



Meeting with  
Honourable Dave Chomiak  
Minister of Justice

April 7, 2009

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# Executive Summary

## Departmental Issues

### 1. Improvements to the Youth Criminal Justice Act

- The main municipal concern regarding the YCJA is the reliance on local community resources without a consideration of the municipality's capacity to provide the necessary services.
- Not only is there a wide range of resources available in communities, but there are important differences between the programming required in a large urban centre and small town or rural community.
- Since the current legislative framework does not adequately support local efforts, the AMM was pleased with the Federal Government's decision to engage in a consultative process as part of the YCJA review.
- The AMM made a submission to the 2008 consultation to express support for strengthening pre-trial detention options and enhancing measures to deter youth crime.
- One of FCM's consistent messages is that all orders of government must cooperate to address youth crime prevention. There is a need for strategies, programs and models tailored to local needs but not limited to local resources.
- With the consultation process now complete, it is essential for the Province to ensure that any policy or legislative changes stemming from the review adequately reflect the capacity of Manitoba municipalities to undertake alternative programming.

**Therefore, the AMM urges the Provincial Government to ensure that changes stemming from the review of the *Youth Criminal Justice Act* result in more effective deterrents for youth offenders and recognition of the regional capacity of Manitoba municipalities.**

### 2. Parking Violations

- Municipalities have serious infrastructure and other service demands that would benefit from the collection of unpaid parking fines, however the mechanisms for collection are inadequate to allow municipalities to reap these benefits.
- If outstanding parking violations in the City of Winnipeg can be classified as offences, the same principles should apply in all Manitoba municipalities.
- The AMM appreciates the Province's commitment to work with municipalities in order to identify and address specific municipal concerns.
- However, this process has been underway for an extensive time period and municipalities are anxious for the new system to be implemented.

**Therefore, the AMM urges the Provincial Government to implement a process to restrict the re-issuance of driver and vehicle licenses pending the payment of outstanding parking and traffic violation fines.**

### **3. Municipal Policing Costs**

- Although community safety and crime prevention are among the top priorities of communities across Manitoba, the current funding structure for police services is unsustainable.
- Under the current structure, municipalities have little influence over the level of police service obtained yet are required to provide funding as determined by the RCMP.
- The AMM was pleased with the 2008 Federal Budget allocation of an additional \$400 million for provinces and territories to recruit 2,500 new police officers since there should be a significant impact on Manitoba communities.
- The Province must ensure sufficient resources are available through funding mechanisms that support effective policing while maintaining cost-efficient service delivery.
- Research from the Federation of Canadian Municipalities found that policing is one of the fastest growing areas of expenditure in municipalities across the country and there are widespread concerns with the lack of control over rising policing costs, reduced service levels and the RCMP's limited ability to respond to local policing priorities.
- As key stakeholders in the provision of police services, municipalities must have a voice in the negotiation of the 2012 contract.
- For instance, in some cases additional support staff to deal with increasing paperwork may be more effective than hiring an additional officer.
- The 2012 agreement should consider mechanisms to incorporate the flexibility and cooperation required to facilitate such arrangements.
- The review of *The Provincial Police Act* that is now underway will also have implications for municipal budgets due to the proposal for mandatory local police boards.
- Municipalities are supportive of the need for accountability to ratepayers, however it is unclear how an appointed local police board to control the budgetary process would enhance accountability.

**Therefore, the AMM urges the Provincial Government to commit additional resources to police services throughout Manitoba to ensure that all communities have sufficient access to safety and crime prevention services. The Province should also ensure that the AMM is involved in the negotiation of the 2012 provincial police contract.**

## 4. MPIC Issues

- Vehicle accidents cause high costs for municipalities and the Province should ensure that Manitoba's vehicle insurance system fairly compensates municipalities for their efforts.
- Since considerable time has passed since the rates were adjusted, a further review should now be undertaken to reflect the increasing costs to municipal fire departments.
- One of the main issues municipalities raise with the claims process is the expectation that municipal fire departments provide traffic control, even though this is neither technically their responsibility nor an eligible expense under MPIC's policy.
- Another area of concern is the cost of municipal fire departments responding to false alarms.
- The Province should work with MPIC and municipalities to implement mechanisms to ensure firefighters are only dispatched when their services are genuinely required.
- Municipalities are also impacted when vehicle accidents cause damage to municipal infrastructure and the driver cannot be identified.

**Therefore, the AMM urges the Provincial Government to ensure that compensation from Manitoba Public Insurance Corporation recognizes the full role of municipal fire departments and all associated costs.**

## General Issue

### 1. Alternate Revenue for Municipalities and Infrastructure Investment

- Today's municipal council must balance community economic development, land use planning and infrastructure renewal and development with an eroding tax base and an increased reliance on application-based grants.
- The message the AMM is hoping to convey is not that the provincial or federal government has completely forgotten about municipalities, but rather that despite their efforts municipalities still face enormous challenges and more is needed.
- A new approach is needed, and for this reason we are asking the Province of Manitoba to share one percent of the Provincial Sales Tax with municipalities for infrastructure. This will provide municipalities with in excess of \$200 million a year.
- In 2009, the Saskatchewan Government has allocated \$100 million for municipal infrastructure to be distributed on a per capita basis, as well as \$167 million for municipalities from the Provincial Sales Tax.
- What should not be lost is the positive impact infrastructure investment would have for the provincial and national economy.
- A study by the Federation of Canadian Municipalities found that an increase in municipal infrastructure spending of \$1 billion in 2008 (at nominal process and allocated to a

representative mix of infrastructure) would increase the size of the real economy by roughly 0.13 percent or \$1.3 billion in nominal terms.

- Municipalities are not looking for new revenue sources to store money away for a rainy day. The storm has arrived.
- Providing municipalities with new revenue sources will not only begin to address the growing infrastructure deficit, but will help build and strengthen our economy.
- For municipal government to be sustainable into the future, and for Manitobans to have access to the quality of life they deserve, municipalities need to have access to sustainable growth revenues.

**Therefore the AMM is asking the Province to undertake a serious review of the roles, responsibilities and resources of municipal government in Manitoba and in the short term provide municipalities with one percent of the current PST to help address the growing municipal infrastructure deficit.**

## Departmental Issues

### 1. Improvements to the Youth Criminal Justice Act

Criminal activity has a tremendous impact on communities throughout Manitoba and the number of youth committing crimes is very disturbing to municipalities. For this reason, the AMM generally supported the principles that led to the development of the *Youth Criminal Justice Act* (YCJA) and looked forward to the resultant reduction in youth crime rates. Instead, the effectiveness of this legislation has been questioned since its implementation in 2003.

Municipalities throughout Manitoba appreciated the 2008 review of the YCJA and are looking forward to changes based on the consultation process.

The main municipal concern regarding the YCJA is the reliance on local community resources without a consideration of the municipality's capacity to provide the necessary services. Not only is there a wide range of resources available in communities, but there are important differences between the programming required in a large urban centre and small town or rural community. Therefore, the legislation's focus on rehabilitation and reintegration as a means of preventing crime may theoretically be the best approach, but it has not been applied in the most effective manner. Rather, municipalities have been working to provide alternative programming without benefiting from reductions in youth crime. Statistics Canada found that the proportion of Canadian youth formally charged by police has dropped since the YCJA was implemented. Yet this statistic is misleading since there is no consideration of the number of youth crimes resolved through the community justice process. In fact, Statistics Canada's research does not indicate a reduction in youth crime in Manitoba. Legislative changes must be implemented that reflect the needs of all communities in efforts to prevent youth crime.

Since the current legislative framework does not adequately support local efforts, the AMM was pleased with the Federal Government's decision to engage in a consultative process as part of the YCJA review. The AMM made a submission to the 2008 consultation to express support for strengthening pre-trial detention options and enhancing measures to deter youth crime. In particular, a major principle in the YCJA that must be reviewed is the concept that "a young person is subjected to *meaningful* consequences for his or her offence." Manitoba communities

are concerned that this principle is not currently being fulfilled, especially in light of the diversity of regional demands. The review of the YCJA must ensure that consequences effectively prevent crime and reduce rates of re-offending. Manitoba municipalities are anxious for the Federal Government to make improvements to this legislation in response to the concerns raised through this review process.

The AMM also works through the Federation of Canadian Municipalities (FCM) to highlight such municipal concerns to the Federal Government. One of FCM's consistent messages is that all orders of government must cooperate to address youth crime prevention. There is a need for strategies, programs and models tailored to local needs but not limited to local resources, therefore the Provincial and Federal Governments have an important role in ensuring adequate community programming is available. Therefore, the AMM appreciates the Province's commitment to youth intervention programs such as the Lighthouses and Turnabout programs. Through a coordinated effort involving the three orders of government, greater advancements can be achieved toward preventing youth crime. The Province must be prepared to commit resources to support changes to the YCJA that will strengthen the efforts of local communities.

The AMM also appreciates the Province's support for stronger penalties for youth involved in serious crimes and for the review of the YCJA. With the consultation process now complete, it is essential for the Province to ensure that any policy or legislative changes stemming from the review adequately reflect the capacity of Manitoba municipalities to undertake alternative programming. When the Federal, Provincial and Territorial Ministers responsible for Justice discussed a review of the YCJA in 2006, the Federal Government committed that reforms would take into account the unique characteristics of each province and territory. As the information collected through the consultation is reviewed, it is critical for this commitment to be upheld, and the Province must highlight particular Manitoba concerns throughout this process.

**Therefore, the AMM urges the Provincial Government to ensure that changes stemming from the review of the *Youth Criminal Justice Act* result in more effective deterrents for youth offenders and recognition of the regional capacity of Manitoba municipalities.**

## 2. Parking Violations

Current legislation allows municipalities to issue tickets for parking and traffic violations, but does not offer sufficient authority to enforce collection of these fines. As the value of outstanding tickets grows, so does the frustration of urban municipalities across Manitoba. These municipalities have serious infrastructure and other service demands that would benefit from the collection of unpaid fines, however the mechanisms for collection are inadequate to allow municipalities to reap these benefits. The AMM appreciates that the Province is working with municipalities to resolve this issue, however this has been a lengthy process with no indication of when it will be complete.

Fines resulting from parking and traffic violations are one of the few mechanisms municipalities can use to raise revenue and outstanding parking fines often accumulate to a substantial amount. As long as these amounts remain uncollected, municipalities are missing out on opportunities to invest in critical areas of service provision. For instance, the City of Winnipeg has estimated that outstanding fees due to parking violations amount to approximately \$10 million. Similarly, unpaid parking tickets in the City of Portage la Prairie are currently worth over \$131,000; an amount that has grown substantially since 2005 when unpaid tickets totaled over \$86,000. These amounts could translate to badly-needed infrastructure investments if further consequences were in place to hold offenders accountable for their violations. The magnitude of this problem illustrates the need for a more productive means of collecting these fines.

The City of Winnipeg has set a precedent by working with the Province to block annual license and registration renewals if a driver has outstanding parking tickets. Although the City of Winnipeg functions under a different legislative structure than the rest of Manitoba's municipalities, the need to address this issue is no less severe outside the perimeter. If outstanding parking violations in the City of Winnipeg can be classified as offences, the same principles should apply in all Manitoba municipalities. Furthermore, if the mechanisms are in place to facilitate information sharing among Manitoba Public Insurance Corporation, Manitoba Justice and Manitoba Infrastructure and Transportation to accommodate the City of Winnipeg, such mechanisms should also be established for use province-wide.

In 2006, the Province established a working group to investigate and review the impact of unpaid parking tickets in municipalities. The AMM appreciates the Province's commitment to work with municipalities in order to identify and address specific municipal concerns. As well, the AMM acknowledges that this is a complex process due to the integration with the Province's fine collection system and technological capacity. However, this process has been underway for an extensive time period and municipalities are anxious for the new system to be implemented. Specific attention must be focused on enhancing the enforcement of unpaid parking and traffic violations to support municipalities in collecting this essential revenue.

**Therefore, the AMM urges the Provincial Government to implement a process to restrict the re-issuance of driver and vehicle licenses pending the payment of outstanding parking and traffic violation fines.**

### 3. Municipal Policing Costs

Although community safety and crime prevention are among the top priorities of communities across Manitoba, the current funding structure for police services is unsustainable. Municipalities are absorbing an increasing share of policing costs in addition to undertaking a key role in alternative service provision. The growing pressure on municipal budgets and the rising costs of police services require greater investment by the Provincial Government since municipalities cannot bear these costs alone.

Municipal concerns with the escalating costs and inefficiencies of service provision are closely linked. Under the current structure, municipalities have little influence over the level of police service obtained yet are required to provide funding as determined by the RCMP. At present, salaries constitute a significant portion of municipal policing budgets and commitments to increase salaries have a serious impact on municipalities. The AMM supports appropriate remuneration for these essential services, however municipal budgets cannot respond to the demand to increase RCMP salaries, particularly when municipalities have no control over these amounts.

Therefore, the AMM was pleased with the 2008 Federal Budget allocation of an additional \$400 million for provinces and territories to recruit 2,500 new police officers since there should be a significant impact on Manitoba communities. The Province's commitment to allocate half of Manitoba's share to rural communities will be a valuable complement to the increased funding for policing in the 2008-09 Provincial Budget. The Federal allocation covers a five-year timeframe, but municipal budgets have already stretched to accommodate existing services and long-term funding is required to maintain further service improvements. Therefore, the Province must ensure sufficient resources are available through funding mechanisms that support effective policing while maintaining cost-efficient service delivery.

The AMM has also highlighted Manitoba's municipal concerns to the Federal Government by collaborating on the Federation of Canadian Municipalities' (FCM) lobbying efforts. In 2008, FCM released a report outlining municipal concerns, called *Towards Equity and Efficiency in Policing – A Report on Policing Roles, Responsibilities and Resources in Canada*. This research

found that policing is one of the fastest growing areas of expenditure in municipalities across the country. It illustrates that there are widespread concerns with the lack of control over rising policing costs, reduced service levels and the RCMP's limited ability to respond to local policing priorities. Due to the importance of this issue, FCM is now engaging in further research to examine the specific impacts of the escalating costs of RCMP contracts on municipalities. This research is expected to be a useful reference in developing the new provincial policing agreements to be implemented in 2012 and should be considered by the Federal and Provincial Governments as negotiations advance.

In fact, Manitoba municipalities are looking forward to the potential improvements that could be achieved through the 2012 policing contract. As key stakeholders in the provision of police services, municipalities must have a voice in the contract negotiation. There must be consultations between the Province, RCMP and municipalities in order to develop a funding arrangement that will enable effective policing in all Manitoba communities. The process must incorporate measures that allow municipalities to provide effective policing while maintaining cost-efficient delivery. The need for communication on this issue will be critical to the success of municipal policing province-wide. Although the process is in the very early stages, the Federal and Provincial Governments must recognize the value of involving the AMM to ensure that municipal interests are addressed.

For instance, municipalities value the officers that are assigned to their communities due to the need for a visible police presence. At the same time, there is a need to ensure that all policing staff is utilized to the best of their abilities. In some cases, additional support staff to deal with increasing paperwork may be more effective than hiring an additional officer. A community's funding for one RCMP officer may be more effectively spent in hiring two local residents for administrative duties. This can be more efficient from a cost perspective, but will also allow officers to spend more time in a community focusing on crime prevention. Such alternative funding and staffing arrangements need to be evaluated to ensure that overall municipal policing budgets serve the community in the best possible manner. Since this must be completed within the framework of the policing contract, the 2012 agreement should consider mechanisms to incorporate the flexibility and cooperation required to facilitate such arrangements.

The review of *The Provincial Police Act* that is now underway will also have implications for municipal budgets due to the proposal for mandatory local police boards. The escalating cost of providing police services is the foremost issue for many municipalities since the majority of this cost is not under local control. In response, many municipal police forces were established to empower municipalities to fully control the cost of local police services. There is a clear process for holding these municipalities accountable for their budgeting decisions given the four-year municipal election cycle. Municipalities are supportive of the need for accountability to ratepayers, however it is unclear how an appointed local police board to control the budgetary process would enhance accountability. The AMM was pleased with the opportunity to discuss such concerns through the consultative process and looks forward to reviewing the proposed amendments when the bill is introduced.

As priorities are identified for the new Federal funding, the new police services agreement is drafted for 2012, and *The Provincial Police Act* is reviewed, governments must recognize that the gains achieved by additional Federal and Provincial resources will not be sustainable if there is a heavy reliance on municipalities to provide long-term funding.

**Therefore, the AMM urges the Provincial Government to commit additional resources to police services throughout Manitoba to ensure that all communities have sufficient access to safety and crime prevention services. The Province should also ensure that the AMM is involved in the negotiation of the 2012 provincial police contract.**

## 4. MPIC Issues

The primary municipal involvement with the Manitoba Public Insurance Corporation (MPIC) stems from the impacts of vehicle accidents. Foremost are the necessary services municipal fire departments provide to ensure motorists' safety and adequate compensation should be available through MPIC. The need for compensation has grown in recent years as municipal fire departments are expected to take on additional responsibilities such as traffic control. Since vehicle accidents cause high costs for municipalities, the Province should ensure that Manitoba's vehicle insurance system fairly compensates municipalities for their efforts.

At present, the rates for responding to vehicle accidents do not cover the actual costs of dispatching municipal fire departments. The AMM appreciated that these rates were reviewed in 2005 and increased to \$600 for basic calls and \$800 for complex calls. During the discussions with MPIC and the Province regarding these rates, the AMM also raised the need for regular rate reviews. Consistent reviews will determine whether the rates are continuing to provide compensation for the actual costs of responding to accidents. Since considerable time has passed since the rates were adjusted, a further review should now be undertaken to reflect the increasing costs to municipal fire departments.

One of the main issues municipalities raise with the claims process is the expectation that municipal fire departments provide traffic control, even though this is neither technically their responsibility nor an eligible expense under MPIC's policy. In fact, the RCMP is responsible for conducting traffic control until the accident is cleared from the roadway. However, the reality is that the lack of available RCMP resources causes municipal fire departments to perform these duties in the interest of public safety. The fire department's role has been recognized through the provision of traffic control training from the RCMP, however compensation for remaining on the scene and providing these services has not been forthcoming. It has become irrelevant that the RCMP is officially responsible for traffic control because when accidents occur, it is understood that municipal firefighters will provide this service. Therefore, compensation for traffic control should not be considered only in exceptional circumstances, but should be available to all municipal fire departments engaging in this activity. MPIC should adjust its policies to

accommodate the full responsibility of municipal fire departments and provide compensation for traffic control.

Another area of concern is the cost of municipal fire departments responding to false alarms. Municipal fire departments are required to respond to any call that has been dispatched through the local 911 service. Even when 911 calls are false alarms, the fire departments have provided a necessary service by responding to the call and attending the scene of a possible motor vehicle accident. There is a cost associated with these calls, due to the fuel consumed and the firefighter wages accrued. Therefore, municipalities require a minimum level of compensation every time they respond to a 911 call related to a motor vehicle accident and MPIC should meet this requirement.

The AMM has also suggested mechanisms to reduce the incidence of false alarms initiated by 911 calls, such as a common identification sign to indicate to passersby that an incident has already received attention. In addition, the AMM membership recently passed a resolution proposing an alternative telephone number for non-emergency calls. Each of these suggestions would assist in reducing the false alarms attended by municipal fire departments and other emergency personnel, since they provide a mechanism to assess the need for emergency response. The Province should work with MPIC and municipalities to implement such alternative systems to ensure firefighters are only dispatched when their services are genuinely required.

Municipalities are also impacted when vehicle accidents cause damage to municipal infrastructure. In most cases, a driver can be identified and the cost of repairs is reimbursed to the municipality through the individual's insurance coverage. When the driver cannot be conclusively identified, municipalities must pay for any damages to municipal infrastructure and associated cleanup. This can lead to considerable costs for the municipality and the connection to a vehicle accident should be recognized through MPIC compensation. The AMM understands that the current system requires claims to be connected to a specific driver, however there should

be flexibility to ensure that municipalities are not left with major infrastructure costs due to vehicle accidents.

Motor vehicle accidents cause considerable damage and municipal emergency response mechanisms are in place to minimize the incremental harm that can result following an accident. A range of activities is required of municipal firefighters, and the benefits provided by these volunteers must be reflected with compensation from the vehicle insurance provider.

**Therefore, the AMM urges the Provincial Government to ensure that compensation from Manitoba Public Insurance Corporation recognizes the full role of municipal fire departments and all associated costs.**

## General Issue

### 1. Alternate Revenue for Municipalities and Infrastructure

#### Investment

The lack of revenue is not a new problem for municipalities. In fact a strong argument can be made that from its inception municipal government has not had the resources required. You need only look back to the resolutions from the founding meeting of the Union of Manitoba Municipalities in 1905 to see municipal revenues were front and centre.

But now more than ever municipalities need new tools to deal with new responsibilities and new expectations. Municipalities are playing an ever greater role in the lives of Manitobans, as the days of simply collecting garbage and plowing roads are long gone. Today's municipal council must balance community economic development, land use planning and infrastructure renewal and development with an eroding tax base and an increased reliance on application-based grants. This has left many municipalities to question whether the current system is tenable any longer.

Currently, Manitoba municipalities are more reliant on provincial and federal grants than any other province in Canada. While in some cases these types of programs are necessary (for example large-scale infrastructure projects), it leaves municipalities having to compete against one another for limited dollars and restricts a municipality's ability to properly plan for much needed investment. The amount in grant programs like the recent Municipal Rural Infrastructure Fund is nowhere near the total demand, meaning there is no guarantee much needed projects will ever see funding.

Overreliance on grants and transfers leaves municipalities without the tools required to meet demands. Many issues raised by municipalities are really issues of access to revenue when stripped down to their core. For example, the need to remove education tax from property is really a municipal revenue issue, as municipalities see education tax as eroding the property tax, which is the single greatest source of municipal revenue. Over the last number of years we have seen more and more municipalities speaking out on the need for greater municipal revenue sources.

It is important that the federal and provincial governments' contribution to municipalities are not forgotten. Federally, municipalities have benefited from a GST rebate, the sharing of the federal gas tax and the new Building Canada Fund. The recent Federal Budget has made an unprecedented investment in infrastructure, which will benefit municipalities. Provincially, municipalities have benefited from the sharing of provincial income tax, the Building Manitoba Fund, and supports in several other areas. The message the AMM is hoping to convey is not that either order of government has completely forgotten about municipalities, but rather that despite these efforts municipalities still face enormous challenges and more is needed.

Municipalities must have access to new revenue sources. A greater reliance on property taxes and provincial and federal grants has created an ever-widening chasm between municipal revenues and needs, leaving future generations with what is quickly becoming an insurmountable infrastructure deficit.

A new approach is needed, and for this reason we are asking the Province of Manitoba to share one percent of the Provincial Sales Tax with municipalities for infrastructure. This will provide municipalities with in excess of \$200 million a year. For a community of 1,000 people, this means an investment of roughly \$185,000 in their local infrastructure, or \$370,000 for a community of 2,000 people. A community such as Thompson could see close to \$2.5 million while Winnipeg would expect to see over \$117 million. Although these amounts alone will not erase the infrastructure deficit in Manitoba, it would be a positive first step.

Other provinces have recently made significant strides to address municipal infrastructure needs, notably in Saskatchewan. In their 2009 Provincial Budget, the Saskatchewan Government made an impressive commitment in establishing the new Municipal Operating Grants program through consultations with Saskatchewan's two municipal associations. The program provides \$167 million, including \$107 million to urban municipalities, \$48 million to rural municipalities, and \$12 million to northern communities. This is equivalent to 90 percent of one point of PST (from 2007-08 Public Accounts). In 2010-11 and subsequent years, the Saskatchewan Government has committed to allocating the equivalent of 100 percent of one point of PST to municipalities. This

funding is in addition to January's announcement of the Municipal Economic Enhancement Program that provides funding to Saskatchewan municipalities to strengthen the provincial economy. This program allocates \$100 million on a per capita basis to assist municipalities in making much-needed infrastructure investments. This type of commitment stands in stark contrast to the additional \$4 million Manitoba municipalities received in the 2009 Provincial Budget.

The AMM understands that providing additional revenues to municipalities may become more difficult as the economy continues to fluctuate. While economic projections can never be taken as absolute fact, they are often a prophetic divining rod on economic times. However what should not be lost is the positive impact infrastructure investment would have for the provincial and national economy.

The Federation of Canadian Municipalities has investigated this principle in depth and has found in their 2008 study "Municipal Infrastructure- Macroeconomic impacts of spending and level-of government financing" that an increase in municipal infrastructure spending of \$1 billion in 2008 (at nominal process and allocated to a representative mix of infrastructure) would increase the size of the real economy by roughly 0.13 percent, or \$1.3 billion in nominal terms. While this would erode slightly over time with consistent investment, over a four year period it would still result in meaningful gains to the economy, dropping to a 0.6 percent increase in the final year.

The resulting investment would be felt in the employment sector as well, since a great number of industries would benefit. A \$1 billion investment in 2008 would add 11,500 new jobs, in industries from labour and material suppliers through to architects and engineers.

Giving municipalities access to additional revenues, will translate to stronger investment in our communities. The Institute for Research on Public Policy has shown that providing adequate infrastructure has both direct and indirect benefits for private-sector manufacturing.

Infrastructure is an intermediate input into the production process, with businesses locating where they have access to water, hydro and transportation. New roads reduce fuel costs and haul times. Access to high quality (and adequate) water reduces input costs. There is also evidence

that increased investments in public infrastructure allow private companies to use labour inputs more intensively, translating into more jobs.

Municipalities are not looking for new revenue sources to store money away for a rainy day. The storm has arrived. The national municipal infrastructure deficit is in excess of \$123 billion for current infrastructure with another \$115 billion needed for new infrastructure to keep pace with other developed nations. Left to deal with this ballooning deficit alone armed only with property taxes and grants, it will continue to grow exponentially. Alternatively, providing municipalities with new revenue sources will not only begin to address this growing deficit, but will help build and strengthen our economy.

The time has come for a new approach to municipal funding. The expectations of today's municipalities are greater than any time in history. Regrettably so are the financial challenges facing municipalities. For municipal government to be sustainable into the future, and for Manitobans to have access to the quality of life they deserve, municipalities need to have access to sustainable growth revenues.

**Therefore the AMM is asking the Province to undertake a serious review of the roles, responsibilities and resources of municipal government in Manitoba and in the short term provide municipalities with one percent of the current PST to help address the growing municipal infrastructure deficit.**

## Appendix A – Active Resolutions

### **AMM Resolution Number 55 - 2008**

#### **Topic: MPIC Claim Coverage**

Sponsor: Town of Russell (Midwestern District)

Department: Manitoba Justice; Manitoba Public Insurance

WHEREAS a municipality experienced an incident of vandalism which resulted in a fire hydrant being struck by a vehicle;

AND WHEREAS the RCMP was able to identify the vehicle involved in the incident but not the driver;

AND WHEREAS MPIC was unwilling to cover the cost of replacing the hydrant along with all other clean up costs unless a driver could be identified;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba and MPIC to develop a policy that provides coverage for damaged municipal infrastructure in cases where the driver cannot be identified.

### **AMM Resolution Number 56 - 2008**

#### **Topic: Reinstate Warrant of Committal**

Sponsor: Town of Lynn Lake (Northern District)

Department: Manitoba Justice

WHEREAS the Province of Manitoba made the decision to eliminate the Warrant of Committal for smaller fines;

AND WHEREAS the elimination of this warrant removes an avenue to pursue the payment of fines;

AND WHEREAS without consequences for the non-payment of fines, violators are encouraged to continue breaking laws;

THEREFORE BE IT RESOLVED THAT the AMM lobby of the Province of Manitoba to reinstate the Warrant of Committal for non-payment of fines.

### **AMM Resolution Number 57 – 2008**

#### **Topic: Police Service in Rural Manitoba**

Sponsor: RM of Taché (Eastern District)

Department: Manitoba Justice

WHEREAS RCMP presence in rural communities remains a concern for effective policing services;

AND WHEREAS RCMP detachment jurisdictions are so geographically large that they impede the detachment's abilities to provide regular presence in communities and effective response times to incident calls;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to negotiate a service provision model with the RCMP that will enhance policing service in rural Manitoba.

### **AMM Resolution Number 30 - 2007**

#### **Topic: Increased RCMP Personnel**

Sponsor: RM of Glenwood (Western District)

Department: Manitoba Justice; RCMP; Justice Canada

WHEREAS crime in Manitoba has escalated;

AND WHEREAS there is a huge shortage of law enforcement officers and travel time is critical when a call is received to apprehend the criminals in the act;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba and the Government of Canada to increase RCMP personnel, and also provide the funding required to meet this increased cost.

**AMM Resolution Number 31 - 2007**

**Topic: Increased Punishment for Crime**

Sponsor: RM of Glenwood (Western District)

Department: Manitoba Justice; Justice Canada

WHEREAS crime in Manitoba has escalated;

AND WHEREAS if the offenders are apprehended the sentencing is not considered any deterrent;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba and the Government of Canada to increase the punishment for crime for all offenders, including youth offenders.

**AMM Resolution Number 19 - 2006**

**Topic: Property Offence Consequences**

Sponsor: City of Dauphin (Parklands District)

Department: Manitoba Justice

WHEREAS property offences such as vandalism have increased significantly in Manitoba municipalities;

AND WHEREAS resources for municipalities to resolve vandalism crime are limited and the cost to communities is increasing;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to request the cooperation of all judicial branches of government to provide alternative consequences for property offences and break and enter offences;

AND BE IT FURTHER RESOLVED that Manitoba municipalities be involved in the process.

**AMM Resolution Number 50 - 2005**

**Topic: Improving the Youth Criminal Justice Act**

Sponsor: City of Dauphin (Parklands District)

Department: Manitoba Justice, Justice Canada

WHEREAS the Youth Criminal Justice Act was enacted on April 1, 2003;

AND WHEREAS the implementation of this Act has resulted in regional disparities in Canada and increased the public's concern over public safety;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to initiate or support efforts to revise the Youth Criminal Justice Act to deal more effectively with offenders and repeat offenders of this Act;

AND BE IT FURTHER RESOLVED THAT the AMM lobby the Provincial Government to ensure regional disparities in Canada are considered in any future revision of the Youth Criminal Justice Act.

**AMM Resolution Number 51 - 2005**

**Topic: Parking Violations**

Sponsor: City of Portage la Prairie (Central District)

Department: Manitoba Justice, Manitoba Public Insurance

WHEREAS AMM presented the Province of Manitoba in 2003 with a request to enact legislation to restrict the re-issuance of personal or vehicle licenses until restrictions for parking and traffic violations within the municipality have been made;

AND WHEREAS parking violations in the City of Winnipeg are considered a Provincial offence and therefore charges may be added to driver's license renewals;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Provincial Government to provide that parking violations throughout the province be considered a Provincial offence and that charges may be added to vehicle and license renewals.

**AMM Resolution Number 47 - 2003**

**Topic: Additional Personnel to Coordinate Youth Justice Act**

Sponsor: Town of Morden (Central District)

Department: Manitoba Justice

WHEREAS the adoption of the Youth Criminal Justice Act has resulted in the need for coordination of the program;

AND WHEREAS this coordination is best done by Probation Services and the Department of Justice has in fact stated that all referrals for extra judicial sanctions go through Probation Services;

AND WHEREAS Probation Services currently does not have the resources to adequately coordinate the Youth Criminal Justice Act;

THEREFORE BE IT RESOLVED THAT the Association of Manitoba Municipalities lobby the Provincial Government to hire the required personnel to adequately coordinate the Youth Criminal Justice Act.

**AMM Resolution Number 29 - 2003**

**Topic: Greater Information Regarding Fines**

Sponsor: City of Portage la Prairie (Central District); RM of Wallace (Western District)

Department: Manitoba Justice

WHEREAS municipal police services may, in the performance of their duties, issue tickets and/or summons for violations under provincial legislation (for example, the Highway Traffic Act) as well as under municipal by-laws;

AND WHEREAS fines, less an approved administrative charge, shall accrue to the municipality affected if a municipality is responsible for providing police services;

AND WHEREAS it is incumbent upon municipal authorities to accurately account for all revenues inclusive of those provided by such fines;

AND WHEREAS the municipality is currently reimbursed by a block sum less the administrative charge;

AND WHEREAS information as to the particulars of the offence leading up to such fines is not included with the reimbursement from the Province;

THEREFORE BE IT RESOLVED THAT the Association of Manitoba Municipalities lobby the Provincial Government to provide a detailed accounting of the offences and corresponding fine revenues in the Province's reimbursement to municipalities.