal units, the Base Amount is \$33.3 million, which represents a three-year average (fiscal years 2001-02 to 2003-04) of tangible capital asset acquisitions, less capital projects that were either funded partially or fully funded by other levels of government. The average spent by these remaining Nova Scotia municipal units for fiscal years 2017-18 to 2020-21 was approximately \$106.88 million.

10.0 Conclusion

Through a flexible funding approach that promotes long-term planning, the CCBF has been instrumental in helping municipalities address infrastructure priorities and make significant contributions to the Government of Canada’s national objectives. Outside of the three national objectives, many supplementary benefits have been realized including increased pedestrian safety, better working environments, more efficient municipal buildings, and regional cooperation.

Local municipal assets are the backbone that support the delivery of essential services. It is apparent that the CCBF has had a positive impact on the wellbeing of both communities and citizens across Nova Scotia. The Government of Canada’s permanent CCBF has enabled municipalities to invest in long-term capital infrastructure that supports healthy, vibrant, and sustainable communities.

The Province of Nova Scotia recognizes the importance of the CCBF and will continue to support our 49 municipalities in meeting CCBF requirements and support local initiatives. Nova Scotia acknowledges that collaboration among all levels of government is key to the successful delivery of the CCBF. It is invested in working with the federal government to ensure municipalities have the guidance they need to make the most of this important federal funding program so they can continue to operate efficiently, support economic growth, and meet the long-term service needs of their communities.

APPENDIX A:

CCBF Output/Outcome Results Summary (2017-2021)

PROJECT CATEGORY	OUTPUT/OUTCOME INDICATOR	# REPORTED	MEASUREMENT
BROADBAND	# of premises with Enhanced Broadband Service as a result of project	4	2,712
CAPACITY BUILDING	# of capacity building projects investing in asset management and/or long term municipal planning i.e. >5 YEARS)	14	24
COMMUNITY ENERGY	# of kilowatt hours of energy saved	8	87,200 KW
COMMUNITY ENERGY	increase in kilowatt hours of energy generated (per annum)	6	1,702,437 KW
CULTURAL	# of residents served by new or upgraded cultural facilities	4	39,400
DRINKING WATER	# of households equipped with residential water meters	6	4,735
DRINKING WATER	# of meters of new watermain installed	2	850 M
DRINKING WATER	# of new households (and/or non-residential properties) connected to municipal water system that will receive improved potable water quality	18	9,993
LOCAL ROADS AND BRIDGES	# of KM of new or upgraded pathways (trail/bike lanes/sidewalk)	65	50.39 KM
LOCAL ROADS AND BRIDGES	# of KM of road improvements that are safer and more efficient	145	189.34 KM

RECREATIONAL	# of KM of recreathional paths built extended or improved	12	117.95 KM
RECREATIONAL	increase in the # of users as a result of the investment	2	5,250
REGIONAL AND LOCAL AIRPORTS	Change in the # of aircraft take-offs or landings at an airport over a determined period of time (one arrival and one departure are counted as two movements)	2	225
SOLID WASTE	# of households with improved solid waste practices	6	121,334
SOLID WASTE	Metric tonne increase in solid waste to be diverted through recycling and landfills	3	131,250
SPORT	# of residents who will benefit from increased access to new or upgraded sport facility	4	17,100
TOURISM	Increase in # of visitors and/or lengths of stay and/or quality of stay as a result of investment	0	N/A
WASTEWATER	# of metres of new, upgraded or replaced pipes	33	7,139 M
WASTEWATER	# of new households (and/or non-residential properties) connected to municipal wastewater system	37	34,906
WASTEWATER	Volume (M3) metres per annum increase in the capacity to treat wastewater	12	992,480 M3

