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OF CANADIAN
MUNICIPALITIES

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October 25, 2018

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Standing Committee on Transport, Infrastructure and Communities
House of Commons
Ottawa, Ontario
K1A 0A6

**Subject: STUDY ON CANADIAN TRANSPORTATION AND LOGISTICS
STRATEGY**

Dear Committee members:

On behalf of the Federation of Canadian Municipalities (FCM), I appreciate the opportunity to provide comments to the Standing Committee on Transport, Infrastructure and Communities' study on the Canadian Transportation and Logistics Strategy. As the national voice of municipal governments in Canada, our members include nearly 2,000 municipalities – cities, towns, rural and northern communities – representing more than 90 per cent of the Canadian population.

As noted by the Committee, marine ports, airports and border crossings are critical exit and entry points for freight trade between Canada and its other trading partners. The internal road, marine, air, and rail transportation networks, as well as freight transfer points – such as intermodal facilities and distribution centres – are essential aspects of the country's trade corridors.

Canada's cities and communities drive economic activity, social and environmental innovation. They compete for the world's top talent and foreign investment needed to boost Canada's productivity and prosperity. Be they remote communities in resource rich regions, or densely populated metropolitan areas, municipalities in Canada depend on a reliable, well-designed national transportation system, including trade corridors, to support economic development in all regions and communities.

During the federal government's 2014-2016 review of the Canadian Transportation Agency (CTA), FCM advocated on several transportation issues, including: rail safety, municipal transportation infrastructure and the unique transportation needs in rural, remote and northern communities. Following this review, FCM was encouraged by the federal government's *Transportation 2030* plan and its commitment to ensuring goods and resources can move efficiently within Canada and on to global markets.

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FCM was also encouraged to see the commitment in Budget 2017 of a \$10.1 billion, 11-year, dedicated fund for Trade and Transportation. In particular, the Trade and Transportation Corridors Initiative, which is meant to address congestion and bottlenecks along vital corridors and around transportation hubs and ports to increase access to world markets, provides an opportunity to fund projects that will directly impact municipalities.

FCM encourages the federal government to engage municipalities in the design of future calls for applications for funding through this and similar initiatives, to ensure that local perspectives and needs are reflected in the development of projects to improve trade and transportation corridors. Moreover, any future federal transportation investment plans should include predictable public funding for municipal transportation projects, including key arterial roads, linking cities and communities into trade-enabling gateways and corridors.

Turning to specific modes of transportation, marine transportation is an important element of Canadian transportation policy. The federal government must ensure that Canadian Port Authorities consult municipalities on land use and service changes at port facilities. To help do this, the federal government should increase the number of municipal representatives on the boards of directors of Canadian Port Authorities. In locations where ferry service is the primary transportation mode, the federal government should also define essential ferry service as a component of the National Highway System.

Secondly, airports play a critical role in local economies, and any ownership changes to Canada's airports will have important consequences for municipalities. FCM urges the federal government to consult with local governments and other stakeholders before making any ownership changes to Canada's airports. Furthermore, the federal government should ensure adequate and affordable air services that support economic development in all regions and communities.

Thirdly, Canada's national rail network is an integral part of national transportation infrastructure and vital to our communities' economic prosperity. Canada's future success in international trade depends on our ability to connect communities to national and international markets competitively through all transportation modes, including rail. The federal government should dedicate federal infrastructure funding to municipal transportation infrastructure projects that improve access to strategic trade gateways and corridors – and that empower local governments to manage the effects of growing traffic, especially rail, through their communities.

Lastly, *Transportation 2030* acknowledged that basic transportation infrastructure remains limited in northern communities, which makes moving passengers and goods in and out of northern communities difficult and limits economic opportunities. FCM recommends that, through investments into northern and rural airports, the federal government can protect and improve air safety in hard to service areas. The federal government must work with Northern communities to better assess their transportation infrastructure needs, including roads, airport improvements and marine investments.

To develop and maintain a multimodal, innovative and adaptive transportation system that serves the current and evolving needs of Canadians, all orders of government must work together, seeking an appropriate balance of public-sector responsibility and private sector support. FCM looks forward to continue working with the federal government to address transportation issues in cities and communities.

If you or your staff have any questions or require further information, please contact Hardave Birk, Government Relations Advisor, at 613-907-6331 or hbirk@fcm.ca.

Sincerely,

A handwritten signature in blue ink, appearing to read "Vicki-May Hamm", followed by a horizontal line extending to the right.

Vicki-May Hamm
Mairesse, Ville de Magog
FCM President