



ASSOCIATION OF MANITOBA MUNICIPALITIES POLICY BRIEF – January 24, 2023

| Minister of Transportation and Infrastructure | Doyle Pivniuk |

The AMM appreciates the opportunity to meet with Minister Doyle Pivniuk and representatives of Manitoba Transportation and Infrastructure. The AMM encourages the Province to consider municipal concerns as well as the effects of funding decisions on local communities throughout the budget process. This document outlines the AMM's position and recommendations on a number of important municipal issues relevant to the Transportation and Infrastructure portfolio. The AMM looks forward to working with the Province to strengthen provincial-municipal growth and partnership opportunities.

TOP POLICY IMPLICATIONS



- One-third of core municipal infrastructure is in fair or very poor condition, which is concerning given that municipalities manage **60%** of Manitoba's public infrastructure despite collecting less than **10 cents** of every tax dollar.
- The AMM understands that the Manitoba government has passed legislation (but not proclaimed) that would create a new offence under Bill 46: *The Highway Traffic Act* to prohibit driving on closed provincial roads. The AMM remains concerned with how these amendments could impact municipalities and further damage municipal infrastructure.
- It is vital that processes are in place to ensure road closures do not negatively impact municipalities.
- Moreover, demand far outpaces provincial and federal dollars as municipalities have identified more than **\$752 million** to upgrade or construct water and wastewater treatment facilities as well as sewer infrastructure across Manitoba.
- Further, it is important that the Province provide appropriate funding to municipalities to offset increased financial and administrative burdens due to any regulatory changes implemented by the provincial government.
- If there is a major flood event in Manitoba, the current Disaster Financial Assistance Arrangements (DFAA) cost-sharing formula will have devastating impacts on municipalities, particularly for smaller municipalities due to increased thresholds.

MUNICIPAL PRIORITIES

1. **INFRASTRUCTURE PRIORITIES AND PARTNERSHIPS**
2. **DFAA & FLOOD MITIGATION**

*Invest no less than **\$1 Billion** annually in strategic infrastructure as it is imperative that infrastructure investments enable local growth while budgeted infrastructure dollars are fully maximized to benefit all municipalities.*

It is vital that municipalities are properly consulted and informed on infrastructure changes that directly impact their communities, including highway access points and highway road closures.

The AMM recommends the government:

- ❖ **Ensure department priorities and new legislative initiatives are discussed through the MTI-AMM Service Delivery Review Working Group;**
- ❖ **Pause proclamation of Bill 46 until municipal concerns are addressed; and**
- ❖ **Urge the federal government to restore the previous DFAA cost-sharing formula.**

TOP POLICY IMPLICATIONS

- As municipal roads connect local communities and support economic growth, the AMM understands the importance of the need to properly maintain and protect municipal infrastructure.
- Weight restrictions are in place on provincial highways at various times of the year to prevent damages to the surface or roadbed. However, weight restrictions imposed by the Province often causes traffic to be redirected onto municipal roads.
- In some cases, heavy trucks rerouted onto municipal roads have caused substantial damages, resulting in costly infrastructure repair costs which adds to the overall municipal infrastructure deficit.
- While we thank the Province for establishing a Working Group with our organization focused on weight restriction enforcement, it is vital that municipalities are able to protect municipal infrastructure. Thus, we urge the Province to establish a pilot project to address municipal concerns.

MUNICIPAL PRIORITIES

3. ENFORCEMENT OF WEIGHT RESTRICTIONS

Over the course of the pandemic, we saw the Province of Manitoba provide municipal by-law officers the option to help enforce Public Health Orders to help stop the spread of COVID-19. This collaborative partnership is a successful example of the power of working together to allow local officials the ability to enforce certain sections of legislation.

The AMM recommends the government:

- ❖ *Work collaboratively with the AMM and municipalities to allow local Councils the option to enforce certain sections of the Highway Traffic Act to protect municipal infrastructure.*

ACTIVE AMM TRANSPORTATION AND INFRASTRUCTURE RESOLUTIONS

AMM Resolution #14-2022: Diesel Exhaust Fluid (DEF)

WHEREAS Environment Canada mandated the use of selective catalytic reduction in diesel engines in 2010. Diesel Exhaust Fluid (DEF) is a requirement on medium- and heavy-duty vehicles with diesel engines produced after 2010; and

WHEREAS DEF creates additional upfront costs to trucks and consumes additional fuel; and

WHEREAS DEF is prone to clogging, causing many maintenance and repair issues and much downtime. These systems are complicated in design and a simple clogged filter can cause pressure and temperature differentials that can affect the whole performance of the engine; and

WHEREAS DEF's freezing point is -15 Celsius and not suitable for Manitoba winters; and

WHEREAS fuel companies do not provide bulk DEF, creating environmental problems from the production and pollution of small containers; and

WHEREAS it is cost prohibitive to maintain this equipment creating Manitoba businesses that are non-competitive in their industries and ultimately hurting an already struggling supply chain; and

WHEREAS municipalities require these vehicles and experience costs for downtime and maintenance, resulting in loss of service to their taxpayers due to the downtime and higher taxes due to additional maintenance costs;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Government of Canada to make the DEF requirement optional on medium- and heavy-duty vehicles with diesel engines, and

FURTHER BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to provide a DEF delete option for owners requiring Manitoba Safety to register the medium and heavy-duty vehicles with diesel engines.

AMM Resolution #15-2022: Third Order Drains and Drainage Policy

WHEREAS provincial drains and natural waterways, commonly referred to as third order drains, are the responsibility of the Province of Manitoba; and

WHEREAS the Province of Manitoba has not maintained its third order drains and structures; and

WHEREAS the impact of unmaintained third order drains and structures significantly impact infrastructure and property along these drains, including agricultural practises and crop quality; and

WHEREAS time is of the essence in the maintenance of these third order drains and structures; and

WHEREAS the Province of Manitoba has not updated its Drainage Policy in respect to third order drains since February 1990;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to regularly maintain all third order drains; and

FURTHER BE IT RESOLVED THAT the Province of Manitoba update its Drainage Policy.

AMM Resolution #16-2022: Water Infrastructure Funding

WHEREAS nearly 60% of all public infrastructure in Canada is owned and managed by municipal government, yet municipalities only collect about 8% of every tax dollar paid in Canada; and

WHEREAS water and wastewater investments are critical to continued economic development opportunities; and

WHEREAS the Province and Federal Government receive disproportionate revenue through continued economic development; and

WHEREAS municipal government have limited options for funding long term infrastructure investments, through property taxes, utility rates or user fees;

THEREFORE BE IT RESOLVED THAT the AMM lobby the provincial and federal governments for increased grant funding (proportion and total investment) in water & wastewater infrastructure to continue to facilitate economic growth within the Province of Manitoba.

AMM Resolution #17-2022: Disaster Financial Assistance Eligibility

WHEREAS numerous municipalities experienced flooding in 2022 and have requested financial assistance through the Province of Manitoba DFA program to repair damaged municipal infrastructure; and

WHEREAS the current DFA program only allows those wages for current municipal staff such as the CAO, administration staff and Public Works Foreman that relate to the disaster can only be claimed for reimbursement if they are overtime hours; and

WHEREAS it is not reasonable for current personnel to not deal with the disaster during normal working hours as they are the individuals with the most knowledge of the municipality and the disaster response; nor is it reasonable to replace current management personnel with temporary workers so they may focus their time on directing the mitigation response, recovery response and administration of the DFA;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to allow for the cost of current municipal personnel regular wages to be claimed under the DFA program.

AMM Resolution #18-2022: Pathways on Provincial Roadways

WHEREAS several roadways and highways under the jurisdiction of the Province of Manitoba are located within urban areas; and

WHEREAS pedestrian traffic and cyclists within these urban areas are obliged to travel onto the roadways creating significant safety hazards;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to install pathways along provincial roadways and highways with urban areas by the Province.

AMM Resolution #19-2022: Highway Access Points

WHEREAS current Manitoba Transportation and Infrastructure policies have been and are preventing local economic development and community growth; and

WHEREAS local expertise and needs within communities are not being considered by Manitoba Transportation and Infrastructure staff and policy;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to be required to consult and receive community approval before removing existing highway access points and that lowering speed limits be considered the first alternative to removing access points if traffic safety concerns develop over time.

AMM Resolution #20-2022: Highway Closures

WHEREAS the Town of Virden is located approximately 35 miles east of the Saskatchewan-Manitoba Provincial border on the Trans Canada No. 1 Highway; and

WHEREAS Manitoba Transportation and Infrastructure has installed gates at three intersections in and around Virden on the Trans Canada No. 1 Highway that can be closed at the discretion of the RCMP, with little notice to the motoring public, when they feel that the highway is unsafe for travel; and

WHEREAS gates have not been installed at the Saskatchewan-Manitoba Provincial border or signage advising the motoring public of road closures ahead; and

WHEREAS this results in hundreds of motor vehicles, including passenger and tractor trailer units, being stopped along the highway and service roads starting at the intersection of King Street East and the Trans Canada No. 1 Highway, for several kilometres in both directions; and

WHEREAS the motor vehicles, in particular, the tractor trailer units, tend to park three abreast, making it virtually impossible for emergency vehicles, or service vehicles to gain access down the highway or for a passenger vehicle egress off the highway into Town; and

WHEREAS this can create dangerous conditions and life-threatening situations for first responders and those who are stuck within the traffic and in need of medical assistance; and

WHEREAS in other countries, legislation has been put in place prohibiting the parking of three abreast on a public roadway, during any road closure, which keeps, at minimum, one lane open for first responders or those attempting to get off the roadway into a service center; and

WHEREAS in other Provinces across Canada, signage has been installed warning travellers of road conditions and potential road closures, several kilometres in advance, so they have the opportunity to stop at other service centers in advance of the closure, eliminating the long lines of congested traffic in and around the Town of Virden or any other urban center that gates have been installed at;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to have appropriate signage placed in strategic locations across the province which will serve as early warning systems to the motoring public of conditions ahead that may affect travel; and

FURTHER BE IT RESOLVED THAT the AMM lobby the Province of Manitoba consider adopting legislation that will prohibit vehicles from parking three abreast during any road closure, leaving one lane open for access for emergency responders, service vehicles and those wishing to access service centers.

AMM Resolution #21-2022: Highway Lighting

WHEREAS traffic has increased on provincial roadways; and

WHEREAS there have been several accidents at intersections of municipal roads and provincial highways; and

WHEREAS a number of the accidents and incidents have occurred in the evening and after sunset; and

WHEREAS increased lighting at intersections would enhance and improve public safety;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to consult with municipalities regarding the installation of highway lighting at intersections that are of concern to municipalities.

AMM Resolution #22-2022: Provincial Roadways Maintenance

WHEREAS traffic has increased on provincial roadways; and

WHEREAS provincial roadways often run through municipalities and municipal urban centers; and

WHEREAS provincial roadways which are paved are in need of maintenance, repair and replacement; and

WHEREAS the maintenance, repair or replacement of paved provincial roadways would enhance and improve public safety;

THEREFORE BE IT RESOLVED THAT the AMM lobby the Province of Manitoba to consult with municipalities regarding cost sharing maintenance, repair or replacement of paved provincial roadways in municipalities and municipal urban centers.

AMM Resolution #11-2021: Transportation of Aggregate

AMM Resolution #12-2021: Provincial 5-year Capital Plan

AMM Resolution #13-2021: Highway Maintenance

AMM Resolution #14-2021: Road Weight Restrictions

AMM Resolution #04-2020: Maintenance of Designated Roadway (DR) Routes

AMM Resolution #11-2020: 911 Navigational System

AMM Resolution #17-2020: Snow Removal Agreements

AMM Resolution #07-2019: No Unilateral Downloading

AMM Resolution #33-2019: Priority Infrastructure Upgrades

AMM Resolution #25-2018: Amend The Traffic and Transportation Modernization Act

AMM Resolution #35-2017: Strategy to Increase Physical and Electronic Connectivity

AMM Resolution #46-2017: Water Rights Act Compliance - SP

AMM Resolution #48-2017: Municipal Drainage - SP

AMM Resolution #35-2016: Federal DFAA Program Changes

AMM Resolution #46-2016: Noxious Weeds - SP

AMM Resolution #18-2013: Review of Disaster Financial Assistance

AMM Resolution #26-2010: Strategy to Address Municipal Infrastructure Deficit

AMM Resolution #37-2008: Increase Operating Grants for Small Rural Airports