



Meeting with
The Honourable Ron Lemieux
Minister of Infrastructure & Transportation

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Table of Contents

Executive Summary.....	3
Departmental Issues.....	8
1. Building Canada Fund.....	8
2. Municipal Infrastructure Priorities.....	10
3. Rail Line Abandonment.....	15
4. Drainage Issues.....	18
5. Water System Assessment Funding.....	20
6. LGD Funding.....	21
General Issue.....	22
1. Alternate Revenues for Municipalities and Infrastructure Investment.....	22
Appendix A – Active Resolutions.....	25

Executive Summary

Departmental Issues

1. Building Canada Fund

- Over the years, municipalities have benefited greatly from tripartite infrastructure programs and many more projects are expected to move forward due to support from the Building Canada Fund.
- Past infrastructure programs established the precedent of all three orders of government working collaboratively to allocate funding to vital municipal projects.
- Therefore, when the Federal and Provincial Governments announced the details of the Communities Component of the Building Canada Fund, the AMM was disturbed by the decision to exclude municipalities from the process.
- Without such a collaborative process in place, municipalities fear that many parts of Manitoba will be neglected in favour of a few large scale projects.
- This concern also resonates in the decision to accelerate funding and to offer a very short timeframe to submit applications.
- The AMM understands and supports the need to stimulate the economy through infrastructure investment, however optimal strategic investments should not be compromised in the name of expediency.
- The AMM is prepared to work with the Federal and Provincial Governments to ensure that the Communities Component of the Building Canada Fund responds to Manitoba's municipal infrastructure needs in the most effective manner possible.

Therefore, the AMM urges the Provincial Government to include municipal input in the allocation of the Communities Component funding and consider the impacts of program changes on municipalities.

2. Municipal Infrastructure Priorities

- Insufficient investment in Manitoba's deteriorating infrastructure has created a major burden for municipalities in the form of a severe infrastructure deficit.
- When Provincial highways are severely degraded or not available due to detours or road restrictions, municipal roads incur substantial damage by being subjected to increased use.
- Urban highways are also critical to the transportation network and maintaining these key thoroughfares must be given greater priority.
- An enhanced grant-in-aid program is one mechanism the Province should consider in order to increase investment in municipal roads across Manitoba.
- As well, the renewal of the Prairie Grain Roads Program would be greatly appreciated by Manitoba municipalities.

- Bridge infrastructure also requires targeted funding through a cost-shared program, such as a reinstated Municipal Bridge Co-operative Program.
- An increased Provincial commitment to the capital and operating expenses of small rural and northern airports would be a significant investment in the affected communities.
- Cultural and recreational facilities are also competing for limited municipal funds, and often face ongoing neglect in favour of other pressing infrastructure needs such as roads or water and wastewater systems. The limitation to fund a maximum of \$50,000 on a project means that the Community Places Program contributes a diminishing proportion of the total project costs and should be increased.
- 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 the additional requirements.
- The high fees charged by Manitoba Hydro should be reduced in recognition of the limited budgets of publicly-owned and -operated facilities, such as recreation centres.
- The Province should also assist in reducing operating costs for these facilities by allowing flexibility to pursue comparable, low-cost alternatives rather than adding onerous requirements such as LEED Silver certification.
- The Provincial Government is an important stakeholder in this process and must be prepared to adequately 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 working with the Federal Government to provide long-term, sustainable, predictable funding for all categories of public infrastructure.

3. Rail Line Abandonment

- Railways are currently an integral part of Manitoba’s transportation network and the advantages of maintaining this infrastructure outweigh the detrimental effects of abandonment.
- The Federal and Provincial Governments have expressed support for developing an inland port in Manitoba, and this is due to the availability of several modes of transportation including rail infrastructure.
- It is inefficient to abandon functioning infrastructure and thereby create demand for alternative transportation infrastructure that is already deteriorating due to lack of investment.
- The AMM supports the recommendation of the Manitoba Ombudsman which states that the review of *The Provincial Railways Act* should “contemplate whether the federally-regulated railway companies’ obligations to pay compensation can be preserved upon the

discontinuance of a grain-dependent branch line, even where the line is discontinued by a provincially-regulated successor company.”

- Where rail line abandonment is already in process, the Provincial Government must be prepared to address environmental concerns such as contamination and drainage concerns arising from the removal of rail beds.
- In recognition of the importance of railways in Manitoba, the Provincial Government must ensure that the review of *The Provincial Railways Act* reflects the current realities facing rail transportation in this province.

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 ensure that these concerns are reflected in the upcoming review of *The Provincial Railways Act*.

4. Drainage Issues

- The need for adequate drain construction and maintenance is a major concern for municipalities, however the Province has not committed sufficient resources to fulfill this need and establish coordinated drainage systems for Manitoba.
- For instance, there was no increase in drainage funding in the 2008 Budget, even though the Province had indicated that water protection and management are important provincial priorities.
- Municipalities share the Province’s interest in a coordinated water management system, however water systems extend well beyond municipal boundaries and municipal drainage works must occur within a broader province-wide plan.
- Municipalities have also raised concerns regarding the drainage licensing process and the AMM appreciates the Province commitment to taking action on the Ombudsman’s recommendations in order to improve the overall operation of drainage works in Manitoba.

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. Water System Assessment Funding

- There is widespread support among municipalities for creating and maintaining systems that allow citizens to access the highest quality of drinking water.
- For instance, recognizing that water and wastewater are critical services, municipal governments have taken on the responsibility of employing certified operators as required by the Provincial Government.

- Similarly, in order to meet the requirements of *The Drinking Water Safety Act*, municipalities must now conduct engineering assessments on water system infrastructure and its water supply source.
- This creates yet another cost that municipalities are expected to incur, but it is unreasonable to expect municipalities with the limited resources available to continue absorbing such costs.

Therefore, the AMM urges the Province to fully fund the cost of engineering assessments on water systems.

6. LGD Funding

- In 1997 the Province proclaimed a new Municipal Act governing all municipalities outside of the City of Winnipeg. At the same time, the Province changed a number of Local Government Districts to Rural Municipalities.
- At this time the Province agreed to continue the additional provincial assistance for social assistance, main market roads and 50/50 roads provided to the former LGDs in recognition of the limited ability of some LGDs to adequately provide key services
- However since 1997 there has been little increase in the funding provided to these municipalities leaving them to managing 2009 costs with 1997 funding levels.
- When you consider the administrative costs the Province is collecting for managing the funds very little of this money is getting to the infrastructure in need.

Therefore the AMM would like to see the Province review the funding provided to former LGDs to ensure the commitments made by the Province in 1997 are still being met and to ensure every dollar available is being used as efficiently as possible.

General Issue

1. Alternate Revenues 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.
- 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. Building Canada Fund

When the Building Canada Fund Framework Agreement for Manitoba was signed in September 2008, municipalities were very eager to learn more about the process for accessing these funds. Over the years, municipalities have benefited greatly from tripartite infrastructure programs and many more projects are expected to move forward due to support from the Building Canada Fund. Past infrastructure programs established the precedent of all three orders of government working collaboratively to allocate funding to vital municipal projects. In fact, Manitoba was viewed across Canada as a model for how infrastructure programs should be delivered jointly by all three orders of government.

Therefore, when the Federal and Provincial Governments announced the details of the Communities Component of the Building Canada Fund, the AMM was disturbed by the decision to exclude municipalities from the process. Although it is definitely necessary to move forward quickly, municipalities are a key factor in this program's success and should have a voice in the funding allocation. The consultative committee was a positive aspect of previous programs as it included representation from the Federal and Provincial Governments in conjunction with municipal and northern community representatives. This process allowed for the strategic prioritization of municipal infrastructure projects based on the committee's wide range of experience and expertise.

Without such a collaborative process in place, municipalities fear that many parts of Manitoba will be neglected in favour of a few large scale projects. This concern also resonates in the decision to accelerate funding and to offer a very short timeframe to submit applications. Many municipalities do not have the resources available to complete the complex application within a few weeks, including ensuring the appropriate environmental and engineering assessments are complete. Furthermore, there is widespread concern that municipalities will also be expected to accelerate their infrastructure spending at a time when municipalities face rapidly growing infrastructure deficits with minimal resources available. This accelerated process may exclude important projects simply because the municipalities cannot raise the funds in the required

timeframe. The AMM understands and supports the need to stimulate the economy through infrastructure investment, however optimal strategic investments should not be compromised in the name of expediency.

The AMM is prepared to work with the Federal and Provincial Governments to ensure that the Communities Component of the Building Canada Fund responds to Manitoba's municipal infrastructure needs in the most effective manner possible. AMM representatives are available to participate on a consultative committee whenever necessary to prioritize projects and ensure funding flows quickly. Such a process would not be an impediment to initiating projects and could be accomplished in a timely manner in keeping with the Federal and Provincial Government's interests.

Therefore, the AMM urges the Provincial Government to include municipal input in the allocation of the Communities Component funding and consider the impacts of program changes on municipalities.

2. Municipal Infrastructure Priorities

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, while lacking the resources to meet these expectations. This trend is evident across all types of public infrastructure including: water and wastewater treatment and delivery, stormwater systems, roads, bridges, public transportation, airports, railroads, and recreation and leisure facilities. The recent 2009 Federal Budget announcement commits billions of dollars to infrastructure investment across Canada, and the impact of Manitoba's share must be maximized. Reversing the trend of deterioration will require a collective effort from all orders of government to strategically invest in public infrastructure throughout Manitoba.

In 2007 the Federation of Canadian Municipalities (FCM) commissioned a report entitled *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. The research defines the value of Canada's national municipal infrastructure deficit as \$123 billion and demonstrates that this figure has more than doubled in the previous four years. This trend suggests that Manitoba's transportation infrastructure deficit alone has reached approximately \$7 billion since it was last quantified as \$3.4 billion in 2004. Manitoba municipalities are not equipped to address these infrastructure demands alone since the magnitude of investment required is far beyond the scope of municipal budgets. The reality is that municipalities are stretching existing resources to meet competing priorities such as crumbling roads, recreation centres on the brink of closure, and water and wastewater treatment facilities deemed inappropriate by the Province. Throughout Manitoba major projects are required that demand far more resources than municipalities can provide.

The AMM appreciates the Province's recent commitments to enhance infrastructure funding in Manitoba, including the 2008 Throne Speech announcement of a four year \$4.7 billion infrastructure plan to fund capital projects including transportation, water and wastewater treatment. The provincial transportation network will receive much-needed investment through the Province's 2007 announcement of \$4 billion over 10 years along with the recent commitment for an additional \$45 million in capital funding for the 2009-10 construction season.

These rehabilitation projects will improve many Provincial highways so they can again withstand the intended level of commercial traffic. As a result, traffic will return to an appropriate level on municipal roads used as alternatives to these deteriorating Provincial highways. When Provincial highways are severely degraded or not available due to detours or road restrictions, municipal roads incur substantial damage by being subjected to increased use. This has created a high demand for investment in these municipal roads. In the past, municipalities have allocated funding to Provincial roads where it was deemed to be a strategic approach to improving the overall transportation network. The Province should therefore be willing to invest in municipal roads out of a similar interest. Similarly, urban provincial highways are sometimes neglected and appear to be within the responsibility of local municipalities. Many communities are thus subjected to neglected urban highways, while having no decision making authority for the necessary repairs and upgrading. Urban highways are critical to the transportation network and maintaining these key thoroughfares must be given greater priority. The Province has established valuable programs such as grant-in-aid, however there is insufficient funding available to meet the current needs for municipal road investment. An enhanced grant-in-aid program is one mechanism the Province should consider in order to increase investment in municipal roads across Manitoba.

To promote further investment in Manitoba's highway infrastructure, the AMM also lobbies the Federal Government to reinstate the Prairie Grain Roads Program (PGRP). Municipal and Provincial highways must now accommodate the increased traffic caused by the restructured grain transportation system and associated 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 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 be greatly appreciated by Manitoba municipalities.

Although Manitoba's *Highway Renewal Plan* 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. Bridge repairs and maintenance can be expensive due to higher engineering costs and municipalities find maintaining, repairing and constructing bridges very difficult. Deteriorating bridges often cause major traffic diversions that increase greenhouse gas emissions and place additional pressure on municipal roads that were not necessarily designed to accommodate the increased traffic. Therefore, this important infrastructure requires targeted funding through a cost-shared program, such as a reinstated Municipal Bridge Co-operative Program.

As well, the AMM membership recently passed a resolution seeking an increase in the operating grants available for small rural and northern airports. These Provincial grants have not increased for a number of years, and \$1,200-\$2,400 no longer covers an adequate portion of the operating costs of these airports. Furthermore, the elimination of the capital investment portion of the Manitoba Airports Capital Assistance Program (MACAP) created additional problems for communities that rely on local airport services. An inability to make capital investments will certainly result in a declining level of airport services in these communities. Therefore, an increased Provincial commitment to the capital and operating expenses of small rural and northern airports would be a significant investment in the affected communities.

Cultural and recreational facilities are also competing for limited municipal funds, and often face ongoing neglect in favour of other pressing infrastructure needs such as roads or water and wastewater systems. The AMM was pleased that the Federal Budget included \$500 million for recreation infrastructure over two years as Manitoba's share will be a beneficial complement to the Province's commitment to double funding for recreation centres to over \$60 million. In particular, providing additional funding through the Municipal Recreation Fund is an effective method of directing funding to municipal infrastructure projects. The Provincial Government clearly has an interest in the availability of recreational facilities and programming given the related opportunities to decrease the long-term cost of health care services through preventive measures.

At the same time, there are opportunities for improvements to other recreation infrastructure programs such as the Community Places Program. Municipalities recognize and appreciate the

substantial funding increase for this program in the 2008 Budget as it will certainly support several additional recreation projects. However, like all construction projects, recreation initiatives are confronting increasing costs. The limitation to fund a maximum of \$50,000 on a project means that the Community Places Program contributes a diminishing proportion of the total project costs. Since the purchasing power of \$50,000 declines over time, municipalities are required to fund a greater percentage of the total project costs. Increasing the maximum allowable amount would provide a greater opportunity for each municipality to invest in the types of recreation projects the community desperately needs.

A discussion of the demand for infrastructure investment must include the essential services of water and wastewater treatment and distribution systems. 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 the additional requirements. 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 prepared to participate in a tripartite funding program to replace the expired National Water Supply Expansion Program. Many municipalities benefited from this program, yet there is further demand 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 able 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, such as hydro rates. This is particularly difficult for not-for-profit organizations such as recreation associations that provide valuable services to local

communities. The high fees charged by Manitoba Hydro should be reduced in recognition of the limited budgets of these publicly-owned and -operated facilities. Furthermore, municipalities are facing increased costs due to the Provincial commitment that requires government-funded buildings to 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, thereby reducing the possible scope of projects within a given funding allocation. The Province should assist in reducing operating costs for these facilities by allowing flexibility to pursue comparable, low-cost alternatives rather than adding onerous requirements. This would enable municipalities to provide quality infrastructure and related services to their communities at a reasonable cost.

Municipal infrastructure encompasses a diverse range of assets and services which compete for scarce municipal resources. 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. Municipalities cannot provide the services required using only the property tax mechanism and other orders of government must contribute to the necessary funding. The Provincial Government is an important stakeholder in this process and must be prepared to adequately 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 working with the Federal Government to provide long-term, sustainable, predictable funding for all categories of public infrastructure.

3. Rail Line Abandonment

Manitoba is well-positioned to move forward as a Canadian transportation hub and investing in railways as an efficient, low-cost shipping option is consistent with this goal. Railways are currently an integral part of Manitoba's transportation network and the advantages of maintaining this infrastructure outweigh the detrimental effects of abandonment. The decision to abandon a rail line cannot be reversed and it is highly unlikely that rail services will be re-established. Yet maintaining rail lines leads to substantial benefits in years to come, therefore the Province should consider these future impacts and develop disincentives to rail line abandonment in Manitoba.

The increasing trend towards abandoning rail lines is a major economic concern. The Federal and Provincial Governments have expressed support for developing an inland port in Manitoba, and this is due to the availability of several modes of transportation including rail infrastructure. For instance, the rail links to northern Manitoba and the Port of Churchill offer a key opportunity to further develop trade with overseas partners. In contrast, eliminating or neglecting rail lines deters 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, abandoning rail lines effectively halts future economic development opportunities, isolates communities, and cuts off access to required goods and services.

At a time when innovative solutions are required to address the growing infrastructure deficit, allowing an effective, low-emission transportation option to disappear exacerbates municipal infrastructure problems. In particular, recent rail line abandonment related to agricultural shipping has increased pressure on Provincial and municipal highways, resulting in a need for additional investment in road maintenance and repair. Municipalities aim to strategically plan infrastructure and make long-term investments accordingly, however the changes brought about by rail line abandonment interfere with these efforts. This is especially difficult in Northern Manitoba where railways are often the only transportation access available and there are limited opportunities to shift to a reliance on the road network. It is inefficient to abandon functioning infrastructure and thereby create demand for alternative transportation infrastructure that is already deteriorating due to lack of investment.

Municipalities prefer that rail lines be preserved and maintained, however when companies choose to abandon rail lines, municipalities must be properly compensated. Under *The Canada Transport Act*, a federally-regulated railway company must pay compensation to affected municipalities when discontinuing the operation of a grain-dependent branch line. Since provincially-regulated companies are not subject to the same requirement, municipalities are left with substantial costs and no compensation. The AMM is aware that the Manitoba Ombudsman has made a recommendation on this matter, stating that the review of *The Provincial Railways Act* should “contemplate whether the federally-regulated railway companies’ obligations to pay compensation can be preserved upon the discontinuance of a grain-dependent branch line, even where the line is discontinued by a provincially-regulated successor company.” The AMM supports this recommendation since municipalities are facing growing difficulties in meeting local infrastructure demands. The discontinuance of rail lines creates additional costs for municipalities, and rail companies should remain accountable for these decisions as prescribed by the Federal legislation.

There are also significant environmental impacts associated with rail line abandonment. From an emissions standpoint, shipping by road generates far more greenhouse gas than shipping by rail. Since the Provincial Government aims to reduce emissions in other industries, transportation should be no exception. As well, many rail beds act as dykes 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. Municipalities do not have the resources to replace this infrastructure and decommissioning plans should include greater consideration of such impacts on adjacent property. In addition, the abandoned rail beds pose an environmental threat when contamination issues are not resolved. The decommissioning process must also include sufficient efforts to remove any contamination that poses a threat to the local population and environment. If the railway companies are not held responsible for removing such contamination, municipalities will be forced to take on this considerable liability. Therefore, where rail line abandonment is already in process, the Provincial Government must be prepared to address ongoing environmental concerns.

In recognition of the importance of railways in Manitoba, the Provincial Government must ensure that its legislation reflects the current realities facing rail transportation in this province. The commitment to review *The Provincial Railways Act* is appreciated and the AMM anticipates that many municipalities will voice these concerns throughout the consultative process. The Province must also work with the Federal Government to preserve rail services in Manitoba. 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 reiterating municipal 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 ensure that these concerns are reflected in the upcoming review of *The Provincial Railways Act*.

4. Drainage Issues

Water management affects all municipalities, therefore the AMM appreciates the Province's past actions to improve drainage processes 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 concerns of municipal governments. This is evident in the current volume of AMM resolutions related to drainage, which increased through the introduction of three new drainage resolutions at the 2008 AMM Convention. The need for adequate drain construction and maintenance is a major concern for municipalities, however the Province has not committed sufficient resources to fulfill this need and establish coordinated drainage systems for Manitoba. For instance, there was no increase in drainage funding in the 2008 Budget, even though the Province had indicated that water protection and management are important provincial priorities. There are many initiatives that should be funded in order to achieve properly managed water systems in Manitoba, and drain construction and maintenance must be included among the top priorities. In pursuing its commitment to invest in infrastructure, the Province should ensure that additional funding is available for drainage works in the upcoming 2009 Budget.

Furthermore, in order to support the coordination of drainage operations, the Province must implement a plan to guide drainage works throughout Manitoba. Municipalities share the Province's interest in a coordinated water management system, however water systems extend well beyond municipal boundaries and municipal drainage works must occur within a broader plan. Such a plan will also be useful in guiding 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, leading to more effectively managed drainage infrastructure. In June 2008, Minister Lemieux indicated that the Province was moving towards a long-term capital plan for drainage, however municipalities have not learned of any progress in this regard. This will require Manitoba Infrastructure and Transportation to work with Manitoba Water Stewardship to coordinate the Province's drainage efforts. At present there is some confusion regarding the interaction between these departments where drainage is concerned, and articulating an overall plan would greatly assist in clarifying the Province's approach to drainage.

Municipalities have also raised concerns regarding the drainage licensing process. Many of these concerns were highlighted in the 2008 Manitoba Ombudsman's report on improving the drainage licensing and enforcement system. The AMM appreciates that the Province is committed to taking action on these recommendations in order to improve the overall operation of drainage works in Manitoba. For instance, many municipalities were concerned with the decision to require licenses for all drainage works, including replacing culverts of the same size. The opportunity for stakeholders to provide feedback on the new policy for licensing minor works will be beneficial in establishing an effective licensing process. Requiring licenses for minor works will now increase the number of applications received, therefore executing an expedited process will be critical in ensuring the licensing process does not delay these important works. At the same time, there are further improvements to be implemented based on the Ombudsman's report 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. Water System Assessment Funding

A safe and secure drinking water supply is one of the highest priorities for all municipalities and the AMM supports the Province's aim of ensuring that high quality drinking water is available to all Manitobans. Municipalities are working hard to satisfy the requirements of recent legislation such as *The Drinking Water Safety Act*, however the lack of resources is a significant issue for many. The Province should acknowledge the financial impact of these additional requirements and assist municipalities in their efforts to provide clean, healthy drinking water.

There is widespread support among municipalities for creating and maintaining systems that allow citizens to access the highest quality of drinking water. For instance, recognizing that water and wastewater are critical services, municipal governments have taken on the responsibility of employing certified operators as required by the Provincial Government. However, as a result municipalities now incur the costs of training courses and exam preparation for these operators, then must compete with other municipalities to retain these skilled individuals. This demonstrates the expectation that new requirements for drinking water safety must be borne by municipalities, even when it is the Provincial Government initiating the new safety measures.

Similarly, in order to meet the requirements of *The Drinking Water Safety Act*, municipalities must now conduct engineering assessments on water system infrastructure and its water supply source. In many cases, municipal water treatment facilities are designed and constructed in conjunction with Provincial Government experts at the Manitoba Water Services Board. Yet an additional engineering assessment is now required to meet the conditions of this legislation. This creates yet another cost that municipalities are expected to incur, but it is unreasonable to expect municipalities with the limited resources available to continue absorbing such costs. It is especially difficult to rationalize when municipalities already take steps to ensure they construct and maintain safe facilities.

Therefore, the AMM urges the Province to fully fund the cost of engineering assessments on water systems.

6. LGD Funding

In 1997 the Province proclaimed a new Municipal Act governing all municipalities outside of the City of Winnipeg. At the same time, the Province changed a number of Local Government Districts to Rural Municipalities. At this time the Province agreed to continue the additional provincial assistance for social assistance, main market roads and 50/50 roads provided to the former LGDs. This commitment was provide in recognition of the limited ability of some of the LGDs to adequately provide and fund these services without some greater level of provincial assistance.

However since 1997 there has been little increase in the funding provided to these municipalities leaving them to managing 2009 costs with 1997 funding levels. When you consider the administrative costs the Province is collecting for managing the funds very little of this money is getting to the infrastructure in need. With additional inspections taking place the demand is only growing while the funding remains stagnant.

Therefore the AMM would like to see the Province review the funding provided to former LGDs to ensure the commitments made by the Province in 1997 are still being met and to ensure every dollar available is being used as efficiently as possible.

1. Alternate Revenues 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.

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 32 - 2008

Topic: Rail Lines

Sponsor: RM of Roblin (Western District)

Departments: Manitoba Infrastructure & Transportation, Transport Canada

WHEREAS rail line abandonment impacts Manitoba's road network by moving traffic from rail lines to roads;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba and Government of Canada to become more actively involved in maintaining rail line transport of goods and services throughout Canada and Manitoba, in an attempt to reduce the impact of transfer traffic on Manitoba's road network.

AMM Resolution Number 33 - 2008

Topic: Major Approaches

Sponsor: RM of Woodworth (Western District)

Departments: Manitoba Infrastructure & Transportation

WHEREAS most of the highways and provincial roads were built 40 - 50 years ago;

AND WHEREAS trucks were not nearly as large then;

AND WHEREAS highways and provincial roads are under the jurisdiction of Manitoba Infrastructure and Transportation;

AND WHEREAS the narrowness of many approaches are potentially a safety concern for semi-trailer traffic;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to widen major approaches onto municipal roads and private property on request, in order to accommodate today's large semi-trailer trucks.

AMM Resolution Number 34 - 2008

Topic: One-Call System

Sponsor: RM of Elton (Western District)

Departments: Manitoba Infrastructure & Transportation

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to pass legislation to implement a one-call system for notification to all utility companies for buried cable locations, as has been implemented in other provinces.

AMM Resolution Number 37 - 2008

Topic: Increase Operating Grants for Small Rural Airports

Sponsor: RM of Elton (Western District)

Departments: Manitoba Infrastructure & Transportation

WHEREAS the Province of Manitoba provides annual operating grants to small rural airports in the amount of \$1,200 for airports with unpaved runways and \$2,400 for airports with paved runways;

AND WHEREAS costs to operate these airports continue to rise;

AND WHEREAS the Provincial grants have not increased in many years;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to increase operating grants for small rural airports.

AMM Resolution Number 39 - 2008

Topic: Weight Restriction Enforcement Services

Sponsor: RM of Taché (Eastern District)

Departments: Manitoba Infrastructure & Transportation, Manitoba Justice

WHEREAS spring weight restrictions placed on Provincial highways result in the diversion of commercial truck traffic onto municipal roads during the restriction period, therefore causing substantial damages;

AND WHEREAS individual municipalities do not have the resources to protect the municipal road network during this period when municipal roads are most susceptible to damage;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to enter into service provision agreements with interested municipalities to provide weight restriction enforcement services.

AMM Resolution Number 40 - 2008

Topic: Infrastructure Replacement Funding

Sponsor: RM of Thompson (Central District)

Departments: Manitoba Infrastructure & Transportation

WHEREAS municipalities are experiencing rail line abandonment resulting in the removal of rail bed material;

AND WHEREAS in many areas, the rail beds have served as dikes during periods of high water levels since their construction;

AND WHEREAS the removal of existing rail bed material has left many miles of road, acres of farmland and farm buildings vulnerable to severe flooding;

AND WHEREAS rail line abandonment and the resulting salvage operations that have caused the removal of rail bed material have been sanctioned by the Province of Manitoba through their inaction and indifference to this issue;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to provide full funding to cover the cost of replacing the infrastructure necessary to protect property from the devastation of flooding.

AMM Resolution Number 41 - 2008

Topic: Water System Assessment Funding

Sponsor: RM of Thompson (Central District)

Departments: Manitoba Infrastructure & Transportation, Manitoba Finance

WHEREAS the Province of Manitoba has implemented required levels of training for water and wastewater facility operators and a continual increase in frequency and types of water sampling requirements;

AND WHEREAS the costs to provide training and additional time for personnel to satisfy the testing requirements have been borne by the local consumer;

AND WHEREAS under The Drinking Water Safety Act, the Province of Manitoba in addition to the above mentioned requirements is imposing an engineering assessment of local water system infrastructure that has for many communities been designed by and constructed under the supervision of the Manitoba Water Services Board;

AND WHEREAS there needs to be an end to the downloading of costs to the local consumer resulting from the implementation of Provincial Government regulations;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to deem the engineering assessment of significant importance and fully fund the costs of performing the assessments as well as any improvements required following completion of the assessment process.

AMM Resolution Number 42 - 2008

Topic: Drainage Adjacent To and On Highway Rights-of-Way

Sponsor: RM of Macdonald (Central District)

Departments: Manitoba Infrastructure & Transportation, Manitoba Water Stewardship

WHEREAS Manitoba Infrastructure and Transportation has indicated that the Provincial Government does not have the resources to conduct all necessary drainage works on highway rights-of-way;

AND WHEREAS some municipalities are willing to undertake these necessary drainage works;

AND WHEREAS Manitoba Infrastructure and Transportation requires these municipalities to enter an agreement with onerous stipulations and a requirement to take over liability;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to address municipal concerns to have municipalities sign a Request for Approval of Drainage Works for drainage adjacent to and on highway rights-of-way.

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 Rossburn (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 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 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 17- 2001

Topic: Winter Road to Nunavut

Sponsor: Town of Leaf Rapids (Northern District)

Department: Manitoba Infrastructure & Transportation, Transport Canada

WHEREAS the road system plays a crucial role in the province of Manitoba's economic development including Northern Manitoba;

AND WHEREAS some northern communities and natural resources are not currently accessible by road;

AND WHEREAS the economic vitality of Northern Manitoba is dependent on forestry and mining industries;

AND WHEREAS a direct transportation link from Northern Manitoba to Nunavut would open up new trade opportunities due to shorter distances;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Minister of Transportation and Government Services and the federal government to provide a winter road system throughout Northern Manitoba to Nunavut.

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 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 68- 2008

Topic: Drainage Approval for All Works

Sponsor: RM of Elton (Western District)

Department: Manitoba Water Stewardship

WHEREAS Manitoba Water Stewardship has advised that all municipalities will now be required to submit an application for drainage approval for all culvert replacements, including those where the replacement is for the same size of culvert;

AND WHEREAS this will impose a tremendous amount of work and cost upon all municipalities where there is no change in the culvert size or flow patterns;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to remove the requirement for a drainage permit application where the culvert is being replaced by a new culvert of the same size.

AMM Resolution Number 69- 2008

Topic: Manitoba Water Services Board

Sponsor: RM of Elton (Western District)

Department: Manitoba Water Stewardship, Manitoba Infrastructure & Transportation

WHEREAS the Manitoba Water Services Board provides funding and expertise to Manitoba municipalities relating to water and sewer infrastructure, including rural water lines;

AND WHEREAS construction costs for water and sewer related infrastructure for Manitoba municipalities have increased an average of 10% every year;

AND WHEREAS the Provincial allocation for the Manitoba Water Services Board from the Province of Manitoba has not increased for the last ten years, resulting in fewer infrastructure projects being initiated for Manitoba;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to increase the annual budget to the Manitoba Water Services Board to fund infrastructure projects and provide expertise for water and sewer infrastructure.

AMM Resolution Number 70- 2008

Topic: Water Rights License Applications

Sponsor: RM of Taché (Eastern District)

Department: Manitoba Water Stewardship

WHEREAS municipalities are required to apply and obtain water rights licenses for drainage works;

AND WHEREAS an efficient annual municipal drainage program requires timely issuance of licenses;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to review the staffing complement of drainage officers to determine its sufficiency and establish standards for responding to water rights license applications.

AMM Resolution Number 63- 2005

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 30- 2001

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- 2001

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 27- 2000

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 59- 1999

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 55- 2001

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- 2000

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.

