

If you would increase or decrease infrastructure investments, what would you change?

Responses

Focus on prevention. It may make sense to close some roads if we expanded some others. Move rail lines out of Winnipeg and increase population density, encourage public transit

I would invest more in developing Manitoba infrastructure, roads, bridge's, etc. I would employ more workers that have been reliant on EIA and assign them a mentor for specific projects. This would assist them in getting out of EIA and into the workforce.

Leave it as is.

The rapid transit is a billion dollar mistake. It should have never been approved. That money would be better invested in fixing areas in the city with a crumbling infrastructure.

More interchanges across the province, less gravel shoulders on highways.

increased spending on infrastructure leads to more jobs, better quality of life.

Lets face it our roads and infrastructure are in a poor state. Re-directing funds allocated for new projects/development into maintaining and improving existing infrastructure is crucial at this point.

Change in how the province obtain private contractors' services. There are a lot of waste in infrastructure. For example, a road that was just repaired last year, they dug up again and put a substandard patch, which makes driving crazy.

No funding until we can afford it.

Make highway 75 a real highway that isn't being torn up and re done every summer. Get it done right and if it has to be re done the next summer go after the company performing the shoddy work. Rail travel is the future fast trains that is. A Brandon to WPG, Winkler/Morden to WPG would really put MB on the map, help all the mentioned communities and create thousands of jobs and awaken a Manitoban pride unseen before.

The costs for public infrastructure is overpriced and contractors are not providing good value for money. The process needs to be revamped to ensure competitive tenders are received and incentives are provided for contractors who come under budget, and on time. Look to the private sector for ways to improve the process. By showing the private contractors that you are willing to cut spending it means they will have to get more competitive to win bids on projects as well.

If you would increase or decrease infrastructure investments, what would you change?

Responses

increase funding for rural infrastructure

Fix roads, replace aging bridges in reasonable timeframes. Create efficiencies, add oversight and greater accountability from the City of Winnipeg and other municipal governments' spending on infrastructure through better planning, less reliance on development by political promise.

by simply ensuring a proper tender process would eliminate unionized companies from backing up to the trough.

Improvements to Winnipeg's Perimeter Highway, namely converting at-grade intersections to grade-separated interchanges... Also commitment to building St Norbert bypass... Both a major priority to maintain Manitoba's position in the transportation sector and improve safety and efficiency.

Reduce the use of consultants. Privatize Highways Dept. Review VEMA and find savings. Sell off all non essential brick and mortar and find cost savings by negotiating better rental and lease agreements with private sector.

Trim the fat. Management.

Better to spend now when cost is low VS spend later when cost is out of control

I would pay workers/companies PER PROJECT, not PER HOUR.

I would decrease this somewhat and look at prioritizing demands for more efficiency in spending.

Wouldn't build the all weather roads to the north.

Make public transit and cycling infrastructure higher priorities.

Using a budget to invest in infrastructure that will provide positive cash flow. Such as investing in building a proper recycling plant that would allow the province a revenue stream in future years offsetting the cost of investment and possibly providing funding for future infrastructure investments.

Core infrastructure roads, bridges, sewer and water in areas of need. For instance isn't it time to start repairing Selkirk Ave. over Bishop Gradin for the fifth time. Or spending resources on failed bridges instead of redoing Hwy 75 for the third time since 1997. Focus on the needs of all the public not just the special interest groups.

cut the red tape and plan project more than 1 season at a time. why can't you get contracts for 2 or 3 years worth of projects and plan ahead a bit better.

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Responses

unfortunately we do need a lot of infrastructure. I would possibly even support an extra \$.05/ltr tax if the money DID NOT go into general revenue. put the fuel taxes into a special account to be used only for roads. so often gov't says they need to raise taxes to pay for a need they see coming up in next 5-10 years and then when the time comes to build the money is gone, spent on other things. use non union labour and get the job done quicker and cheaper.

maintain but drop the union requirements and enforce work warranties - redoing the same work on the same site every three years is ridiculous. again, labor costs are such that we are not competitive with other jurisdictions, regulatory requirements add time which = costs.

EXTRA MONEY FOR PREVENTIVE MAINTENANCE AND IMPROVE PUBLIC TRANSIT CORRIDORS INSTALLING SYNCHRONIZED SMART TRAFFIC LIGHTS ON ALL MAIN ARTERIES TO IMPROVE TRAFFIC FLOWS

Project direct funding, not " studies and consultations"

Hahaha. Look around when you are driving on Winnipeg road. See how many construction sign up but no one there. Endless project everywhere. It a on going joke to count how many construction guy stand around to watch 1 working.

Concentrate on maintaining core roads and infrastructure. Put unneeded new projects on hold. Cancel any pending contract awarded by ESRA.

Less northern roads. More funding for roads in cities.

Create jobs for Manitobans-

No funding for rapid transit. Cut funding equally to all departments. Prioritize repair and maintenance of existing infrastructure. No shiny new investments until current infrastructure deficit is paid.

Continue with maintenance and cancel redundant projects with no real net benefit, ie centre port and st Norbert bypass

Decrease. There are other important issues that are being ignored, hardest hit, or funded poorly so the mass conglomerates of health, education and infrastructure can live like kings. Not fair. I would trim more from the budget but it's not possible so this exercise is not a fair representation of my view.

More support for roads and economic infrastructure. Enables business to get their products to market, resulting in increased economic activity.

If you would increase or decrease infrastructure investments, what would you change?

Responses

Quit putting money in corporate arena's and stadiums. Put out tenders that are firm contracts so that the price doesn't change throughout the contract. Costs always seem to double and triple and never on schedule. Contractors should be held to same safety standard as provincial employees and should get the jobs done on time.

Maintaining bridges, roads. Review building techniques and contracts. Streets in Winnipeg are crumbling fast while they last much longer in Steinbach (for example).

Focus on sustainable infrastructure such as urban bus rapid transit. Need to encourage citizens to density and build up, not out

Invest in MB Hydro.

A lot of rural roads probably don't yield a very good return on investment. Abandon them, or transfer their costs to local taxpayers.

Determine which roads were essential and only repair those.

mostly leave the same but stop with all the useless....surrounding them. You don't actually need 5 guys to dig a hole, no matter what the unions tell you. Change the rules back to more reasonable standards and QUIT DOING STUDIES OF ITEMS ALREADY PROVEN IN OTHER PROVINCES AND STATES.

Just implement the ideas like shredded tires in the roads.

Look at what you spend above on other things and compare that with infrastructure. Now compare that with what North Dakota spends on infrastructure... Also, this \$1B could be better allocated.

strengthen government dept responsible for contracts and contract all work out to the private sector. no manitoba highways department.

Work smarter. Work on roads more overnight when there is minimal traffic and projects can get finished quicker and cheaper. Build the roads properly so that it lasts longer rather than doing a half fast job where you will have to redo the road within a few years and cost more over the long run.

Bridge replacement and preventative maintenance

Increase the road maintenance program

If you would increase or decrease infrastructure investments, what would you change?

Responses

less money for infrastructure such as Jets arena, Bomber stadium, new MLCC/LGA building, etc. As well, eliminate sponsorships from all crown coporations

sell off crown corporations and regulate them . Pay off debt.

stop working on our roads. it's not making anything better anyways.

Time for 10-20 year strategic plan for province - to include moving railyards in Winnipeg instead of building/replacing expensive overpasses/underpasses.

The province has done a good just of enhancing road conditions. Maintaining existing programs but further examining the capital expenditures is key. This area is challenged in ensuring value for money on work being completed out of the capital program.

Less side streets

At the same time I would add tolls for people who live outside Winnipeg but come into work every day in Winnipeg. They are part of the reason roads, etc are worn down. This money would also go directly to infrastructure in Winnipeg so overall the provincial amount would decrease after implementation. Have tolls for bridges to go toward maintenance and repairs as well.

Reduce - this is all contract based. At \$1 Million per Kilometer of reconstruction someone is making serious money. The work is substandard compared to the work done in the US on interstates.

I would increase infrastructure spending above the additional \$40 Mil that this app allows. Infrastructure investment often provides some of the highest returns on investment in government spending.

This is a tough one because of climate factors of our region that impact so much of our infrastructure. We need to continue to work with any global governments that have the same challenges and bring innovative solutions to Manitoba. If need be, temporarily increase the budget for that research as long as the plan is sound to provide greater reduction in maintenance in the near future.

If you would increase or decrease infrastructure investments, what would you change?

Responses

I believe that funding should be redistributed not increased or decreased. Much of this funding for new infrastructure should be prioritized based on outcomes that support a vision of transportation and infrastructure demand management. The goal should be to decrease the overall burden of infrastructure on Manitobans on a per-capita basis by encouraging communities to grow more efficiently.

That said, it should also be distributed with a mind for equity. That means connecting remote communities to vital transportation links.

definitely HALT the hydro pole iii project.....sunk costs are NOT relevant.....2 billion sunk does not warrant a further 8-10 billion of spending on a faulty program

we have no choice but to cut costs somewhere - but these savings can be easily gained by streamlining project approval methods to eliminate bloat in costs from inception to approval and requiring construction companies to maintain estimates reasonable.

Same. This province, including the city, is falling apart. It needs repair

Lobby federal govt for assistance with major roads, as in USA. Twin Yellowhead & Hwy 44 from Beausejour to whitemouth to increase commercial & employment opportunities in rural MB. Hwy 75 is bad PR for investors & tourists from US.

don't spend more, BUT be very selective. Our roads and some bridges are in horrible condition, and need to be repaired some even rebuilt. When rebuilding use a better standard to lengthen the life of them. stop funding Winnipeg's rapid transit, as it does not benefit most of Manitoba's population. Buildings should be maintained and only replaced as absolutly needed All new projects should be put to a public vote.

I live in the south western area off the province of Manitoba and the roads around here are her Renda's 23 west of 34 is in bad shape 34 highway. Is in bad shape all our roads are crumbling and a half to drive on these roads and beat the vehicles is costing the driver to be able to drive on these roads

Less fesibility studies

Keep it the same until we are out of the woods

If you would increase or decrease infrastructure investments, what would you change?

Responses

One of the consequences of living in a country with low population density and climate extremes is vast infrastructure requirements precariously supported by few tax dollars. Could we at least invest in research for the best road-building technologies and materials, so that our infrastructure lasts longer?

delay projects

I would decrease infrastructure spending on areas deemed to be low priority (out of the way areas, those that are politically driven, etc...). I would also look at fixed-price contracts to guarantee costs, and those that maximize Federal funding. It's also possible to implement toll-roads on major roadways/bridges in order to offset the cost (used frequently in the USA & other parts of Canada).

Creates employment, keeps Manitoba an attractive place to live

Maybe less money in new sub-divisions in the outskirts of Winnipeg. The strain on the transportation network seems to be heavy, and it's contributing to an urban sprawl that is not efficient. I might be willing to pay more tax money to a system that would incentivize providers of basic needs (groceries mainly) to open smaller stores in more locations to reduce driving and increase walking. Also, organize the city into a more bike-friendly place.

Repair more of Highway 75 near Emerson.

Trans Canada highway is embarrassing in some spots.

invest in projects that will make economic benefits, leverage public sector money in PPPs

Increase funding to maintain and build infrastructure.

I would try to not save much here, although lower taxes is a more likely way to higher government revenues and more jobs, than the one off effect of infrastructure.

Tax heavy vehicles that do the most damage to roadways - perhaps any vehicle over 7000lbs would pay a fee when registering. Encourage public transit, walking, and biking to reduce the need to expand roadways.

Our infrastructure is in very bad shape but it will last another 5 years until we get spending under control.

If you would increase or decrease infrastructure investments, what would you change?

Responses

Leave it the same and learn to live within your means as the rest of us have to. Stop catering to small special interest groups within the infrastructure sector. Work needs to be 24 hours to get it done quicker. It slows done because of all the safety and when you waste 2 hours a day doing all your safety checks and paper work there is little time for work. If the construction unions do not like it find out of province and country companies that will.

More investment in sustainable infrastructure such as bike lanes, community spaces, urban agriculture.

Reduce the number of new construction and expansion projects. Focus on maintaining the infrastructure that already exists until the province is in a better financial position.

I think making the contractor agree to work 24 hours and 7 days a week the jobs would get done faster and possibly lower the costs

Get rid of stupid spending on infrastructure such as bus rapid transit that makes little sense and small dollars adding up such as building roundabouts costing hundreds of thousands of dollars in River Heights where big vehicle cannot maneuver around. In our neighbourhood, they put in staggered speed bumps going halfway across Aldgate Road road and I see vehicles veering around them slalom style to avoid going over them. Rather than spending tens of thousands of dollars, all they needed to do was put in a couple of 4-way stops especially near the elementary school and put up a few 50kph signs making it clear how fast you should drive.

I would look at purchasing the relatively little used railway line running parallel along Pembina Hwy. from the railway and putting in an LRT from Main Street to St. Norbert just like Edmonton has. It would move far more people daily including U of M staff and students, eliminate the need for dozens of buses along Pembina Hwy., and reduce greenhouse gases because they LRT would be powered by green electricity not diesel.

Additional funds should be directed to real rapid transit with large parking lots at strategic locations to encourage park & ride programs. This will have the added benefit of reducing the wear and tare on roads.

Promote population density by encouraging people to live closer to city centres.

Spend resources on essential repairs rather than vanity projects.

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Responses

Winnipeg has an infrastructure deficit. Improve infrastructure especially public transit, bike lanes.

We need grade separation on highways and rapid transit to move goods and people more efficiently across the capitol region.

Tax car sales to reduce wear and tear, subsidize busses to improve traffic, every lane of road adds avoidable infrastructure in pipes sewage distance and depth, wiring gas pipes etc..

Prioritize projects. Find efficiencies in projects. Fight for higher federal contribution into projects.

Study rail relocation. Now is the time as multi billion dollar overpasses will cost more in long run and does not open up new real estate opportunities with city limits. Increase taxes on companies that are directly involved with lucrative infrastructure projects. Ensure individuals who benefit most from these projects at personal level pay their share such as development fees for new suburban areas and increase taxes for those who work and play in city but live in bedroom communities.

I would invest more money into urban infrastructure to help densify and green the communities. I would invest more in public transit.

We have an infrastructure deficit. With this, a consideration of emerging technology is required. Autonomous vehicles may require intelligent road systems. Be prepared now for this.

Decrease

better utilize Public Private partnerships and be strategic in the use of the billions of dollars that the federal government is spending on infrastructure in the next few years. I've heard they won't require the same level of provincial government matching dollars in the short term.

Infrastructure investments need to be decreased because it's clear these projects aren't being planned or managed properly with all kinds of cost overruns. Use P3 partnerships more like with the Chief Peguis Trail.

Only do what is necessary, but make sure that the companies are doing the proper work so it does not have to be redone in a couple of years.

I think we need to use the gas tax money for what is was intended for - fix the roads!

Increase infrastructure investments in public spaces, ongoing maintenance, etc.

If you would increase or decrease infrastructure investments, what would you change?

Responses

change asphalt to gravel roads and build concrete roads.

Improving our Provinces crumbling infrastructure is sorely needed to at the very least maintain what we have. leaving maintenance of infrastructure for someone else to deal with will ensure a short stay in office. Making sure contractors are liable for projects are necessary to keep costs honest, even if it means costing more to cancel a project that a contractor is taking advantage of.

Get the trains out of Winnipeg and use their land for LRT. Quash BRT. Infrastructure cannot be addressed with 'bandaid' solutions. This practice is why we still have such a massive infrastructure deficit.

Re send proposals for repairs and get gurantees on work done! Seems like work is done and not up to standards and needs to be redone shortly afterwads!

Don't know if increase/ decrease is the correct term... we need to despartly need to modernize our infrastructure. Create an infrastructure plan for the future what does it look like? What does it cost? We have always talked about maintaining existing infrastructure vs building what we need for modern day trucks and developing strategic corridors for the movement of goods../ in this day and age we should be able to do this very effectively with modelling etc. How does this work with modern day transport of goods ?

We need to rethink rural municipal infrustructure again a modernizing and building with rm's vs downloading costs and restricting what they can do .looking at modern day traffic demands would compliment all Manitobans as well as digital infrustructure needs to be more coridinated amongst departments ie healthcare works with school and RM vs all in isolation

Stopping the needless waste! example: culvert at end of my road still hasn't run 100 gallons of water since 2011, Two bridges on 34 highway couldn't use culverts because the said fish couldn't swim through them, 4 times the cost. That's just in my area.

Would give City of Wpg more flexibility of their spending costs, thereby reducing provincial grants and city would have to manage what money they now have more efficiently.

I would quit outsourcing the road work to companies that always seem to take longet and cost more and get the government employees we have to do the work

If you would increase or decrease infrastructure investments, what would you change?

Responses

Get better materials. US roads don't fall apart so fast. Heck, even Saskatchewan roads are better with the exact same weather.

Nous devons s'assurer d'infrastructures de transport publiques adéquates. Le but est de réduire notre dépendance au pétrole. Présentement il faut augmenter de façon intelligente nos investissements dans nos infrastructures afin de réduire les coûts de maintient de l'infrastructure dans le future. Le problème de votre présent exercice est qu'on ne peut pas calculer comment un investissement stratégique fait maintenant réduira les dépenses futures..

Increase because we have many construction events that we need to finish.

I think we should consider some lower cost alternatives. For example, the project to put the clover leaf on Lagimodiere and the north perimeter has a cost of I believe ~\$350 million. A large traffic multi-lane roundabout would serve exactly the same function (ie, eliminate the traffic lights and the intersections), but would have cost a small fraction of that cost, and would have been done by now.

Continue what is being done, but consider overpasses around the City of Wpg perimeter

Maybe less staff sittting around doing nothing would free up money to actually fix our roads.

Make smart investments in roads where there is population to support it. The NDP would spend more money in the North then the South for the sake of votes, not need or population and number of tax payers in one area

Decrease

Maintain funding for services and replacement. For the next 2 budgets, shift 2/3rds of this budget to repair and building of roads and bridges. Thereafter, once caught up, funds can increase for flood remediation and other infrastructure.

If you would increase or decrease infrastructure investments, what would you change?

Responses

If we could provide better, easier to use transit that was convenient, more people would use it. As is, the city of Winnipeg is a disaster. My commute by car is 25 minutes. I drop my kids off at daycare just before I get to work (the daycares are not open sooner) and I pick them up right after work (they cannot stay longer). A commute by bus is over an hour. Tell me how I can solve this issue? Carbon tax simply penalizes me because I have no choice. So I say, increase taxes, but put them to use...

Our roads are awful and we need to be more efficient with road work.

Better road maintenance programs, purchasing and maintaining the critical travel corridors in Manitoba including the rail line to Churchill.

The funding may not need to change but could be spent more wisely. For example the money for the extension of Centreport to bypass Headingley could be better used to divide highway 6. Reducing the speed limit on the trans Canada highway from Lido Plage road to Headingley would allow the overpass at highway 26 to be deferred. We need to ensure that all rapid transit funding is only for electric rail buses. This would decrease transit costs by eliminating rubber tires and eliminating Diesel engines. The rail line would be cheaper to build than a concrete roadway bus corridor. Both of these would directly benefit the environment.

Real demanded projects instead doing again works to keep some big construction companies with good benefits.

increase, but have the people directly benefiting from the improvements take a larger share of the costs. Many people live in Provincial Parks and live there without paying their fair share for infrastructure directly related to the services provided for them to live there. The rest of the tax payers have to pay for this. They should be paying but now fees are frozen for two years. Increase fees for parks. Have toll bridges.

concrete is not the solution to our economic issues. why does this tab not let me decrease this spending more.....

I would like to see this increase but not over healthcare and families.

Focus on getting cars off the road to reduce the long term costs of maintenance. Rapid transit should be a priority. The Waverly Underpass should be scrapped. There is an underpass very close by on Kenniston

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Responses

An increase in investment to infrastructure is vital to the north or there won't be a north left soon, just a series of work camps.

I would concentrate funding on basic, meat and potatoes work like road repair and cut funding at least for now on "legacy projects" like BRT, building new dams, etc.

if we don't have the money, then let's not spend it. let's stop overbuilding new bridges and underpasses and sewer systems and just maintain what we have until our economy turns around.

Support for public libraries.

More money is needed for road maintenance. Maybe turn some of the rough surfaced roads to gravel

Remain same

Reduce positions on job tasks -- too many workers not working while on the job

Maintain at current levels.

Look for low priority projects to cut or postpone

This is a safety for all who travel, so a place to at least maintain.

Decrease by 20%

safety is important and this must be done.

Change the way contracts are written up to get the REAL work done. Run 2 shifts, work later hours and get the job done quicker with an incentive built in. STOP band-aid solutions and get the work done PROPERLY. START putting the gas tax DIRECTLY into the road repair budget. Isn't that what is was supposed to be for for cryin out loud...??!!!!

get the...roads fixed.

I'd like to increase this but it just doesn't make sense right now.

Increase, as the city streets are downright awful, even though some progress has been made, it's not enough & it's too slow. This work should be 24/7 so things can get done.

I would decrease spending and force bids to come in lower and on budget otherwise not due anymore than which is needed to maintain safety

Spend within our means.

Infrastructure must be maintained/improved or it will cost more later.

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Responses

There has to be a way to correct Bipole 111 route to save money. Maintain current level of infrastructure the NDP let the Province fall apart.

I want you to sharpen your pencils and get a bigger bang for your buck. There is a lot of waste in that industry. We have to get tougher in our union negotiations.

Increase. Is is long overdue and gov't gets returns on this investment.

Infrastructure has to be kept up. Items like museums, stadiums etc. should be funded privately and NOT with tax dollars. I would do away with contractors having to be unionized. Less government workers, more private enterprises. Also use leaseback on bridges or put on small tolls to pay for some infrastructure.

We can't afford any infrasture with the huge deficit and to balance budget.

Stop using magnesium chloride and calcium chloride road deicers that DESTROY our infrastructure so it lasts longer. It's in the interest of "road safety"??....It's environmentally toxic. Force motorists to buy ice tires if they're going to drive in the winter. Using government logic, we would supply all beach-goers with winter coats.

Our municipal infrastructure is still in awful condition. It needs to be brought up to a sustainable level.

Petition the federal government to release all GST and federal taxes collected in Manitoba to stay in Manitoba.

There needs to be a way to increase productivity without huge budget changes.

Start earlier in the season. And haa e better quality assurance and higher expectations from the companies tendering for the job.

increase...just fix the roads as promised

Have you seen city workers???? Privatize. City workers bragging about how little they do, sleeping on the job in trucks, on boulevards, taking three hour lunches. There seems to be zero accountability.

If you would increase or decrease infrastructure investments, what would you change?

Responses

No change but let's make sure what we replace really is needed. Make sure what we have is in good shape before building new stuff.

There has been lots of tax dollars going into infrastructure but is it really going there?

Postpone non-necessary improvements until the province is in a better fiscal position. Use of user fees, such as tolls or a dedicated gasoline tax not being poured into general revenues should be considered to pay for such investments.

Make better use of the resources you have. Drive by almost any major infrastructure project and it is common to see 1 or 2 people working and a gaggle standing around watching. Prioritize projects by those most urgently needed rather than by Political friendly ridings as what appeared in cases to be the NDP policy.

Eliminate all funding for Rapid Transit, another giant crony capitalist gargantuan waste of money for a negative result re: lower ridership, longer travel times with no city wide accessibility. End all subsidies for private sector infrastructure (True North Sports, Blue Bomber stadium, etc), end Crown Corporations building monuments to themselves... just for starters.

Spread the work out longer over more years

Put money into research or fact finding to address roads that need to be completely repaired annually. Monitor construction more closely, both workers and contractors.

What is the gas tax used for? It's supposed to go to roads and bridges. It's only been in the last year that roads have started to be somewhat repaired and more to go. What about all those people who pay a fine to run overweight? Where's all that money going?

Maintain at this point in time cutting back on and in areas that are not a significant problem area, or big costly projects' that are not so or die situations for traffic, infrastructure until such time as the budget is balanced and such projects if necessary are affordable! I hate see money wasted on trendy ideas that a majority of people are not anxious and demanding be done!

If you would increase or decrease infrastructure investments, what would you change?

Responses

It's time to do away with stupid road construction unions and bring in a competitive bid system that allows for 24/7 road work that gets projects done fast and on time to stop the pain of construction traffic with one lane choke points for weeks! I hate the roads so bad, I'm considering leaving the province, possibly the country. The US has magnitudes better roads than we do. For the tax on gas we pay, this is outrageous. Need to re-make this entire function of gov't or privatize it.

Maintain

Prioritize work and make smart not political decisions.

Focus funding on roads, water and wastewater. Suspend funding of noncritical projects such as community centres, arenas etc

There is no need to take more money for roads. Yes the roads need fixing, but enough money is already taken for this, now just if you spent what is allotted for this, our roads would be in far better shape....

in Winnipeg...stop constructing bridges until rail lines are relocated.

Keep the budget as is but stop lining the pockets of union leaders with mandatory union projects and really embrace the open market for real solutions at real costs. Union donations only make millionaires of union leaders and fund one party's election runs.

Definitely Increase. We all see the state of our infrastructure and in another of places it's pretty sad.

Less investment in large capital expenditures that benefit a narrow constituency like the stadium. Much of the cost is tied up in superficial desires that negligibly effect the intent of the structure. More emphasis on the boring part of infrastructure that actually support our ability to live comfortable lives.

Increase infrastructure but make sure that the work is done properly the first time. It seems that the same roads are always getting fixed. for example highway 75 is always under construction and if it had been done right the first time then we would not have to be fixing it.

Build better roads in the first place, like sask and alberta. pave gravel shoulders.

Hold annual spending levels..

If you would increase or decrease infrastructure investments, what would you change?

Responses

Intelligent infrastructure is a must. The perimeter highway around Winnipeg has hundreds of dangerous accidents per year because it is two lanes and there are many stop lights. Build for the future as it will save us money in the long run.

I would decrease for a few years and spend the dollars smartly.

Stage it

Far less for highways and other roads; we shouldn't be encouraging/subsidizing single occupancy private vehicles. More for transit ... and AT (which costs significant less than motor vehicle infrastructure). Sewage/water should not be decreased.

Use some of the funding from carbon pricing to build infrastructure that assists with climate change adaptation (e.g. channel to drain Lake Manitoba when the Portage Diversion dumps Assiniboine River water into it; plan in advance for when Manitoba's ice roads to remote communities fail - as that will cost us money at that time etc.).

Prioritize other spending based on what needs to be done now and what can be delayed (or perhaps isn't needed at all):

1) Don't build the Waverley underpass (if you can still pull the provincial share of funding; it may be too late). If Manitoba were flush with money, maybe it would be ok, but I don't think any level of government should have this as a priority right now. That would save you \$45.9 million. There are plenty of places in Winnipeg with slow traffic. Waverley can continue to be one of them...

2) Try to encourage the City of Winnipeg to find ways not to replace the Arlington Bridge (cost >\$300 million), as the Province will have to foot some of that bill. From what I understand, there may be better options such as relocating the rail yards. Even though the NDP had committed to studying this option, you can still brand it as your own and pursue it.

Manitoba needs to provide municipal support for asset management, and tie infrastructure funding to responsible asset management

Less spending on overpasses and road widenings in the Winnipeg area.

If you would increase or decrease infrastructure investments, what would you change?

Responses

I would reconsider how efficient our infrastructure contracts are, nothing is completed quickly which seems to be a huge waste of time and therefore money. How much money are we wasting on extended contracts and missed deadlines.

The more socialist Manitoba has become, the worse our roads have become, resulting in higher vehicle repair costs, and road condition related accident increases (e.g.: the perimeter highway should have overpasses, not signalled intersections. Manitoba has some of the most traffic signals of any province, and absolutely no freeways. The Trans-Canada should be a freeway.

Several of our parks and roads are an embarrassment we have allowed our infrastructure to crumble we are in desperate need of repair. The repair will stimulate job growth

i would stop investing in filling potholes and fixing roads until you come up with a better solution. we need to be more proactive about infrastructure instead of just fixing up messes, things like active transportation will get more cars off the road which means less wear and tear.

Invest in housing, green energy and rural communities.

Increase funding. Fix roads now, because it will cost more to fix them latter.

Our roads really suck and this would be another opportunity to put more people to work fixing them. There are plenty of men also on assistance that could run a shovel. No rocket science there.

you know

Maintain. Prioritize. Contract bidding with incentives for finishing on schedule and under or on budget to discourage crews just standing around or getting paid ridiculous overtime. Have quality control built into the bids to prevent cutting corners to meet contract expectations. Have crews work in off hours to get jobs done in a timely manner and reduce impacts to communities.

Tolls for roads and bridges but make sure every dime goes back to infrastructure.

If you would increase or decrease infrastructure investments, what would you change?

Responses

It's important to maintain infrastructure development, it the status quo needs to be assessed. Too often the same approach is taken and problems don't get solved. Streets for e.g. utilize larger roundabouts to increase traffic flow and reduce wear of streets/ vehicles. Stop and go forces are harsh on both. Also, time is money, minimize train blocks, post digital displays with schedules so that people can time routes. Also educate corporations on work at home benefits.

I would make the heavy users pay tolls, ie: trucking companies.

Studies to relocate rail lines, better province-wide active transportation investments and more inspectors (referred to in more detail, below). More transportation alternatives that make sense for Manitoba, such as airships.

Leave as is, but develop a plan that the municipalities could access to see just when a highway/bridge can be expected to be repaired. Today no one in the rural knows when or if a road will ever be fixed.

Start holding contractors accountable, develop a timeframe for projects and if the company doing the work can't meet the timeline, or budget penalize them. Nothing is going to change if you give more money to a bunch of crooks, they'll just ask for even more next year, Other provinces and states hold contractors accountable, if you accept subpar work, expect subpar work.

Cut out any new park projects just maintain.

Increases in 'livable city' projects that support walkability, public transportation, unique and usable public spaces.

We pour tonnes of money infrastructure but i so no improvement and long construction times. This bere is no excuse other countries have similar weather and better roads. Id decrease here because moneybis being squandered. Jobs are costing more then they should and there is no penalty for it.

More work on rural provincial highways and less work centered on Winnipeg

Need to ensure social impact procurement takes place to create opportunities for people with barriers to employment such as those that BUILD assists. Also need to ensure these jobs are decent jobs, unionized where possible so that the workers are fairly compensated and properly trained in health and safety, this means using project labour agreements. Please see:
<http://www.winnipegfreepress.com/opinion/analysis/project-labour-agreements-save-money-389444701.html>

Roads, bridges and related especially to help cross Canada commercial traffic.

If you would increase or decrease infrastructure investments, what would you change?

Responses

We build the cheapest roads we can and they crumble in no time. I'd love to see our province invest a little more and get a much higher quality. A quality that would hopefully work out to cost the same or less in the long run because it doesn't need to be repaired or replaced every 2 years.

maintain, but divert some funding away from highways and into high speed internet access in rural, remote and reserve communities

I would immediately do a full scale audit of every project. Put them in order of must do. Should do and want to do. Must do would obviously get priority. Such as bridges. And major roadways. I would also move the railways south of the city and use that land to build lower income and middle class family homes at a reasonable price. This would pay back much of the cost of the railway move. Further more i would build permanent northern roads to better connect our aboriginal reserve communities to give them better access. I would also only employ them and give them good training in construction and trades to better advantage them in a job market.

you can save a ton of cash by repairing the roads that actually need help. the pr421 was resurfaced and that was a complete waste of tax payers dollars. the bumps are still there and all they did was crack fill and put a new layer of tar/gravel on top. This money could have been put towards worthwhile projects like the NE highway too open up northern MB and doing something with that road to Giliam!!...

Increasing infrastructure funding would be directed to expanded highways, repaved roads and highways and improved waste systems. New funding should also mean the government should try its best to provide the sturdiest and most durable materials to provide these infrastructure improvements. Infrastructure improvements should aid businesses to succeed.

I would focus less on improving roads to suburban areas (ie: waverley west) and focus slightly more on bike paths and urban developments.

Proper roads will allow businesses in Manitoba to grow and with their growth it will bring more tax revenue to the province

No change

I don't know the state of the provincial roads outside of the capital region, no comment.

If you would increase or decrease infrastructure investments, what would you change?

Responses

The City of Winnipeg is so forgotten by the provincial government. It's a shame that Winnipeg does not get additional funding, we are the capital and we should reflect that. We are the economic heart of the province. The majority of residents live and work in Winnipeg and we need to ensure that our city is well maintained and funded so we can have a modern, proud and respectable city.

Increase fuel taxes and add fees to all infrastructure projects that are perpetuate the expansion of pollution. Ensure that all infrastructure taxes & fees are put straight back into future infrastructure projects not general revenue.

Increased flood protection

I would decrease money spent on construction signage.

The way our roads are constructed is a disgrace, a new highway should not need repairs after a few years in service, however I see it all the time, perimeter at highway and transpends are prime examples

They should be built properly to begin with and not cutting. Corners

I think they are getting built poor so that construction companies keep busy and rich

Stop putting roads to all the reserves

We need to focus on building more sustainable infrastructure. Winnipeg/CMA should get 90% of the extra revenue. Spend it on transit, active transportation infrastructure, water/waste, etc.

i would get shoal lake some clean water

Encourage workers to be more efficient, is extension of chief peguis trail was completed early and under budget

Fix the roads...more connected bike / pedestrian pathways.

Nous devrions nous concentrer a reparer et maintenir ce que nous avons et de ne pas construire de nouvel route/batiments/ponts... Fini les "nice to have".

Stop putting roads to all the reserves

Join other provinces in Canada and US to find more cold-resistant materials for our roads

If you would increase or decrease infrastructure investments, what would you change?

Responses

Housing is a important element in our social infrastructure. Investments in affordable and social housing help build strong communities, good homes, giving families the stability they need to succeed, and provide employment helping grow the economy.

maintain

I would redistribute money. Have developers fund major infrastructure associated with new developments and divert save money to maintenance of existing infrastructure, especially roads.

They are doing what they can.. the road in most places are decent and do eventually get repaired..

Highways should be privatized and road maintenance be award through contracts similar to sanitation services in Winnipeg.

I am certain with PROPER implementation of contract bidding, savings will present themselves compared to the NDP regime. As infrastructure contracts must be written and planned well before they are implemented, I would guess much of the current year budget was based on contracts secured by the previous government. (Again I assume) this next budget will be the first true budget of the new government.

I think we need to continue to improve infrastructure and it helps create jobs.

Spend less in wpg. With the amount of tickets the police give out they can take more money out of that to pay for their roads.

Increase infrastructure that is most beneficial to the environment like light rails to that citizens actually use less infrastructure and save in the long run.

Fix the roads. But have companies be accountable. What is a road's life span? Should be a warranty on the work and we should not have to keep fixing the same roads every three to five years. Have an investigation unit research how these companies are spending the money and why their work is so bad. Go to North Dakota to see for yourself how roads should be built. Also, have more public/private partnerships. Set up tolls. Works in the States. Priorities, Reduce the number of roads. Study is required if we need all these roads. Have a winter shift program. For example highway 8 and 9.

didn't the federal government promise to spend billions on infrastructure? Where is the Manitoba piece of that and where are those dollars being spent?

If you would increase or decrease infrastructure investments, what would you change?

Responses

Need to maintain existing infrastructure for future growth and expansion. We cannot rebuild what we have in many communities at today's prices - we need to invest to maintain, or they will be lost.

Take advantage of slow economy and negotiate discounted contracts on new projects.

take stock of your existing inventory and plan over the long term what you are going to do to maintain owned stock and what you can do about maximizing your space - make your buildings safe...

Additional money to long-term infrastructure projects that will benefit the public (e.g., public transit). Less money to corporate projects which only benefit the rich.

Impose strict penalties on construction companies for not finishing projects on time. Tenders are to be taken as final price and overruns at expense of the contractor.

Give towns such as Carman, Manitoba (at Hwy 3&13) a by-pass so all the trucks don't have to go through town.. very loud, dusty and dangerous.

Stop using "spend it or lose it" with government departments. Create a system where departments can choose to be below budget. The department would get to save a percentage of their underage (to be used on bigger ticket items in the future) and the government would benefit from the remaining percentage of underage. Win win.

I would make sure good planning was in place before construction starts, not build and then re-build whatever it is. Highway 7 was cemented and then cut out and then re-cemented - who paid the additional cost? Why is the old hospital in Selkirk in such bad shape it needs to be torn down - who build it and why wasn't it built right. We can't go back but please make sure the infrastructure is done right the 1st time.

Redo whole transit system to make routes more efficient to make it a viable alternative to personal vehicles.

We need to spend now while interest rates are so low. We need to spend on public transportation, alternative energy infrastructure (wind; geo thermal; biomass) and quit spending on NEW roads, at least in Winnipeg.

Maintain for now, it could be better but there are other priorities

10% cut

If you would increase or decrease infrastructure investments, what would you change?

Responses

Just fix pot holes, no new roads

Bring a hard labour component into the judicial system, putting convicts to work doing manual labour on infrastructure projects. Use canine enhanced supervision.

Increase gasoline tax 5 cents/litre. institute tolls for transcanada and hwys 75 & 59. commercial vehicles exempt from both initiatives

It is not the sense of increasing, but we need to redirect where our investments are going towards infrastructure. For eg. Rapid Transit is not a viable long term investment and the billion dollars invested into it could have been used to repair the roads city wide. We need to think more forward. There needs to be more affordable, effective and innovative modes of transportation such as UBER, ride-share etc...

Most Manitoban towns/cities have more potholes on main streets than they do actual businesses. If new buildings go up, the roads should be maintained, otherwise transportation takes a figurative backseat. And that sucks, my friend; especially when I foot the bill for repairs on my personal transportation caused by lack of municipal upkeep.

Construction companies see government jobs as a cash grab simply dont accept bids on non critical jobs for a year they can work for cheaper

The rapid transit is a waste of money and only helps the people in the south.

I would increase infrastructure investment as we are living in a crumbling province. Roads are a joke in Manitoba.

Spend the same but dramatically make these departments more efficient with competitive and accountable tendering and work

Manitobas infrastructure is crumbling. infrastructure creates good jobs and helps the economy.

Municipalities should have more control over local infrastructure investments. E.g., the city of Winkler should not have had to wait patiently for years and years before Highway 32 (which was awful to drive) was upgraded.

build streets with concrete, not asphalt, as it is cheaper over the long run both in lifespan and in fuel and materials that you are not using to maintain it and keeping reflective light higher (means less light needed to light the streets and less heat energy for ambient air to air condition.

If you would increase or decrease infrastructure investments, what would you change?

Responses

Spend some cash on R and D to invent a stronger road surface. The biggest enemy to infrastructure outside of Winnipeg is the weather, not traffic.

Better road maintenance, bridge maintenance, replacing old buildings

Infrastructure is the foundation of a economic region and must be managed properly. Include maintenance contracts for 5-10 years when tendering projects. Make sure the companies bidding are large enough or insured against possible natural disasters but have a good building record and impose stiff penalties on sub par workmanship. Look to our neighbors to see if they have more innovative ways of dealing with infrastructure. SK, ND, MN, NW Ontario. Bust down any crony relationships between government and business that occurs through back room deals.

Improved infrastructure in inner-city neighbourhoods; active and public transportation infrastructure

I would half this budget. The company the province hires for this work is over staffed. You don't need 10 people to put in concrete for a side walk. It takes way too long to get these road projects done. It is obviously costing a lot more than necessary in time and money.

You need to preserve infrastructure funding for maintenance and expansion. We need northern roads so that isolation is not as crippling. We also need to improve transit and infrastructure in Winnipeg because the traffic is absolutely ridiculous. If you invested money in encouraging more people to take the bus, walking or biking you wouldn't need to spend as much on road up keep because you would have fewer cars on the road.

Create efficiencies in the timing of tendering and contract approval to maximize the short construction season we have. Implement 24/7 work days to assure contracts are completed in a timely fashion.

I would decrease, not because infrastructure is not important, but because you have to cut somewhere to manage the deficit and the less debt we have now, means more money later as we are wasting so much on interest.

No more expansion of road system. Surcharge on suburban developments (inside and outside of the city) to cover the disproportionate infrastructure cost of low density sprawl. Increase funding for public transit and active transport (bicycle lanes and trails) to get more cars off of the roads.

If you would increase or decrease infrastructure investments, what would you change?

Responses

Need to improve our network of roads. Rapid transit or reliable public transit for urban areas is also needed.

give cyclists a safe place to commute

Increase infrastructure spending help create jobs and grow our economy. Especially the federal government is providing funding.

I would put more money into fixing infrastructure such as road repairs and bridge replacement. If an area has to be decreased it would be to parks upkeep - or again, maintain but look for greater accountability with resources.

Highway #1 has been resurfaced due to less quality of work. ensure that the work is done correctly and hold partners accountable for the work being completed.

i would ensure this is spent in the most cost effective manner. Eliminate the requirement for unionized shops from all competitive tenders.

Maintain, explain that there's a deficit.

Money is WASTED!!! I dont know how many times they have fixed the same road because the company didnt do it right! Again, make people accountable!

Basic infrastructure needs first. No funding for bike grid programs or rapid transit. We can't afford those things at this time

minimize overmaintenance of northern roads that are underused and focus on major traffic areas

We need to go in debt for this forgotten issue in our Province. Our roads/highways are embarrassing. Some of the Travel Manitoba funds should be directed to infrastructure. We advertise to the states all the time and what is the uptake of this advertising?

Better prioritization and long-term identification of asset infrastructure renewal (based on utilization, need)

maintaining roads has many community benefits, work more with cost sharing in the communities

more paved shoulders on highways and 4 lane where traffic is heavy. Less semis on the hwys. innovative ideas how. Bridges that are not needed right away do not repair. Fix buildings and do not build unless necessary. Maintenance of gas lines, water lines, sewers, priority.

Make road repairs more efficient.. Give to contractors instead of these slow lazy workers. Lay them off or pay them for the work.

If you would increase or decrease infrastructure investments, what would you change?

Responses

Why do these projects cost such ridiculous amounts? Seems they are seriously....the public because they see government as deeeeeep pockets.

Our highways are a disaster

Certainly an increase would be nice. Our roads are still a mess from years of neglect. But why are we building more rapid transit. Fix the roads first. (this may be the cities responsibility, but I believe the province is chipping in as well?)

Keep essential projects, boutique and vanity projects can wait until we can afford it.

we need to look to planning for the future instead of constantly approaching infrastructure with band aid solutions.

change the way government awards contracts with no cost plus deals plus more inspections to make sure the work is done to spec. and on time.

I would have ALL roads repaired/replaced to a significantly better condition.

Materials for roads.

Fire the existing contactors who take too long to get the job done...for example, there's no reason Pembina Highway is taking this long...hire more effective companies and consider adding road tolls to pay for specific road maintenance.

Start fixing roads and highways properly. This topcoat every 5 years will cost more in the long run as compared to doing the job properly every 25 years.

Increase project daily work hours- stop appeasing MLA's regional projects-focus on inter-related related zone based projects to reduce project costs

maintain funding but provide municipalities some flexibility when helping with funding.

Increase smart infrastructure investments by supporting green transportation and ending sprawl. Transportation is essential to connect marginalized communities, focusing on this infrastructure would be essential for rural economic and social development.

Need to continue investing in infrastructure

I would not change funding provincially. I would however like to see a reduced level of provincial support for frivolous City infrastructure projects (e.g. sculpted curbs, mini traffic circles, elaborate bus routes that fail to address the needs of those living outside the core and with limited bus service).

Use infrastructure bank more P3. Federal matching.

If you would increase or decrease infrastructure investments, what would you change?

Responses

Our province is geographically huge, but towns and cities are far away from each others so we do need to maintain our roads and bridges to provide safe infrastructure for transportation. However, to make the infrastructure investments less costly per capita or per each tax payer, we need more tax payers in the province to share the tax burden and the cost of infrastructure investments. Perhaps we can be more proactive and aggressive in promoting business investment immigration to Manitoba so that we can have more people contributing economically: more business investments, creating more jobs, and spending more money in our economy. British Columbia for example has benefited from wealthy business immigrants for years, but we need to implement proper and effective income tax on short-term real-estates speculation to prevent property value from over heating from speculative activities. Perhaps a 20-30% tax on the profits gained from holding and selling real-estates in less than 2 years, and a 5-19% tax on the profits gained from holding and selling real-estates in more than 2 years but less than 5 years.

Too much financial resources are left over after each fiscal year without being used.

Our TransCanada highway to the east is in needed repair. Trucking companies are the reason the roads are in dire need. They need to take some of the responsibility and assist in the repair cost by paying a road tariff.

More investment in parks, access to lakes, active transportation solutions and make grand beach a tourist and conference destination with a world class hotel/conference center.

tough one - needs to be done. Does help with unemployment which in turn people pay taxes

have infrastructure more cost effective and done right the first time,

I would fix them right the first time instead of patch jobs all the time

Vanity boutique projects can wait until the budget is balanced and homelessness is adequately addressed.

Pass the cuts back to municipalities, not popular but properly managed cities can make this up; and do their part.

BETTER ROADS

Get rid of public insurance or have them pay for road repair when there is a surplus in funds. Toll booths on major highways.

If you would increase or decrease infrastructure investments, what would you change?

Responses

Find a better way to build roads - Manitoba roads with the concrete they use is much worse than other similar Provinces and States. There is something wrong with how roads are built in Manitoba - they break up so quickly... What does North Dakota use to pave their roads?

Environment Services Section of Highway Planning and Design Division of Manitoba Infrastructure would be closed down as Manitoba Sustainable Development Department deals with environmental policies, standards, and regulations.

Starting work on projects when all aspects are looked at. The Transcona Underpass was a good example of how not to start a project when not all the avenues were looked at. \$13 Million over budget and 18 months overdue. The inconvenience to residents was insurmountable... mentally and financially! Hard to support any more large projects to come. Roads should be looked at first, old bridges and lastly under or overpasses. 24 Hr working shifts should be done for large projects... no overtime esp weekends, increasing jobs, large equipment use during daytime Hours only. IE landscaping can be done in evening with lighting.

With the extra revenue from the HST, I would increase infrastructure from 1B to 1.5B

I would spend less in the flood protection, I think we have a decent system in place when the budget is back to a balance we can look at spending more then.

Construction crews should be encouraged to finish jobs quickly. Road construction should take weeks or months not years.

Cutting time spent on these projects saves money even after offering a financial incentive for finishing quickly.

I think this is one area that has the most waste. Some projects take 2x lol get then they should and contract awarded to friends of government rather then lowest cost bidder

Major reworking in Winnipeg to increase walk ability

Start building concrete roads that last instead of continuously pumping money into short term asphalt roads, which in the long term ends up being more expensive.

need to work with developers to find a product that works on Manitoba roads

If you would increase or decrease infrastructure investments, what would you change?

Responses

Modernize invest heavy in upkeep move to a planned maintenance schedule to repair oldest infrastructure before failure occur

get more value for money, tighten up contracts, put penalties in place for overages and time commitments

fix roads. fix bridges...could you add a toll to help pay for repairs or a new bridge in the city..eg first street.

Proper planning on projects is a major flaw in our current system. For example- Roadways should not be repaired, built until all underground utilities, compaction, drainage are properly planned and placed. Many projects have been delayed or prolonged due to poor planning, oversights and unrealistic development without future impacts considered. This is a vicious cycle that could be avoided by thinking things through in entirety. Road construction should be built to contractor practices with the aid of engineers not solely by engineers. Our land was not developed on paper and calculations. Our contractors are skilled, educated, and experienced to perform their line of work and it is in their best interest to do their job well to ensure their success in business. Cheapest bids do not ensure highest quality of work. This should not be a deciding factor on winning tender- Feasibility, Practicality of proposed construction and acceptable timeline should be the deciding factors above price, not that it should not factor, it just should not be 1st factor. I have seen the degradation of roadways become an increasing problem as grading, compaction, elevation and drainage become impractical for our environment which requires rework. Many times billions could have been saved if the infrastructure was built specked to location rather than a general manual. There are cheaper alternatives that are not being explored due to evolution away from practicality

and more towards red tape.

Invest more into repairing roads and older buildings.

Fix street lights and lamps.

Add more bicycle lanes in downtown and osborne area.

Construction at night and penalties for not completing on time. I face penalties at work for being late. A late engine can result in hundreds of thousands in penalties. Real world has penalties, share the real world with construction. 10 people standing around on the tax payer dime, screw that noise.

If you would increase or decrease infrastructure investments, what would you change?

Responses

We need to focus some efforts on fixing our rural highways! The increase in large freight carrying trucks on the roads sure does take a toll on the roads. What were they thinking when they tore up the rail lines....?

Focus on refreshing existing infrastructure where needed and creating new infrastructure for remote communities.

Reduce the amount and reverse the amount of agricultural drainage and you will save millions of dollars. Treat agriculture for what it is, a business rather than an altruistic activity. You wouldn't allow other industrial businesses to deal with a waste product in such a fiscally burdensome way. Why is agriculture allowed to be the exception? Government has embraced a...backward, reactive approach because they are too scared of angering strong support bases in the agricultural sector. Increase public transport incl for rural populations.

Don't make bridges and parks too fancy (i.e. expensive), but just keep them nice. I think some safety regulations and building standards could be relaxed a bit as well, which would result in cost savings. The COR certification program is also a joke (although I'm unsure of the government's role in this), since companies have repeatedly been told it will be required, only for those deadlines to keep being extended.

Keep the same, but spend SMARTER. Use the money gained from taxes paid on gasoline at the pumps!

Sell bonds to Manitobans to pay for projects. Give better terms than available in the current market. Of course I don't know the debt covenants of the prov at present so may be easier said than done

Is there ever a lot of potential savings to be had here if there was a way to get honest work done for the money...

Spend money on preventative maintenance rather than repairs. Don't let things slip get to an emergency situation before they are repaired. Fix highways before they crumble. Look after government buildings and assets. Stop throwing money at Manitoba Housing. Private industry can run the rental market at a reduced cost.

If you would increase or decrease infrastructure investments, what would you change?

Responses

With the govt adding more rules and regulations i.e. safety , over engineering things that are driving the costs out of control. Not sure if the engineering people are in bed with the govt but some of the rules are getting over the top. and now all municipalities have to go to assets management systems, our community has been running for the last 100 years pretty well and now we are forced to buy into this system that could cost our city \$20000+ a year for subscription fees.

While this is increased spending, if we invest in ways to green our cities and create sustainable infrastructure the benefit will be long term... in that we'll be able to live on the planet instead of dying starving and dehydrated.

We cannot sustain road management and building new mega roads because the cold winters destroy things too soon and need constant and costly replacement and repairs. We are a car crazy culture that is not sustainable.

I believe the province should target infrastructure repair over the funding of new developments.

Build a road to Churchill and create more jobs overall with working on projects in manitoba

Reinstate provincial work force to continually fix highways and infrastructure. At present the government having faced a few bad years from flooding should take a serious look at making Manitoba Hydro pay for keeping Lake Winnipeg levels higher than natural to maintain a constant flow of water to the northern dams. It's a crown corporation so it should be directly involved in the management of drainage in Manitoba and other governments that use the drainage basins directly affecting the citizens of Manitoba.

Stop spending money on stupid useless things such as that metal structure on broadway street across Fools and Horses. Look at where is the overtime costs can be reduced. When budgeting for a project, ensure the numbers are accurate and realistic. le how in the world does a new Winnipeg police headquarters project get so over budget? When was the last we heard that the project went under budget?

Decrease. No money for new projects

Decrease the budget and seek greater private sector investment, like P3 options. Keep private sector OUT of social services (health, educ'n, etc) but be creative with them in infrastructure and capital.

If you would increase or decrease infrastructure investments, what would you change?

Responses

I would hold the contractors responsible for the work they do. It's a complete waste of money to spend millions on a road, only to see it destroyed in a few years. And then we pay them again to fix it. Hire quality crews and there would be money to do it right the first time.

our roads and bridges are crumbling. its shameful. i know a person on a bike who fell from a hitting a pot hole and was paralyzed. SHAME!!! SHAME!!!!

Housing for elderly needs to be addressed. Inpatient "hospital holds" (awaiting PCH beds) take up too much healthcare dollars!

The roads in this city and province are horrendous.

I don't know how much provincial funding goes to municipal roads but there is so much unfortunate waste in urban sprawl. More roads we can't afford to maintain eating up farmland and wildlife habitat. There should be stronger incentives to build urban density.

Winnipeg's roads and many of Manitoba's highways are embarrassing when compared to other jurisdictions in the USA and Canada. More money for the roads, please.

Build more bike trails that are separate from vehicular traffic. Invest in a Light Rail system.

Make sure our core infrastructure is sound to promote and sustain development

I would increase - think 20/25 years a head - good, quality better infrastructure. Done once right.

Infrastructure in Manitoba is in shambles. I have had many friends move here from europe and the first thing they notice is our lousy infrastructure.

Until the budget is balanced, fund only necessary and critical infrastructure. Privatise assets with conditions that the private sector commit to needed repairs.

Complete better on going maintenance

Expedite Brandon bridges and railway passes, widen #10 at additional sections

Wow! If we are paying that much of our hard earned tax dollars into infrastructure, we certainly are not getting value for our dollar, so who in your govt is responsible for that? Who oversees the govt division or private companies that are giving us such substandard quality

Highways and gravel road maintainance

If you would increase or decrease infrastructure investments, what would you change?

Responses

I would increase infrastructure spending by getting private companies to build the infrastructure, and give them tax breaks for doing so. Example, after the 2011 flood, the government wouldn't let an oil company build a bridge so they could continue their trucking routes. They would've been done with a safe bridge within months. The government spent years getting it done, with high costs (the oil company was going to use their own dime), plus the extra waste of fuel as the truckers had to take 2 hour detours.

I think this is a fair amount.

Keep it the same but require more strict adherence to quality, budget and timelines. Reward contractors for finishing work ahead of schedule and penalize when jobs don't meet expectations. Fines/penalties for poor signage and poor site maintenance. Increase the expectation of quality of work in Manitoba.

Reduce department staff numbers

Probably more efficient use of funds. There are a lot of people paid to sit and stand around watching.

Stop paving all these low volume roads. If you live in a town with 30 people in it, you get a gravel road and yes, it's going to be dusty some days. Suck it up. Paved roads cost a damn fortune. Also invest in projects that make sense and bridge/road maintenance - stop spending billions on projects just to give some grinning fool a chance to cut a ribbon.

Repair roads with higher density materials so that they don't have to rip up the same stretches of road every single year. It costs more, but labor and materials costs rise fast. Redoing the same roads every year is supremely wasteful.

Less megaprojects, more smaller projects.

We need to increase our funding of infrastructure and we should amortize the costs of these developments over the life of the structures being built, thus it would not add huge cost to any one fiscal period. We also need to utilize better technology to deal with repairs that are continually being done over and over, fix it once right and be done with it.

Increase private - public partnerships as an option. Look at additional gasoline / fuel tax as a means of raising money. User fees for public services

If you would increase or decrease infrastructure investments, what would you change?

Responses

Before the imposition of income taxes, cost-effective infrastructure was built and maintained by the private sector. So much of the money raised for and spent by the government on infrastructure is wasted (as much as half of the money raised and spent). The private sector would do a much better and more cost effective job that the government building and maintaining necessary infrastructure.

Nous devrions nous concentrer a reparer et maintenir ce que nous avons et de ne pas construire de nouvel route/batiments/ponts... Fini les "nice to have".

Maintain current levels of funding and revamp the contract selection process to reward projects that come inn time and on budget and fund that from fines on those that don't.

Well after the Filman Gov. was tossed we finally are getting are road system fixed it has set this Province back year to catch up. I remember not having snow plows out after 5:00 and weekend to save overtime. It was a disaster the cost the economy billions as the highways would be closed for days at a time.

There needs to be a much more detailed plan for infrastructure investments instead of a reaction plan to short term changes due to unforeseen circumstances

Increase investment in infrastructure that contributes to the economy based on useage not on wishes look at innovative ways to get away from winter roads using dirigibles for freight.

Manitobans are growing frustrated with excessive construction projects slowing down traffic and decreasing efficiencies for long periods, and could use a break from seeing them as much on our roadways. Road crews should be penalized for situations where traffic is negatively affected for no obvious reason, which is all too commonplace these days. There seems to be no accountability. Also snow trucks are constantly driving down highways every winter morning whether or not snowfall has taken place. There has to be a lower cost solution to monitor this, such as remotely accessible weather cameras.

We have a low income housing crisis in Winnipeg. Use federal transfers on inner city housing stock. Use legislation to require new developments to include a percentage of low income rental units.

it has to be increased because it has been put off way to long!!

Double the cost to get into provincial parks. They are always full so people are willing to pay.

If you would increase or decrease infrastructure investments, what would you change?

Responses

Don't care except I want much more money invested in green technology such as public transit and mass transit for people.

Provide for a merit system in contracts for major projects, That is, if contractors complete projects on time, and within budgets (or lower), make provisions for incentive rewards (ie. more contracts awarded to, cash incentives). Of course speed cannot be traded off in for poor quality. Warranties must be provided by contractors for poor work.

Test for alternative road construction practices. Interlocking paving might be cheaper over its lifetime.

Better roads!!!

Resident and builders of new developments on the outskirts of Winnipeg should have to cover the cost of new roads and other infrastructure.

Increase spending in active transportation infrastructure. Begin replacement of current sewer system not using seperate storm water and sewer lines.

I would leave it the same but look into how other cities manage to have good roads with lwss money.

Spend spend spend here!!! Appoint a Manitoba infracture "Tsar" to watch over abuses and foolish spending. This province needs to be rebuilt bad! (Especially the roads). Increase infrastructure spending for the long run, we need to keep construction jobs for the long term.

Decrease spending on bandaid repairs and divert to more long term preventative repairs. Develop long term repair/upgrade strategies so we're not demolishing newly resurfaced roads like the microsurfacing on Hwy 59 right before the perimeter overpass construction began.

Keep funding but teach supervisors how to manage staff and increase productivity. Stop hiring managers in all departments that don't have management experience. Just because you are good at your job doesn't mean you can supervise and motivate staff

If you would increase or decrease infrastructure investments, what would you change?

Responses

Invest in not just roads, but public buildings such as Centennial Concert Hall, Manitoba Museum, Winnipeg Art Gallery and other aging but beautiful buildings that simply could not be built today in the same scope as the were in the 1960s and 70s. 3 new sports complexes have been built in Winnipeg since NDP took over. In addition the Winnipeg Convention Centre was overhauled as well. It's time to keep investing in our facilities. Organizations like Royal Winnipeg ballet, Winnipeg Symphony and Manitoba Opera are an important component to life in Winnipeg. They cannot afford complexes on their own, it is important for government to supply the venues, if we ever lose these organizations it will be extremely difficult to replace them after they are gone.

Keep fixing roads as well.

Build Rapid transit!

More flood and drought protection for farmers. We lose tons of productivity when these things occur.

Infrastructure is something that goes from replacement now to emergency later if cut. Maintain spending levels.

Better job on upgrading hi ways and underground utilities

Tools for heavy equipment and trucks on roads as they are the ones beating the hell out of them.

Right now, leave as is until we see a better economy. Homeowners are having to hold off on repairs due to economy, so should government.

Spend the money we have on BETTER CONCRETE and materials so we don't spend slightly less far more often.

increasing results in repairs that are needed being done rather than delayed and costing more, and employs additional workers -more personal income tax

I would keep infrastructure investments the same, however I would change the way it is managed and implemented; I would eliminate the inefficiencies and waste in the labour force... effective capacity is what is needed along with implementation of advanced technologies designed specifically for our climate and network grid.

The bang for the buck we are receiving

If you would increase or decrease infrastructure investments, what would you change?

Responses

After 17 years in power, the NDP has failed rural Manitoba in investing in infrastructure. Roads, bridges, telecommunications have all been neglected. Investments into roads/highways make traveling in Manitoba safer and more enjoyable for tourists and residents. But investments must be for the long term - roads are rebuilt but then in 2 years, they are needing repair - make companies more accountable for their projects or demand better products.

stop using unionized labour, give contractors more options to work longer hours, around the clock to complete projects.

Increase, fix main roads in the cities to decrease accidents and smooth ride in daily commutes. This will lead to safer road conditions and less congested roads.

Needs more investment. Invest in projects that have a return on investment. For example...it will cost more to maintain bridge then replace it in the long run or more LED or insulation will pay for themselves in the end...stuff like that.

Anything that is supporting growth. Promoting infrastructure and development creates jobs and helps keep our province moving and growing.

I would invest more in parks as well as infrastructure that supports green and active modes of transportation. I would support efforts to move rail lines out of the City of Winnipeg and use those right of ways for infill development and alternative transportation.

increase infrastructure to provide more people working and have them pay their share of taxes so overall taxes could be decreased, especially for seniors whose indexing doesnt go far enough to keep their costs down when everything is higher then what was so comfortable.

Get work done faster! No more Monday to Friday work schedules! None

Building anything in flood plains should be forbidden.

City transit should be enhanced.

Build more long term care facilities.

I would decrease and focus on the infrastructure that "has" to be fixed instead of building new. If a road has been single lane for 20 years, waiting one more year before widening it will not hurt.

If you would increase or decrease infrastructure investments, what would you change?

Responses

There needs to be a serious discussion on what infrastructure projects/investments are truly a priority and which ones will have a positive return to the province.

Make better use of daylight hours. Public/Private partnerships worked in the past.

Increase the poor engineering standards for roads in Manitoba. New roads in Manitoba should feel like new roads in the USA

Influence our federal government to pitch in and fix our roads, Manitoba matters and it's time the federal government realize this

Better roads. Find how the Americans build better roads and copy them. Make sure provincial bldgs are in good shape. Personally, I think this Province could use more bridges.

interstate I29 in North Dakota is amazing. Why is it when we cross back into Manitoba out highways is always under construction and the ride is terrible. It leads me to think that the companies that are constructing it don't know what they are doing and waste our tax dollars doing it. I think that there should be quality assurances in their work and accountability for the job done. Highway 75 should not be under constant construction.

Prioritized investments in community infrastructure.

Keeps people working and keeps people happy. Manitoba has by fare the worst infrastructure in the country

We have a lot of parkland. Cabin owners need to start paying their share or accept poor infrastructure.

If you would increase or decrease infrastructure investments, what would you change?

Responses

This government just promised 1200 new PCH beds - where is this money coming from. This isn't the solution. It is short term pain at the expense of other needed services to quiet the squeaking wheel. Roads continue to need repair.

Decrease. Reign in the Water Services Board spending. Sewer projects should NEVER be used simply as a mechanism for economic stimulus without proof that these mega projects can be supported by Municipalities on an ongoing basis. A prime example of sewer infrastructure spending for the sake of spending alone is the South St. Andrews Phase 1 Low Pressure Sewer Project (currently before the Municipal Board for approval). The province and the municipality cannot provide evidence of a public health issue that can only be resolved by spending millions and Provincial planning legislation that requires a COMPREHENSIVE Wastewater Management Plan BEFORE infrastructure is built has not been done. The result in this case will be a system that ultimately connects to Winnipeg's North End treatment plant which requires upgrades that will not be complete until well into the 2020's instead of planning a regional system with Selkirk which has received infrastructure funds for a NEW compliant plant which will have abundant capacity for the area. Residents have petitioned and argued and begged our Municipal leaders and the Province to reconsider this waste of millions especially since the most painful result of the project will be that many seniors and young families will have to give up their homes as they cannot afford the on-property hook-up costs they will be mandated to incur by legislation that forces hook-up to the wastewater system once constructed WHETHER THEY REQUIRE IT OR NOT. This is not my idea of democracy. Our Municipal Council is like a puppet on a string in this process. Infrastructure money has been dangled in front of them and, because they don't want to be seen as an uncooperative Capital Region partner, they are anxious to spend it, directing their engineers to plan a system around the funding...no regard for it's future sustainability, future costs and maintenance. I beg the Province to look critically at this type of infrastructure spending and its consequences. Such an analysis may prove to provide significant savings now and well into the future by avoiding the inevitable situation where Municipalities cannot support the sprawling infrastructure.

I wouldn't change the trains running thru Winnipeg as this is a waste of money. Maybe some tolls for roads to improve

Include congestion charges. Encourage infrastructure development that puts active transport users first.

If you would increase or decrease infrastructure investments, what would you change?

Responses

Find efficiencies! I would hope that between the three levels of government this can be figured out. Band aids/substandard asphalt patches are creating terrible hazards. City residential streets have never been in such a state of disrepair. So much so that residents try to fill potholes with dirt and gravel etc.!

Prioritize, what needs to be done, what has to be done, can private partnerships come into play? As a former project manager I see wastage of money and resources everywhere, lean project management is needed, way too many leaders and never enough workers.

If the road crews you hire didn't have to tear the same road section up 5 times in fewer than as many years you would only have to pay for something once. These guys have no idea what they are doing. And they don't care because it's more hours work and money for them.

It's amazing the shoddy work that goes into rebuilding our roads. Shame... It is also...[that] the province does not plow the highway at night. We have ONE trans Canada highway and the Manitoba section is a joke in the winter.

Better management of projects, contractors getting rich beyond belief. Would be nice to keep this infrastructure spending but get more with it. Explore private funding like Justin is doing, keep an open mind, you have to try something instead of slashing spending and letting our roads get what they were after the Filmon years. They are finally in not bad shape, don't let them slide.

If you would increase or decrease infrastructure investments, what would you change?

Responses

The St. Andrews Wastewater Project is presently before the Manitoba Municipal Board, where a number of ratepayers have raised concerns with the specific design and implementation plan for the Project. It is my view that additional time is needed to correct these deficiencies, and that deferring the Project would benefit both the Government of Manitoba's deficit reduction needs, the best interest of the ratepayers of the RM of St. Andrews, and the long-term needs of Lake Winnipeg and other watersheds.

While the stated purpose of the St. Andrews Wastewater Project is to prevent nutrients from wastewater in St. Andrews from entering the Red River and affecting Lake Winnipeg, the current project would divert wastewater to Winnipeg's North End Water Treatment Plant. This Plant does not have the capacity to remove these nutrients, and is not expected to until the 2020s. As such, even if the St. Andrew's Project is completed on schedule in 2017, nutrients from St. Andrews will continue to flow into the Red River possibly up to 2029, creating significant cost for the Province and homeowners, without a corresponding environmental benefit.

The total Project Cost of approximately \$15 million includes a significant contribution from the Government of Manitoba. By deferring this expenditure until we can better afford it, the Government of Manitoba could save money and reduce its deficit over the next fiscal year (or beyond), while also providing the RM of St. Andrews and other Project Proponents with a time and opportunity they need to correct deficiencies in the design and implementation of the Project. It would still be possible to target completion of the St. Andrews Project to coincide with the improvements expected at the receiving Water Treatment Plant in Winnipeg, meaning no net environmental damage. In turn, this would help to ensure the best value for money in terms of the system and the environment from this investment of Provincial, Municipal, Homeowner, and Federal funds.

I think that there are quite a bit of misspending when it comes to constructing "new" buildings. I look at HSC and the helipad building that has MRI in the basement and a helipad on top, and nothing else constructed. NOT NEEDED! There is the old Fleming Elementary School in Brandon, MB. Sioux Valley was using it. Don't build another school, use that one!!

Have an infrastructure charge on new developments, and the purchases of new vehicles.

If you would increase or decrease infrastructure investments, what would you change?

Responses

Infrastructure is important to maintain. This is important. I don't consider building arenas and football stadiums in Winnipeg as being important.

Need to maintain and promote public transit.

Get rid of the expensive army of engineers in the dept of infrastructure. explore alternative procurement models. Explore how user fees can be used to fund roads and bridges. Invest in strategic infrastructure - trade and commuter corridors. Reduce focus on pavement management and increase focus on capacity management.

Use better material such as Superpave to create better, stronger roads. Embark on highway improvement and modernization to match other jurisdictions in highway capacity and safety measures.