

Survey responses:

Question 1: Does your party support permanently doubling the Gas Tax Fund for the renewal and construction of municipal infrastructure?

Christian Heritage Party:

We do not support doubling of Gas Tax Fund Transfer. This is something that would need to be debated in Parliament as there is also a movement to decrease our use of fossil fuels, which would need to be considered. This would require an increase in Gas Taxes, and is largely a redistribution of funds in that Saskatoon Gas Taxes paid would go to other municipalities to build their infrastructure and their taxes would come to Saskatoon to rebuild our infrastructure. Infrastructure Improvement would be taken care of by low to no interest rates loans from the Bank of Canada. They would be repayable, but the money used to repay would be taken from circulation to avoid inflation. Actually I think that pretty much takes care of questions 2 and 3 as well.

Green Party of Canada:

Yes. But the Green Party would rename the Gas Tax fund - as it was unlinked from gas tax revenue years ago - and create a Municipal Fund, which would double current funding and ensure predictable revenue to municipalities.

Liberal Party of Canada:

Our priority is investing in the economy, supporting families, growing communities, and to create jobs that strengthen the middle class - that's why we invest in infrastructure projects across the country. When we invest in infrastructure, we build neighbourhoods. From roads to public swimming pools and hockey rinks, infrastructure keeps communities connected, helps grow businesses, and allows people to live healthier lives.

We will make sure that provinces and territories spend the federal infrastructure money they receive on infrastructure, and on time. In the last four years, we have made real progress when it comes to moving forward with the infrastructure communities across the country need – from community centres that bring people together to more efficient and reliable public transit in our biggest cities. More than 48,000 projects have been approved under the Investing in Canada Plan, the vast majority of which are already underway, creating good, middle class jobs and making our communities better places to live.

At the same time, some provinces are playing political games – delaying project approvals and putting good jobs and our quality of life at risk.

To make sure that the infrastructure that people and communities need is built, we will require that all provinces and territories identify and approve all of their long-term infrastructure priorities within the next two years. Funds that aren't designated for specific projects by the end of 2021 will be reinvested directly in communities through a topup of the federal Gas Tax Fund.

Public Transit: We will strengthen investments in public transit to shorten commute times, cut air pollution, and grow our economy. In the last four years, we have made the largest investments in public transit in Canadian history, but traffic congestion continues to be a serious problem in our cities, making it hard for families to spend time together, and costing our economy about \$15 billion a year in lost productivity.

New Democratic Party:

New Democrats know that municipalities need a reliable federal partner that is on their side to deliver the climate-adapted infrastructure and public services like transit that Canadians expect. We're committed to funding projects identified as priorities by municipalities, including through a dedicated, predictable transit funding mechanism, building affordable homes all over Canada, and funding climate adaptation projects to protect Canadians from the consequences of climate change. Municipalities have dealt with provincial cuts and federal neglect for years. It's time for a new relationship between the federal government and municipalities based on predictability, respect and long-term vision.

People's Party of Canada:

The PPC believes in a Canada-First policy and realizes that there is over \$933B in infrastructure replacement, maintenance, and development required across the country. However, as per platform objectives, in the first two years there would be no permanent doubling of the gas-tax fund with emphasis on meeting existing federal agreed to targets.

Question 2: Do you support including an annual escalator of at least 3.5 percent per year to ensure it keeps pace with construction costs?

Green Party of Canada: Vision Green (the Green Party's source document) states: "Our constitution set up a taxation system that greatly favoured the federal and provincial governments over municipal governments. We believe we must fundamentally re-examine the place of the municipalities within Confederation." With only 8% of tax revenue going to the cities, when 80% of our population lives in urban areas, and with cities having responsibility for garbage collection, roads, transit, water and sewage etc. , the Green Party would change the tax rules to give cities a bigger piece of the pie. We would create a Registered Retirement Savings Plan Municipal Bond for Canadians to invest in. We would work with cities (see below) and allocate 1% of all GST revenue to housing and other municipal infrastructure, but a 3.5 % annual escalator is not specifically in our platform.

Liberal Party of Canada: In line with this, To give cities the predictable transit funding they need to plan for the future, we will move forward with making the federal commitment to fund public transit permanent, and will make sure that it keeps up with the rising cost of construction over time. This will mean an additional \$3 billion more per year in stable, predictable funding for our cities' transit needs, on top of transfers through the federal Gas Tax Fund.

People's Party of Canada: While it is understandable to tie an annual escalator to construction costs, there would be no agreement in place to match inflation to construction cost increases. The present inflation system of 2% will be engaged for two years until the budget is balanced and debt reduction policies are put in place, at which time reviews to increase could be looked at for renewal after the end of the 5-year agreement.

Question 3: What are your party's plans in this regard?

Green Party of Canada: A Green government would make our federalism more collaborative, by creating a Council of Canadian Governments, which would include representatives from the federal, provincial, territorial, and Indigenous governments as well as from cities and rural municipalities. This body would set higher order policy priorities, to bring policy coherence and optimize public spending. This would give municipalities a seat at the policy-making table they do not currently have. And, as mentioned above, Greens recognize the need to increase funding to cities. We would make changes to the Canada Infrastructure Bank to reduce interest rates to municipalities on loans for projects. We would also encourage the use of City Charters to give cities greater autonomy.

Liberal Party of Canada: We will also establish a National Infrastructure Fund to support projects that benefit all Canadians. From the Canadian Pacific Railway to the St. Lawrence Seaway to the Trans-Canada Highway, the big projects that helped to build our country have always needed the vision and leadership of government. While the need for significant national infrastructure continues, there exists no permanent mechanism through which the federal government can play a national coordinating role. To fill this gap, we will move forward with creating a National Infrastructure Fund. The Fund will seek out and support major nation-building projects that will benefit people across various regions, connect our country, and help improve the quality of life and standard of living of Canadians in significant and long-lasting ways.

Our achievements to Date:

- More than \$180 billion in total infrastructure spending, including \$28 billion for public transit systems across Canada.
- Doubled the Gas Tax Fund in Budget 2019, providing \$2.2 billion injection for municipal projects.
- More than 48,000 infrastructure projects have been approved, and almost all are either underway or completed: 100,000 additional public transit seats; more than 2,800 water and wastewater management projects; building or renovating more than 174,000 affordable housing units; bringing high-speed internet to more than 900 rural and remote communities by installing more than 19,500 kilometres of fibre-optic cable.
- These investments are supporting over 100,000 jobs each year.
- Investing in green infrastructure to protect our communities from the challenges of climate change: more than 1,200 clean water and wastewater systems have

been repaired to keep our drinking water safe, and 475 projects are helping to manage storm water and reduce the risk of floods.

- Investing in 300 infrastructure projects to renew university and college campuses across the country.
- Significant investments to repair, maintain, and build small craft harbours critical to fishing and tourism.
- Established the Canada Infrastructure Bank which uses federal funds to attract private sector investment in transformational projects that are in the public interest.
- Funded 284 water or wastewater projects in 154 indigenous communities. All underway or completed.
- Launched a 10-year, \$2 billion Disaster Mitigation and Adaptation Fund to help communities withstand risks of natural hazards. Hundreds of millions of dollars have already been rolled out.

Our commitments :

- Ensure every Canadian has access to high-speed internet by 2030. 95% by 2026.
- Make federal commitment to fund public transit permanent and increase spending by \$3 billion per year on top of transfers through the Gas Tax Fund. Congestion costing \$15 billion a year in lost productivity.
- Require provinces and territories to identify long-term priorities within two years. Funds not designated for specific projects by the end of 2021 will be reinvested in communities through a Gas Tax Fund top-up.
- Create a National Infrastructure Fund for major nation-building projects that benefit people across regions, connecting our country. Begin with projects like the Newfoundland-Labrador fixed transportation link.
- \$100 million Tourism Community Infrastructure Fund for local infrastructure supporting tourism.
- Increase investments in small craft harbours by \$40 million/year to support fishing, tourism, recreation.
- We will co-develop and invest in distinctions-based community infrastructure plans and address critical infrastructure needs – such as housing, all-weather roads, high-speed internet, health facilities, treatment centres, and schools – in First Nations, Inuit, and Métis communities by 2030. We will also move forward with new investments to support the ongoing operation and maintenance of this infrastructure.

People's Party of Canada: As balanced budgets are achieved and debt reduction is underway, money not spent on international programs would be allocated to increase permanent spending. Further GST revenues going to province and equalization formula changes would provide more money to the province that could be used to top up the infrastructure program spending. With the removal of carbon tax programs and interprovincial trade barriers costs impacts per supporting industries in the construction sector should reduce inflation, decreasing need for jump from 2% to 3.5%. Market

sector changes that reduce the cost of business are the targets. Increasing inflation targets will not be a long-term sustainable solution for any level of government.