

Meeting of the  
**Association of  
Manitoba  
Municipalities**



with

The Honourable Oscar Lathlin

---

Minister of Aboriginal and Northern Affairs

---

August 24, 2004

# Table of Contents

A) Executive Summary .....	3
B) Departmental Issues .....	6
1. Legal Costs of Negotiating TLE Agreements.....	6
2. Turning Back TLE Lands.....	8
3. Milk Prices in Northern Manitoba.....	10
4. VIA Rail Service in Northern Manitoba.....	12
C) General Issues .....	14
5. Education Funding.....	14
6. A New Deal for Municipalities.....	17

## A) Executive Summary

### 1. Legal Costs of Negotiating TLE Agreements

- Treaty Land Entitlement (TLE) negotiations tend to require additional time due to their infrequent occurrence and the associated difficulty of finding lawyers with sufficient experience to appropriately represent municipalities.
- The need for lawyers to repeatedly conduct sufficient research to be prepared to undertake TLE negotiations increases the costs municipalities must pay to have legal representation.
- These legal costs will only increase with the Provincial Government's recent decision to expand the Retail Sales Tax to include legal services.
- If municipalities could identify lawyers with recent experience in TLE negotiations prior to making a selection, there would be less need for the research expenses incurred by lawyers trying to update their knowledge.
- Another alternative is the creation of a dedicated fund municipalities could access to help with the costs of TLE negotiations that would enable municipalities to better address the challenges of legal representation.
- The Provincial Government made a commitment to explore this possibility and the AMM would like an update of any progress.

**The AMM encourages the Provincial Government to establish a pool of well-trained legal counsel or to provide funding for municipalities in order to address the high costs associated with negotiating TLE agreements. This will ensure that the negotiations for TLE will occur in an expedient manner to the benefit of municipalities and First Nations.**

### 2. Turning Back TLE Lands

- Although First Nations have five years to make selections under TLE, the AMM requests that the Province take action to ensure that municipalities are notified in a timely manner as soon as land is selected or rejected.
- Under the present circumstances, municipalities are unable to fully define the long-term plans that are crucial for future development.
- This uncertainty will present a considerable challenge to community and economic development in municipalities that are already struggling.
- Provincial support for an expedient TLE process will also promote good relations between municipalities and First Nations since the time frame and uncertainty are minimized.

**Strong communication and efficient processes will benefit all parties and allow municipalities to develop long-term plans for land that is not selected**

**for TLE. The Province should therefore ensure that municipalities are notified and lands are turned back to municipalities as soon as possible.**

### 3. Milk Prices in Northern Manitoba

- The AMM is concerned with the high cost of nutritious foods and beverages in rural and northern communities.
- The severity of this situation is emphasized by the government's ability to control liquor prices across the Province, while milk prices vary widely.
- Not only does this deprive northern residents of important nutrients, but it encourages the consumption of alcohol which is strongly associated with crime.
- Without defining and reviewing the current problems, it is impossible to move forward with recommendations and decisive action.
- A targeted plan must now be developed to remedy the high cost of nutritious foods and beverages in northern Manitoba.

**The AMM urges the Province to take action to ensure that rural and northern communities have access to affordable, nutritious foods and beverages.**

### 4. VIA Rail Service in Northern Manitoba

- Federal funding often neglects the deteriorating rail services in Manitoba, and all affected provincial departments must work together to ensure that this neglect does not continue.
- While the rail system is an important concern for all of Manitoba, it is northern communities that bear the major burden of poor rail services due to their reliance on this system for supply and passenger transportation.
- The rail infrastructure is not only important for providing basic necessities to northern residents, but can also promote economic development opportunities such as tourism and industry.
- A concerted effort by the Province and the AMM will draw Federal attention to the needs of Manitobans and will benefit northern communities.

**The AMM encourages Manitoba Aboriginal and Northern Affairs to support the need for improved rail services in order to promote the economic and social well-being of northern communities.**

### 5. Education Funding

- An ongoing and important concern for Manitoba municipalities is education funding. In fact, the proportion of education funding coming from property taxes remains the

primary concern of AMM members and was chosen as the AMM's number one issue of concern during the 2004 Strategic Planning Session.

- The AMM was pleased to be a part of the Minister's Working Group on Education Finance and is encouraged that the final report has been released publicly.
- In the short term, the AMM argues the Province must stop the habitual increase of property tax funding for education.
- The education component of property tax greatly limits the ability of local governments to fund property services, such as infrastructure maintenance, upgrading and construction.
- The AMM believes that a new formula must be developed that would decrease property tax support for education while not diminishing education quality. The AMM firmly believes that the Province needs to adopt a stable and sustainable education funding ratio of 80 per cent from Provincial general revenues and 20 per cent from property tax revenue levied by local school boards. Furthermore, it is important that once an 80:20 ratio is achieved, it be maintained in future years.

**The AMM looks forward to discussing the recommendations of the Minister's Working Group on Education Finance with the Province. Further, the AMM urges the Province to adopt a stable and sustainable funding ratio of 80 per cent from Provincial general revenues and 20 per cent levied by local school boards, and that once achieved, this ratio be maintained in future years.**

## 6. A New Deal for Municipalities

- All Manitoba municipalities have concerns about the ability of the current taxation system to meet municipal financial requirements. The root of the problem is the gap between the services that municipalities must provide and the resources at their disposal.
- In Manitoba, the infrastructure debt is approximately \$7.4 billion as municipal revenues have failed to keep pace with increasing demands for investment. Although Federal and Provincial revenues have grown significantly over the past four years, Municipal revenues have grown by only four per cent.
- Municipal governments in Canada currently earn 54% of their income from property taxation, a revenue stream that does not increase in times of economic growth. Without a change to this system, infrastructure upgrades will continue to be postponed and the infrastructure debt will only grow larger.
- The AMM hopes that the Province is willing to work with all Manitoba municipalities to access new sources of revenue- especially growth revenues, and hopes the Province will respond to the needs of local governments.

**The AMM looks forward to working with the Province to make a new revenue deal for municipalities a reality for local governments across Manitoba.**

## B) Departmental Issues

### 1. Legal Costs of Negotiating TLE Agreements

Municipalities continually struggle with having limited resources to meet the needs of their residents. Professional fees such as legal costs can be particularly difficult to predict due to the time frame of many legal proceedings. Treaty Land Entitlement (TLE) negotiations tend to require additional time due to their infrequent occurrence and the associated difficulty of finding lawyers with sufficient experience to appropriately represent municipalities. The need for lawyers to repeatedly conduct sufficient research to be prepared to undertake TLE negotiations increases the costs municipalities must pay for legal representation.

The AMM is appreciative of the Provincial Government's commitment to compensate municipalities for the property tax that cannot be collected on TLE lands. This Provincial funding will provide a valuable source of revenue and allow municipalities to make an effective transition to accommodate their new circumstances. However, the TLE process represents a significant cost to municipalities due to the legal costs of finalizing TLE agreements, as well as the legal cost of Municipal Development and Service Agreements (MDSAs). Legal costs are a necessary part of these agreements and are therefore difficult for municipalities to control. Furthermore, the unique nature of these agreements requires additional time for research. These legal costs will only increase with the Provincial Government's recent decision to expand the Retail Sales Tax to include legal services. Therefore, the AMM believes that higher levels of government should assist municipalities to innovatively address the issue of high legal costs for TLE negotiations.

Since a major concern for municipalities is finding lawyers with the necessary level of familiarity with TLE negotiations, there is room for Provincial involvement. If municipalities could identify lawyers with recent experience in TLE negotiations prior to making a selection, there would be less need for the research expenses incurred by lawyers trying to update their knowledge. Therefore, it would be beneficial for the Province to develop a pool of well-trained legal counsel to be made available to municipalities. Drawing from a specialized group of lawyers would mean that municipalities would not have to incur the high costs of research in order for their lawyers to get acquainted with the TLE process.

An alternative action is the provision of direct funding from the Province to municipalities. The creation of a dedicated fund municipalities could access to help with the costs of TLE negotiations would enable municipalities to better address the challenges of legal representation. Professional fees can overwhelm municipalities and such access to Provincial funding would reduce this financial pressure and contribute to an effective TLE process.

This issue is not new and the AMM has raised the need for assistance with your government on numerous occasions. The Provincial Government made a commitment to explore this possibility and the AMM would like an update of any progress.

**The AMM encourages the Provincial Government to establish a pool of well-trained legal counsel or to provide funding for municipalities in order to address the high costs associated with negotiating TLE agreements. This will ensure that the negotiations for TLE will occur in an expedient manner to the benefit of municipalities and First Nations.**

**AMM RESOLUTION NUMBER 72 — 2000**

**Sponsor: The Town Of Swan River (Parklands District)**

**Topic: Legal Costs of Negotiating Treaty Land Entitlements**

**Department: Manitoba Intergovernmental Affairs  
Manitoba Aboriginal and Northern Affairs  
Indian Affairs and Northern Development Canada**

WHEREAS Indian Bands that are eligible for Treaty Land Entitlement also receive funding to defray legal costs when acquiring lands;

AND WHEREAS Manitoba municipalities must pay any and all share of any legal costs associated with developing a Municipal Development and Services Agreement relating to Treaty Land Entitlements;

AND WHEREAS municipalities must rely on funding from property taxes to pay their legal expenses;

**THEREFORE BE IT RESOLVED** that the Association of Manitoba Municipalities lobby the Federal and Provincial Government to cost share municipal legal costs relating to Treaty Land Entitlements negotiations and preparation of Municipal Development and Services Agreements.

## 2. Turning Back TLE Lands

An important part of the TLE process is the selection of land by First Nations. However, municipalities can be negatively affected by the five-year decision period for the selection of land. Although this time period is fixed, the AMM requests that the Province take action to ensure that municipalities are notified in a timely manner as soon as land is selected or rejected.

Problems arise for municipalities since they cannot actively plan for properties that are under consideration by Entitlement First Nations until selections are confirmed. While the AMM respects the allotted time frame, both First Nations and municipalities will benefit from the timely completion of the TLE selection. Under the present circumstances, municipalities are unable to fully define the long-term plans that are crucial for future development. This uncertainty will present a considerable challenge to community and economic development in municipalities that are already struggling.

The Province can assist with this process through the sharing of information and the efficient designation of TLE lands. When Entitlement First Nations have made their selections, the Province should ensure that municipalities are notified. Timely notification will allow municipalities a better opportunity to plan and develop land that has not been chosen. Such action will also reduce the uncertainty that can hinder municipal development. Provincial support for an expedient TLE process will also promote good relations between municipalities and First Nations since the time frame and uncertainty are minimized.

**Strong communication and efficient processes will benefit all parties and allow municipalities to develop long-term plans for land that is not selected for TLE. The Province should therefore ensure that municipalities are notified and lands are turned back to municipalities as soon as possible.**

**AMM RESOLUTION #46-2003**

**Sponsor: Kelsey, RM (Northern District)**

**Topic: Turning Back TLE Lands**

**Department: Manitoba Aboriginal and Northern Affairs  
Indian and Northern Affairs Canada**

WHEREAS the Manitoba Treaty Land Entitlement Framework Agreement was signed on May 29, 1997;

AND WHEREAS the purpose of this agreement is to provide land to 19 First Nations, fulfilling a long-standing commitment arising from treaties signed by Canada and the First Nations between 1871 and 1910;

AND WHEREAS the period for selection of Crown land is three years from the date a Treaty Land Entitlement Agreement is signed with a time limit extension for Crown land for a period of up to two years;

AND WHEREAS initially, various site selections have been made by First Nations for certain unoccupied Crown Lands;

AND WHEREAS in certain cases First Nations are no longer interested in these selections yet have not withdrawn their interests;

AND WHEREAS these lands, even though they are no longer required by First Nations, are still being upheld and are creating a hindrance for potential future development;

**THEREFORE BE IT RESOLVED THAT** the Association of Manitoba Municipalities lobby the Provincial and Federal Government to assist municipalities that are affected by lands being held under Treaty Land Entitlement Agreement to ensure that lands not required by Treaty Land Entitlements are turned back for public interest and to ensure that immediately following the two year time extension, land is reverted back to the public.

### 3. Milk Prices in Northern Manitoba

The affordable provision of nutritious foods and beverages has been an ongoing concern for northern communities. In remote locations, the high costs of transporting non-perishable foods are ultimately transferred to the consumer. These costs deter many consumers, particularly where less expensive alternatives are available. Unfortunately, these alternatives tend to be less nutritious and the overall health of the community suffers.

The AMM is particularly concerned with the high cost of milk in rural and northern communities. The severity of this situation is emphasized by the government's ability to control liquor prices across the Province, while milk prices vary widely. Not only does this deprive northern residents of important nutrients, but it encourages the consumption of alcohol. Often, alcohol consumption is strongly associated with crime, to the further detriment of northern communities. Municipalities are adversely affected by this situation and the AMM urges the Province to take action to reduce the price of milk in rural and northern communities.

The AMM appreciates the Provincial commitment to undertake a review of the existing situation. Without defining and reviewing the current problems, it is impossible to move forward with recommendations and decisive action. The recent release of the Northern Food Prices Report is an important step toward meeting the needs of rural and northern communities. A targeted plan must now be developed to remedy the high cost of nutritious foods and beverages in northern Manitoba.

**The AMM urges the Province to take action to ensure that rural and northern communities have access to affordable, nutritious foods and beverages.**

**AMM RESOLUTION — 2002 # 43**

**Sponsor:** Town of Churchill  
**Topic:** Milk Price Controls in Rural and Northern Communities  
**Department:** Manitoba Agriculture and Food  
Manitoba Finance

WHEREAS the sale of liquor is regulated by The Liquor Control Act under section 51(1) which states: "The price of each particular variety of liquor shall be the same at all liquor stores and premises of liquor vendors appointed under section 17";

AND WHEREAS the Province of Manitoba controls the price of liquor sold in stores regardless of geographical location;

AND WHEREAS the Province controls the operation and production of milk which is regulated under The Dairy Act;

AND WHEREAS the Province does not regulate or control the price of milk as is the case with liquor;

AND WHEREAS the price of milk in rural and northern communities is more expensive than the southern region of the Province and is, at times, more expensive than an equal quantity of liquor;

AND WHEREAS the availability of fresh milk is an essential component of healthy living, especially for children, and is one cornerstone of Canada's Food Guide to Healthy Eating, while liquor is not;

AND WHEREAS Canada's Food Guide to Healthy Eating suggests that children 4-9 years consume 2-3 servings per day, children 10-16 years consume 3-4 servings per day, adults consume 2-4 servings per day and breast-feeding women consume 3-4 servings per day. The same cannot be said for liquor;

AND WHEREAS alcohol and drug abuse is the largest socioeconomic crisis in rural and northern Manitoba;

AND WHEREAS the Province has placed more effort into supplying affordable liquor to rural and northern communities than any other consumable;

**THEREFORE BE IT RESOLVED** that the AMM lobby the Province to regulate and control the price of milk in rural and northern communities in the same way as liquor is regulated and controlled by The Liquor Control Act.

**AND BE IT FURTHER RESOLVED** that the AMM lobby the Province to amend The Dairy Act to include similar pricing controls as are found in section 51(1) of The Liquor Control Act, to ensure that the price of milk in rural and northern communities is the same across the Province regardless of geographical location.

#### 4. VIA Rail Service in Northern Manitoba

In many northern areas of Manitoba, the rail system constitutes the primary means of transportation between communities. Residents who rely on this infrastructure are continually disappointed by the poor conditions of the rail cars and the insufficient services provided by VIA Rail. Although the Chrétien Government committed \$692.5 million in additional funding to VIA Rail last year, none of these funds were recommended for rail services in Manitoba. All affected provincial departments, including Manitoba Aboriginal and Northern Affairs, must work together to ensure that this neglect does not continue.

While the rail system is an important concern for all of Manitoba, it is northern communities that bear the major burden of poor rail services due to their reliance on this system for supply and passenger transportation. In particular, the Town of Churchill is only connected to Southern Manitoba by rail and air transportation. Therefore, the rail infrastructure is not only important for providing basic necessities to northern residents, but can also promote economic development opportunities such as tourism and industry. Without a reliable source of transportation for supplies and passengers, northern communities will remain isolated from the rest of the Province and may forego opportunities as a result. Enhancing the current transportation links will support the prosperity of northern communities, an issue that affects all of Manitoba.

The AMM recognizes that this issue is largely the responsibility of Federal and Provincial Transportation Departments. However, Manitoba Aboriginal and Northern Affairs is encouraged to include the issue of improved rail service to Northern Manitoba in its mandate.

A concerted effort by the Province and the AMM will draw Federal attention to the needs of Manitobans and will benefit northern communities.

**The AMM encourages Manitoba Aboriginal and Northern Affairs to support the need for improved rail services in order to promote the economic and social well-being of northern communities.**

**AMM RESOLUTION — 2001 # 21**

**Sponsor:                   Town of Churchill**

**Topic:                      VIA Rail Service**

**Department:            Transport Canada  
                              Manitoba Transportation and Government Services**

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 Association of Manitoba Municipalities 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.

## C) General Issues

### 5. Education Funding

An ongoing and important issue for Manitoba municipalities is education finance. In fact, the proportion of education funding coming from property taxes remains the primary concern of AMM members and was chosen as the AMM's number one issue of concern during the 2004 Strategic Planning Session. The AMM was pleased to be included as a part of the Minister's Working Group on Education Finance and was pleased that the Province included a municipal voice in its review. The final report of the working group has been released recently, and the AMM is pleased that it has moved into the public domain so that all Manitobans may evaluate the recommendations of the report. The AMM is aware that property tax support for education has increased each year, and believes this situation must be halted. Now that the final report has been released, our association looks forward to reviewing the recommendations of the working group and to collaborating with the Province to develop a new and sustainable system of education finance in Manitoba.

Education funding will continue to be a major issue for local governments in the coming year, as many school divisions have increased local levies this year, placing further pressure on local ratepayers. For example, the AMM understands that the Border Land School Division has increased its local levy by approximately seventeen per cent this year, and is considering greater increases for next year. Therefore, local education costs continue to increase, even when school divisions may have surpluses that they could use to offset these increases. The AMM believes this current situation is unsustainable, and urges the Province to address this issue immediately.

The education component of property tax greatly limits the ability of municipalities to provide property services, such as infrastructure maintenance, upgrading and construction. The NDP election promise to phase out the Education Support Levy (ESL) over the next five years is welcomed, as this will partly assist in reducing the tax burden. The AMM acknowledges the efforts the Province has made so far, and we are pleased to see that a \$27 million reduction in the ESL has been achieved since 1999. However, the AMM believes that a new formula must be developed that would decrease property tax support for education while not diminishing the quality of education. Local schools are required to provide up-to-date learning tools, including current teaching materials and computer hardware and software, and the AMM does not believe that reducing property tax support for education should compromise the quality of education that Manitoba youth receive.

The AMM firmly believes that the Province needs to adopt a stable and sustainable education funding ratio of at least 80 per cent from Provincial general revenues and a maximum of 20 per cent from property tax revenue levied by local school boards, a formula recommended by our own Task Force that examined this issue in great depth. In addition, it is important that once the 80:20 ratio is achieved, it be maintained in future years. It is clear that the current system is not sustainable, and the AMM urges that the reform of education funding be substantive and fair. The AMM again expresses its appreciation for being a part of the Minister's Working Group on Education Finance and looks forward to upcoming discussions with the Province on this important municipal issue.

**The AMM looks forward to discussing the recommendations of the Minister's Working Group on Education Finance with the Province. The AMM urges the Province to adopt a stable and sustainable funding ratio of 80 per cent from Provincial general revenues and 20 per cent levied by local school boards, and that once achieved, this ratio be maintained in future years.**

## 6. A New Deal for Municipalities

A relatively new and emerging issue for Municipal Governments in Manitoba concerns a new revenue deal for municipalities. Although the Federation of Canadian Municipalities (FCM) has been calling for a new system of municipal finance for some time, the City of Winnipeg has initiated substantial discussion on this issue in Manitoba. The AMM believes this discussion has important ramifications for all Municipal Governments as all Manitoba communities have concerns about the ability of the current system of taxation to meet municipal financial obligations. Manitoba's prosperity and quality of life is determined largely by the health of its municipalities. Vibrant, sustainable communities are crucial to attracting the skilled, creative people who are key to this province's success. However many municipalities across Manitoba are struggling; their resources have not kept pace with their growing responsibilities for physical and social infrastructure.

The root of the problem is the gap between the services that municipalities must provide and the resources at their disposal. Municipal revenues have failed to keep up with the increasing demand for infrastructure investment. Over the past four years across Canada as a whole, Federal Government revenues have increased sixteen per cent, Provincial/Territorial revenues increased twenty-one percent and Municipal revenues only four per cent. Canada's core municipal infrastructure debt has been estimated at about \$60 billion and growing at a rate of \$2 billion annually. In Manitoba, the infrastructure investment debt hovers in the range of \$7.4 billion: \$3.4 billion for Manitoba's highway system; \$2 billion for rural municipal infrastructure; \$1 billion for rural land drainage; and \$1 billion for Winnipeg's infrastructure deficit.

Infrastructure debt passes on the costs of today's use and consumption of infrastructure to future generations, limiting their ability to meet impending infrastructure needs.

Furthermore, failure to address the infrastructure debt breaches the principles of sustainable development. Infrastructure should be regarded as an investment and not solely as a payment or cost. However, it does require sustained investment, effort and organization to be maintained properly.

It is clear that the current situation is unsustainable and municipalities must gain access to new revenue sources. Municipal Governments in Canada currently earn 54% of their revenue through property taxation, a revenue stream that does not increase in times of economic growth. In Manitoba, increasing school division levies have resulted in Municipal Governments maintaining current levels of property taxation to respond to ratepayer demands, leaving municipalities with less revenue to maintain property services. Without a change to this system of taxation, infrastructure upgrades will continue to be postponed and the infrastructure debt will only grow larger. Manitobans know that their Municipal Governments are accountable and responsive. They want the order of government closest to them to have access to new sources of revenue and they want the tax burden on municipalities lowered.

Municipal Governments are in an ideal position to deliver many services, however, increasing municipal responsibilities have resulted in more demand for services with less revenue to meet these demands. In Manitoba there are many examples of increasing municipal responsibilities without commensurate financial compensation. For instance, the Province provides Manitoba universities – and research institutions affiliated with the

universities – a property tax exemption, but do not provide any grant-in-lieu to affected municipalities to compensate for the loss of property tax revenue. This results in municipalities having to subsidize universities, despite the fact that this is not a municipal responsibility. Another example is the Province’s decision to revert certain provincial roads and drainage infrastructure back to municipalities without appropriate financial compensation. A further example is the decision to charge municipalities for retail sales tax on mechanical and electrical contracts, which increases the cost of building new infrastructure. Policies such as these place increasing responsibility on Municipal Governments, reduce the municipal tax base and divert much needed funding from municipal infrastructure priorities.

This is an important debate for all Municipal Governments in Manitoba, and one that should involve the input of all stakeholders. In fact, partnership must be at the heart of a new revenue deal for municipalities and Manitoba municipalities believe that the three orders of government must work together to deliver municipal priorities. The Federal Government has committed to raising the municipal GST rebate to 100 per cent and has also committed greater funds to existing infrastructure programs, and the AMM is very pleased that the Federal Government responded quickly and in the spirit of partnership to address municipal concerns. Furthermore, there are suggestions that municipalities may receive a portion of the federal fuel excise tax, an exciting prospect for Municipal Governments in Canada and one supported by the Federation of Canadian Municipalities. There is much that the Province of Manitoba can do as well, and the decision to pass all Provincial fuel tax back to transportation infrastructure is a good starting point. The AMM was very pleased to see this introduced into the Legislature, under the Gas Tax Accountability Act. However, there is

much more that needs to be done to address the growing revenue needs of Municipal Governments in Manitoba. The AMM hopes that the Province is willing to work with Municipal Governments to access new sources of revenue – especially growth revenues – and hopes the Province will remain responsive to the needs of local governments. The AMM looks forward to consulting with the Province to make this new deal a reality for all municipalities in Manitoba.

**The AMM looks forward to working with the Province to make a new revenue deal for municipalities a reality for local governments across Manitoba.**