



Meeting with
The Honourable Ron Lemieux
Minister of Infrastructure & Transportation

June 18, 2008

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Executive Summary

Departmental Issues

1. Municipal Infrastructure Deficit

- Insufficient investment in Manitoba's deteriorating infrastructure has created a major burden for municipalities in the form of a severe infrastructure deficit.
- The magnitude and impact of Manitoba's infrastructure deficit are evident in several key pieces of recent research.
- The first is a study from Statistics Canada entitled *Age of Public Infrastructure: A Provincial Perspective*.
- This study illustrates the inferior state of Manitoba's public infrastructure relative to the national average and the age of infrastructure in other provinces. Overall, Manitoba has the second oldest infrastructure in Canada.
- The statistics demonstrate the critical need for additional investment in the maintenance and rehabilitation of Manitoba's infrastructure assets.
- In November 2007, FCM published *Danger Ahead: The Coming Collapse of Canada's Municipal Infrastructure*, which defines the value of Canada's national municipal infrastructure deficit as \$123 billion.
- From \$60 billion in 2003, it has taken only four years for the infrastructure deficit to reach \$123 billion, more than double the previous total.
- This is of particular concern since the cost of upgrading a more severely deteriorated infrastructure asset to an acceptable level is far greater than the funding required to upgrade and maintain the asset before it has deteriorated.
- Earlier this year, FCM supported the largest ever survey of Canadians' attitudes on municipal issues. The results clearly showed that Canadians believe municipal governments do not have the resources required to meet existing challenges.
- Given the current reliance on property taxation, municipalities cannot conquer this important challenge without the participation of the Provincial and Federal Governments.
- It is critical for the Province of Manitoba to establish new mechanisms to address the growing infrastructure deficit in order for this province to remain competitive.

Therefore, the AMM urges the Provincial Government to address Manitoba's infrastructure deficit by developing a strategy in concert with the Federal Government and municipalities that provides long-term, sustainable, predictable funding for all categories of public infrastructure.

2. Building Canada Fund

- Since the Building Canada Fund (BCF) was announced as part of the 2007 Federal Budget, Manitoba municipalities have been anxious to learn how this program can be accessed.
- The AMM recognizes the issues at stake and the need to draft the best possible agreement for Manitoba to ensure that federal infrastructure funding is maximized in this province.
- For instance, Manitoba's BCF must be accessible to all types of infrastructure including recreational facilities.

Therefore, the AMM looks forward to the resolution of this matter and the flow of federal infrastructure funding for key projects across Manitoba.

3. Funding for Infrastructure Grants

- There is an ongoing need to invest in municipal infrastructure, yet municipalities cannot unilaterally provide the funding required for all the necessary construction, repair and maintenance projects.
- For instance, municipalities continue to have difficulties in funding critical bridge repair and upgrading projects due to the elimination of the Municipal Bridge Co-operative Program.
- There are also opportunities for improvements to recreation infrastructure programs such as increasing the maximum allowable amount under the Community Places Program.
- Municipalities are looking forward to the improvements that will result from the Province's recent commitment of \$1 million for public libraries, however the Province must establish a funding mechanism to address current trends in population and operating costs.
- For municipalities acting alone, the high cost of water and wastewater infrastructure can deter the required investment, yet the health of the community and environment are at stake.
- Many communities throughout Manitoba are under long-standing boil water orders and the Province has a responsibility to rectify these situations.
- Specifically, municipalities are seeking the establishment of a tripartite funding program to replace the expired National Water Supply Expansion Program.
- As well, municipalities would be better equipped to accommodate these costs with assistance in controlling the operating costs of these community facilities.

Therefore, the AMM urges the Provincial Government to enhance grants to municipalities to address increasing infrastructure costs and support the need for tripartite municipal infrastructure programs.

4. Drainage Issues

- Water management affects all municipalities, therefore the AMM is appreciative of the Province's recent steps toward improving drainage in Manitoba.
- Yet drain construction and maintenance have been long-standing concerns for municipalities and the Province has not committed sufficient resources to fully address the need for coordinated drainage systems in Manitoba.
- In order to support the coordination of drainage operations, the Province must develop a plan to guide drainage works throughout Manitoba.
- Developing such a plan will also guide the strategic allocation of Provincial and municipal drainage funding. Both orders of government will be better able to identify and prioritize required construction and maintenance projects, resulting in more effectively managed drainage infrastructure.
- As well, the Manitoba Ombudsman recently released a report containing recommendations to improve the drainage licensing and enforcement system. This report provides a valuable indication of municipal concerns and references several AMM resolutions on this matter.

Therefore, the AMM urges the Provincial Government to develop a province-wide drainage management plan and allocate sufficient resources to drainage construction and maintenance throughout Manitoba.

5. Highways Capital Budget

- The condition of the highway network affects many aspects of Manitoba's competitiveness, including tourism, commuter travel, transportation safety, and the economy.
- There has been a long-standing need to invest in transportation infrastructure, which was highlighted by the estimate of \$3.4 billion for Manitoba's transportation infrastructure deficit in 2004.
- The Provincial Government has taken an important step through the articulation of *Manitoba's Highway Renewal Plan* for 2007-2011 and the allocation of \$4 billion over 10 years.
- Traffic can now be reduced on municipal roads that were often used as alternatives to Provincial highways.
- Such practices have caused substantial damage to municipal roads and there remains high demand for investment in these roads.
- As well, many communities are suffering from neglected urban highways, yet these communities have no decision making authority for the necessary repairs and upgrading.
- The Province has established effective programs, such as the grant-in-aid, however there is insufficient funding available to meet the current needs for municipal road investment.

- Since the expiration of the Prairie Grain Roads Program many municipalities are facing additional difficulties in meeting transportation infrastructure demands and a continued investment should be pursued through the renewal of this valuable program.

Therefore, the AMM encourages the Province to continue to increase its investment in Manitoba's highway system, including municipal roads and urban highways.

6. Rail Line Abandonment

- Railways offer vital services to Manitoba's economy by shipping agricultural commodities and other products to market.
- Municipalities aim to strategically plan infrastructure and make investments accordingly, however the changes brought about by rail line abandonment interfere with these efforts.
- It is inefficient to abandon functioning infrastructure and thereby create demand for alternative transportation infrastructure.
- The elimination of rail lines will deter business development in many areas due to the reduced number of connections between producers and markets.
- The Provincial Government must be prepared to address ongoing environmental concerns related to contamination and changes in the drainage structure stemming from rail line abandonment.
- As the Federal Government moves forward with its rail service review, the Provincial Government must ensure that Manitoba's reliance on railways is taken into consideration.

Therefore, the AMM urges the Provincial Government to recognize the valuable services provided by Manitoba's rail lines, address the economic and environmental impacts of rail line abandonment and raise these issues during the Federal rail service review.

General Issue

1. Water Issues

- Water management is one of the most important issues facing Manitoba today and we believe it is important that all Ministers understand the significance of the current direction to municipalities.
- Municipalities certainly agree with the Province on the high level goals and visions laid out so far. However it is how the Province is looking to move forward in arriving at these goals that has raised concerns for municipalities.
- Conservation districts (CDs) have become the delivery mechanism of choice for water initiatives in Manitoba, however the funding for CDs has never been equal to the

expectations that have been placed upon them. The *Framework for the Future* document advocates for a scenario where the Province will provide little additional funding, while increasing the expectations for CDs.

- There is real concern that the proposed changes to the funding mechanisms will seriously erode the importance of local priorities, ultimately leading to the erosion of local authority.
- By being forced to use the vast majority of the CD budget on provincially directed initiatives, there will be nothing left to deal with local priorities.
- We are also very concerned with the approach taken by the department in trying to gain feedback on the document. The questionnaire is misleading in that it does not deal with these fundamental issues, and instead focuses on support for the very general goal statements.
- We are hopeful that although the Province has moved forward unilaterally on this initiative, there is still opportunity to find a workable solution that benefits everyone.

Departmental Issues

1. Municipal Infrastructure Deficit

Insufficient investment in Manitoba's deteriorating infrastructure has created a major burden for municipalities in the form of a severe infrastructure deficit. Municipalities are facing growing demands and expectations from citizens and other orders of government, while lacking the resources to meet these expectations. These trends are evident across all types of infrastructure from roads and bridges to water and wastewater facilities to recreation and cultural institutions. Reversing these trends will require a concerted effort by all orders of government to provide long-term, sustainable, predictable infrastructure funding. Only through such efforts can the rampant infrastructure deficit begin to be addressed in support of the further development of Manitoba's communities.

The magnitude and impact of Manitoba's infrastructure deficit are evident in several key pieces of recent research. The first is a study from Statistics Canada entitled *Age of Public Infrastructure: A Provincial Perspective*. This study quantifies the age of five categories of public infrastructure including highways and roads, bridges and overpasses, water supply systems, wastewater treatment facilities, and sanitary and storm sewers. Combined, these categories accounted for more than 80 percent of all engineering infrastructure owned by Canada's Federal, Provincial and municipal governments in 2007.

The study illustrates the inferior state of Manitoba's public infrastructure relative to the national average and the age of infrastructure in other provinces. Overall, the results are disturbing as Manitoba is found to have the second oldest infrastructure in Canada. As well, Manitoba has the oldest highways and roads at an average age of 17.1 years, compared to the national average of 14.9 years. Nationally, Canada's roads had passed 53 percent of their useful life in 2007, but in Manitoba that figure sits at 61 percent. As well, Manitoba has the third oldest wastewater systems and the fourth oldest water supply systems. In fact, most of Manitoba's infrastructure has passed a significant portion of its useful life, ranging from 42 percent for water supply systems to 66 percent for wastewater treatment facilities.

These statistics demonstrate the critical need for additional investment in the maintenance and rehabilitation of Manitoba's infrastructure assets. Although the study indicates that the average age of Manitoba's infrastructure has recently seen a marginal decline, this finding masks the reality of severely underfunded infrastructure throughout this province. The reduction in average age has occurred largely because of new infrastructure construction, not because the repair and rehabilitation of existing infrastructure is sufficiently funded. Moreover, without a sustainable funding mechanism to pay for maintenance and repair, new infrastructure places further pressure on existing resources as municipalities are required to spread their limited revenues across more and more infrastructure. As well, recent reductions in the average age of Manitoba's infrastructure are minimal compared to the rapid aging trend that occurred over the previous two decades. Most of Canada's infrastructure was built between the 1950s and 1970s, followed by a period when all orders of government made only minimal infrastructure investments. A major investment in municipal infrastructure is now required to rehabilitate these assets and establish a network of high-quality infrastructure in Manitoba.

Part of the reason for growing infrastructure demands is the demonstrated link between infrastructure investment and the economic capacity of communities. For instance, the Statistics Canada report indicates that a network of highways and roads is "a crucial element of our growing economy and productivity" due to a growing reliance on the transportation of goods across this network. In other research, Statistics Canada has estimated that a one-dollar net increase in public capital stock generates approximately 17 cents on average in private-sector cost savings. For the transportation sector, each dollar invested in transportation infrastructure is projected to generate a saving of more than 40 cents. The most recent research from the Federation of Canadian Municipalities (FCM) has found that funding infrastructure projects from property taxes creates fewer jobs than funding them from sales and income taxes. This finding has important implications for Canada's economy and suggests the need for greater infrastructure from the Federal and Provincial Governments. Therefore, acknowledging the severity of the infrastructure deficit and its widespread impacts on community safety, health, and competitiveness will be an important step toward creating more vibrant communities throughout Manitoba.

In 2007, FCM hired Professor Saeed Mirza from McGill University's Department of Civil Engineering and Applied Mechanics to quantify the demand for municipal infrastructure investment across Canada. The results of this research were published in the FCM report *Danger Ahead: The Coming Collapse of Canada's Municipal Infrastructure*, which illustrates the need to dramatically increase infrastructure investment across all categories of municipal infrastructure. It defines the infrastructure deficit as the total additional investment needed to repair and prevent deterioration in existing municipally owned infrastructure assets. The research defines the value of Canada's national municipal infrastructure deficit as \$123 billion. This figure includes five categories of infrastructure "sub-deficits": water and wastewater systems (\$31 billion); transportation infrastructure (\$21.7 billion); transit (\$22.8 billion); waste management (\$7.7 billion); and cultural, social, community and recreational facilities (\$40.2 billion).

The report also outlines the projected cost of all infrastructure that needs to be expanded or built to meet changing community needs for demographic, socio-economic, environmental or other related reasons. The total required to meet these future needs is \$115 billion, including: \$56.6 billion for water and wastewater systems; \$28.5 billion for transportation infrastructure; \$7.7 billion for transit; \$4.3 billion for waste management; and \$18 billion for cultural, social, community and recreational facilities. While this projection does not necessarily represent a funding shortfall, the need to invest in new infrastructure will create additional funding requirements for maintenance and repair over time.

This study confirms the severity of the municipal infrastructure deficit by comparing the current \$123 billion amount with previous estimates. In 1985, the cost of fixing Canada's infrastructure problems was estimated at \$12 billion and grew five-fold to \$60 billion in 2003. From that point it took only four years for the infrastructure deficit to reach \$123 billion, more than double the previous total. This rate of growth is significantly higher than previously thought and demonstrates the tendency of the municipal infrastructure deficit to compound over time. Therefore, if the current levels of investment are maintained, the cost of addressing Canada's infrastructure deficit will rise exponentially. This is of particular concern since the cost of upgrading a more severely deteriorated infrastructure asset to an acceptable level is far greater than the funding required to upgrade and maintain the asset before it has deteriorated. In fact,

neglect often makes it impossible to renew existing infrastructure assets and instead requires complete decommissioning and replacement at a substantially higher cost. These findings illustrate the crisis facing Canada's infrastructure and the need for Manitoba to counteract the ongoing deterioration of its infrastructure assets.

FCM conducted further research that illustrates the public's perception of the infrastructure issues facing Canada's governments. Earlier this year, FCM supported the largest ever survey of Canadians' attitudes on municipal issues. The results clearly showed that Canadians believe municipal governments do not have the resources required to meet existing challenges. However, the survey suggests that the solution to this underfunding is not to increase property taxes or decrease municipal services, but for the Provincial and Federal Governments to provide additional funding for infrastructure. Many respondents (68%) would have preferred that the Federal Government had left the GST at six percent and used the funds to help municipalities by directing the funds to local infrastructure.

The growing awareness and importance of infrastructure needs places direct pressure on municipalities since they hold the largest portion of Canada's capital assets. However, municipal governments also have the least resources available to address the demand for improved infrastructure. Municipalities are stretching existing resources to meet competing priorities such as crumbling roads, recreation centres on the brink of closure, and inadequate water and wastewater treatment facilities. These are major projects that require far more resources than municipalities can provide, particularly in light of rising construction costs. For this reason, the AMM has been lobbying for municipalities to access new revenue sources such as a rebate on PST and changes to the education taxation structure. However, given the current reliance on property taxation, municipalities cannot conquer this important issue without the participation of the Provincial and Federal Governments. Many other Provincial Governments are creating new programs to allocate funding for local infrastructure projects. For instance, Saskatchewan's Provincial Government created a temporary change to per capita funding for 2007 until a long-term plan to change the municipal funding structure is finalized. In Quebec, the Provincial Government has committed to a municipal rebate on provincial sales taxes from 2007 to 2013. Alberta's provincial government is providing a \$3.4 billion provincial-municipal infrastructure

program while working on implementing the recommendations of a review of the roles, responsibilities, resources and relationships of governments in that province. As other provinces move forward to improve funding for municipal infrastructure demands, it is critical for the Province of Manitoba to establish new mechanisms to address the growing infrastructure deficit in order for this province to remain competitive.

Ultimately, all orders of government should work together to create a long-term strategy to reverse the trends of deterioration and neglect in order to ensure access to high-quality infrastructure for all areas of Manitoba. The Provincial Government is an important stakeholder in this process and must be prepared to explore innovative funding mechanisms to support municipalities as they take on the arduous task of upgrading and maintaining infrastructure assets.

Therefore, the AMM urges the Provincial Government to address Manitoba's infrastructure deficit by developing a strategy in concert with the Federal Government and municipalities that provides long-term, sustainable, predictable funding for all categories of public infrastructure.

2. Building Canada Fund

Infrastructure funding is one of the top priorities for municipal governments today. With insufficient resources to provide adequate infrastructure services, municipalities rely on funding programs from the Provincial and Federal Governments to complete these important projects. Since the Building Canada Fund (BCF) was announced as part of the 2007 Federal Budget, Manitoba municipalities have been anxious to learn how this program can be accessed. The AMM recognizes the issues at stake and the need to draft the best possible agreement for Manitoba to ensure that federal infrastructure funding is maximized in this province. For instance, Manitoba's BCF must be accessible to all types of infrastructure including recreational facilities. Municipalities are struggling to meet growing infrastructure demands and the BCF is expected to assist greatly with this endeavour.

Therefore, the AMM looks forward to the resolution of this matter and the flow of federal infrastructure funding for key projects across Manitoba.

3. Funding for Infrastructure Grants

Studies to quantify the infrastructure deficit point to the need for investment in a wide range of infrastructure assets. In Manitoba the Provincial Government has recently made some key commitments to assist in addressing the demand to enhance Provincial infrastructure. At the same time, years of neglect have created serious shortfalls in funding for all categories of municipal infrastructure including: water and wastewater treatment and delivery, stormwater systems, roads, bridges, public transportation, airports, railroads, and recreation and leisure facilities. There is an ongoing need to invest in municipal infrastructure, yet municipalities cannot unilaterally provide the funding required for all the necessary construction, repair and maintenance projects. The Province should take a greater role in funding these important projects in order to support the well-being of all Manitobans.

For instance, the transportation network received a much-needed investment through the Province's 2007 announcement of \$4 billion over 10 years. Although this amount includes funding for Provincial bridges, municipalities continue to have difficulties in funding critical repair and upgrading projects due to the elimination of the Municipal Bridge Co-operative Program. As well, the elimination of the capital investment portion of the Manitoba Airports Capital Assistance Program (MACAP) has created problems for municipalities operating small airports. An inability to make capital investments will certainly result in a declining level of airport services in these communities. Therefore, the renewal of these programs would greatly assist in enhancing the long-term safety and durability of Manitoba's transportation system.

Cultural and recreational facilities are also competing for limited municipal funds, and are often in danger of being neglected in favour of other infrastructure needs such as roads or water and wastewater systems. However, these facilities also make an important contribution to the health and well-being of communities. They offer preventive health benefits by encouraging physical activity and intellectual development. Therefore, the Provincial Government also has an interest in the availability of recreational facilities and programming since there are opportunities to decrease the long-term cost of health care services. The Province is certainly aware of this linkage as it is also reflected in the recommendations of the 2005 Healthy Kids, Healthy Futures Task Force Report. For this reason, the AMM was pleased that the Province has committed to

doubling funding to over \$60 million in the next four years for recreation facilities. In particular, providing additional funding through the Municipal Recreation Fund is an effective method of directing funding to municipal infrastructure projects.

At the same time, there are opportunities for improvements to other recreation infrastructure programs such as the Community Places Program. The increase in funding for this program is certainly appreciated and will support several additional recreation projects. However, like all construction projects, recreation initiatives are suffering from rapidly increasing costs. The limitation to fund a maximum of \$50,000 on a project means that the Community Places Program is contributing a diminishing proportion of project costs. That is, the purchasing power of \$50,000 is declining over time and municipalities are consequently being required to fund a greater percentage of the total project costs. Increasing the maximum allowable amount would provide greater opportunities for municipalities to invest in the types of recreation projects their communities desperately need.

Municipalities are also looking forward to the improvements that will result from the Province's recent commitment of \$1 million for public libraries. The AMM participated on the Provincial Government's Public Library Review and strongly supported the resultant recommendations. While this recent announcement will make a significant contribution to library services, there remains a need to review the overall funding system for Manitoba's public libraries. Increasing the establishment grant to \$10,000 is an important first step, but does not address the problematic per capita funding formula. Libraries have significant overhead costs that are not effectively funded through a per capita funding allocation. Rather, the Province must establish a funding mechanism to address current trends in population and operating costs. Once this is accomplished, libraries will have access to more stable funding and will be able to develop further as valuable educational community resources.

A discussion of the demand for infrastructure investment would be incomplete without a consideration of water and wastewater treatment and distribution systems. These facilities are essential for communities in order to provide residents with clean water and environmentally sustainable wastewater treatment. Municipalities are required to adhere to new legislation

governing water and wastewater facilities, and although they support the aim of protecting the environment, there is a significant cost associated with this goal. For municipalities acting alone, the high cost of water and wastewater infrastructure can deter the required investment, yet the health of the community and environment are at stake. Many communities throughout Manitoba are under long-standing boil water orders and the Province has a responsibility to rectify these situations. Specifically, municipalities are seeking the establishment of a tripartite funding program to replace the expired National Water Supply Expansion Program. Many municipalities benefited from this program, yet there are ongoing needs for safe and reliable water and wastewater facilities that must be addressed. The Federal Government is also a stakeholder in this process and the AMM encourages the Province to initiate a tripartite funding agreement to resolve outstanding water supply issues in Manitoba.

All categories of infrastructure are facing escalating costs for construction, repairs and maintenance. Municipalities would be better equipped to accommodate these costs with assistance in controlling the operating costs of these community facilities. For instance, several municipalities have explored mechanisms for improving the efficiency of their operations through the Manitoba Municipal Efficiency Program. Yet there are some operating costs that municipalities cannot affect through internal processes, including hydro and telephone rates. Particularly in the case of recreation associations, these are not-for-profit organizations providing a service to local communities. The high fees charged by Manitoba Hydro and MTS should be reduced in light of the limited budgets of these publicly owned and operated facilities. In addition, municipalities are facing increased costs due to the Provincial commitment to require government-funded buildings meet or exceed the LEED silver certification. Municipalities support the concept of environmentally-friendly community facilities, however in some cases, the cost of LEED certification approaches the amount of the available Provincial grants. The Province should play a role in reducing operating costs for these facilities rather than adding further requirements, thereby allowing municipalities to provide quality services to their communities at a reasonable cost.

Municipal infrastructure encompasses a diverse range of assets and services which compete for scarce municipal resources. Each aspect of municipal infrastructure represents a vital part of

Manitoba's community well-being that must not be neglected. Municipalities cannot provide the services required using only the property tax mechanism and other orders of government must contribute to the necessary funding.

Therefore, the AMM urges the Provincial Government to enhance grants to municipalities to address increasing infrastructure costs and support the need for tripartite municipal infrastructure programs.

4. Drainage Issues

Water management affects all municipalities, therefore the AMM is appreciative of the Province's recent steps toward improving drainage in Manitoba. This included allocating over \$4 million for select drainage projects in 2006 as well as enhancing drainage licensing and enforcement by hiring additional staff. At the same time, ongoing drainage issues continue to rank among the top priorities of municipal governments. This is evident in the existing volume of AMM resolutions related to drainage as well as the introduction of additional drainage resolutions at the AMM's recent June District Meetings. Drain construction and maintenance have been long-standing concerns for municipalities and the Province has not committed sufficient resources to fully address the need for coordinated drainage systems in Manitoba. For instance, there was no mention of the need for increased drainage funding in the recent announcement of the Province's 2008 Budget. The Province has indicated that it considers water protection and management to be important priorities, however the funding has not followed. There are many important initiatives that should be funded in order to achieve properly managed water systems, and drainage construction and maintenance must be included among these initiatives.

Furthermore, in order to support the coordination of drainage operations, the Province must develop a plan to guide drainage works throughout Manitoba. Municipalities cannot function independently, since water management must occur on a wider scale than the extent of municipal boundaries. Developing such a plan will also guide the strategic allocation of Provincial and municipal drainage funding. Both orders of government will be better able to identify and prioritize required construction and maintenance projects, resulting in more effectively managed drainage infrastructure. This will also require Manitoba Infrastructure and Transportation to work with Manitoba Water Stewardship to coordinate drainage efforts. At present there is some confusion regarding the interaction between these departments where drainage is concerned, and articulating an overall plan would assist in clarifying the Province's approach to drainage.

As well, the Manitoba Ombudsman recently released a report containing recommendations to improve the drainage licensing and enforcement system. This report provides a valuable indication of municipal concerns and references several AMM resolutions on this matter. The

AMM anticipates that the Province will move forward on these recommendations in order to improve the overall operation of drainage works in Manitoba. The AMM recognizes that steps are already being taken and adding more staff should expedite the licensing process. However, the results of these improvements have yet to occur and municipalities will be assessing the effectiveness of these measures over time.

Therefore, the AMM urges the Provincial Government to develop a province-wide drainage management plan and allocate sufficient resources to drainage construction and maintenance throughout Manitoba.

5. Highways Capital Budget

The condition of the highway network affects many aspects of Manitoba's competitiveness, including tourism, commuter travel, transportation safety, and the economy. It also affects municipal road infrastructure as drivers opt to avoid Provincial highways due to poor conditions or road restrictions. The combination of these factors means that it is crucial for the Provincial highway system to be maintained to a high standard.

There has been a long-standing need to invest in transportation infrastructure, which was highlighted by the estimate of \$3.4 billion for Manitoba's transportation infrastructure deficit in 2004. As demonstrated by the FCM Report: *Danger Ahead: The Coming Collapse of Canada's Municipal Infrastructure*, infrastructure deficits are rising at an extremely rapid rate and the Manitoba estimate has certainly increased substantially since 2004. In fact, the report suggests that infrastructure deficits across Canada have more than doubled between 2003 and 2007. This would mean that Manitoba's infrastructure deficit is presently closer to \$7 billion and additional funding is required.

The Provincial Government has taken an important step through the articulation of *Manitoba's Highway Renewal Plan* for 2007-2011. The commitments to increase the Highways Capital Budget by spending \$2 billion over this period and an additional \$2 billion over the following five-year period will greatly improve Manitoba's provincial transportation infrastructure. These rehabilitation projects will allow many Provincial highways to withstand the level of commercial traffic intended for these roads and the commitment to maintenance will ensure that they do not deteriorate rapidly over time.

As well, traffic can now be reduced on municipal roads that were often used as alternatives to Provincial highways. In some instances, municipal roads are used as a primary thoroughfare, and are often used when Provincial highways are severely degraded or not available due to detours or road restrictions. Such practices have caused substantial damage to municipal roads and there remains high demand for investment in these roads. In the past, municipalities have allocated funding to Provincial roads where this was deemed to be a strategic approach to improving transportation. Similarly, the Province should be willing to invest in municipal roads for the

same reason, including the allocation of funding to urban highways. Many communities are suffering from neglected urban highways, yet these communities have no decision making authority for the necessary repairs and upgrading. Therefore, the maintenance of urban highways throughout Manitoba must be given greater priority. The Province has established effective programs, such as the grant-in-aid, however there is insufficient funding available to meet the current needs for municipal road investment. Enhancing the grant-in-aid program represents one mechanism the Province should consider to provide much needed increased investment in municipal roads across Manitoba.

In order to further support Manitoba's highway infrastructure, the AMM has also been lobbying the Federal Government to reinstate the Prairie Grain Roads Program (PGRP). Municipal and Provincial highways are still experiencing the negative impacts of the restructured grain transportation system and ongoing reductions in rail usage. Since the expiration of the PGRP many municipalities are facing additional difficulties in meeting transportation infrastructure demands and a continued investment should be pursued through the renewal of this valuable program. The AMM appreciates the Provincial Government's support for reinstating the PGRP and its efforts to highlight Manitoba's infrastructure needs on the Federal stage. The PGRP was an effective program and its renewal would certainly be appreciated by Manitoba municipalities.

Highway infrastructure is an important priority for communities throughout Manitoba. Adequate investment is essential to ensure that high-quality Provincial and municipal highways are available to accommodate all types of users.

Therefore, the AMM encourages the Province to continue to increase its investment in Manitoba's highway system, including municipal roads and urban highways.

6. Rail Line Abandonment

Railways have consistently played an important role in Canadian transportation since they offer an efficient, low-cost shipping option for a variety of goods. Tracks, yards and stations are often central features around which industries and businesses were built and communities developed. Railways continue to offer vital services to Manitoba's economy by shipping agricultural commodities and other products to market. Therefore, the importance of this transportation infrastructure must be maintained and protected.

The increasing demand for investment in infrastructure supports the need to preserve the rail system in Manitoba. Recent rail line abandonment related to agricultural shipping has increased pressure on Provincial and municipal highways, resulting in a need for additional investment in maintenance and repair. Municipalities aim to strategically plan infrastructure and make investments accordingly, however the changes brought about by rail line abandonment interfere with these efforts. These problems are exacerbated in Northern Manitoba where there are limited opportunities to shift to a reliance on the road network since railways are often the only transportation access available. Therefore, it is inefficient to abandon functioning infrastructure and thereby create demand for alternative transportation infrastructure.

The increasing trend towards abandoning rail lines is a major economic concern. The elimination of rail lines will deter business development in many areas due to the reduced number of connections between producers and markets. In communities where the railway is the only transportation link, the elimination of rail lines effectively halts future economic development opportunities. As well, losing this vital connection isolates communities and cuts off access to required goods and services.

Furthermore, there are significant environmental impacts associated with rail line abandonment. In many cases, the rail bed acts as a dyke to protect communities against high water levels. The elimination of this infrastructure therefore changes drainage structures and puts communities at an increased risk of flooding. In addition, the abandoned rail beds pose an environmental threat where contamination issues have not been resolved. It is critical for the decommissioning process to include sufficient efforts to remove any contamination that would pose a threat to the local

population and environment. If the railway companies are not held responsible for removing contamination, municipalities will be forced to take on this substantial liability. Therefore, where rail line abandonment is already in process, the Provincial Government must be prepared to address these ongoing environmental concerns.

In recognition of the importance of railways in Manitoba, the Provincial Government must also work with the Federal Government to preserve rail services in this province. As the Federal Government moves forward with its rail service review, the Provincial Government must ensure that Manitoba's reliance on railways is taken into consideration. Federal policy changes that result in detrimental impacts for Manitoba communities must be avoided. The Provincial Government must assist communities that rely on rail transportation by voicing their concerns throughout the federal rail service review.

Therefore, the AMM urges the Provincial Government to recognize the valuable services provided by Manitoba's rail lines, address the economic and environmental impacts of rail line abandonment and raise these issues during the Federal rail service review.

General Issue

1. Water Issues

Each year the AMM includes a top issue as a general agenda item for its meetings with all individual Cabinet Ministers. This year the AMM Board is taking municipal concerns with the current Provincial direction on water-related issues. The reason we are taking this issue to all Ministers is to let each Cabinet Minister know the importance of this issue to municipalities and our primary concerns. We believe this is one of the most important issues facing Manitoba today and we believe it is important that all Ministers understand the significance of the current direction to municipalities.

The AMM has always been a willing partner on water initiatives whenever asked. The AMM was one of the most vocal advocates for the creation of a single department to deal with water initiatives. The AMM has also participated on a number of provincial direction-setting initiatives, including the Manitoba Water Strategy. Municipalities know firsthand the importance of properly managing water and have always been willing to do what is needed. Clean drinking water, safely managed wastewater, and proper drainage and water management are all priorities for municipalities, just as they are for the Province.

Municipalities certainly agree with the Province on the high level goals and visions laid out so far. However it is how the Province is looking to move forward in arriving at these goals that has raised concerns for municipalities.

Throughout the last number of years municipalities have been raising concerns with how all of the new directions announced by the Province will be funded. Most recently the Province released *Framework for the Future*, a discussion document on the future of conservation districts in the province, which is most alarming. Conservation districts (CDs) have become the delivery mechanism of choice for water initiatives in Manitoba, however the funding for CDs has never been equal to the expectations that have been placed upon them. This document advocates for a scenario where the Province will provide little additional funding, while increasing the expectations for CDs.

One of the greatest strengths of CDs is that they are locally driven, with boards comprised of local residents making decisions based on local priorities. However there is real concern that the proposed changes to the funding mechanisms will seriously erode the importance of local priorities, ultimately leading to the erosion of local authority. This new proposal is to link limited provincial funding with provincial priorities, taking away a local CD's ability to use provincial funding for locally decided priorities. By being forced to use the vast majority of their budget on provincially directed initiatives, there will be nothing left to deal with local priorities. While we certainly expect there to be similarities between provincial and CD priorities, any flexibility in addressing local priorities will be lost.

These are very fundamental issues that need to be discussed and dealt with in order for the CD program to work in Manitoba. However we are very concerned with the approach taken by the department in trying to gain feedback on the document. The questionnaire is misleading in that it does not deal with these fundamental issues, and instead focuses on support for the very general goal statements. We feel the information gained from the questionnaires will only provide part of the picture, while many of the more fundamental issues are not addressed.

The AMM has a long history of working together with the Province, and over the last few years we have worked closely on numerous issues. While often we have differing opinions about what is best, we have been able to work together to find solutions to challenges and with the end result being what is best for all Manitobans. We are hopeful that although the Province has moved forward unilaterally on this initiative, there is still opportunity to find a workable solution that benefits everyone.

Appendix A – Active Resolutions

AMM Resolution Number 21 - 2007

Topic: Funding for Municipalities with Boil Water Advisories

Sponsor: RM of Whitemouth (Eastern District)

Departments: Manitoba Infrastructure & Transportation, Manitoba Health & Healthy Living, Health Canada, Infrastructure Canada

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba and Government of Canada to provide targeted funding to municipalities that have boil water advisories to construct water treatment facilities.

AMM Resolution Number 22 - 2007

Topic: Highway 6 Upgrades

Sponsor: City of Thompson (Northern District)

Departments: Manitoba Infrastructure & Transportation, Manitoba Justice

WHEREAS Highway 6 is the major north/south land connector for northern Manitoba and of considerable economic value;

AND WHEREAS the increased volume of heavy traffic and changing types of equipment require increased safety measures, particularly for automobiles;

AND WHEREAS Highway 6 has proven to be a tragic one for many families who have experienced the loss of loved ones;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba for improved safety measures on Highway 6, such as frequent passing lanes throughout the highway, the provision for more rest areas, the provision of paved shoulders of sufficient width to enable safe parking, and prohibiting the practice of trucks traveling in convoys.

AMM Resolution Number 23 - 2007

Topic: Assistance for Damages Caused by Provincial Weight Restrictions

Sponsor: RM of Taché (Eastern District)

Departments: Manitoba Infrastructure & Transportation

WHEREAS weight restrictions placed on Provincial roads redirect traffic onto municipal roads causing substantial damages;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba for assistance with rebuilding municipal roads damaged as a result of traffic diverted from provincial roads because of Provincial weight restrictions.

AMM Resolution Number 25 - 2007

Topic: Road Restrictions

Sponsor: Town of Rivers, RM of Daly, RM of Blanshard (Western District)

Departments: Manitoba Infrastructure & Transportation

WHEREAS the Province of Manitoba imposes annual spring road restrictions as required to protect our highway infrastructure;

AND WHEREAS the increased demand for movement of necessary supplies in and out of our rural communities has primarily been shouldered by large trucks;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to exempt empty truck traffic from Level 2 road restrictions on the steering axles, thus significantly reducing heavy truck traffic on municipal roads and also shortening many return trips;

AND BE IT FURTHER RESOLVED that essential commodities be allowed simpler guidelines to be transported at Level 1 weights on Level 2 restrictions when servicing local customers

AMM Resolution Number 20 - 2006

Topic: Rail Line Abandonment

Sponsor: RM of Thompson

Department: Manitoba Infrastructure & Transportation, Transport Canada

WHEREAS Southern Manitoba Railway has given notice to discontinue railroad operations from Morris to Mariapolis, Manitoba;

AND WHEREAS excessive traffic has caused severe deterioration of municipal roads and provincial roads and highways;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Federal and Provincial Governments to establish a ten-year moratorium on rail line abandonment;

AND BE IT FURTHER RESOLVED that the AMM lobby the Provincial and Federal Governments to pressure the rail lines to adopt a policy allowing multiple rail company access to service shippers.

AMM Resolution Number 21- 2006

Topic: Upgrade of Provincial Roads and Trunk Highways

Sponsor: RM of Rosburn (Midwestern District)

Department: Manitoba Infrastructure & Transportation

WHEREAS a number of hard-surfaced Provincial Roads and Provincial Trunk Highways are restricted to 65% of normal axle weight during the time of spring load restrictions;

AND WHEREAS several years ago, many of these highways were restricted to 90% of normal axle weight, but have since deteriorated;

AND WHEREAS commercial and farm trucks, in order to avoid weight restricted provincial highways re-route their delivery of goods over municipal roads;

AND WHEREAS municipalities are forced to expend thousands of tax dollars to repair damaged roads;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to upgrade its hard surface roads to standards that would only require 90% axle weight restrictions.

AMM Resolution Number 23- 2006

Topic: Provincial Highway Conditions

Sponsor: RM of North Cypress, Town of Carberry (Western District)

Department: Manitoba Infrastructure & Transportation

WHEREAS the condition of all Provincial Highways in the province has been continually deteriorating and may soon reach a point where it is impossible to repair all of the damage;

AND WHEREAS the Provincial Government has only budgeted a small increase in the road maintenance budget for Provincial Highways;

AND WHEREAS the costs associated with repairing asphalt have increased dramatically due to rising input costs;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to increase funding for Secondary Highway asphalt repairs and resurfacing.

AMM Resolution Number 24- 2006

Topic: Open Cut Installations on Provincial Roadways

Sponsor: RM of Franklin (Eastern District)

Department: Manitoba Infrastructure & Transportation

WHEREAS the Provincial Government has stated that proposed culverts through the grade of surfaced roadways must be installed by one of the following methods: boring, tunnelling or jacking, and open cut installations are typically considered only under emergent conditions when all other methods have proven unsuccessful or where other special circumstances may exist;

AND WHEREAS municipalities proposing to undertake drainage works within highway right-of-ways have requested permission for an open cut installation on Provincial Roadways to reduce considerably the cost to the municipality;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to allow municipalities to perform open cut installations on Provincial Roadways for municipal drainage works.

AMM Resolution Number 36- 2006

Topic: Leafy Spurge

Sponsor: RM of Pipestone (Western District)

Department: Manitoba Infrastructure & Transportation, Manitoba Conservation

WHEREAS Government right-of-ways along Provincial Trunk Highways are heavily infested with leafy spurge;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to control leafy spurge on provincial property.

AMM Resolution Number 40- 2005

Topic: Increased Infrastructure Grants

Sponsor: Town of Erickson (Midwestern District)

Department: Manitoba Infrastructure & Transportation, Manitoba Finance

WHEREAS the costs of municipal infrastructure such as storm sewers, water lines replacement, street maintenance etc., have increased in rapid proportion and have become a strain on municipal budgets;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to provide increased grants to municipalities to meet these increased costs, which in turn provide adequate services to their residents at a reasonable cost.

AMM Resolution Number 57- 2005

Topic: Approaches to Provincial Highways

Sponsor: RM of Dufferin (Central District)

Department: Manitoba Infrastructure & Transportation

WHEREAS farming practices have changed in the last several years;

AND WHEREAS many approaches to Provincial Trunk Highways are too short to enable large trucks and semi-trailers to turn properly;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to upgrade their approaches by lengthening the culverts and increasing the width of the approach.

AMM Resolution Number 38- 2004

Topic: Funding for Airstrip Maintenance

Sponsor: RM of Shoal Lake (Midwestern District)

Department: Manitoba Infrastructure & Transportation

WHEREAS Local Municipal Airports receive funding to help offset the operating costs of Local Airports through the Airport Assistance Program;

AND WHEREAS the airports are not only used by recreational users but by the agricultural spray planes, air ambulance, etc.;

AND WHEREAS this funding has remained constant while costs have increased;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to reinstate and increase the funding to help maintain the airstrips.

AMM Resolution Number 39- 2004

Topic: Sufficient Funding for Urban Highways

Sponsor: Town of Roblin (Parkland District)

Department: Manitoba Infrastructure & Transportation

WHEREAS Provincial highway systems pass through many urban centres in Manitoba;

AND WHEREAS the maintenance and upgrading of these highways is a provincial responsibility;

AND WHEREAS the tremendous increase of vehicle and truck traffic through urban centres in recent years has created deplorable road conditions as well as safety concerns for urban municipalities;

AND WHEREAS current available programs such as “grant in aid” or the Prairie Grain Road Program do not address the issue of reconstruction and the upgrading of these provincial highways passing through urban centres;

AND WHEREAS urban municipalities cannot address these road and traffic issues on their own since it is out of their jurisdiction;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to address urban Provincial highway issues by setting aside sufficient funds annually specifically geared for urban highway renewal, reconstruction and upgrading in the smaller urban centres of Manitoba.

AMM Resolution Number 41- 2004

Topic: Increased Funding for Grant-In-Aid

Sponsor: Town of Roblin (Parkland District)

Department: Manitoba Infrastructure & Transportation

WHEREAS urban municipalities rely upon grant-in-aid programs to upgrade streets and roads in urban centres;

AND WHEREAS the funding available to municipalities for the grant-in-aid program currently at \$1.3 million is grossly inadequate;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to increase the funding available for grant-in-aid programs to allow more municipalities greater access to these programs.

AMM Resolution Number 42- 2004

Topic: Reinstate the Manitoba Airport Capital Assistance Program

Sponsor: Town of Russell (Parkland District)

Department: Manitoba Infrastructure & Transportation, Manitoba Finance

WHEREAS the Manitoba Government through its Manitoba Airports Capital Assistance Program provided contributions for rural airports to ensure the safety and efficiency of rural airports;

AND WHEREAS the Provincial Government has suspended the program effective 2004;

AND WHEREAS services such as Life Flight depends on accessing rural communities by means of local airports;

AND WHEREAS many rural airports struggle to raise sufficient funds for operating costs and have little or no capacity to raise monies for its capital improvements;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to reinstate the Manitoba Airport Capital Assistance Program immediately and ensure the continued viability for local airports.

AMM Resolution Number 43- 2004

Topic: Access Roads

Sponsor: Town of Lynn Lake (Northern District)

Department: Manitoba Infrastructure & Transportation, Manitoba Conservation, Manitoba Culture, Heritage, Tourism & Sport

WHEREAS tourism is a major component of the economic development for many communities;

AND WHEREAS more tourists are targeting the Province of Manitoba for tourism opportunities;

AND WHEREAS a great number of road accessible lakes located throughout the Province are without properly maintained road infrastructure;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to ensure access roads are maintained thereby promoting greater tourism development.

AMM Resolution Number 44- 2004

Topic: Secondary Emergency Access Roads

Sponsor: RM of Reynolds (Eastern District)

Department: Manitoba Infrastructure & Transportation, Manitoba Science, Technology, Energy & Mines, Transport Canada, Emergency Preparedness Canada

WHEREAS in some municipalities there are communities that only have one access road;

AND WHEREAS some communities have a railway crossing (either CN, CP, or Greater Winnipeg Water District) running through this access road;

AND WHEREAS when a derailment, fire or other emergency occurs there is no other exit for emergency services and therefore evacuation is impossible by road;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial and Federal Governments, and railway companies to make funding available via cost sharing grants to municipalities that desire to construct secondary emergency accesses in these communities.

AMM Resolution Number 46- 2004

Topic: Priority for Drainage System Maintenance

Sponsor: RM of Woodlands (Interlake District)

Department: Manitoba Infrastructure & Transportation

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to have higher priority given to the annual mowing and clean out of ditches that are an integral part of the drainage system.

AMM Resolution Number 47- 2004

Topic: Bridge Co-Operative Program

Sponsor: RM of Glenwood (Western District)

Department: Manitoba Infrastructure & Transportation, Manitoba Finance

WHEREAS the maintenance, rehabilitation and construction of municipal bridges is very costly for municipalities;

AND WHEREAS major municipal bridge projects have in the past been costs shared on a 50:50 basis by the Province through its Rural Municipal Bridge Co-Operative Program;

AND WHEREAS the Provincial Government has discontinued the Bridge Assistance Program thereby placing a huge increase on bridge costs for rural municipalities;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to reinstate the Rural Municipal Bridge Co-Operative Program.

AMM Resolution Number 40- 2003

Topic: Restricting Re-issuance of Licenses

Sponsor: City of Portage la Prairie (Central District)

Department: Manitoba Infrastructure & Transportation, Manitoba Public Insurance Corporation

WHEREAS municipalities have enacted legislation to provide parking and municipal traffic control, including the right and responsibility to establish penalties for timed parking, location of available public parking, etc.;

AND WHEREAS some offenders do not adhere to their legal responsibility of paying penalties for infractions, which cumulatively may become a substantial sum of money to the municipality;

AND WHEREAS the methods of recovery available under current legislation are expensive and time consuming, particularly since each claim may be of a relatively small amount;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to enact legislation to restrict the re-issuance of personal or vehicle licenses until restitution for parking and traffic violations within the municipality has been made.

AMM Resolution Number 21- 2001

Topic: VIA Rail Service

Sponsor: Town of Churchill (Northern District)

Department: Manitoba Infrastructure & Transportation, Transport Canada

WHEREAS rail access to and from the Town of Churchill is an essential mode of transportation;

AND WHEREAS rail transportation of freight, both perishable and non-perishable goods, is vital to the re-supply of the Town of Churchill;

AND WHEREAS rail transportation of tourists into the Town of Churchill is vital for the continued economic development of the town;

AND WHEREAS rail service is the economic lifeline for many communities, which include the transportation of passengers and goods to and from communities, and directly encourages the tourism sector in Manitoba;

AND WHEREAS the condition of VIA Rail train cars is below standard for many rural and northern Manitoba communities;

AND WHEREAS the customer service that is provided to rail passengers is not of an acceptable standard and there is sufficient documented proof that VIA Rail is unwilling to remedy the problems that plague this rail service;

AND WHEREAS the cost of rail travel has increased steadily over the past five years for most remote and northern Manitoba communities having a negative impact on their ability to conduct business;

THEREFORE BE IT RESOLVED THAT the AMM petition both VIA Rail Canada and the provincial and federal ministers of transportation to improve passenger service into northern and remote Manitoba communities.

BE IT FURTHER RESOLVED that the Association of Manitoba Municipalities petition VIA Rail Canada and the provincial and federal ministers of transportation to improve the condition of the passenger cars, improve customer service, and reduce and stabilize the cost of transporting people and goods into northern and remote Canadian municipalities.

AMM Resolution Number 83- 2001

Topic: Maintenance of Provincial Gravel Roads

Sponsor: RM of Morris, RM of Macdonald (Central District)

Department: Manitoba Infrastructure & Transportation

WHEREAS the Province is responsible for maintaining provincial roads;

AND WHEREAS Manitoba Highways has not provided adequate maintenance to provincial roads to the point where those roads have become impassable at various times;

AND WHEREAS the provincial gravel roads are often impassable at certain times of the year;

AND WHEREAS municipal roads take added traffic because provincial roads are in such poor condition;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province to maintain provincial gravel roads to a standard that would allow greater use on a year-round basis.

AMM Resolution Number 20- 2000

Topic: Funding for Small Airports

Sponsor: RM of Shoal Lake, Town of Shoal Lake (Midwestern District), RM of Glenwood (Western District)

Department: Manitoba Infrastructure & Transportation, Transport Canada

WHEREAS small airports are necessary for air ambulance accessibility to small communities;

AND WHEREAS small airports are important for the continued economic development of small communities;

AND WHEREAS long-term funding for runway, taxiway, and apron maintenance and rehabilitation is inadequate;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Federal and Provincial Governments for long-term funding for maintenance of small airports.

AMM Resolution Number 46- 1998

Topic: Designated Trucking Routes

Sponsor: City of Brandon (Western District)

Department: Manitoba Infrastructure & Transportation

WHEREAS increased economic activity and heavy truck traffic have put a strain on municipal road infrastructure;

AND WHEREAS this strain has a negative impact upon existing infrastructure which was not built to handle increasingly heavy loads;

THEREFORE BE IT RESOLVED THAT the Union of Manitoba Municipalities urge the Provincial Government to develop a policy in conjunction with municipalities, to rationalize and designate truck routes utilizing appropriate municipal and provincial infrastructure.

AMM Resolution Number 07/07

Topic: Reinstating the Prairie Grain Roads Program

Sponsor: RM of Shoal Lake (Midwestern District)

Department: Agriculture and Agri-Food Canada, Manitoba Infrastructure & Transportation

WHEREAS rail line abandonment and elevator closures have resulted in longer grain hauls by farmers and grain companies;

AND WHEREAS more and larger trucks continue to damage older municipal roadways;

AND WHEREAS the cost to repair or rebuild these roads is beyond most municipal budgets;

AND WHEREAS the Prairie Grain Roads Program has enabled municipalities to upgrade major roads in their jurisdiction;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Government of Canada and the Province of Manitoba to reinstate the Prairie Grain Roads Program.

AMM Resolution Number 50/02

Topic: National Highway Program

Sponsor: RM of Coldwell (Interlake District)

Department: Finance Canada, Transport Canada

THEREFORE BE IT RESOLVED THAT the AMM lobby the Government of Canada for a National Highway Program.

AMM Resolution Number 63/05

Topic: Provincial Drain Management

Sponsor: RM of St. Andrews (Interlake District)

Department: Manitoba Water Stewardship

WHEREAS drainage is a large concern for many municipalities in the Province of Manitoba;

AND WHEREAS the Province of Manitoba has, in the past, provided and maintained both Provincial drains and highway drains;

AND WHEREAS the provision of and maintenance of Provincial drainage and highway drainage is not occurring at this time;

AND WHEREAS the major stumbling block to the applicable departments looking after the above responsibilities is a lack of funding;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to provide adequate funding to the applicable departments to ensure that drainage systems that are the responsibility of the Province of Manitoba are both constructed and maintained.

AMM Resolution Number 49/04

Topic: Costs of Engineering for Safe Drinking Water

Sponsor: Town of Melita (Western District)

Department: Manitoba Water Stewardship

WHEREAS the Province of Manitoba has mandated a safe drinking water policy;

AND WHEREAS there are communities in Manitoba under a 'boil water' order;

AND WHEREAS these communities do not have the resources to implement this mandate from the Province;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to increase funding to communities to cover the engineering and environmental costs involved in providing and ensuring safe drinking water for all Manitobans.

AMM Resolution Number 29/01

Topic: Funding for Conservation Districts

Sponsor: RM of Westbourne (Midwestern District)

Department: Manitoba Water Stewardship

WHEREAS some conservation districts have assumed responsibility for the provincial drainage system, and they play a major role in managing and licensing drainage works throughout Manitoba;

AND WHEREAS funding to the conservation districts has not kept pace with inflation and maintenance costs;

AND WHEREAS the cost of drain maintenance is a major expense to some conservation districts;

AND WHEREAS the provincial government no longer provides engineering and survey services to the conservation districts which forces the conservation districts to utilize funds previously used for operation in order to provide these necessary services;

AND WHEREAS inadequate funding to conservation districts results in increased levies to the member municipalities;

AND WHEREAS the level of funding does not adequately reflect the value of the infrastructure;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to provide adequate funding to conservation districts and water management associations on an individual basis, and that this funding be indexed to the rate of inflation to allow proper maintenance of the drainage system throughout the province.

BE IT FURTHER RESOLVED THAT the AMM lobby the provincial government to renew the practice of providing engineering and surveying services to the conservation districts.

AMM Resolution Number 30/01

Topic: Provincial Maintenance of Drains

Sponsor: RM of Morris, RM of Macdonald (Central District), RM of Rosser (Interlake District)

Department: Manitoba Water Stewardship

WHEREAS inadequate drainage of agricultural land is a major concern to both the farming community and to municipalities;

AND WHEREAS municipalities continue to improve drainage to keep pace with the expectations of the farming community;

AND WHEREAS the Department of Conservation has made little attempt to maintain drainage systems for which they are responsible;

AND WHEREAS the financial loss due to improper drainage not only affects the farming community, but reduces the revenues that would be generated to the federal and provincial governments;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province to undertake work on their drains to provide proper and adequate drainage;

BE IT FURTHER RESOLVED THAT the AMM lobby the Province to improve and upgrade drains that are the jurisdiction and responsibility of the Department of Conservation.

BE IT FURTHER RESOLVED THAT the AMM lobby the Province to provide additional funding that would allow for the maintenance of provincial drains to provide efficient drainage of land in the agricultural areas of the Province.

AMM Resolution Number 32/01

Topic: Maintenance of Natural Waterways

Sponsor: RM of Morris (Central District)

Department: Manitoba Water Stewardship

WHEREAS the natural waterways in the Province are designated under the responsibility of the local municipality;

AND WHEREAS these natural waterways are a cost factor beyond most municipalities' capabilities for crossings, etc.

THEREFORE BE IT RESOLVED THAT the AMM request that the Province accept responsibility for all natural waterways and their required crossings.

AMM Resolution Number 26/00

Topic: Road Damage from Springs on Provincial Land

Sponsor: RM of Wallace (Western District)

Department: Manitoba Water Stewardship

WHEREAS drainage is one of the prime concerns of municipalities;

AND WHEREAS municipalities have drains that adjoin provincially owned property;

AND WHEREAS activities permitted by the Province can directly contribute to the water flow in municipal drains;

AND WHEREAS the Province does not take responsibility for damage to municipal roads and drains caused by natural springs and seasonal runoff from provincial land;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to take responsibility for the maintenance and repair of roads and drains that are damaged due to natural springs and runoff from provincial land that directly affects municipal drainage.

AMM Resolution Number 27/00

Topic: Third Order Drains

Sponsor: RM of La Broquerie (Eastern District)

Department: Manitoba Water Stewardship

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to acquire the right-of-way of those portions of all third order drains that they do not already own.

AMM Resolution Number 57/99

Topic: Drainage

Sponsor: RM of Argyle (Western District)

Department: Manitoba Water Stewardship

WHEREAS Manitoba Conservation, Water Resources Branch, has fragmented certain drains, creeks, and rivers into areas they service and maintain and leave other areas to the land owner or municipality, which results in these drains not functioning to their top capacity and causing severe flooding and channel changes;

THEREFORE BE IT RESOLVED THAT the Association of Manitoba Municipalities lobby the Province of Manitoba to make the Water Resources Branch or the local conservation districts responsible for maintaining these drains from the headwaters to the stream's mouth.

AMM Resolution Number 59/99

Topic: Drainage Licences

Sponsor: Town of Killarney, RM of Turtle Mountain (Western District)

Department: Manitoba Water Stewardship

WHEREAS the Province of Manitoba has the authority to issue licences to individuals and corporations for drainage projects;

AND WHEREAS municipal corporations are aware of the impact which proposed drainage projects will have on properties downstream;

THEREFORE BE IT RESOLVED THAT the AMM request the Province of Manitoba consult with the local municipal corporation before issuing a drainage licence.

AMM Resolution Number 18/98

Topic: Rural Water Services

Sponsor: Town of Carman (Central District)

Department: Manitoba Water Stewardship, Manitoba Intergovernmental Affairs

WHEREAS all Manitobans should have access to sewer and water services;

THEREFORE BE IT RESOLVED THAT the AMM request the Government of Manitoba (Manitoba Water Services Board) and the Government of Canada (Prairie Farm Rehabilitation Act) to increase their annual allocations to fund the installation of water services to rural communities in Manitoba.

AMM Resolution Number 55/01

Topic: Funding for Community Places Program

Sponsor: Town of Neepawa, Village of Elkhorn (Midwestern District), RM of North Cypress, Town of Rivers (Western District)

Department: Manitoba Culture, Heritage, Tourism & Sport

WHEREAS the Manitoba Government has promised that 25 per cent of VLT profits would be distributed to rural Manitoba through direct grants, 10 per cent through economic development programs such as REDI, and 15 per cent through the Community Places Program;

AND WHEREAS the Province of Manitoba has decreased the amount of funding to the Manitoba Community Places Program since 1987;

AND WHEREAS the maximum allowable grant under this program is \$50,000 and the average grant awarded is \$13,750 per project;

AND WHEREAS this program is one of the few to assist with the renovation, replacement, or construction of recreation facilities within the province of Manitoba;

AND WHEREAS it is a known fact that recreation facilities are aging and in need of some major capital dollars as demonstrated by the over \$10 million in annual requests for a program of \$2.6 million;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province to:

- a) Increase the amount of available funds in the Manitoba Community Places Program; and,
- b) Increase the maximum funds allowable under the grant guidelines to better reflect the true costs of major capital projects.

AMM Resolution Number 21/00

Topic: Infrastructure Grants for Recreational Facilities

Sponsor: RM of St. Andrews (Interlake District)

Department: Finance Canada, Western Economic Diversification Canada, Manitoba Intergovernmental Affairs

WHEREAS recreational facilities in the province are aging and many need upgrading;

AND WHEREAS grants to recreational associations have been reduced and municipal governments are financially unable to totally support these upgrades;

AND WHEREAS some municipalities need to provide new recreational facilities;

THEREFORE BE IT RESOLVED THAT the AMM lobby the federal and provincial governments to establish a tri-partite infrastructure program for recreational facilities in need of repair and upgrading, and also for new facilities that are required.