



**AMM Vice-President Gavin van der Linde  
Speaking Notes – May 9, 2018**

**Bill 14 – *The Traffic and Transportation Modernization Act***

On behalf of the Association of Manitoba Municipalities (AMM), I would like to thank you for the opportunity to present municipal priorities related to Bill 14: *The Traffic and Transportation Modernization Act*.

I will begin my presentation today by providing a brief overview of the AMM, then discuss current municipal relations with the Highway Traffic Board and our recommendations going forward to give municipalities more autonomy in determining speed limits within their communities.

The AMM was formed in 1999 as a result of a merger between the Union of Manitoba Municipalities (UMM) and the Manitoba Association of Urban Municipalities (MAUM).

Our organization is independent and non-partisan, and our mission is to identify and address the needs and concerns of our members in order to achieve strong and effective municipal government.

Our membership consists of all of Manitoba's 137 incorporated municipalities, including the City of Winnipeg.



In regards to Bill 14 specifically, let me be clear, the AMM welcomed the review of the Highway Traffic Board's mandate as the current application process for speed limit changes in local communities is marred by red tape and lengthy time delays.

Obtaining approval from the Highway Traffic Board to adjust speed limits on a stretch of road can take years – this is currently common practice.

For example, the City of Winkler has been advocating for speed changes on a particular stretch of road since 2007!

Applications from the City of Winkler for speed changes on other roads have also been rejected by the Highway Traffic Board after two to three years since submitting initial applications.

Similarly, various applications submitted by the RM of Macdonald have been in limbo for more than two years.

For many of these applications, the RM of Macdonald has not received any additional correspondence from the Highway Traffic Board indicating the findings of engineer reports or when hearings will be held.

Additional examples of unnecessary red tape and time delays related to the functioning of the Highway Traffic Board were highlighted in our formal submission to the Red Tape Reduction Task Force in March 2017.



Moreover, the joint Technical Advisory Committee on Conditions of Subdivision Approval, which was co-chaired by AMM and Manitoba Municipal Relations, also highlighted in its recommendations the Highway Traffic Board's unnecessary red tape.

As the TAC's final report mentions, the Highway Traffic Board issues permits for access to limited access highways. In Saskatchewan and Ontario, the Highway Traffic Board is not involved in subdivision or development-related issues.

Under the current HTB process here in Manitoba, it takes an applicant approximately 2 to 4 months to obtain the necessary permit. This slows economic development opportunities in local communities.

In November 2017, the City of Winkler and RM of Macdonald jointly presented a resolution at our annual Convention calling for greater autonomy for municipalities in determining local speed limits, which was overwhelmingly supported by more than 800 municipal officials from around the province.

The AMM welcomes the provision in Bill 14 to allow municipalities to set speed limits up to 90 km/h as well as the ability to override the default speed of 50 km/h by by-law in certain circumstances.

Granting local Councils the legislative authority to establish speed limits within their respective boundaries not only further recognizes municipalities as a mature



order of government but also adheres to the provincial government's commitment to give our members more say in how their communities are managed.

Simply put, municipalities know their own roads best.

Going forward, engagement and consultation with our organization and Manitoba municipalities will be essential to ensure a smooth transition process and consistent practices across the province.

We therefore request that the AMM be consulted throughout the development of the regulations associated with this *Act*.

Allowing municipalities to establish speed limits within specified parameters in the regulations will require clear communication and tools such as by-law templates from Manitoba Infrastructure and Manitoba Municipal Relations.

The Department of Infrastructure must also dedicate resources to review municipal applications and appeals in a timely manner. Departmental processes must be transparent and streamlined with no red tape.

In regards to other aspects of Bill 14, the AMM is also supportive of giving municipalities more say regarding inter-municipal bus operations.



We are aware of cases in which the Motor Transport Board has denied municipal requests for operating inter-municipal bus services.

Promoting competition within the charter bus industry is a positive step forward, which should help communities to pursue this type of service if interested.

Meanwhile, allowing municipalities to offer inter-municipal bus operations will be essential for continued growth and shared services.

In closing, the AMM would like to underscore its appreciation to the provincial government for giving municipalities greater autonomy and a greater say in the day-to-day management of their operations.

Reducing red tape when determining municipal speed limits is long overdue and it will lead to decisions that respect municipal authority and knowledge within local communities.

Thank you for the opportunity to provide these comments.

If you have any questions for me, I would be happy to answer them.