

## What does the proposal mean?

1. \$123 million annually for investment in Winnipeg's infrastructure.

- The 'first order' infrastructure deficit will be covered over the next 15 years. First order infrastructure are the structures required to service the land and transportation needs within a community (i.e. roads, bridges, water/sewer, transit, parks, cycling paths, etc.)
- The requirements of the Clean Environment Commission (CEC) would be met, with water/sewer rate increases limited to inflation
- There would be some capacity to invest in 'second order infrastructure'. Second order infrastructure are the quality of life structures in a community; the infrastructure that goes beyond the basics (i.e. new recreation facilities, museums, cultural facilities, zoo, etc.)

2. Access to growth revenues.

- The proposal provides the City with formula-based access to revenue sources that grow with the economy (sales tax, income tax and fuel tax). This represents a structural change to the City's financial framework. In the longer term, this change will mean the City will be in a financially sustainable position.

With new money for infrastructure, with access to growth revenues, with the current debt repayment plan, the City will have the fiscal capacity to address the infrastructure deficit (as outlined in the attached plan) and to meet its operational expenditure pressures. There will however, be significant financial pressures on the operational side in the short to medium term until the benefits of the growth revenues and the debt repayment are realized.

## Infrastructure Investment (Proposed)

Additional Investment Needed	2003 Fall Full Deficit Required Annual	2003 New Deal Financing Annual	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>1st Order Infrastructure Renewal Investments</b>												
Watermain renewals	\$4.0	\$2.7	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Sewermain renewals	\$5.0	\$3.3	\$3	\$3	\$3	\$4	\$4	\$4	\$4	\$4	\$4	\$4
Sewer system Improvements (CEC)	\$46.0	\$29.3	\$30	\$30	\$31	\$32	\$32	\$33	\$33	\$34	\$35	\$35
Basement flooding relief (land drainage)	\$4.0	\$2.7	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Flood protection works (City infrastructure)	\$13.0	\$8.7	\$9	\$9	\$9	\$9	\$10	\$10	\$10	\$10	\$10	\$10
Roads Renewal - Local	\$16.5	\$11.0	\$11	\$11	\$12	\$12	\$12	\$12	\$12	\$13	\$13	\$13
Roads Renewal - Regional	\$33.0	\$22.0	\$22	\$23	\$23	\$24	\$24	\$25	\$25	\$25	\$26	\$26
Buildings including public use facilities	\$17.0	\$11.3	\$11	\$12	\$12	\$12	\$12	\$13	\$13	\$13	\$13	\$14
Parks	\$4.0	\$2.7	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Transit - bus replacement	\$10.0	\$10.0	\$10	\$10	\$11	\$11	\$11	\$11	\$11	\$12	\$12	\$12
<b>Total Renewal</b>	<b>\$153.0</b>	<b>\$104.0</b>	<b>\$106</b>	<b>\$108</b>	<b>\$110</b>	<b>\$112</b>	<b>\$114</b>	<b>\$116</b>	<b>\$118</b>	<b>\$120</b>	<b>\$123</b>	<b>\$125</b>
<b>New Strategic Investments</b>												
Roads & bridges - New	\$17.0	\$8.0	\$8	\$8	\$8	\$9	\$9	\$9	\$9	\$9	\$9	\$10
Rapid Transit	\$18.0	\$11.0	\$11	\$11	\$12	\$12	\$12	\$12	\$13	\$13	\$13	\$13
<b>Total New Strategic</b>	<b>\$35.0</b>	<b>\$19.0</b>	<b>\$19</b>	<b>\$20</b>	<b>\$20</b>	<b>\$20</b>	<b>\$21</b>	<b>\$21</b>	<b>\$22</b>	<b>\$22</b>	<b>\$22</b>	<b>\$23</b>
<b>Total 1st Order Investment</b>	<b>\$188</b>	<b>\$123</b>	<b>\$125</b>	<b>\$127</b>	<b>\$130</b>	<b>\$132</b>	<b>\$135</b>	<b>\$137</b>	<b>\$140</b>	<b>\$142</b>	<b>\$145</b>	<b>\$148</b>
<b>2nd Order Infrastructure</b>		<b>\$25</b>	<b>\$25</b>	<b>\$26</b>	<b>\$26</b>	<b>\$27</b>	<b>\$27</b>	<b>\$28</b>	<b>\$28</b>	<b>\$29</b>	<b>\$29</b>	<b>\$30</b>
<b>Total Additional Infrastructure Financing</b>		<b>\$148</b>	<b>\$150</b>	<b>\$153</b>	<b>\$156</b>	<b>\$159</b>	<b>\$162</b>	<b>\$165</b>	<b>\$168</b>	<b>\$171</b>	<b>\$174</b>	<b>\$178</b>

### Total Infrastructure Plan

Additional Infrastructure Spending (vs financing)	\$152	\$155	\$158	\$161	\$164	\$167	\$170	\$173	\$176	\$180
Base Infrastructure Plan	\$214	\$275	\$279	\$199	\$207	\$214	\$221	\$229	\$237	\$247
<b>Total Infrastructure Plan</b>	<b>\$366</b>	<b>\$430</b>	<b>\$437</b>	<b>\$360</b>	<b>\$371</b>	<b>\$381</b>	<b>\$391</b>	<b>\$402</b>	<b>\$413</b>	<b>\$427</b>