

RE: LETTER FROM THE FEDERATION OF CANADIAN MUNICIPALITIES WHICH APPEARED ON
THE AGENDA FOR THE MARCH 21 MEETING OF COUNCIL (ITEM 3 J)
INFRASTRUCTURE - FEDERATION OF CANADIAN MUNICIPALITIES

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1988 MARCH 23

FROM: DIRECTOR ENGINEERING

SUBJECT: INFRASTRUCTURE - FEDERATION OF CANADIAN MUNICIPALITIES

RECOMMENDATION:

1. THAT Council support the continued efforts of the Federation of Canadian Municipalities in seeking Government of Canada assistance in funding the replacement and upgrading of Canadian municipal infrastructure as requested by the Federation and as more fully discussed in this report.
2. THAT Council direct that letters of support be sent to the various governmental representatives as requested by the Federation.

R E P O R T

By letter dated 1988 March 02, Jean Corbeil, President of the Federation of Canadian Municipalities, wrote to Council advising that one of his primary goals as President will be to continue the pursuit of funding for municipal infrastructure replacement and upgrading.

Since 1984, when the FCM's Task Force on Municipal Infrastructure tabled its first comprehensive report on municipal infrastructure from a nation-wide perspective, the National Board of Directors of FCM made repeated attempts to convince the Government of Canada to assist in the financing of the upgrading and replacement of an aging and deteriorating Canadian municipal infrastructure. The basic premise behind seeking federal assistance was to be found in the universality of the problem which, to varying degrees, affected all Canadian municipalities. After a campaign of nearly four years, a negative response was received from the Government of Canada.

President Corbeil and the National Board of Directors, in their continued pursuit of federal assistance, are now proposing a high level Intergovernmental Conference on Infrastructure involving representatives of Provincial Municipal Associations, the Provincial Governments, the Federal Government, and the FCM, with a target date for the Conference of 1988 April 25. The main purpose of the

(Cont'd.)

Conference is to establish dialogue on the following key questions:

- How much more serious has the problem become since FCM's 1984 pioneering report on the issue?
- How can the proposed program meet the needs of those few municipalities whose infrastructure is in good repair?
- Are these alternate arrangements preferable to the original cost-sharing proposals?
- How can the management of infrastructure be improved?
- Are we taking advantage of the latest technology available for infrastructure repair?
- To what extent can user pay approaches provide answers?
- Would there be merit in establishing an Intergovernmental Task Force?

These are the broad questions which will be discussed and from which it is hoped directions towards solutions may emerge.

In order to encourage the federal government to participate in this event, the FCM is asking municipal leaders to write to Members of Parliament whose constituencies lie within their municipal territory and that similar letters be sent to the federal ministers of the Environment, Transportation, Public Works, and the President of the Treasury Board. Finally, they ask that a similar letter be sent to the federal minister politically responsible for our region.

Your Director Engineering had prepared previous Council reports aimed at encouraging participation in, and support of, the earlier efforts of the FCM in seeking federal involvement in infrastructure funding. Your Director has reviewed the proposed renewed efforts of the FCM and has no hesitation in recommending that Council support these efforts as requested by FCM.

BURNABY'S INFRASTRUCTURE

Your Director Engineering was asked to provide a short statement concerning the state of Burnaby's infrastructure.

During the study of the original research material developed by the FCM Task Force on Infrastructure, it was obvious that the general state of Burnaby's infrastructure, although better than the "average" for Canada, still required careful management to ensure that there would be no surprises down the road when, inevitably, our infrastructure would require replacement or extensive upgrading.

Burnaby's sewer system has an overall average age of only twenty years, approximately, a great proportion of it having been constructed in the 1960's, a time when extensive advantage was taken of Federal Government incentive programs featuring low interest rates and forgiveness of principal if certain conditions were met. Burnaby's water system, although having an average age greater than that of its sewers, has been kept up-to-date over the years through replacement of under-sized and worn-out mains, pumping stations and reservoirs.

Burnaby's buildings are in good condition, with many of them having been replaced or added on to over the years. Many of them, such as those in the Municipal Hall Complex, require extensive remodelling and space revision from time to time in order to keep up with organizational and other changing needs in striving to serve adequately the needs of the public.

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The one area standing out in greatest need of replacement, upgrading, and continual maintenance is our road system, which was the subject of a recent report to Council concerning the adoption of a Pavement Management System. The pressure of today's urban traffic volumes places a tremendous demand on our road system, with many of these roads not having been built in the first place for the collector and urban arterial uses they are presently experiencing. The job of keeping up the condition of our present street inventory, let alone building any new routes, will place an increasingly heavier demand for funds required as a result of expected continued urban growth.

Council will receive further and more detailed reports on the management of Burnaby's infrastructure as further programs are developed to deal with its replacement and upgrading.

EEO:dp


DIRECTOR ENGINEERING

