

1. Infrastructure continues to be a top public policy priority, as measured by repeat opinion surveys.

On a scale of 1-10 – with 1 being the highest – how do you rank, with explanation, investment in core infrastructure as a provincial government priority?

Manitoba Liberals rank investment in core infrastructure a 1 for provincial priority. Good health care, good education and good infrastructure are not costs to be cut — they are the foundation of a modern economy. Manitoba can be a leader in green, accessible infrastructure by investing in our communities and having services located close to home. Manitoba’s crumbling infrastructure and the Pallister government’s deliberate decision to cut has real and significant costs.

2. The MHCA understands that the infrastructure investment deficit – the amount of investment required to bring all assets up to ‘good’ condition – for provincial roads is approximately \$6 billion and about \$3 billion for bridges.

Would your government commit to publicly releasing the infrastructure investment deficit reports for roads and for bridges on an annual basis?

Yes No

If ‘No’ please tell us briefly why not:

3. ***Does your campaign platform address Manitoba’s infrastructure investment deficit?***
Please tell us how, briefly:

The Manitoba Liberals announced a “New Deal” for Infrastructure on August 25, 2019 to establish an economic foundation for the next century of green growth and renewal in Manitoba.

Manitoba’s infrastructure deficit is the amount the province is falling behind on maintenance and necessary investments. The highway deficit alone is estimated to be at \$6-billion and the total infrastructure deficit is estimated at \$15-billion after decades of underinvestment by the PCs and the NDP alike.

Working with municipalities, First Nations, and stakeholders, Manitoba Liberals will create a 10-year strategic infrastructure plan to prioritize urgent and high-return-on-investment infrastructure projects. A Manitoba Liberal Government will invest on average \$1.6-billion per year for ten years. This \$16 billion investment would see a return of almost \$21 billion to Manitoba during that time frame.

Our plan invests in strategic economic infrastructure, accessible infrastructure, greener & healthier community design and rail relocation/ rationalization.

View the full plan here: <https://www.manitobaliberals.ca/post/manitoba-liberal-leader-dougald-lamont-announces-a-new-deal-for-infrastructure>

4. ***Are you aware of the various analyses compiled on the return on investment (ROI) from core infrastructure investment programs, such as the Conference Board of Canada's 2015 brief on Manitoba's 2014-15 \$1.04-billion core-infrastructure investment (GDP rose by \$1.31 billion) and the federal Advisory Council on Economy Growth's 2016 report (GDP increases by \$1.60 for every \$1 invested)?***

Yes No

5. ***Do you agree that core infrastructure investment is an economic-growth driver?***

Yes No

6. MHCA proposes the establishment of a working group to review government-wide infrastructure investment, to realign investment strategically and focus first on areas with the greatest potential for return on investment, for economic growth.

Would your government commit to forming a working group, including industry stakeholders and economic experts, to review how infrastructure is funded now and recommend a new strategic and coordinated investment approach?

Yes No

7. Strategic and sustained investment in our transportation network, particularly our trade transportation assets, harnesses a proven economic driver, to boost Manitoba's GDP.

Would your government commit to publicly release annual and five-year budgets for the Highways Capital program?

Yes No

8. ***Similarly, would your government commit to releasing annually the asset-condition and needs reports for Manitoba's provincial highways and bridges?***

Yes No

9. Trade supports fully half of Manitoba's GDP, and investment in our trade transportation system is critical to keep trade moving and growing.

Would your government commit to examining merging the departments of Trade and Infrastructure, to ensure infrastructure investment and trade strategy are aligned and harnessed in support of investments providing for the greatest return to the economy?

Yes No

If 'No' please explain your reasoning:

10. Municipalities have had a long-standing challenge raising enough revenues to meet demand, especially for roads. The 2011 Infrastructure Funding Council report addressed this problem. Among its suggestions was a proposal for a "New Fiscal Deal" that recognized municipalities get less than 8 cents of each tax dollar, but shoulder most of the infrastructure costs.

A New Fiscal Deal could recognize, for example:

- a. the need for new sources of revenue for municipalities, to alleviate an over-reliance on property tax while generating greater revenue annually, and
- b. the fact that shared-funding agreements (provincial, federal, municipal) that split costs equally (1/3 each) are unfair to towns and cities.

If elected, would your government commit to striking a provincial panel to review options for a New Fiscal Deal with municipalities?

Yes No

11. Municipalities struggle with a lack of predictability in infrastructure funding from higher levels of government – a challenge when it comes to setting budgets for roads. Further, provincial transfers to municipalities have been effectively frozen since 2016.

If elected, would your government commit to dedicate the revenues from one percentage point of the PST via legislation to municipal core infrastructure (roads, bridges & structures, sewer & water)?

Yes No

12. The Capital Region municipalities - home to 63% of Manitoba's population and 70% of its GDP - have agreed to work together to prioritize investment in regional, strategic transportation infrastructure, to promote trade and economic growth.

If elected, would your government commit to prioritizing investment in the Capital Region's strategic trade transportation system?

Yes No