

December 19, 2011

## **Responsibilities for Roads**

In the [Action Plan for a New Local Governance System in New Brunswick](#), the Provincial Government has committed to the development of a policy toward fairer allocation of local responsibilities for roads, so that communities that choose to join together can afford road services.

Development of this policy will involve:

- a detailed analysis of the road network in unincorporated areas, including a re-examination of road classification
- a determination of road conditions
- an assessment of road maintenance and capital costs
- an assessment of fair allocation of responsibility across communities

In the interim, the Provincial Government has put in place the guidelines outlined below to mitigate the financial impact associated with assuming the responsibility of local roads as a result of unincorporated areas choosing to become part of a new or existing municipality.

These guidelines provide an overview of Department of Transportation (DOT) services to be provided within new municipal entities.

### **Provincial Interim Guidelines – Local responsibility for Roads Department of Transportation**

#### **Guidelines**

1. DOT continues to provide summer and winter maintenance services [defined under s. 49 in the *Highway Act*] to the local service district (LSD) section within the new municipal entity, per current service levels.
2. Maintenance services provided by DOT (including new developments/subdivisions) will be funded by the new municipal entity. Administration and control of all roads located in the new municipal entity will fall under responsibility of the new municipal entity, except those that will be classified as provincial and regional; municipal roads will be designated as per the Highway Act for capital funding purposes during the capital transition period (see # 4 below).

3. The new municipal entity may enter into a contract with a different service provider, or undertake to develop internal capacity, for maintenance services in the LSD section, taking into consideration the collective agreement in place at DOT. Where the new municipal entity wishes to enter into a different arrangement, the new municipal entity will provide a minimum of 12 months notice to DOT; the new arrangement then becomes permanent.
4. Funding for capital projects (excluding new developments/subdivisions) will be executed in the following manner:
  - a. A developmental plan will be established for the transition of funding responsibility for Capital projects from DOT to the new municipal entity;
  - b. The plan will transfer all, or a portion of the responsibility to fund capital costs associated with the road infrastructure;
  - c. The financial contribution of the new municipal entity in relation to road capital expenditures will be such that the taxation burden will be equitable to that of other similar municipalities;
  - d. The transition period will extend no longer than eight years.