

QUÉBEC'S PUBLIC INFRASTRUCTURE

2018 ▶ 2028
QUÉBEC INFRASTRUCTURE PLAN

2018 ▶ 2019
ANNUAL MANAGEMENT
PLANS FOR PUBLIC
INFRASTRUCTURE INVESTMENTS

MARCH
2018

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Québec's Public Infrastructure
2018-2028 Québec Infrastructure Plan /
2018-2019 Annual Management Plans
for Public Infrastructure Investments

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MESSAGE FROM THE CHAIR OF THE CONSEIL DU TRÉSOR

Infrastructures are powerful tools for territorial development, and as such, one of the main economic drivers of a society. It is a realm of public action that plays a key role in citizens' prosperity and quality of life.

Now that the Government once again has the financial means to realize its ambitions, it can again look ahead to the future and better meet the needs and consider strategic choices that will ensure the economic growth and vitality of all regions of Québec.

The 2018-2028 Québec Infrastructure Plan is the most ambitious effort ever undertaken by the Government to support the economy, improve the quality of services and create long-term conditions conducive to innovation, productivity and competitiveness in Québec.

Record investments of \$100.4 billion over the next 10 years

The new investment program calls for an unprecedented \$100.4 billion of investments over 10 years. It is an increase of more than 10% over the 2017-2027 Québec Infrastructure Plan. Beginning in 2018-2019, more than \$10 billion will be allocated for infrastructure improvement and new projects.

Public transit, education and the digital strategy top the priority list

The Plan calls for an unprecedented additional investment in public transit—\$2.3 billion—to improve citizen mobility and reduce traffic congestion. The major "tramway-tramibus" project in the national capital, the extension of the Montreal metro blue line and various public transit projects across Québec will be undertaken and will support the Government's soon-to-be-unveiled sustainable mobility policy.

In order to improve the school infrastructures for the benefit of students and teaching staff, an additional \$1.2 billion has been allocated to the education sector, including more than \$1 billion to repair our schools and add new classrooms and buildings. An additional amount of nearly \$940 million will be invested in the higher education sector for major projects, including the new Pavillon des Arts et de la Créativité numérique in Montréal.

As part of the implementation of Québec's Digital Strategy, \$1.2 billion will be invested to hasten the digital shift in all regions. Acquiring reliable and secure digital infrastructures is not only critical to the growth of our businesses but also to the development of digital skills of our youth and workers facing the new challenges posed by the digital age.

Greater transparency in project monitoring

In a few months, Quebecers will be able to see on the website of the Secrétariat du Conseil du trésor, the status of any infrastructure project of \$50 million or more in Québec. They will thus be able to follow, in absolute transparency, the Government's step by step decision-making on major infrastructure projects, by region and sector.

The 2018-2028 Québec Infrastructure Plan will enable us not only to ensure infrastructure sustainability and current needs, but also to implement the Government's vision to support and further economic growth in all regions while at the same time planning the needs of future generations.

With this ambitious investment program, which emphasizes on public transit and innovation, the Government is proving that it is possible to combine economic development and sustainable development to build an even more secure, modern and prosperous society for the future.

The Minister responsible for Government Administration
and Ongoing Program Review
and Chair of the Conseil du trésor,

Pierre Arcand

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ADDITION

Acquisition or construction of new infrastructure.

IMPROVEMENT

Increase in the service potential of existing infrastructure.

ASSET MAINTENANCE DEFICIT (AMD)

Value of the work required to restore the physical condition of a specific structure to a satisfactory or better condition with the aim of protecting the health and safety of individuals, its continued use for its intended purposes, reducing the likelihood of breakdown or counteracting physical wear and tear.

DISPOSITION

Alienation of a building, civil engineering structure or equipment by sale, transfer or disposal.

MAINTENANCE

Work of limited scope normally performed as part of an infrastructure's daily use. Asset maintenance does not include maintenance work.

CENTRAL ENVELOPE

Provision for the funding that will be required to implement the projects that have been selected and prioritized by the government among those studied.

INFRASTRUCTURE

Building, equipment or civil engineering structure that is part of the government's service offering.

PLANNED INVESTMENT

Value of the financial contribution from the Gouvernement du Québec for a public infrastructure investment listed in the Québec Infrastructure Plan.

PROBABLE INVESTMENT

Forecast of the total cost of an investment for the government fiscal year that is ending.

ACTUAL INVESTMENT

Real total cost of an investment for a government fiscal year that is closed.

ASSET MAINTENANCE

Major work required to keep an infrastructure in satisfactory or better physical condition with the aim of protecting the health and safety of individuals, its continued use for its intended purposes, reducing the likelihood of breakdown or counteracting physical wear and tear.

REPLACEMENT

Acquisition or construction of an infrastructure to replace an existing infrastructure that is usually at the end of its useful life, so as to ensure continuity in service delivery.

REPLACEMENT VALUE

Total investment required to build or acquire an infrastructure of the same dimensions and utility, with equivalent technical features, based on the construction techniques, building codes and materials or technical specifications in effect at the time of the estimate.

USEFUL LIFE

Time period during which an infrastructure or component should serve its intended functions.

Acronyms

AMD	Asset Maintenance Deficit
AMPI	Annual Management Plans for Public Infrastructure Investments
BAnQ	Bibliothèque et Archives nationales du Québec
BCP	Building Canada Plan
BHR	Building health report
BSR	Building condition report
Caisse	Caisse de dépôt et placement du Québec
CALQ	Conseil des arts et des lettres du Québec
CERIU	Centre d'expertise et de recherche en infrastructures urbaines
CHSLD	Residential and long-term care centres
CHUM	Centre hospitalier de l'Université de Montréal
CHUSJ	Centre hospitalier universitaire Sainte-Justine
CISSS	Integrated health and social services centre
CIUSSS	Integrated university health and social services centre
CLSC	Local community service centres
CMADQ	Conservatoire de musique et d'art dramatique du Québec
Coop	Housing cooperative
CS	Service centre
CUSM	Centre universitaire de Santé McGill
CWWF	Clean Water and Wastewater Fund
Directive	Directive sur la gestion des projets majeurs d'infrastructure publique
FCCQ	Building Canada Fund – Québec
FEPTEU	Fonds d'eau potable et de traitement des eaux usées
GHG	Greenhouse gas
HB	Housing bureau
LRH	Low-rent housing
MACM	Musée d'art contemporain de Montréal
MAMOT	Ministère des Affaires municipales et de l'Occupation du territoire
MCC	Ministère de la Culture et des Communications
MCIV	Musée de la civilisation
MDDELCC	Ministère du Développement durable, de l'Environnement et de la Lutte contre les changements climatiques
MEES	Ministère de l'Éducation et de l'Enseignement supérieur
MESI	Ministère de l'Économie, de la Science et de l'Innovation
MNBAQ	Musée national des beaux-arts du Québec
MSSS	Ministère de la Santé et des Services sociaux
MTMDET	Ministère des Transports, de la Mobilité durable et de l'Électrification des transports
MTO	Ministère du Tourisme
NBCF	New Building Canada Fund – Québec
NPHP	Non-Profit Housing Program
NPO	Non-profit organizations

PAFFITC	Programme d'aide financière du Fonds pour l'infrastructure de transport en commun
PAGTCP	Programme d'aide gouvernementale au transport collectif des personnes
PIQM	Programme d'infrastructures Québec-Municipalités
PPI	Multi-year action plan
PQIM	Programme d'infrastructures Québec-Municipales
PRADIM	Programme de recherche appliquée dans le domaine des infrastructures municipales
PRIMEAU	Programme d'infrastructures municipales d'eau
QIP	Québec Infrastructure Plan
RCM	Regional county municipality
REM	Réseau express métropolitain
RENIR	Réseau national intégré de radiocommunication
RIO	Régie des installations olympiques
RMI	Replacement, modernization and improvement
RSSCE	Réseau stratégique en soutien au commerce extérieur
RSSS	Health and Social Services Network
RTC	Réseau de transport de la Capitale
RTL	Réseau de transport de Longueuil
RTM	Réseau de transport métropolitain
SAGIR	Solutions d'affaires en gestion intégrée des ressources
SCT	Secrétariat du Conseil du trésor
SCHL	Société canadienne d'hypothèques et de logement
SGTQ	Société du Grand Théâtre de Québec
SHQ	Société d'habitation du Québec
SODEC	Société de développement des entreprises culturelles
SOFIL	Société de financement des infrastructures locales du Québec
SPDAM	Société de la Place des Arts de Montréal
SQI	Société québécoise des infrastructures
SSIP	Sous-secrétariat aux infrastructures publiques
STL	Société de transport de Laval
STM	Société de transport de Montréal
STQ	Société de télédiffusion du Québec (Télé-Québec)
SYRA	Système de rémunération à l'acte
TECQ	Programme de la taxe sur l'essence et la contribution du Québec

Introduction

The Government had already started to increase the level of investment in the 2017-2027 QIP, raising it by more than \$2.4 billion. The Government is now going even further: with the 2018-2028 QIP, its investments of over \$100 billion are the most substantial ever recorded in Québec. This is the largest investment since the creation of the QIP. The funds will be invested over the next 10 years to give Québec modern and efficient public infrastructure. This is a substantial \$9.3 billion growth, an increase over the previous Plan of more than 10%.

Strict management of public finances and the favorable economic context mean the Gouvernement du Québec can now step up the pace of its infrastructure investments. The benefits of this decisive action will be felt for many years, contributing to sustained economic growth in all of Québec's regions.

The Gouvernement du Québec is taking this unprecedented action to address the challenge of developing new infrastructure for the aspirations of a modern Québec, prioritizing projects that meet the growing maintenance requirements of an asset portfolio of significant value to the province of Québec. This allows the Government to accelerate its interventions in every sector.

The QIP is supported by the updates to the 2018-2019 AMPI drawn up by the various departments and public bodies that manage most government-funded assets. These plans present the evolution of infrastructure condition and AMD, based on the updated investment needs for their service capabilities. For the government, these plans are an important tool in prioritizing asset maintenance investment, eliminating AMD and replacing infrastructure that has reached the end of its useful life.

With all of its actions, the government intends to continue its responsible public infrastructure investment by basing its priority decisions on a long-term vision that is precise and transparent.

Highlights

☐ **A historic \$100.4 billion investment in infrastructure for the 2018-2028 period**

- A substantial \$9.3 billion growth, increasing the previous Plan by more than 10%;
- The greatest growth since the creation of the QIP.

☐ **Many strategic projects for all of Québec**

- Extension the Montréal metro's Blue Line;
- Implantation of a new structuring transportation system in Québec City;
- Continuation of the study to develop a new link between Québec City and Lévis;
- Construction of a new hospital in the Vaudreuil-Soulanges region;
- Extension of Route 138 in the Côte-Nord region;
- A project office was set up for the bridge between Baie-Sainte-Catherine and Tadoussac;
- Extension of Autoroute 19 in the Laval and Laurentides regions.

In addition to the projects listed in the 2018-2028 QIP, the Réseau express métropolitain project that will be realized by the Caisse de dépôt et placement du Québec will significantly improve public transit in the Montréal region.

☐ **Additional funds in many sectors**

- \$2.3 billion for public transit to improve mobility and traffic flow for all citizens, including \$1.7 billion for the sustainable mobility policy;
- \$1.2 billion for the digital strategy;
- \$1.1 billion for school renovation and additional classrooms throughout Québec;
- \$226 million to build 3000 social housing units.

PART I
A Far-Reaching Plan
for Québec

1. An historic \$100.4 billion investment to develop and maintain public infrastructure

1.1 A substantial increase in investment

The 2018-2028 QIP presents a 10-year, \$100.4 billion historic investment plan to maintain or expand public services. This is a substantial \$9.3 billion increase, 10% more than in the previous plan.

The \$9.3 billion increase is in addition to the \$3.7 billion made available through the advancement and completion of several projects in 2017-2018, as well as by adjustments to the planning for some major projects. Thus, a total of \$13.0 billion of new investments can now be allocated.

Additional Room in the 2018-2028 QIP

(contribution of the Gouvernement du Québec, in millions of dollars)

Quebec Infrastructure Plan increase	9,300.0
Newly available funds	3,732.4
Total	13,032.4

The \$13.0 billion in funds will enable many investment projects in all areas of government activity throughout Québec.

Adopting the \$100.4 billion 2018-2028 QIP is a concrete action in resolute support of the government's commitment to giving Québec efficient and modern infrastructure. This Plan will enable the development of the infrastructure portfolio based on current and future needs and to continue its rehabilitation.

Breakdown of the Increased Investment in the 2018-2028 QIP, by Sector

(contribution of the Gouvernement du Québec, in millions of dollars)

Road network, Public transit and other transport methods, including sustainable mobility	6,313.6
Health and Social Services	1,174.2
Education, Higher Education and Research	2,241.5
Digital strategy	1,200.0
Sports, community, tourism, municipal and recreational infrastructures	742.5
Government buildings	317.2
Information resources	302.5
Social and community housing	296.8
Other sectors	444.1
Total	13,032.4

□ **\$6.3 billion for transportation networks**

■ **\$4.0 billion for the road network**

Québec's road network is a substantial asset that must be preserved in order to sustain efficient, diverse, integrated and safe transportation systems. Major investment that prioritizes the safety and condition of this strategic infrastructure is therefore critical.

Several of the government's large priority projects, listed in the "under study" category in the 2018-2028 QIP, are expected to progress toward the approval phase in the coming fiscal year.

The government has therefore earmarked nearly \$3.1 billion to carry out major projects, including:

- Rebuilding the Île-aux-Tourtes bridge between Vaudreuil and Senneville;
- Major rehabilitation on the Ville-Marie and Viger tunnels;
- Completion of the Autoroute 70, from Grande-Anse to La Baie section.

The 2018-2028 QIP has also earmarked the funds required to study three new major projects:

- Extension of Route 138, from Kégaska to La Romaine section, phases II and III;
- Addition of reserved lanes and repair of the roadway on Autoroute 15 in Laval;
- A four-lane redesign of Route 117 between Labelle and Rivière-Rouge.

Rehabilitating the road network to ensure its sustainability remains an important priority for the Gouvernement du Québec. For this purpose, the 2018-2028 QIP provides an additional investment of more than \$900 million for this sector. These funds, which are essentially dedicated to eliminating the AMD and replacing highway infrastructure, will improve road safety and improve traffic flow, while generating substantial economic benefits in all Québec regions.

The government continues to study the project to develop a new link between Québec City and Lévis which was taken up in the 2017-2027 QIP. The study will provide data on road traffic in the Québec City region and will identify solutions for reducing road congestion throughout its territory.

■ **\$2.3 billion for public transit and other transportation means**

With respect to public transit and other transportation means, the 2018-2028 QIP allocates more than \$2.3 billion in additional funds to help make citizens more mobile and improve traffic flow. The additional funds include \$1.45 billion to develop infrastructure that supports the sustainable mobility policy that will be introduced by the government shortly.

This integrated policy stands out because it will simultaneously address all transportation means and movement of people and goods in all regions of Québec. It will address with public transit and active means of transportation, air, maritime and rail transport, and interventions in the road system.

More specifically, the \$1.45 billion will be allocated as follows:

- \$628 million to acquire urban buses;
- \$422 million to increase financial assistance for asset maintenance projects;
- \$300 million for the assistance program for the rehabilitation of local road networks;
- \$100 million for regional airport infrastructure.

In addition, \$212 million is slated for a variety of public transit projects throughout Québec in line with Phase 1 of the federal infrastructure investment plan “Investing in Canada.” Thus, the Gouvernement du Québec will get its fair share of federal funds to carry out the priority projects it has identified in partnership with municipal transport agencies.

More than \$575 million has been added for major new public transit projects, including \$215 million to carry out the design and planning for the Québec City project.

- As part of a financing agreement with the City, the government reiterated its commitment to the project. The City will now prepare a business case.
- These funds are provided for in the 2018-2028 QIP, in addition to the \$1.0 billion reserve to insure Québec's contribution for this project, for which construction is planned to start in the next 3 years

Furthermore, in order to ensure interlinkage of the two shores, the Gouvernement will support, at first, the project giving priority measures on the Boulevard Guillaume-Couture in Lévis to improve public transit conditions. To this end, an amount of \$7.9 million is allocated in the 2018-2028 QIP to prepare studies required for this project, which adds to the currently estimated amount of \$80 million for the works to be carried out.

In the 2018-2028 QIP, both projects have progressed from the “under study” category” to the “in planning” category

The increase of the infrastructure investment in the 2018-2028 QIP will keep funds available to cover Québec's contribution to the projects, if appropriate, to implement a structuring transportation system in Québec City and extend the Montréal metro's Blue Line.

Design and planning for both projects is ongoing. Subject to Cabinet approval of their respective business cases, funds could be transferred to the “Public Transit” sector of the QIP for the execution phase.

Lastly, an additional \$70 million has been set aside for projects and envelopes that have not yet been identified.

Additional Investments Under the 2018-2028 QIP
Road Network, Public Transit and Other Transportation Mean Sectors
(contribution of the Gouvernement du Québec, in millions of dollars)

Road network	
Major projets allowance	3,076.9
Asset maintenance	928.2
Subtotal	4,005.1
Public transit and other transport methods	
Sustainable mobility policy	1,450.6
New projects in line with the federal infrastructure investment plan	212.0
Major projets allowance	575.3
Other projects and envelopes	70.6
Subtotal	2,308.5
Total	6,313.6

❑ **\$1.2 billion for health and social services**

The health and social services network's infrastructure portfolio is aging. Specific actions have allowed finalizing the assessment of its condition in order to prioritize rehabilitation projects and develop new infrastructure.

The Gouvernement du Québec continues to take concrete actions to provide Québec with quality access to health care establishments. An additional amount of nearly \$1.2 billion has been earmarked for its infrastructure.

The funds will be dedicated to the following major projects:

- Construction of a new hospital in the Vaudreuil-Soulanges region;
- Construction of a new surgical complex and upgrading of some mental health sectors at the Hôpital régional de Rimouski;
- Expansion and redevelopment of the operating room and medical device reprocessing unit at Hôpital de Chicoutimi;
- Upgrade and modernization of the care units at St. Mary's Hospital Centre;
- Expansion and redevelopment of Hôtel-Dieu d'Arthabaska.

The 2018-2028 QIP has also earmarked the funds required to study these seven new major projects:

- Redevelopment of spaces at Sir Mortimer B. Davis Jewish General Hospital – Phase IV;
- Expansion and redevelopment of the emergency room at Hôpital Pierre-Boucher;
- Expansion of the operating room, day surgery and other sectors at Hôpital Charles-Le Moyne;
- Expansion and redevelopment of the emergency room at Hôpital du Centre-de-la-Mauricie (Shawinigan);
- Expansion and redevelopment of the emergency room at Lakeshore General Hospital;
- Expansion and redevelopment of Hôpital Maisonneuve-Rosemont;
- Modernisation of Hôpital de la Cité-de-la-Santé.

In keeping with ongoing efforts to continuously improve the sector's infrastructure in recent years, additional funds totalling nearly \$1.2 billion will also include an envelope of \$100 million for a variety of other priority projects, particularly for medical equipment, as well as maintaining and improving the real estate portfolio.

☐ \$2.2 billion to renovate and increase capacity in the education, higher education and research sectors

The Government is continuing the investments announced in previous Plans, providing substantial additional funding for schools and post-secondary educational institutions. This will provide attractive and well equipped schools where students can succeed and staff can work in a setting that is conducive to learning.

Additional funds totalling more than \$2.2 billion have been set aside, with over \$520 million to continue rehabilitating existing infrastructure and nearly \$600 million to expedite the implementation of new classrooms across Québec. These investments will support reaching the MEES' goals of the policy on educational success.

The additional funds include specific amounts to renovate heritage buildings, many of which are obsolete. These funds will help schools deal with the additional costs of preservation requirements.

This additional allowance includes more than \$600 million in the central envelope for major projects, including the new Pavillon des Arts et de la Créativité numérique in Montréal. Project planning is expected to begin during the next fiscal year.

**Additional Investments Under the 2018-2028 QIP
 Education, Higher Education and Research Sectors**
 (contribution of the Gouvernement du Québec, in millions of dollars)

Education	
Asset maintenance envelope – regular and heritage buildings	431.5
Increased capacity	578.9
Major projets allowance	100.0
Other projects and envelopes	91.3
Subtotal ¹	1,201.7
Higher education	
Asset maintenance envelope – regular and heritage buildings	88.6
Major projets allowance ²	518.3
Other projects and envelopes	332.9
Subtotal ¹	939.8
Research	
Projects et envelopes	100.0
Total	2,241.5

¹ In addition, specifically for the Digital Strategy, \$420.8 million has been allocated for education, while \$187 million has been allocated for higher education. The additional amounts thus total \$1,622.5 million for education, and \$1,126.8 million for higher education.

² Including an allocation of the MESI.

□ **\$1.2 billion to develop the Digital Strategy**

By implementing its Digital Strategy, Québec is acquiring the means and capacity to adapt and achieve a successful digital transformation. The government is adding \$1.2 billion to provide for reliable and secure digital infrastructure to meet the current and future needs of Québec's communities and regions.

The Digital Strategy will optimize public services, train young people and workers in new trades, make businesses aware of the importance of transitioning to digital technology, and further promote the cultural sector. It will ensure the consistency of all government actions in order to accelerate the deployment of a true digital culture in all sectors. Many substantial investments will impact several sectors of the QIP, including :

■ **\$421 million for education and \$187 million for higher education**

Over the past several years, the shift to digital technology in Québec's education system has led to the emergence of innovative practices. They support the acquisition of management software, the development of the use of programming in teaching, and the strengthening of information security. They will help hone the digital skills that are essential to the success of both young people and adults. They will also enhance teaching and learning practices through the use of digital technology.

■ **\$366 million to improve regional telecommunications networks**

Digital infrastructure stimulates innovation, skills development and business productivity, and attracts skilled labour and trade. Society's growing use of digital technology requires access to ever more robust and reliable telecommunications networks. These investments are in line with the Gouvernement's "Québec branché" program. With these additional funds, Québec can acquire a telecommunications network that can handle the expanding Internet needs of citizens and businesses.

■ **\$125 million for public administration**

The sweeping changes associated with digital technology also create expectations for Québec's entire public administration. The public administration must rethink and enrich its Web presence, as well as the way it communicates and delivers services. Thus, Québec's public administration will become increasingly digital in order to add additional value to society by making it easier for citizens and businesses to interact with the Government.

■ **\$101 million for other sectors**

Access to high-performance and reliable digital infrastructure that meets specific needs is an important prerequisite for any digital transformation project. Actions that will be undertaken by the Gouvernement will speed up digital progress in every sector of Québec.

Breakdown of Investments for Developing the Digital Strategy
(contribution of the Gouvernement du Québec, in millions of dollars)

Education	420.8
Higher education	187.0
Regional telecommunications networks	366.6
Public administration	124.6
Other sectors	101.0
Total	1,200.0

□ An additional \$ 742.5 million for municipal, sports, community, tourism and recreational infrastructure

The government continues to provide substantial support to municipalities, allowing them to carry out municipal infrastructure projects. To that end, it will add nearly \$380 million to the Fonds d'appui au rayonnement des régions, enabling investment in many infrastructure development projects with regional scope.

Concerned with the need to engage in physical activity and aware that the public needs access to quality recreational facilities, the Gouvernement du Québec is planning new investments in community sports and recreation infrastructure. An addition of more than \$100 million is therefore being allocated to the Sports and Physical Activity Development Fund to support the construction, renovation and refitting of various sports and recreation facilities.

The investments in the Société des établissements de plein air du Québec will also be increased by \$125 million, primarily to provide for the maintenance of facilities, road access and trails, as well as the building of the predator pavilion at the Aquarium du Québec.

Additional QIP Investments
Municipal, Sports, Community and Recreational Infrastructure
(contribution of the Gouvernement du Québec, in millions of dollars)

Fonds d'appui au rayonnement des régions	378.4
Sports and Physical Activity Development Fund	106.0
Société des établissements de plein air du Québec	125.0
Other projects and envelopes	133.1
Total	742.5

□ An additional \$ 317.2 million for government buildings

To keep its infrastructure in good condition, the Gouvernement du Québec is allocating nearly \$320 million more for necessary work on the buildings it is responsible for, including office buildings, detention centres, courthouses and Sûreté du Québec facilities.

Of this amount, \$140 million is specifically earmarked for the development and implementation of the government's vision for its real estate by the SQI. The vision will guide the development and management of public buildings in the years to come. The funds will also be used to repair the exterior of Montréal's courthouse, renovate the heritage building at 12 rue Saint-Louis in Québec City, maintain the assets of the buildings of the SQI, and carry out a variety of other repair projects.

☐ An additional \$ 302.5 million for information resources

The government is earmarking more than \$300 million more to continue information resource projects in a variety of DA, particularly in technological infrastructure, as well as to bring to fruition certain projects associated with mission systems.

The *Act to reinforce the governance and management of the information resources of public bodies and government enterprises* was enacted on December 7, 2017. In an effort to align information resource needs and the government's budget cycle, public bodies will now have better strategic planning tools for preventing obsolescence and ensuring the longevity of their information assets.

☐ An additional \$296.8 million for social and community housing

To continue to support low-income and more vulnerable households, the 2018-2028 QIP allocates approximately \$300 million in additional funds, including nearly \$230 million to build 3,000 new social housing units.

This measure is one component of the Government's objective of making decent and affordable housing more accessible to many particularly vulnerable families throughout Québec.

☐ An additional \$441.1 million for other sectors

The government is allocating over \$440 million more to support projects in other components of the QIP, including cultural and agricultural infrastructure, municipal dams, and the forest and wildlife sector.

Additional investments in QIP

Other sectors

(contribution of the Gouvernement du Québec, in millions of dollars)

Culture, including investment in Heritage buildings	98.0
Agriculture	81.0
Forest and wildlife sector	106.2
Municipal dams	32.1
Others	126.8
Total	444.1

Additional investments for Heritage buildings

The government has allocated additional funds of nearly \$150 million for the maintenance and preservation of heritage buildings in the 2018-2028 QIP.

Through this concrete action, the Gouvernement supports the protection and the showcase of Québec's cultural heritage. This will provide additional means to highlight Québec's living history and collective legacy for all communities.

Additional investments in QIP- Heritage buildings
 (contribution of the Gouvernement du Québec, in millions of dollars)

Education	50.0
Higher Education	12.5
Culture	85.5
Total	148.0

1.2 Major investments in every sector

The government is allocating \$100.4 billion to infrastructure investments, primarily in transportation, health and social services, education, higher education and research, as well as municipal, sports, community, tourism and recreation infrastructure.

Summary of Investments in the 2018-2028 QIP, by Major Activity Sector
 (contribution of the Gouvernement du Québec, in millions of dollars)

Transports	32,119.8	32.0
Health and Social Services	18,677.1	18.6
Education, Higher Education and Research	17,086.9	17.0
Sports, community, tourism, municipal and recreational infrastructures	10,735.2	10.7
Other Sectors	11,880.1	11.8
Central Envelope	9,900.9	9.9
Total	100,400.0	100.0

□ Increased central envelope

The 2018-2028 QIP includes a central envelope of nearly \$10 billion, an increase of \$1 billion from the previous year. This envelope allows the funding that will eventually be required to implement projects selected and prioritized by the Government among the projects studied. Transfers to sectors requires a Cabinet decision.

Many of these projects involve replacement or major rehabilitation of existing infrastructure and, as such, should be considered essential.

Given the large number of projects under study in the 2018-2028 QIP and the considerable amounts required to carry them out, the government must plan for their gradual implementation over the coming fiscal years. The funds available in the QIP central envelope cannot cover the value of all of these projects immediately.

However, the annual updates to the QIP point to new opportunities for funding the projects under study. The projects can be incorporated into the QIP as their planning progresses, based on established government priorities.

Development of the 2018-2028 QIP

The government updates the QIP annually, which illustrates the annual plan for public investment by activity sector and investment type, over a ten-year period.

The annual planning takes into account progress on current projects, the needs expressed by the DA, and the government's priorities. Starting with the previous year's plan, the following factors are considered:

Change of period

- For all major projects that the Cabinet has approved for the current year, funds are transferred from the central envelope to the envelopes of the sectors responsible for the projects.
- As the first year of the previous plan lapses, it is removed and a new year is added with an equivalent value to keep the level for the 10-year period consistent. The funds allocated to sector envelopes for the new year primarily represent recurring asset maintenance allowances. The unallocated balance consists of the funds available to carry out new projects.
- Additional amounts may become available following the annual review of schedules and fund estimates allocated to major projects under study.

Government decisions

- Every year, the government sets the level of the QIP based on needs and investment priorities, taking their impacts on public finances into account.
- Finally, the government distributes all available funds either to sector envelopes to implement or expand projects and programs under their jurisdiction or to the central envelope to set aside the funds that will be needed to carry out major projects in the future.

Development of the 2018-2028 QIP

(contribution of the Gouvernement du Québec, in millions of dollars)

	2017-2027 QIP final	Evolution	2018-2028 QIP preliminary	Government decisions		2018-2028 QIP final
				Increase	Breakdown	
Sectorial allocation	82,324.6	(1,244.2)	81,080.4	—	9,418.7	90,499.1
Central envelope	8,775.4	(2,488.2)	6,287.2	—	3,613.7	9,900.9
Subtotal	91,100.0	(3,732.4)	87,367.6	—	13,032.4	100,400.0
Opportunities for funding	—	3,732.4	3,732.4	9,300.0	(13,032.4)	—
Total	91,100.0	—	91,100.0	9,300.0	—	100,400.0

2. Partnerships that will make it possible to carry out more priority projects for Québec

2.1 Contribution of Gouvernement du Québec partners

The commitment of other stakeholders who are partners with the Gouvernement du Québec makes it possible to carry out many projects that are a priority for Québec and, in some cases, accomplish them earlier than originally planned.

□ Substantial public infrastructure investment for Québec

The Gouvernement du Québec and its partners will invest nearly \$ 126.9 billion to provide Québec with quality public infrastructure that meets the priority needs of citizens and business, while at the same time stimulating Québec's economy.

Contributions of the Gouvernement du Québec and Partners Over the 2018-2028 Period (in millions of dollars and as a percentage)

Gouvernement du Québec – 2018-2028 Québec Infrastructure Plan	100,400.0	79.1
Federal Government	16,937.1	13.4
Other partners	9,522.0	7.5
Total	126,859.1	100.0

□ \$16.9 billion from federal infrastructure programs to support the projects set out in the QIP

In addition to the \$100.4 billion investment by the Gouvernement du Québec set out in the 2018-2028 QIP, the federal government will contribute \$16.9 billion to Québec over 10 years from previous infrastructure plans, the 2014-2024 BCP, and programs under Phases I and II of the new "Investing in Canada" plan.

Federal Contributions Slated for Québec (in millions of dollars)

Program	Before 2018-2019	2018-2028 QIP	Total
Existing programmes	10,908.0	2,349.8	13,257.8
2014-2024 Building Canada Plan	1,198.8	5,955.2	7,154.0
Phase I of the Investing in Canada plan	577.1	1,096.1	1,673.1
Phase II of the Investing in Canada plan ¹	—	7,536.0	7,536.0
Total	12,683.9	16,937.1	29,620.9

¹ The amount of \$7.5 billion corresponds to the amount the Gouvernement du Québec will receive from the federal government under the Integrated Bilateral Agreement. Other funding will be added for other Phase II programs.

■ \$6.0 billion under the 2014-2024 BCP

For Québec, the infrastructure programs of the 2014-2024 BCP should account for \$7.1 billion in federal funding. Of this amount, \$6 billion is expected in 2018-2028, to carry out, among other things, major roadwork and municipal projects in all categories. The Canada-Québec contribution agreements arising from this infrastructure plan have been or are about to be signed.

2014-2024 BCP – Amounts Slated for Québec
 (in millions of dollars)

Program	Canada	Quebec
Federal Gas Tax Fund	21,800.0	4,995.0
Building Canada Fund		
Provincial-Territorial Infrastructure Component – National and Regional Projects	9,000.0	1,592.5
Provincial-Territorial Infrastructure Component - Small Communities Fund	1,000.0	176.9
National Infrastructure Component ¹	4,000.0	389.7
Subtotal – Building Canada Fund	14,000.0	2,159.0
Total	35,800.0	7,154.0

¹This program based on merit was suspended in 2016 before the available envelope had been fully allocated to projects.

■ **\$1.1 billion under Phase I of the “Investing in Canada” plan**

For Québec, the programs in Phase I of the “Investing in Canada” plan for which a per province allocation has been made, as well as Canada’s Post-Secondary Institutions Strategic Investment Fund program, announced together with Phase I, represent agreements totalling \$1.7 billion, with \$1.1 billion in 2018-2028.

Phase I of the “Investing in Canada” Plan – Amounts Slated for Québec
 (in millions of dollars)

Program	Canada	Quebec
Public Transit Infrastructure Fund	3,400.0	923.7
Clean Water and Wastewater Fund	2,000.0	363.8
Post-Secondary Institutions Strategic Investment Fund	2,000.0	385.7
Total	7,400.0	1,673.1

■ **\$7.5 billion for the Integrated Bilateral Agreement in Phase II of the “Investing in Canada” plan**

As part of Budget 2017, the federal government announced that it would invest \$81.2 billion over 11 years, from 2017-2018 to 2027-2028, in Phase II of its “Investing in Canada” infrastructure plan. Specifically, the federal government plans to allocate \$33.1 billion to the provinces and territories under integrated bilateral agreements.

- The Gouvernement du Québec expects to conclude the Integrated Bilateral Agreement with the federal government in spring of 2018. Under the agreement, Québec will receive \$7.5 billion to support funding of its infrastructure priorities.
- Several Gouvernement du Québec priority projects set out in the 2018-2028 QIP, particularly in the area of public transit, have been flagged and will be presented to the federal government for funding purposes.
- The Gouvernement du Québec has ensured that the projects listed in the 2018-2028 QIP are in line with its priorities, and that they are eligible for federal programs. This approach insures that Québec will receive \$7.5 billion from the Federal Government.

Integrated Bilateral Agreement in Phase II of the “Investing in Canada” Plan -- Amounts Planned for Québec
(in millions of dollars)

Category	Canada	Quebec
Public transit infrastructure	20,125.0	5,182.4
Green infrastructure	9,222.0	1,808.1
Social infrastructure	1,347.0	257.0
Rural and northern communities infrastructure	2,400.0	288.5
Total	33,094.0	7,536.0

In addition to this amount of \$7.5 billion, further federal funding is expected under other infrastructure programs arising from Phase II of the “Investing in Canada” plan.

- The terms for these programs, some of which will be based on project merit, will be spelled out in coming months and covered by agreements to enable funding of promising projects for Québec's economy.

□ \$9.5 billion invested by other partners

From 2018 to 2028, other partners, primarily municipalities, public transit authorities and universities, are expected to invest \$9.5 billion in infrastructure projects funded by the Gouvernement du Québec.

2.2 An innovating partnership with the Caisse de dépôt et placement du Québec for Québec's economy

The public infrastructure framework agreement concluded in 2015 between the Gouvernement du Québec and the Caisse is a major step forward in implementing an innovative model for building new public infrastructure in Québec.

The first project to begin under the agreement will be the REM. The Caisse, which is fully responsible for the project, plans to incorporate access to downtown Montréal, the South Shore, West Island, North Shore (Deux-Montagnes) and Pierre Elliott Trudeau International Airport into a single, automated and electric public transit system. When it is completed, the project will be a substantial enhancement to Greater Montréal's public transit system.

With a price tag of \$6.3 billion, this project is the biggest Montréal public transit system investment since the metro system was built at the end of the 1960s. The Québec and Canadian governments are slated to be major financial partners in the project, each having \$1.3 billion in capital stock. The Gouvernement du Québec also plans to contribute to the goals of integrating all of Montréal's transportation services by making peripheral investments through a contribution from Hydro-Québec to electrification the network and through financial assistance to the Autorité régionale de transport métropolitain, which will be involved in operating the integrated network.

By leveraging the Caisse's international experience with public infrastructure projects, the framework agreement puts Québec in the vanguard for governance of this type of project and will support the development of ambitious projects in Québec.

3. An increase in high economic impact investments in line with public finances

3.1 Investments to boost economic development

Efficient modern infrastructure helps make Québec more productive, competitive and prosperous. Having high-quality public infrastructure helps Québec attract and retain businesses, establish conditions that are conducive to development, innovation and job creation, especially high-quality jobs, and protect the environment. Given the important benefits for economic growth generated by the projected investments, some sectors are receiving particular attention with increased investment.

By focusing on structuring investments in all sectors, the government is ensuring that Quebecers have access to modern public infrastructure that meets their needs and creates a climate conducive to economic development and job creation.

☐ Sustainable mobility policy

Implementing the sustainable mobility policy will require infrastructure that meets its pursued objectives. This involves, among other initiatives, work that will be required to ensure the sustainability of highway, rail, marine and airport infrastructure, and to begin structuring public transit and active transportation projects.

Sustainable mobility is intended to be a pillar of a stronger economy, making optimal use of transportation means with the aim of making businesses more competitive, reducing traffic congestion that jeopardizes productivity, and decreasing household spending on transport. It also represents an opportunity to develop a sustainable mobility industry.

☐ Québec's Digital Strategy

As part of Québec's Digital Strategy, substantial investments will be made to accelerate the development of a true digital culture in the various areas of Québec's activities. The support for economic development in all of Québec's regions will help them tackle the challenges of the 21st century.

☐ Education and higher education

Maintaining and developing high-calibre infrastructure for education and higher education is conducive to training a qualified workforce. Thus, Québec will be able to meet the needs of the labour market, particularly those of businesses that want to improve productivity, helping them keep their competitive edge both nationally and internationally.

☐ Health and social services

Important investments in Health and social services infrastructure will not only generate obvious positive outcomes in the general population's health; it will also carry real potential for sustainable economic growth. This direct positive yield is attributable to lowering the absenteeism rate, lowering disability costs, increased productivity, and better health indicators for employees.

3.2 Substantial investments while controlling the impact on the debt

Much of Québec's public infrastructure was built in the 1960s and 1970s. In the years that followed, especially from the 1990s through the middle of the following decade, the Gouvernement du Québec cut back on its investments in this area.

Since the first QIP was implemented in 2007 after the enactment of the *Act to promote the maintenance and renewal of public infrastructures*,¹ the government has massively reinvested in its infrastructure, particularly in transportation, health and education. The investments have gradually increased, reaching an average of \$8.8 billion for the 2014-2018 period.

□ Responding to the need for investment while respecting our capacity to pay

Given the importance of the public infrastructure portfolio, Québec must dedicate significant amounts to keep structures in good condition and ensure that they are developed as needed to provide services to citizens and businesses. These infrastructure investments are a major factor in economic growth because they sustain society's development.

The investment needs are immense, and some are pressing, but the resources available to deal with them are limited. The government's initiatives must therefore generate the expected benefits efficiently, keeping in mind the taxpayers' ability to pay. The government is constantly arbitrating the scope of its infrastructure investment and its goal of reducing the public debt. It is a critical challenge. The Government must prioritize its investments within the limits it has set itself on the recommendation of the Minister of Finance and make sure those investments are adequately allocated over time.

The 10-year investment plan drawn up under the QIP is a tool the government has created to guide itself in this exercise. One government goal is to achieve a balanced distribution of the investments between the plan's two five-year periods.

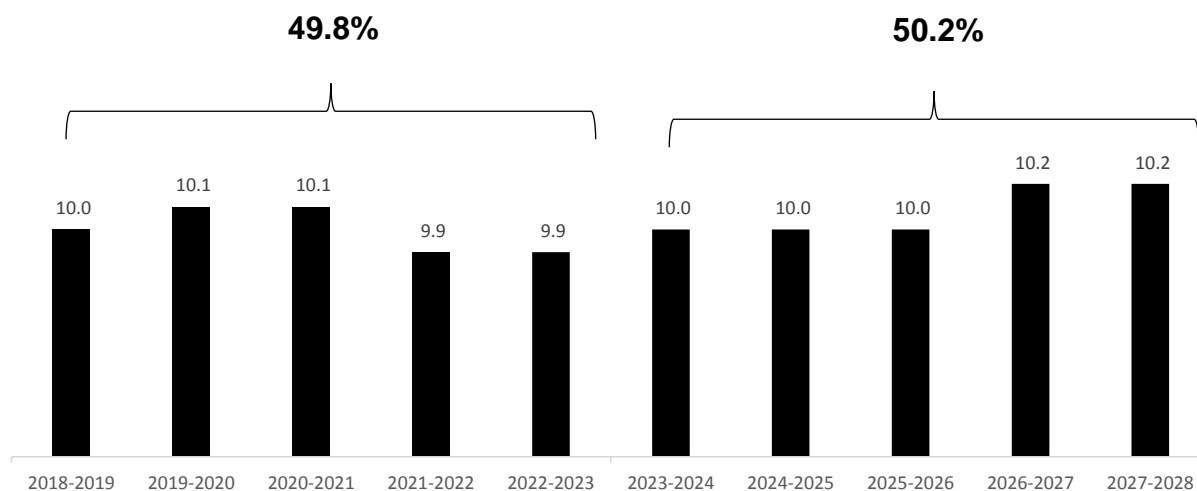
¹ That *Act* was superseded by the *Public Infrastructure Act* in 2013.

□ Ten-year investment plan

In keeping with the government's debt target, the 2018-2028 QIP calls for average annual investments of \$10 billion over the next 10 years.

Annual Investments

(contribution of the Gouvernement du Québec, in billions of dollars and as a percentage)



□ Controlling the impact of the investments on public spending

The \$100.4 billion investment scheduled under the 2018-2028 QIP will have a significant impact on the management of government spending. The investments will trigger an increase in government spending in the coming years, in the form of debt service, amortization of infrastructure costs, and transfers by way of government contributions toward the repayment of loans incurred by third parties, mainly municipalities and universities, to make their public infrastructure investments. The resulting expenditures are incompressible and the government will have to bear them for many years.

In recent years, the government has created specialized management tools for forecasting and monitoring its spending in order to accurately forecast and monitor the impact of infrastructure investments. The goal is to ensure that the increased spending attributable to public infrastructure investments is in line with and respects the evolving financial framework established by the government.

Infrastructure Investment and Government Expenditures
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<p>Infrastructure investments are not usually shown in the government's consolidated results during the fiscal year in which the work is completed.</p>

<p>When infrastructure investments pertain to the government's capital assets, the cost is amortized in its expenditures over the assets' useful life, a time period that usually ranges from 3 to 50 years, depending on the asset type. Most disbursements paying for the cost of the acquired infrastructure are financed by long-term loans. These loans generate an interest expense that spans the repayment period for the contracted loans, usually ranging from 5 to 40 years.</p>

<p>For investments in infrastructure that belongs to third parties, for which the government makes transfers that go toward repaying loans and interest, the transfer expense is recorded over the loan repayment period.</p>

4. Investment governance focused on efficiency, effectiveness and the economy

4.1 The new governance structure implemented in recent years

The report, “Agir ensemble – Pour un Québec innovant, inclusif et prospère,”² tabled by the Conseil consultatif sur l'économie et l'innovation³ in the fall of 2017, makes several recommendations for the government, one of which concerns the planning and governance of public infrastructure projects.

It proposes the forming of a planning body and a public infrastructure project delivery body. Instead of creating these bodies, the Gouvernement favors:

- Continuing and consolidating the planning and governing efforts that began in 2012 with the *Public Infrastructure Act*;
- Relying on the SQI's expertise by granting it an expanded role in terms of project management, including through the Gouvernement du Québec 2018-2023 real estate outlook which will be made available in the course of the year.

□ Governance focused on investment planning

The *Public Infrastructure Act* sets out new governance rules for the planning of public investments, as well as for the management of public infrastructure. This translates, among other things, into the creation of a 10-year investment plan, monitoring the Directive and a requirement for departments and public bodies to produce AMPI.

In 2013, the SCT, which is responsible for planning and monitoring public infrastructure investments, created the SSIP to support it in exercising this responsibility. It also set up an infrastructure project governance committee with the goal of following up on issues and challenges that arise, particularly with major projects. The committee also encourages the sharing of information among decision makers.

Moreover, in order reaffirm and consolidate the role of the Conseil du trésor and its chair in this area, of a strategic sub-committee of the Conseil comprising the ministers responsible for government infrastructure planning will be formed

The SQI, created under the *Public Infrastructure Act*, is mandated to support public bodies in managing their infrastructure projects since it has recognized expertise in planning, managing, carrying out and financing major projects. It also manages the government's real estate portfolio.

² The report was produced by the Advisory Council on Economy and Innovation, which the Government set up in the fall of 2016. The 31-member Council is mandated to develop concrete, innovative and inclusive proposals that will strengthen Québec's economy and help Quebecers take advantage of the fundamental changes in the global economic landscape.

³ The Conseil consultatif sur l'économie et l'innovation was formed in the autumn of 2016. It includes 31 members and was tasked with the elaboration of innovative and inclusive propositions to reinforce Québec's economy and help its citizens to benefit from fundamental changes to the global economy.

❑ **A Directive that increasingly conveys best practices in project management**

The Directive, which the government approved in 2014, introduced a guidance framework and rigorous management rules to support the Cabinet's decision-making process for the study, planning and execution of the major projects carried out by the government's public bodies.

After four years, with many major projects submitted to the Cabinet for a decision, project management practices are constantly being honed and the concepts behind the practices are increasingly reaching a wider audience.

The media now frequently reports on project offices and options for meeting citizens' needs. Major project owners now use terms such as "opportunity case," which derive from the Directive. Dissemination of this kind of knowledge is a key to success, as it creates a better understanding of the stages and time required to select the best-suited option, stay within established investment caps, and make public infrastructure projects a success.

4.2 Evolving infrastructure investment governance

These changes are already producing interesting results, and more are on the way. The government intends to continue monitoring developments in this area so as to maintain a strong and evolving governance model for its investments, and as a support in discharging its responsibilities. It will make any required adjustments to keep infrastructure investments focused on efficiency, effectiveness and the economy.

❑ **Robust project management governance by the SQI**

As part of the government's new vision for the evolution of its real estate portfolio, it will propose an enhanced public infrastructure project management methodology. It will rely on innovation, counting on active involvement from the SQI in the digital transformation of the construction industry. The SQI will play a key role and will be given greater responsibilities. It already manages projects in the health and social services network. It will now provide greater support to public bodies in managing their infrastructure and investment projects, particularly for organizations in the education and higher education networks.

❑ **Oversight of the contracting process of public bodies**

The *Act to facilitate oversight of public bodies' contracts and to establish the Autorité des marchés publics*, which was passed in December 2017, gives the government the tools it needs to support public bodies in awarding contracts, in the light of favouritism, collusion and corruption schemes, and to ensure that major work is lawfully done. The Autorité des marchés publics is charged with overseeing all public body contracts, including those of municipal organizations, and applying certain provisions of the *Act respecting contracting by public bodies*. The Autorité was created in response to a recommendation from the Commission of Inquiry on the Awarding and Management of Public Contracts in the Construction Industry.

□ A new framework tailored to large public transit projects

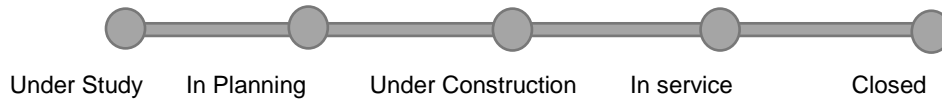
In addition to investing in the projects under its responsibility, the government makes substantial contributions to many large projects carried out by municipal bodies, including public transit authorities, which are not public bodies subject to the Directive.

With this in mind, the SCT is drawing on its experience in managing major projects in recent years to develop an adapted framework in collaboration with its partners.

□ Internet posting of infrastructure projects costing \$50 million or more

In order for the public to follow the progress and decisions on major infrastructure projects, whether or not they are subject to the Directive, the SCT will post information on infrastructure projects costing \$50 million or more on its website, under the heading “Infrastructures publiques” (Public Infrastructure), starting in June 2018.

Based on their interests, citizens will be able to review short project descriptions and identify projects by region and sector (health, higher education, transportation, etc.), as presented below.



Directive sur la gestion des projets majeurs d'infrastructure publique

A public body's infrastructure project is considered major when its total estimated cost is \$50 million or more (or over \$100 million for a roadway project), unless the Conseil du trésor specifically characterizes a project that does not meet these criteria as major.

- **For a project to be considered “under study” in the QIP**, a preliminary project sheet must be drawn up to describe and justify the need the project meets. Based on the project's priority, the Cabinet approves, if appropriate, the preliminary project sheet and the project moves to the “under study” phase, during which an opportunity case is developed.
- **During the study phase**, an opportunity case must be developed to assess the project's relevance and ensuring that the best long-term option for meeting the need and requirements is recommended. At the end of the study phase, the Cabinet approves the opportunity case, if appropriate, and the project moves into the planning phase, during which a business case is developed.
- **During the planning phase**, a business case must be developed to assess the option selected and set out its management plan. Upon completion of the planning phase, the Cabinet approves the business case, if appropriate, and the project moves into the execution phase, during which paves the way for construction tenders calls.
- **During the execution phase**, summary reports on progress must be prepared on March 31st and September 30th of every year and sent to the SCT. Any substantial change to the project's scope, schedule, financing or cost must be authorized by the Cabinet.
- For a **project to be deemed in service**, the built, replaced or rehabilitated infrastructure must be providing full service to the public (or partial service when a progressive implementation is planned). Some work or acquisitions may still need to be completed and some disputes may not yet be fully settled.
- At **closing**, all of the work is completed to the satisfaction of the project owner, usually the MTMDET or the SQI and the project has been delivering full service to the public for at least a year, leading to its formal acceptance. A closing report must then be sent to the SCT.

5. Priority on investments that target the sustainability of the public infrastructure portfolio

5.1 Improved knowledge of the global infrastructure portfolio

A comprehensive vision of government-funded infrastructure condition is indispensable for the planning of public investments. To this end, the Government introduced the AMPI in 2014-2015. These plans have since been progressively updated by the DA concerned. Primary DA that manage the public asset portfolio must prepare the AMPs and track the evolution of the AMD of the infrastructure under their responsibility, including monitoring the effects of investments performed throughout the year.

These plans will continue to be progressively developed over a 5-year horizon. The objective is to keep monitoring the condition of most of the public infrastructure portfolio for which investments are included in the QIP. As of March 31, 2018, the development of the AMPs allowed the evaluation of 77% of the asset portfolio, a global increase of 14% over last year. The progress show the substantial improvement in overall knowledge of the condition of the public infrastructure portfolio and, accordingly, the cumulative AMD.

Knowledge of the specific needs of each infrastructure category is essential for planning, maintaining and sustaining a balanced level of investment across all sectors, given that the portfolio, valued at more than \$350 billion, is highly diverse, involved in the Government's various missions and deployed across Québec.

□ As a whole, 69% of infrastructures are deemed to be in good condition

The assessment reports confirm that 69% of all infrastructure assessed so far are in good condition or better.

Condition rating of the public asset portfolio (in percentage)

	Condition index			Average condition index
	ABC	D	E	
Total	69	18	13	C

□ An AMD valued at \$20.8 billion

Ongoing inspections have determined that the AMD stands at \$20.8 billion as of March 31, 2018. That is the investment amount required to return government-owned infrastructure to satisfactory or better condition. The government is including an investment of more than \$15.4 billion in the 2018-2028 QIP specifically to eliminate the accumulated AMD.

Change in the AMD (in billions of dollars)

AMD in AIMP 2017-2018	Natural degradation	Work carried out	New inspections	Net change	AMD in AIMP 2018-2019	AMD reduction planned in QIP 2018-2028
17.6	2.8	(2.0)	2.4	3.2	20.8	15.4

The accumulated AMD increased by more than \$3.2 billion this year. More specifically, the net change is due to the following factors:

- An increase of \$2.8 billion associated with aging and natural degradation of infrastructure;
- A decrease of \$2.0 billion associated with work carried out in 2017-2018 to eliminate the AMD;
- An increase of \$2.4 billion primarily associated with new inspections in 2017-2018 and the revised cost of work required on major infrastructures that have reached the end of their useful life.

5.2 Prioritizing investments that focus on asset renovation and replacement

The Gouvernement du Québec has instituted guidelines for prioritizing its public infrastructure investments. They are based on objectives that give precedence to maintaining the service offering. The government is also planning targeted actions to reduce the cumulative AMD that has mounted up in the last few decades. It will prioritize maintenance or asset replacement for projects that have reached the end of their useful life. Accordingly, the plan approved by the government allocates the bulk (64.7%) of the investment set out in the 2018-2028 QIP, to projects that ensure the sustainability of the existing portfolio.

Projects aiming to enhance and improve the Government's service offering will be selected on the basis of merit, primarily those that promote Québec's economic development.

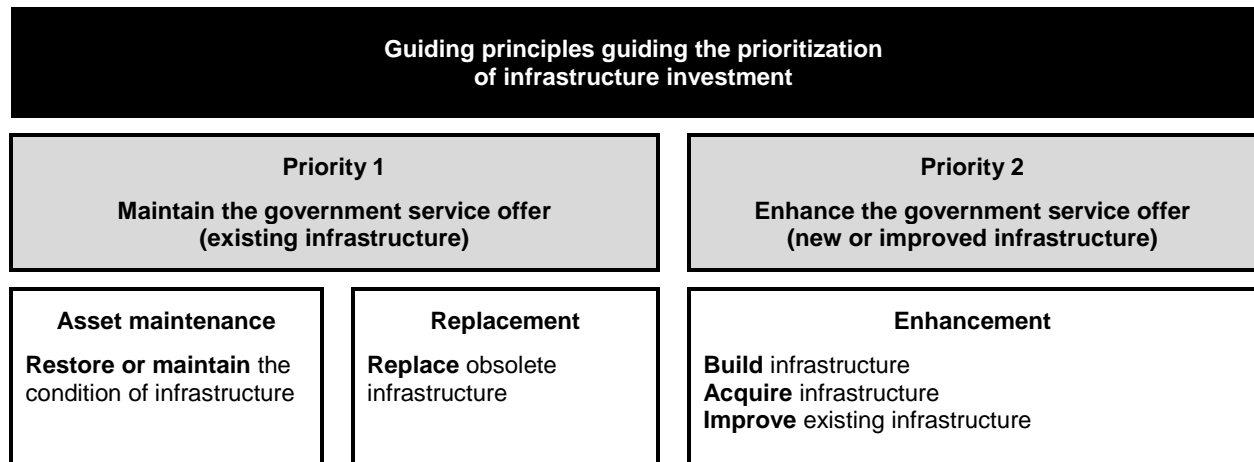
Summary of Investments in the 2018-2028 QIP

By Investment Type

(contribution of the Gouvernement du Québec, in millions of dollars)

Maintenance of the service offer		
Asset maintenance	29,696.3	
Reduction of the asset maintenance deficit	15,405.8	
Replacement	13,390.9	
Studies	42.0	
Subtotal	58,535.0	64.7
Enhancement of the service offer		
Addition and improvement	31,792.9	
Studies	171.2	
Subtotal	31,964.1	35.3
Subtotal	90,499.1	100.0
Central Envelope	9,900.9	
Total	100,400.0	

Projects in the 2018-2028 QIP follow the guiding principles for the prioritization of infrastructure investment that were made public in the 2015-2016 budget.



☐ Investments that will continue over the coming years

Over the next 10 years, the 2018-2028 QIP earmarks \$58.5 billion to maintain the service offering of the whole infrastructure portfolio, including \$29.7 billion for asset maintenance, \$15.4 billion for AMD elimination and \$13.4 billion for the replacement of existing infrastructure. A substantial \$9.9 billion share of the central envelope has been set aside to provide for the many replacement projects currently under study.

PART II
2018-2028 Québec
Infrastructure Plan

1. The 2018-2028 Québec Infrastructure Plan

The 2018-2028 Québec Infrastructure Plan presents a ten-year government investment plan totalling \$100.4 billion for all projects aimed at maintaining and improving the service offer to the public.

The three summary tables in the 2018-2028 QIP, presented in the following pages, provide detailed information regarding the allocation of investments:

- By sector and by year;
- By investment type and by year;
- By sector and investment type.

1.1 Table of investments by sector and by year

Investments under the 2018-2028 Québec Infrastructure Plan

By sector and by year

(contribution of the Gouvernement du Québec, in millions of dollars)

Sector	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2018-2028 PIQ
Road network	2,185.8	2,198.0	2,241.6	2,126.0	2,191.2	1,799.3	1,833.2	1,851.9	1,853.9	1,746.6	20,027.5
Public transit	1,096.4	1,172.1	1,156.4	1,146.1	1,125.9	795.0	666.3	613.8	614.6	615.7	9,002.4
Marine, air, rail and other transportation	502.8	502.8	374.1	293.0	230.7	260.3	251.3	256.4	217.6	200.8	3,089.8
Health and social services ¹	1,301.9	1,393.2	1,730.4	2,071.3	2,092.8	2,040.2	1,998.7	2,051.9	2,009.2	1,987.5	18,677.1
Education ²	941.1	987.8	1,095.1	1,092.0	867.5	805.6	805.6	794.6	789.6	793.8	8,972.7
Information resources in the education network ²	84.2	63.7	43.4	43.4	43.4	43.4	43.4	43.4	43.4	43.4	494.9
Higher education ³	701.8	667.0	734.6	682.9	624.5	601.5	562.4	577.5	476.7	511.6	6,140.6
Information resources in the higher education network ³	110.4	85.7	45.7	45.3	45.1	45.1	45.1	45.1	48.9	45.0	561.3
Research	153.5	135.9	127.3	100.5	80.8	64.6	63.7	63.7	63.7	63.7	917.3
Culture	193.5	188.8	194.1	194.2	176.8	134.6	140.3	133.5	112.5	109.7	1,578.0
Municipal infrastructure	784.3	754.5	725.5	725.5	717.8	717.8	717.8	717.8	717.8	717.8	7,296.4
Sports, community, tourism and recreational infrastructure	347.0	414.9	290.9	157.5	125.3	206.5	106.3	75.5	71.1	65.7	1,860.9
Social and community housing	274.3	338.8	272.1	252.8	206.7	132.7	206.0	237.8	218.5	180.5	2,320.1
Government buildings	447.4	417.8	343.4	250.9	205.1	187.2	179.2	168.0	154.1	154.8	2,507.9
Information resources	435.3	389.1	350.4	328.4	352.9	322.2	304.6	310.5	314.4	407.1	3,514.9
Other sectors	459.5	437.4	397.0	412.8	326.1	302.6	300.3	299.4	301.5	300.6	3,537.2
Subtotal	10,019.2	10,147.6	10,121.9	9,922.7	9,412.5	8,458.6	8,224.1	8,240.8	8,007.4	7,944.3	90,499.1
Central envelope ⁵	10.0	-	-	-	517.8	1,493.8	1,745.6	1,747.1	2,155.9	2,230.6	9,900.9
2018-2028 QIP	10,029.2	10,147.6	10,121.9	9,922.7	9,930.4	9,952.4	9,969.7	9,987.9	10,163.3	10,174.9	100,400.0

Note: Figures are rounded and the sum of the amounts may not correspond to the total indicated.

¹ Including investments of \$110.0 million in the information resources of the health and social services network.

² The sum of investments in education is \$9 467.6 million.

³ The sum of investments in higher education is \$6 702.0 million.

⁴ The sum of investments in information resources, including those in the health and social services network, education and higher education amount to \$4 681.1 million.

⁵ Provision for the funding that will be required to implement the projects that have been selected and prioritized by the Gouvernement among those studied. Transfer to the sectors requires a Cabinet decision.

1.2 Table of investments by type and by year

Investments under the 2018-2028 Québec Infrastructure Plan

By type and by year

(contribution of the Gouvernement du Québec, in millions of dollars)

Investment Type	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2018-2028 QIP
Maintenance of the Service Offer											
Asset maintenance ¹	2,452.8	2,665.1	2,836.4	3,327.4	3,705.8	3,140.5	2,939.3	2,915.2	2,978.7	2,735.2	29,696.3
Elimination of the asset maintenance deficit	1,672.7	1,318.7	1,580.5	1,428.7	1,266.8	1,364.3	1,498.5	1,654.7	1,751.2	1,869.7	15,405.8
Replacement	1,445.4	1,145.6	1,837.8	1,498.4	1,398.2	1,354.5	1,233.4	1,163.7	1,095.1	1,218.7	13,390.9
Studies	23.5	10.8	4.4	3.0	0.3	-	-	-	-	-	42.0
Subtotal	5,594.4	5,140.2	6,259.1	6,257.4	6,371.1	5,859.3	5,671.2	5,733.6	5,825.0	5,823.6	58,535.0
Enhancement of the service offer											
Addition and improvement	4,371.9	4,956.9	3,827.1	3,635.3	3,039.4	2,599.3	2,552.9	2,507.1	2,182.4	2,120.6	31,792.9
Studies	52.9	50.6	35.8	29.9	2.0	-	-	-	-	-	171.2
Subtotal	4,424.8	5,007.4	3,862.8	3,665.2	3,041.4	2,599.3	2,552.9	2,507.1	2,182.4	2,120.6	31,964.1
Central envelope ²	10.0	-	-	-	517.8	1,493.8	1,745.6	1,747.1	2,155.9	2,230.6	9,900.9
2018-2028 QIP	10,029.2	10,147.6	10,121.9	9,922.7	9,930.4	9,952.4	9,969.7	9,987.9	10,163.3	10,174.9	100,400.0

Note: Figures are rounded and the sum of the amounts may not correspond to the total indicated.

¹ These amounts and those allocated for replacement may contribute to eliminating the asset maintenance deficit.

² Provision for the funding that will be required to implement the projects that have been selected and prioritized by the Government among those studied. Transfer to the sectors requires a Cabinet decision.

1.3 Table of investments by sector and by type

Investments under the 2018-2028 Québec Infrastructure Plan

By sector and by type

(contribution of the Gouvernement du Québec, in millions of dollars)

Sector	Maintenance of the service offer					Enhancement of the service offer			Central envelope ⁶	2018-2028 QIP
	Asset maintenance ¹	Elimination of the asset maintenance deficit	Replacement	Studies	Subtotal	Addition and improvement	Studies	Subtotal		
Road network	4,100.6	9,996.5	2,186.0	30.7	16,313.9	3,654.5	59.1	3,713.7	-	20,027.5
Public transit	2,285.9	-	1,489.7	-	3,775.6	5,214.7	12.0	5,226.7	-	9,002.4
Marine, air, rail and other transportation	1,446.3	-	118.8	-	1,565.1	1,523.7	.0	1,524.7	-	3,089.8
Health and social services ²	3,135.9	1,125.3	6,318.9	3.2	10,583.3	8,037.8	56.0	8,093.8	-	18,677.1
Education ³	5,978.3	1,559.3	142.0	-	7,679.6	1,293.0	-	1,293.0	-	8,972.7
Information resources in the education network ³	494.9	-	-	-	494.9	-	-	-	-	494.9
Higher education ⁴	3,165.9	1,085.1	1,225.1	0.9	5,476.9	652.9	10.9	663.8	-	6,140.6
Information resources in the higher education network ⁴	456.7	-	-	-	456.7	104.7	-	104.7	-	61.3
Research	-	-	6.9	-	6.9	910.4	-	910.4	-	917.3
Culture	759.7	107.4	301.9	-	1,169.0	409.0	-	409.0	-	1,578.0
Municipal infrastructures	4,229.7	888.5	562.9	-	5,681.0	1,615.3	-	1,615.3	-	7,296.4
Sports, community, tourism and recreational infrastructure	324.1	65.1	204.2	7.2	600.6	1,254.6	5.7	1,260.2	-	1,860.9
Social and community housing	877.9	359.1	26.1	-	1,263.1	1,057.0	-	1,057.0	-	2,320.1
Government buildings	1,234.0	78.2	57.6	-	1,369.8	1,128.0	10.1	1,138.1	-	2,507.9
Information resources ⁵	529.1	-	297.4	-	826.5	2,688.4	-	2,688.4	-	3,514.9
Other sectors	677.4	141.2	453.4	-	1,272.0	2,248.7	16.5	2,265.2	-	3,537.2
Subtotal	29,696.3	15,405.8	13,390.9	42.0	58,535.0	31,792.9	171.2	31,964.1	-	90,499.1
Central envelope ⁶	-	-	-	5.0	5.0	-	5.0	5.0	9,890.9	9,900.9
2018-2028 QIP	29,696.3	15,405.8	13,390.9	47.0	58,540.0	31,792.9	176.2	31,969.1	9,890.9	100,400.0

Note: Figures are rounded and the sum of the amounts may not correspond to the total indicated.

¹ These amounts and those allocated for replacement may contribute to eliminating the asset maintenance deficit.

² Including investments of \$110.0 million in the information resources of the health and social services network.

³ The sum of investments in education is \$9 467.6 million.

⁴ The sum of investments in higher education is \$6 702.0 million.

⁵ The sum of investments in information resources, including those in the health and social services network, education and higher education amount to \$4 681.1 million.

⁶ Provision for the funding that will be required to implement the projects that have been selected and prioritized by the Government among those studied. Transfer to the sectors requires a Cabinet decision.

2. The Québec Infrastructure Plan by Sector

The 2018-2028 Québec Infrastructure Plan covers fourteen major sectors of activity. It groups investments according to activities associated with, most specifically, transportation, health and social services, education, higher education, and municipal infrastructures.

Activity sectors under the 2018-2028 Québec Infrastructure Plan
Road network: highways, roads, bridges, interchanges and overpasses
Public transit: metro, buses, commuter trains, platforms, stations, tracks and garages
Marine, air, rail and other transportation: ferries, wharves, rail stations, northern airports, railways and local roads
Health and social services: institutions in the health and social services network
Education: schools
Higher education: Cégep, universities
Research: laboratories, research equipment and centres
Culture: museums, libraries, performance halls
Municipal infrastructures: water treatment plants, water and sewer systems
Sports, community, tourism and recreational infrastructure: multipurpose complexes, sports and tourism facilities, national parks, biomethanization and composting plants, digital infrastructures
Social and community housing
Government buildings: office buildings, courthouses, detention centres, Sûreté du Québec police stations
Information resources: information resources projects and equipment of departments and organisations.
Other sectors: childcare centres (CPEs), infrastructures financed by the Northern Plan, public dams, multi-use roads, Québec buildings abroad, acquisitions of movable and immovable property by departments and bodies

Investments under the 2018-2028 Québec Infrastructure Plan

By activity sector

(contribution of the Gouvernement du Québec, in millions of dollars and as a percentage)

Road network	20,027.5	19.9
Public transit	9,002.4	9.0
Marine, air, rail and other transportation	3,089.8	3.1
Health and social services ¹	18,677.1	18.6
Education ²	8,972.7	8.9
Information resources in the education network ²	494.9	0.5
Higher education ³	6,140.6	6.1
Information resources in the higher education network ³	561.3	0.6
Research	917.3	0.9
Culture	1,578.0	1.6
Municipal infrastructures	7,296.4	7.3
Sports, community, tourism and recreational infrastructures	1,860.9	1.8
Social and community housing	2,320.1	2.3
Government buildings	2,507.9	2.5
Information resources	3,514.9	3.5
Other sectors		
Childcare centres		
Northern Plan	3,537.2	3.5
Acquisitions by departments and bodies and other investments:		
Central envelope ⁵		
Major projects and other government priorities	8,700.9	8.7
Digital strategy	1,200.0	1.2
Total	100,400.0	100.0

Note: Figures are rounded and the sum of the amounts may not correspond to the total indicated.

¹ Including investments of \$110.0 million in the information resources of the health and social services network.

² Investments in education, including information resources in the education network for a total of \$9 467.6 million.

³ Investments in higher education, including information resources in the higher education network, for a total of \$6,702.0 million.

⁴ Investments in information resources, including those in the health and social services network and the education and higher education network, for a total of \$4 681.1 million

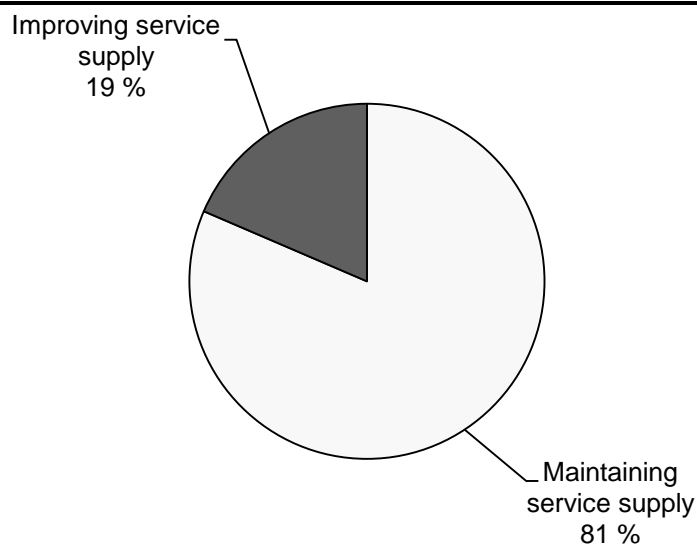
⁵ Provision for the funding that will be required to implement the projects that have been selected and prioritized by the Government among those studied. Transfer to the sectors requires a Cabinet decision.

2.1 Road Network

The 2018-2028 Québec Infrastructure Plan provides investments of over \$20.0 billion for the road network: \$8.5 billion for roadways and \$11.5 billion for structures.

Road Network By type of investment

(contribution of the Gouvernement du Québec as a percentage)



□ Investments for the sustainability of road infrastructure

Over \$16.3 billion will be devoted to asset maintenance, elimination of the asset maintenance deficit and replacement of roadways and structures (81% of the total investment). This investment will help maintain and restore the road network as well and stimulate the economy in every region of Québec.

Throughout the period covered by the Québec Infrastructure Plan, a significant number of projects will be implemented to ensure public safety on the roads and make driving more comfortable.

■ Projects in the "in progress" category

For example, in addition to the major projects costing \$50 million or more that are outlined separately in section 4.1, the following regional road maintenance projects are underway:

- Reconstruction of Route 132 in the municipality of Val-Brillant in the Bas-Saint-Laurent region;
- Redecking of the Dubuc bridge in Saguenay;
- Reconstruction of the Route 157 bridge over the Saint-Maurice river in Shawinigan;
- Reconstruction of the roadway of Autoroute 20 west in Saint-Janvier-de-Joly in the Chaudière-Appalaches region;
- Rehabilitation of the Louis-Bisson bridge over the Rivière-des-Prairies between Montréal and Laval;

- Reconstruction of the boulevard Sainte-Anne overpass over the railway in Joliette;
- Rehabilitation of the Le Gardeur bridge on Route 138 over Rivière-des-Prairies between Montréal and Repentigny;
- Reconstruction of the Autoroute 15 bridge going north over the rivière aux Mulets in the municipality of Sainte-Adèle;
- Reconstruction of the Autoroute 30 roadway in Sorel-Tracy.

■ **Projects in the "in the planning stage" category**

In addition to those that are already underway, some road maintenance projects costing over \$50 million are in the planning stage, including:

- Major repairs to the Louis-Hippolyte-La Fontaine tunnel;
 - During the year 2017-2018, the government authorized the opportunity case for that project and the start of some preparatory work; planning for this project will continue through 2018-2019.
- Reconstruction of the Honoré-Mercier bridge;
 - The Bureau d'audiences publiques sur l'environnement will have to do an impact study before the government gives this project the go-ahead.
- Major repair of the Pie-IX bridge between Montréal and Laval.

■ **Projects in the "under study" category:**

Some projects have sparked enough interest to perform studies and assess possible opportunities, including:

- Redecking the pont de Québec;
- Repairing the slab of the Laviolette bridge in Trois-Rivières;
- Major repairs to the Gédéon-Ouimet bridge over Autoroute 15 between Laval and Boisbriand.

□ **Investments to improve Quebecers' quality of life and boost economic development**

Nearly \$3.7 billion is earmarked to improve the existing road infrastructure and adding new structures (19% of the total investment). These projects will enhance the road network throughout the province and improve the quality of life for all citizens.

■ **Projects in the "in progress" category**

Several projects costing \$50 million or more to increase the service supply are already underway, as described in section 4.1.

In addition to the projects costing \$50 million or more, the following projects will improve traffic circulation:

- Construction of a turning lane and additional traffic lights on Route 132 in the Fromagerie des Basques sector in Notre-Dame-des-Neiges in the Bas-Saint-Laurent region;
- Correction of the bend on the Obedjiwan access road in La Tuque;
- Construction of passing lanes on Route 117 in the Cadillac sector of Rouyn-Noranda;
- Addition of a third lane to Autoroute 20 east between the 314 and 318 interchanges in Lévis;
- Retrofit of the intersection between Routes 131 and 138 in Lavaltrie in the Lanaudière region;
- Development of a new access ramp to Autoroute 640 west in Bois-des-Filion in the Laurentides region.

■ **Projects in the "in the planning stage" category**

Certain projects costing \$50 million or more are in the planning stage and will also improve the road network. They include:

- Widening of Autoroute Henri-IV – Phase II in Quebec city;
 - The government could approve this project in 2018-2019; the construction tender calls would follow this authorization;
- Extension of Autoroute 19 between Autoroutes 440 and 640 from Laval to Bois-des-Filion;
 - The opportunity case was granted government authorization and preparatory work began in 2017-2018, this will continue through 2018-2019;
- Extension of Autoroute 35 from Saint-Jean-sur-Richelieu to the U.S. border – Phases III and IV;
 - The government has authorized the start of planning work for the last two phases of the project in 2017-2018; this work will continue through 2018-2019.

■ **Projects in the "under study" category:**

In order to assess the potential for improving traffic circulation of people and goods, the government intent to pursue several studies, including :

- Construction of a bridge over Rivière Saguenay between Tadoussac and Baie-Sainte-Catherine;
- Completion of Autoroute 70 - Section between Grande-Anse and La Baie.

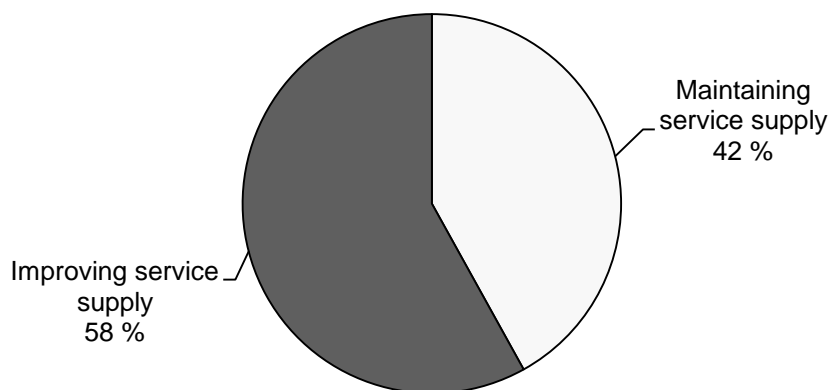
2.2 Public Transit

The government is substantially increasing its investment in public transit infrastructure under the Québec Infrastructure Plan 2018-2028, notably in support of implementation the Politique de mobilité durable. Over the next ten years, just over \$9.0 billion will be made available to the different public transit authorities.

Public Transit

By type of investment

(contribution of the Gouvernement du Québec as a percentage)



❑ Investments for maintaining and restoring public transit infrastructure

Nearly \$3.8 billion (42% of planned investment) will be invested for many large-scale projects to maintain public transit services.

With these investments, the government intends to contribute to:

- Continue the rehabilitation of public transit infrastructure by increasing the level of financial assistance for asset maintenance projects;
- Meeting greenhouse gas (GHG) emission reduction targets by replacing diesel buses with hybrid and electric buses.

■ Projects in the "in progress" category

Every project with a cost of \$50 million or more are underway. These include:

- Replacement of the MR-63 metro cars by the new Azur cars, which have 8% greater capacity;
- Completion of the Montréal metro renovation programs (Réno-Infrastructures – Phases I and II and Réno-Systèmes – Phases III and IV).

■ **Projects in the "in the planning stage" category**

Amounts are also earmarked for several projects that are currently in the planning stage, including:

- The Montréal metro renovation programs (Réno-Infrastructures – Phase III and Réno-Systèmes – Phase IV);
- Reconstruction of the Société de transport de Montréal's Complexe Crémazie to meet current maintenance needs and the future space requirements related to the expected increase in the number of buses.

□ **Investments to improve public transit services and improve mobility**

Over \$5.2 billion (58% of planned investment) will be devoted construction work in order to expand the service offering in public transit. This major investment will have an undeniable impact on the mobility for all citizens.

The government contribution provided in the Québec Infrastructure Plan 2018-2028 will allow, among other things, to:

- Improve the passenger experience by making service more reliable, improving access for people with reduced mobility and upgrading information systems for travellers;
- Change travel behaviour by carrying out major network development projects.

■ **Projects in the "in progress" category**

Over the coming years substantial amounts will be earmarked for projects costing \$50 million and more, including:

- Construction of the Côte-Vertu garage to house the new Azur métro cars and to increase the frequency of service on the Orange Line;
- Implementation of Phase I of the subway station accessibility program; the intention is to make 31 stations accessible by 2022;
- Construction of a new passageway and pedestrian walkway connecting the new McGill University Health Centre to the Vendôme transport hub.

■ **Projects in the "in the planning stage" category**

Other than investments for projects to set up a new public transit system in Québec City and implement priority measures for public transit on boulevard Guillaume-Couture in Lévis, major investments are also planned for several projects costing \$50 million or more that are currently in the planning stages, such as:

- Extension of the métro Blue Line to the east of Montréal;
 - The opportunity case was approved by the government in 2017-2018; the Société de transport de Montréal will shortly open a project office to start drafting the business case and work on related activities such as confirming the chosen contracting method, timeline and cost.
- Implementation of an integrated rapid bus service on Pie-IX between Montréal and Laval; a full-sized station prototype has been built at the intersection of Amos and Pie-IX. Its construction aimed at confirming the technical and operational feasibility of the station design.

2.3 Marine, Air, Rail and Other Transportation

The 2018-2028 Québec Infrastructure Plan provides investments of over \$3.0 billion in marine, air, rail and other transport infrastructure.

Marine, Air, Rail and Other Transportation

By components

(contribution of the Gouvernement du Québec, in millions of dollars and as a percentage)

Marine Transportation	670.1	21.7
Air transportation	372.5	12.0
Rail transportation	162.6	5.3
Other transport infrastructure	1,884.6	61.0
Total	3,089.8	100.0

Note: figures are rounded and the sum of the amounts may not correspond to the total indicated.

□ Marine Transportation

During the period covered by the 2018-2028 Québec Infrastructure Plan, investments of over \$670 million will be made in infrastructure connected to marine transportation (21.7% of the investment).

The Société des traversiers du Québec is expected to provide over \$475 million of this amount.

Local communities are expected to perform projects aimed at maintaining and improving some of the infrastructure. Those initiatives include:

- Better traffic flow to the ferry from Sorel-Tracy to Saint-Ignace-de-Loyola;
 - Terminals will be redesigned to accelerate offloading during peak hours and increase the capacity of the waiting areas to support pre-embarkation operations.
- Redevelopment of the waiting area at Matane.
 - Most of the work involves rebuilding the reception booth and reconfiguring the traffic islands provide two entrances and two exits.

In addition to these investments, over \$190 million is earmarked for marine transport infrastructure under the Maritime Strategy.

- This envelope will go towards funding the Québec government's contribution to the Société ferroviaire et portuaire de Pointe-Noire project, which is designed to improve the accessibility and efficiency of transshipment facilities at the multi-user dock of the Port in Sept-Îles.

□ Air Transportation

The 2018-2028 Québec Infrastructure Plan also provides over \$370 million for air transportation infrastructure (12.1% of the investment), including:

- An additional \$100 million for investments in regional airport infrastructure; which will provide funding for construction work related to the infrastructure and equipment necessary to run airports, like runways, light signals and automated weather stations;

- Over \$200 million for northern airports under the responsibility of the Ministère des Transports, de la Mobilité durable et de l'Électrification des transports, and nearly \$70 million for infrastructure for the Service aérien gouvernemental.

❑ Rail Transportation

During the period covered by the Québec Infrastructure Plan, investments of over \$160 million will be made in rail infrastructure (5.3% of the investment).

Of that amount, \$100 million is earmarked for restoring the Gaspésie railroad. Throughout the 2017-2018 year the Québec government authorized:

- Registration in the "in planning stage" category of the section between Matapédia and Caplan;
- Registration in the "under study" category of the section between Caplan and Port-Daniel–Gascons as well as the section between Port-Daniel–Gascons and Gaspé.

❑ Other Infrastructure

Under the 2018-2028 Québec Infrastructure Plan, investments of approximately \$1.9 billion (61% of investments) will be made in other transportation infrastructure.

■ Financial assistance to local road networks

More than \$800 million is earmarked under the 2018-2028 Québec Infrastructure Plan to improve and continue the various assistance programs that enable municipalities to maintain the roads under their responsibility in good condition. In this respect, these include:

- The \$300 million increase granted by the government to improve the program for the rehabilitation of local road networks;
- The continuation of the agreement on increased financial assistance granted to the local road networks under the 2015 Transitional Fiscal Pact and the Partnership Agreement with Municipalities for 2016-2019;
- The continuation of the assistance program for the restoration of municipal art engineering works.

■ Government vehicles

More than \$580 million is earmarked for the infrastructure and equipment of the Centre de gestion de l'équipement roulant to support public bodies with comprehensive fleet management services.

- The investments planned over the period covered by the Québec Infrastructure Plan will enable the Centre de gestion de l'équipement roulant to purchase snow removal trucks, line-drawing trucks, trailers for asphaltting work and patrol wagon.

There is also a specific envelope to continue the *Transportation Electrification Action Plan 2015-2020*, for the gradual electrification of the government vehicle fleet. As a result, the departments and public bodies, the health and social services network and the education networks must all replace their outdated vehicles with electric vehicles when there is an electric vehicle available in the same category.

■ **Bicycle paths and walking trails**

More than \$165 million will be invested over the next ten years for bicycle paths and walking trails. The government intends to continue developing the Route Verte and its associated paths.

■ **Other**

Investments of approximately \$331 million are planned for other infrastructure. These investments will make it possible, among other things, to:

- Continue the assistance program to improve the efficiency of marine, air and rail transportation by reducing greenhouse gas emissions;
- Continue the program aimed at reducing or preventing greenhouse gas emissions by developing intermodal transportation;
- Rebuild the Lavaltrie and Villeroy rest stops and restore rest stops in several regions of Québec.

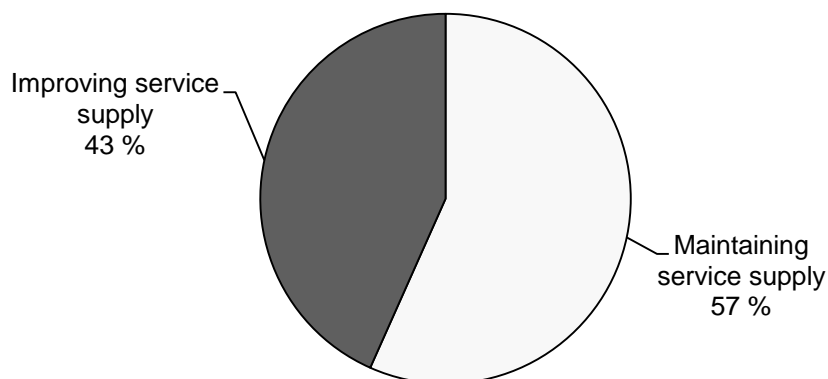
2.4 Health and Social Services

The Gouvernement du Québec provides for investments of approximately \$18.7 billion in health and social services infrastructure in the 2018-2028 Québec Infrastructure Plan.

Health and Social Services

By type of investment

(contribution of the Gouvernement du Québec as a percentage)



□ Maintaining and restoring health and social services infrastructure are priorities

Out of the nearly \$18.7 billion for health and social services infrastructure, approximately \$10.6 billion (57% of planned investments) will be allocated to network institutions for asset maintenance (\$3.2 billion), elimination of the asset maintenance deficit (\$1.1 billion) and replacement of infrastructure and equipment (\$6.3 billion), ensuring continuity in the services that are provided to citizens.

These major investments will make it possible to complete several projects for:

- Restoring the real estate portfolio of network institutions, in particular through the following projects:
 - Repair of the buildings' exterior cladding;
 - Functional retrofit of care units;
 - Replacement of the electrical, mechanical and ventilation systems of many buildings.
- Replacement of medical equipment in the network's institutions.

■ **Projects in the "in progress" category**

Several projects with a cost of over \$50 million are underway to give the health network institutions quality infrastructure to provide health care services to the public. For example, work relating to the following projects will continue throughout 2018-2019:

- Relocation of Hôpital de Baie-Saint-Paul;
 - The Hospital's residential and long-term care centre was delivered during in 2017-2018, while the site development work is expected to be completed in 2019-2020.
- Expansion and redevelopment of the Sainte-Marie Pavilion (Phase II) of the Centre hospitalier régional de Trois-Rivières;
 - Construction work on the interior finish of some floors began during in 2017-2018; it is now expected that the work will be completed at the beginning of 2019-2020.
- Construction of a new pavilion for the hemodialysis unit at Hôpital Maisonneuve-Rosemont;
 - Construction work was authorized in 2017-2018 and the excavation work and installation of piles are underway; the construction work will continue over the coming years.

■ **Projects in the "under study" category**

Several projects costing more than \$50 million are "under study" to allow the government to assess their relevance and choose the best long-term option to meet the needs of the population. For example:

- In 2017-2018 the government authorized the project study for upgrading and modernization of the care units at St. Mary's Hospital Centre as well as the project to upgrade health care and research facilities at Hôpital Maisonneuve-Rosemont in Montréal;
- Planning work related to the opportunity case for the expansion and modernization project at Verdun Hospital should be completed during the 2018-2019 year.

□ **Investments for the development of health and social services infrastructure**

Under the 2018-2028 Québec Infrastructure Plan, nearly \$8.1 billion (43% of planned investments) will enable network institutions to carry out work on their infrastructure, which will increase the service level offered to Quebecers.

■ **Projects in the "in progress" category**

Several projects costing more than \$50 million for the development of health network institutions are underway, including:

- Phase I of the construction of a new hospital complex on the Hôpital L'Enfant-Jésus site;
 - Government approval of the business case in the past year has made it possible to start construction of the integrated cancer centre that will be part of the new hospital complex.
- Construction of the Centre régional intégré de cancérologie à l'Hôtel-Dieu de Lévis;
 - Preparatory work was carried out between November 2015 and June 2016; the construction work contract was awarded in September 2016 and will continue through the 2018-2019 year.
- Expansion of the Centre intégré de traumatologie, a mother-and-child unit and an endoscopy department at Hôpital du Sacré-Cœur-de-Montréal;
 - This project will be carried out in four distinct phases; work on the first two began in 2017-2018, while construction work on the last two phases will begin during the next fiscal year; the entire project is expected to be completed during the 2021-2022 year.

■ **Projects in the "in the planning stage" category**

Other projects costing more than \$50 million for the development of health and social services network establishments are underway, including:

- Phase II of the construction of a new hospital complex on the Hôpital de L'Enfant-Jésus site;
 - The planning work related to the project's business case should be completed in 2018-2019.
- Expansion of the Montréal Heart Institute's emergency, health care, ambulatory services and training centre;
 - The government could approve this project in 2018-2019; construction tender calls would follow this authorization.
- Construction of a new hospital in the Vaudreuil-Soulanges region;
 - In 2017-2018, the government authorized the development of the project's business case, since the health service needs of the population in this region are growing and existing facilities are insufficient to meet those needs.

■ **Projects in the "under study" category**

Some other projects related to improving the service offering in the health and social services sector are "under study." For example the Modernization of Hôpital de la Cité-de-la-santé in Laval;

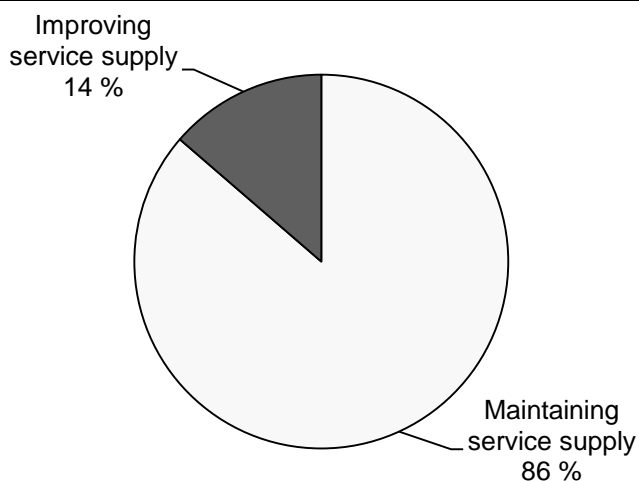
- In response to the population's growing needs for health services, the government authorized a study of this project during the 2017-2018 year to determine the best option for improving the service offering in this region.

2.5 Education

Investments of nearly \$9.5 billion are earmarked for elementary and secondary schools in the education sector under the 2018-2028 Québec Infrastructure Plan¹.

Education By type of investment

(contribution of the Gouvernement du Québec as a percentage)



□ Investments to provide healthy and safe environments for students

Priority is given to maintaining the service offering, representing 86% of investments in the sector or nearly \$8.2 billion. Of this amount, \$6.5 billion is earmarked for asset maintenance, \$1.6 billion for elimination of the asset maintenance deficit and \$0.1 billion for replacement.

■ Projects in the "in progress" category

These major investments are for various projects in all Québec school boards; the objective is to provide young students with an environment that is healthy and conducive to learning. For example, investments of \$8.2 billion will allow school boards to do work relating to:

- Roof repairs;
- Upgrading the buildings' integrated systems (electrical, mechanical, air conditioning and heating, etc.) up to current standards;
- Replacement of the exterior cladding of buildings;
- Replacement of doors and windows;
- Replacement of floor coverings;
- Renovation of sanitation facilities;
- Elimination of water infiltration that can cause mould.

¹ The \$9.5 billion includes \$0.5 billion for information resources for the education network.

□ Investments to increase the service level and favour academic success

Nearly \$1.3 billion (14% of investments) have been provided for in the 2018-2028 Québec Infrastructure Plan to enable school boards all over Québec to develop new facilities.

■ Projects in the "in the planning stage" category

The investments projected in the 2018-2028 Québec Infrastructure Plan allow for planning projects of less than \$50 million, all across Québec. These projects in the planning stage are associated with the changing needs of students in our school systems.

The government's priorities for education focus on these new needs:

- Marked increase in the school population in certain regions of Québec;
- Participation by the "Laboratoire pour une école contemporaine" (Lab-école) in designing new schools;
- Specific needs of schools located in northern Québec.

For example, the following projects associated with these governmental priorities will be carried out in the coming years:

- Expansion of the École Secondaire Saint-Laurent (Émile-Legault building) and École Secondaire Dorval-Jean XXIII (Jean-XXIII building) to accommodate increases in the school population;
- Construction of the École Domaine Vert-Nord in the Commission scolaire de la Seigneurie-des-Mille-Îles, as a Lab-École pilot project;
- Construction of a school in Inukjuak, from the Commission scolaire Kativik, which is better suited for the environmental conditions.

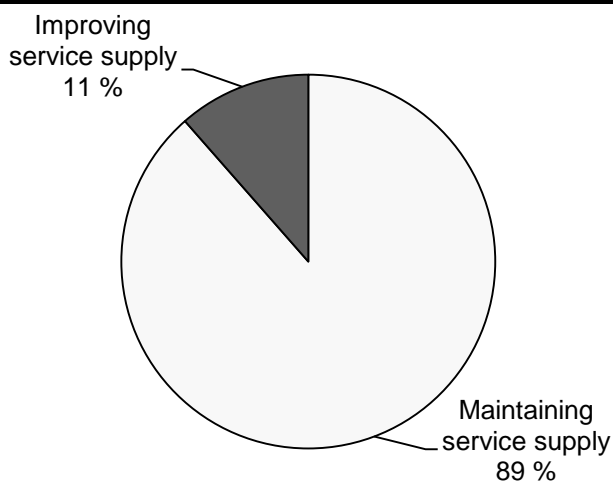
2.6 Higher education

The 2018-2028 Québec Infrastructure Plan provides for more than \$6.7 billion toward the higher education sector².

Higher education

By type of investment

(contribution of the Gouvernement du Québec as a percentage)



□ Investments to maintain the quality of teaching offered by colleges and universities

Priority is given to maintaining the service offer, which represents 89% of the investment in the sector, or more than \$5.9 billion. Of this amount, \$3.6 billion are provided for asset maintenance, \$1.1 billion to eliminate the asset maintenance deficit, and \$1.2 billion primarily for replacing equipment.

■ Projects in the "in progress" category

These investments will allow different projects to be carried out in the colleges and universities networks. For example, investments of \$5.9 billion will allow colleges and universities to perform work relating to:

- Buildings (restoring building exteriors, roofs, parking lots, etc.);
- The various systems integrated in buildings.

More specifically, the following projects will be continued within the framework of the 2018-2028 Québec Infrastructure Plan:

- Restoration of the McDonald Stewart Building at McGill University's library;
- Revitalization of the Judith-Jasmin Pavilion at the Université du Québec à Montréal;
- Re-design and renovation of the classroom sector in the main pavilion at the École Polytechnique.

² Of this amount, \$0.6 billion in investments are earmarked for higher education network informational resources.

■ **Projects in the "under study" category**

Reallocation of spaces freed up on the Université de Montréal mountain site is planned in the 2018-2028 Québec Infrastructure Plan. This project is in addition to the construction of the Complexe des sciences at Université de Montréal.

□ **Investments to increase the service level and favour ongoing education and academic success**

Nearly \$770 million (11% of the investment) have been provided for in the 2018-2028 Québec Infrastructure Plan to enable students to be more successful and teachers to work in an environment that is conducive to learning.

■ **Projects in the "in progress" category**

More specifically, the following projects will be continued within the framework of the 2018-2028 Québec Infrastructure Plan:

- Construction of the Complexe des sciences at Université de Montréal;
- Construction of a new pavilion at the École de technologie supérieure;
- Expansion of the applied science pavilion at Concordia University's Loyola Campus.

■ **Projects in the "in the planning stage" category**

Investments planned for the college and university networks will primarily allow for the planning to continue for the project to add spaces downtown at Hautes Études Commerciales (HEC) Montréal.

2.7 Research

Within the framework of the 2018-2028 Québec Infrastructure Plan, investments of more than \$0.9 billion will be allocated for research infrastructure, particularly as part of the Research Support Program.

The various research infrastructure financial assistance programs aim to:

- Ensure that the research sectors, niches and branches with strong potential in the health, natural sciences, social and human sciences, as well as the arts and letters fields are appropriately developed by supporting research laboratories and centres;
- Consolidate the structured initiatives of research organizations or technological branches;
- Favour research partnerships between universities, institutions and industries.

□ **Projects in the "in progress" category**

Numerous projects valued at less than \$50 million are in progress. Some of these projects include:

- Renovation and revitalization of the Hôpital général de Montréal to accommodate three research and training centres: the Centre de recherche évaluative en santé, the Centre de médecine innovatrice and the Plate-forme d'innovation chirurgicale.
- Expansion of the Cégep de Rimouski to ensure the growth of the Service de recherche et d'expertise en transformation des produits forestiers (SEREX) team.

❑ Projects in the "in the planning stage" category

Other projects valued at less than \$50 million are currently in the planning stage, including:

- Construction of the Pavillon de médecine personnalisée et de recherche translationnelle at Université de Sherbrooke, which will be the first of its kind in the country and will facilitate the development of personalized medicine.
- Implementation of an integrated and translational research infrastructure on chronic societal illnesses at the Centre de recherche de l'Institut universitaire de cardiologie et de pneumologie de Québec, in an effort to support research on cardiovascular, respiratory and obesity-related illnesses.

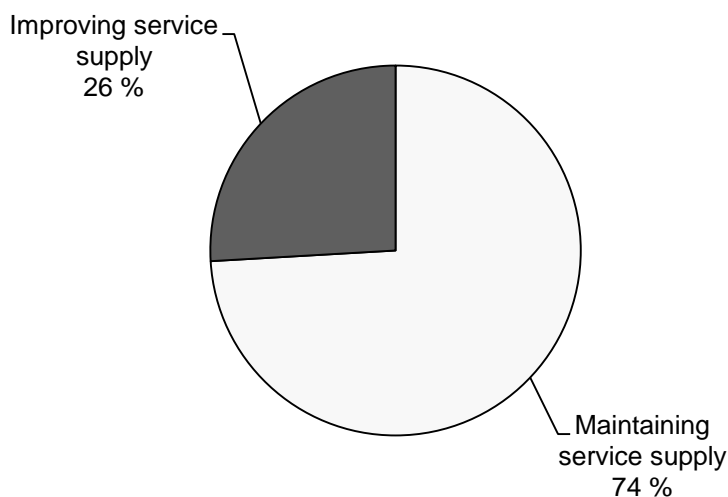
2.8 Culture

Investments in the culture sector included in the 2018-2028 Québec Infrastructure Plan total nearly \$1.6 billion.

Culture

By type of investment

(contribution of the Gouvernement du Québec as a percentage)



❑ Maintaining and restoring cultural infrastructures

Nearly \$1.2 billion (74% of the investment) are earmarked for maintaining, replacing and restoring the condition of cultural infrastructures, as well as for heritage restoration.

With a rich collective heritage to preserve, the Government must allocate a significant part of the budget to maintaining its cultural infrastructures in good condition. To that end, the Québec Cultural Heritage Fund was set up to ensure that the cultural heritage is preserved, transmitted and enhanced for present and future generations.

■ **Projects in the "in progress" category**

These investments of \$1.2 billion will contribute to the completion of several projects, including:

- Exterior repairs on the Grand Théâtre de Québec, which was showing signs of deterioration. Construction work will continue next year;
- Rehabilitation of the Saint-Sulpice library, a heritage building, where the narrow storage areas, threatened the preservation of the library's collections. Construction work will continue over the course of the coming years.

□ **Enhancement of the cultural service offer with new infrastructures**

Over the period covered by the Québec Infrastructure Plan, a budget of more than \$400 million (26% of planned investments) will enhance the infrastructure service offer in the cultural sector.

■ **Projects in the "in progress" category**

Investments currently in progress will allow for, among other things:

- The construction and development of the Le Diamant auditorium located within the Old Quebec heritage site, which will be conducive to theatrical productions and provide citizens with a variable-geometry performance space;
- Joint acquisition and improvement of the Au-Pied-du-Courant heritage building, which will house the Société de télédiffusion du Québec and Société de développement des entreprises culturelles. This investment by the Gouvernement du Québec will meet these organizations' space requirements, and will equip them with specialized television and technical equipment.

■ **Projects in the "in the planning stage" category**

There are also numerous investment projects aiming to improve the cultural infrastructure service offer to be realized in the coming years:

- Transformation of the Musée d'art contemporain de Montréal will increase the surface area dedicated to carrying out its mission. An architectural design competition is currently underway. Work is expected to begin sometime in 2019-2020;
- Construction of the Montréal centre for collections and conservation, which will provide the region with a unique and adequate conservation centre that will guarantee the protection, safeguard and longevity of museum collections;
- Construction of the Complexe culturel de Longueuil, which will provide four art organizations with equipment on the cutting-edge of technology, in spaces adapted to their needs.

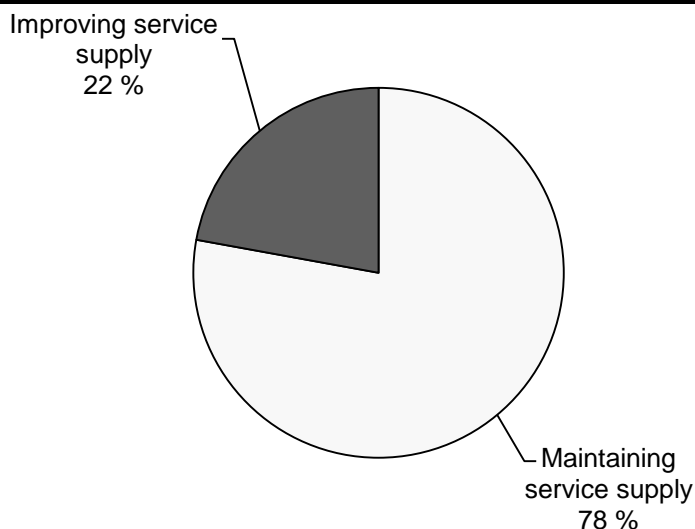
2.9 Municipal infrastructures

The 2018-2028 Québec Infrastructure Plan provides for investments of more than \$7.3 billion toward Québec's municipal infrastructures.

Municipal infrastructures

By type of investment

(contribution of the Gouvernement du Québec as a percentage)



❑ Maintaining and restoring municipal infrastructures are priorities

Of the \$7.3 billion allocated for municipal infrastructures, 78% will be allocated to the asset maintenance of municipalities, elimination of the asset maintenance deficit, and infrastructure replacement in order to ensure continuity of services provided to citizens.

To that end, nearly \$5.7 billion will be invested in work to rehabilitate or replace:

- Drinking water and sewer lines;
- Drinking water treatment plants;
- Wastewater treatment plants;
- Stormwater retention ponds and pumping stations.

■ Projects in the "in progress" category

Several projects of more than \$50 million are underway so that municipalities can rely on high-quality infrastructures for drinking water distribution and wastewater/stormwater collection. For example:

- Construction of a wastewater treatment plant in Montréal and an ozonisation unit to improve the quality of discharged wastewater;
- Construction of a wastewater treatment plant in Gatineau to bring the wastewater discharge plant up to standards, most particularly by implementing new treatment methods;

- Upgrading the drinking water facilities in Shawinigan to standards by building a new water treatment station at Lac des Piles.

Other smaller-scale initiatives are also in progress throughout Québec. These include:

- Expansion and upgrading the drinking water plant at Boischatel, near Québec, to current standards by replacing the treatment system and increasing the volume of the water reservoir;
- Upgrading the Saint-Hyacinthe filtration plant to current standards, by increasing the storage tank capacity and installing an ultraviolet drinking water treatment system that will eliminate the majority of viruses.

□ Investments to increase the service level and favour municipal development

Nearly \$1.6 billion (22% of the investment) have been provided for in the 2018-2028 Québec Infrastructure Plan to enable municipalities to carry out work on their infrastructures, which have an increasing impact on the service level offered to the general population.

■ Projects in the "in progress" category

Numerous projects of more than \$50 million for municipal development are currently in progress, namely:

- The enhancement of the Saint Joseph's Oratory, including the creation of an observatory offering a view of the city;
- The construction of an ice rink in Québec City to provide a new speed skating training centre as well as two regular skating rinks and a running track;
- The construction of the Colisée in Trois-Rivières, including two skating rinks.

The investments projected in the 2018-2028 Québec Infrastructure Plan will also allow for the completion of projects valued at less than \$50 million, all across Québec. For example, the following projects will be carried out in the coming years:

- The construction of an aqua gym in Dolbeau-Mistassini, providing a modern infrastructure that will contribute to developing sports and hobbies in the surrounding areas;
- The construction of the multi-purpose aquatic complex in Lévis to draw in large-scale sporting events;
- The expansion and upgrading of the Rouyn-Noranda airport.

2.10 Sports, community, tourism and recreational infrastructures

Over the 2018-2028 period, the Québec Infrastructure Plan sets aside investments of nearly \$1.9 billion for sports, community, tourism and recreational infrastructure.

Sports, community, tourism and recreational infrastructures

By sector component

(contribution of the Gouvernement du Québec, in millions of dollars and as a percentage)

Sports and Physical Activity Development Fund	468.2	25.2
Régie des installations olympiques	416.2	22.4
Biomethanization and composting	292.2	15.7
Société des établissements de plein air du Québec	290.3	15.6
Tourism	136.9	7.3
Other Infrastructure	257.2	13.8
Total	1,860.9	100.0

Note: Figures are rounded and the sum of the amounts may not correspond to the total indicated.

❑ Sports and Physical Activity Development Fund

The 2018-2028 Québec Infrastructure Plan has allocated nearly \$470 million (25% of the investment) toward developing sports and other physical activities.

Nearly \$370 million will be used to carry out projects within the framework of phases II, III and IV of the Programme de soutien aux installations sportives et récréatives and the Programme de soutien pour le remplacement ou la modification des systèmes de réfrigération fonctionnant au gaz R-22.

These investments will make it possible, among other things, to:

- Upgrade the municipal pool in Sorel-Tracy to current standards;
- Renovate the Jeux du Québec sports facilities in the territory of the Commission scolaire des Appalaches;
- Upgrade the Aréna Saint-Michel in Montréal to current standards.

Furthermore, the government intends to continue investing in sports and recreational infrastructures. To do so, an additional \$100 million is provided to plan phase V of the Programme de soutien aux installations sportives et récréatives under the Québec Infrastructure Plan.

❑ Régie des installations olympiques

An amount of \$416 million is provided for in the 2018-2028 Québec Infrastructure Plan to keep the infrastructures under the responsibility of the Régie des installations olympiques in good condition.

Among these investments is the major repair work on the Olympic Stadium tower, including components in visitor spaces and the funicular.

In 2017-2018, the government approved the opportunity case for the project to replace the roof on the Olympic Stadium. The selected solution is of a non-retractable, flexible roof that could include a section that is removable. In 2018-2019, the Régie des installations olympiques will continue to conduct various technical studies associated with developing the project's business case.

☐ Biomethanization and composting

Government contributions in excess of \$290 million will be allocated to the projects to build biomethanization and composting plants to continue the southeastern shore project in Montréal. In addition, planning for the biomethanization plant construction projects in Québec City, Montréal, Laval and Longueuil will continue.

☐ Société des établissements de plein air du Québec

The investments in national parks of the Société des établissements de plein air du Québec will amount to \$290 million over the period covered by the Québec Infrastructure Plan. They will ensure the continuation of ongoing projects, including the creation of Parc national d'Opémican in the Abitibi-Témiscamingue region.

It should also be noted that the government authorized a preliminary study on a construction project of the Pavillon des prédateurs at the Aquarium de Québec. This project entails construction of a new pavilion with a dozen habitats, allowing the aquarium to reach world-class calibre.

☐ Tourism

Almost \$140 million is allocated for investments in tourism infrastructures, primarily for supporting the tourism component of the Maritime Strategy and for implementing sectoral tourism strategies.

This amount will also allow the Gouvernement du Québec to assume its contribution to the project to enhance the capacity and efficiency of docking facilities for international cruise ships in Québec City and the Plan global de développement du Centre de Conservation de la Biodiversité Boréale of the Zoo de Saint-Félicien.

☐ Other Infrastructure

An amount of approximately \$260 million is provided for in the 2018-2028 Québec Infrastructure Plan for other types of infrastructures, including those belonging to the Commission de la capitale nationale du Québec, the Société du Palais des congrès de Montréal, and the Société du Centre des congrès de Québec.

2.11 Government Buildings

In the 2018-2028 Québec Infrastructure Plan, investments of more than \$2.5 billion will be allocated to government buildings, namely office buildings, courthouses, detention centres and Sûreté du Québec police stations.

Government Buildings

By sector component

(contribution of the Gouvernement du Québec, in millions of dollars and as a percentage)

Office buildings	1,362.7	54.3
Courthouses	579.1	23.1
Detention Facilities	418.7	16.7
Sûreté du Québec Police Stations	147.4	5.9
Total	2,507.9	100.0

Note: Figures are rounded and the sum of the amounts may not correspond to the total indicated.

□ Office Buildings

During the period covered by the Québec Infrastructure Plan, approximately \$1.4 billion will be invested in office buildings (54.3% of the investment). Of this amount:

- More than \$700 million will be used to ensure that the various components are maintained in good condition (electrical, mechanical and ventilation systems in government office buildings, exterior cladding, parking lots, etc.);
- More than \$650 million will allow for the completion of work that has an impact on the development of the government's real estate properties.

Several projects relating to office properties are in progress, including repairing the Marie-Guyart complex parking facilities in Québec City.

Furthermore, other smaller-scale projects are also in progress in office buildings, including the construction of a new government building behind the courthouse in Saint-Jérôme, as well as the demolition of the adjacent building.

Other projects of less than \$50 million are "in planning stage," including:

- The relocation of the Ministère des Transports, de la Mobilité durable et de l'Électrification des transports' service centre in Gaspé;
- The grouping of all employees of the Ministère de l'Énergie et des Ressources naturelles in a single location in Chibougamau.

□ Courthouses

Within the framework of the 2018-2028 Québec Infrastructure Plan, \$580 million will be invested in courthouses (23.1% of the investment).

An amount of approximately \$265 million will be used to keep Québec's courthouses in good condition, while approximately \$315 million will be used to improve the existing courthouse facilities as well as building new ones.

- These investments fall within the framework of the Stratégie d'action gouvernementale visant à contribuer à la réduction des délais en matière criminelle et pénale.

Expansion and redevelopment of the Rimouski courthouse is in progress.

- The calls for tenders associated with the construction projects were launched during 2017-2018, construction work should be carried out over the next two years.

Other smaller-scale projects are also in progress in Québec's courthouses, such as:

- Masonry repair work and replacement of heritage windows at the Édifice Ernest-Cormier building in Montréal;
- Repair of parking lots as well as various components of the electrical system in Montréal's courthouse.

There are two projects in Québec Infrastructure Plan's "in the planning stage" category with a total cost of \$50 million or more:

- Expansion and renovation of the Roberval courthouse, for which the Gouvernement de Québec authorized development of the business case in 2017-2018;
- Major redevelopment of the courthouse in Saint-Hyacinthe.

Other smaller-scale projects are also in the planning stages for Québec's courthouses, such as:

- Redevelopment of the courthouses in Baie-Comeau and La Tuque;
- Repair of the exterior cladding of Québec City courthouse.

☐ Detention Facilities

The 2018-2028 Québec Infrastructure Plan includes an amount of approximately \$420 million for detention centres (16.7% of the investment).

Of this amount, approximately \$340 million will be used to keep these establishments in good condition, while \$80 million will be invested in improving the existing detention centre facilities.

Within the framework of the 2018-2028 Québec Infrastructure Plan, expansion and redevelopment of the Maison Tanguay detention facility is included in the "in the planning stage" category.

Other projects of less than \$50 million are also in the planning stages for detention centres, including:

- Overhaul of food services facilities at the detention centre in Trois-Rivières;
- Rehabilitation of the living quarters at the La Tuque detention centre;
- Restoration of the brick walls at the detention centre in Montréal.

☐ Sûreté du Québec Police Stations

During the period covered by the Québec Infrastructure Plan, approximately \$150 million will be invested in Sûreté du Québec police stations (5.9% of investments planned for this sector).

Of this amount, approximately \$60 million will be used to keep Sûreté du Québec police stations in good condition, while approximately \$90 million will be used to construct new Sûreté du Québec police stations, including those in Magog, Saint-Georges-de-Beauce and Dunham in the Montérégie region.

2.12 Information Resources

In the 2018-2028 Québec Infrastructure Plan, approximately \$3.5 billion will be invested in the technological infrastructures belonging to various departments and bodies.

Together, the investments of the Agence du revenu du Québec, the Centre de services partagés du Québec, the Société de l'assurance automobile du Québec, the Fonds des technologies de l'information of the Ministère du Travail, de l'Emploi et de la Solidarité sociale, the Régie de l'assurance maladie du Québec, the Ministère de la Justice, as well as the Fonds des réseaux de transport terrestre account for more than 65% of the investments in informational resources of the Government.

More information on the information resources projects are available in the *Tableau de bord sur l'état de santé des projets en ressources informationnelles du gouvernement*. This additional information can be found at the following web address: <https://www.tableaubordprojetsri.gouv.qc.ca/> (in French only).

2.13 Other Sectors

The 2018-2028 Québec Infrastructure Plan provides for more than \$3.5 billion in investments for other sectors.

Other Sectors

By sector component

(contribution of the Gouvernement du Québec, in millions of dollars and as a percentage)

Northern Plan	823.1	23.3
Childcare centres	456.5	12.9
Forest and wildlife infrastructure	414.4	11.7
Public dams	242.7	6.9
Other Infrastructure	1,600.5	45.2
Total	3,537.2	100.0

Note: Figures are rounded and the sum of the amounts may not correspond to the total indicated.

☐ Northern Plan

During the period covered by the Québec Infrastructure Plan, more than \$800 million will be invested within the framework of the Northern Plan (23.3% of the investment). Of this amount:

- More than \$280 million will be used to keep the various infrastructures covered by the Northern Plan in good condition;
- More than \$540 million will allow for the completion of work that has an impact on the development of the government's real estate properties.

Projects of \$50 million or more that are projected within the framework of the Northern Plan, include the following:

- The James Bay Road rehabilitation project, which is under the "in progress" category;
- Construction of the Science Complex at the Institut nordique du Québec, under the "in the planning stage" category.

Several other projects are also in progress, including:

- The deployment of a fibre optics telecommunications network in Nunavik;
- The upgrade of the telecommunications network in Basse-Côte-Nord;
- The creation of four national parks.

☐ Childcare centres

Within the framework of the Québec Infrastructure Plan, more than \$450 million will be invested in childcare centres (12.9% of the investment).

- Approximately \$70 million will be used to keep the childcare centres infrastructure in good condition;
- Approximately \$390 million will be used to build new infrastructure, which will allow for the addition of childcare service offer.

☐ Forest and wildlife infrastructure

An amount of more than \$400 million will be invested in forest and wildlife infrastructure during the 2018-2028 period (11.7% of the investment).

- An amount of \$110 million will be used to keep the various forests and wildlife infrastructure in good condition;
- More than \$300 million will be used to improve the service offer of this infrastructure.

These investments will primarily be allocated to:

- Continue asset maintenance and development programs related to multi-use roads;
- Upgrading seedling production infrastructures.

☐ Public dams

The 2018-2028 Québec Infrastructure Plan includes more than \$240 million to keep public dams in good condition (6.9 % of the investment).

☐ Other investments

More than \$1.6 billion is provided for in the 2018-2028 Québec Infrastructure Plan for other investments, including:

- More than \$220 million for building offices and equipment of the Agence du revenu du Québec;
- More than \$190 million for the infrastructure of the Ministère de l'Agriculture, des Pêcheries et de l'Alimentation's Institut de technologie agroalimentaire et des corporations de recherche et d'expertise;
- More than \$85 million for the acquisition of various types of vehicles and equipment, most particularly by the Fonds des services de police;
- Nearly \$65 million for infrastructures of the Centre de services partagés du Québec;
- More than \$1.0 billion for acquisitions by all other ministries and public bodies.

3. Other information in the Québec Infrastructure Plan

3.1 Investments by administrative region

Over the period covered by the 2018-2028 Québec Infrastructure Plan, investments of \$100.4 billion will be made in all regions of Québec.

Investments under the 2018-2028 Québec Infrastructure Plan

By administrative region

(contribution of the Gouvernement du Québec, in millions of dollars)

01 - Bas-Saint-Laurent	2,628.2	2.6
02 - Saguenay–Lac-Saint-Jean	2,569.4	2.6
03 - Capitale-Nationale	15,183.5	15.1
04 - Mauricie	2,364.9	2.4
05 - Estrie	2,889.2	2.9
06 - Montréal	29,647.8	29.5
07 - Outaouais	2,633.3	2.6
08 - Abitibi-Témiscamingue	1,465.3	1.5
09 - Côte-Nord	1,986.7	2.0
10 - Nord-du-Québec	2,077.1	2.1
11 - Gaspésie–Îles-de-la-Madeleine	1,395.0	1.4
12 - Chaudière-Appalaches	3,684.2	3.7
13 - Laval	3,196.9	3.2
14 - Lanaudière	2,683.7	2.7
15 - Laurentides	3,444.0	3.4
16 - Montérégie	11,196.8	11.2
17 - Centre-du-Québec	1,431.1	1.4
Québec buildings abroad	22.2	-
Central envelope ¹	9,900.9	9.9
Total	100,400.0	100.0

Note: Figures are rounded and the sum of the amounts may not correspond to the total indicated.

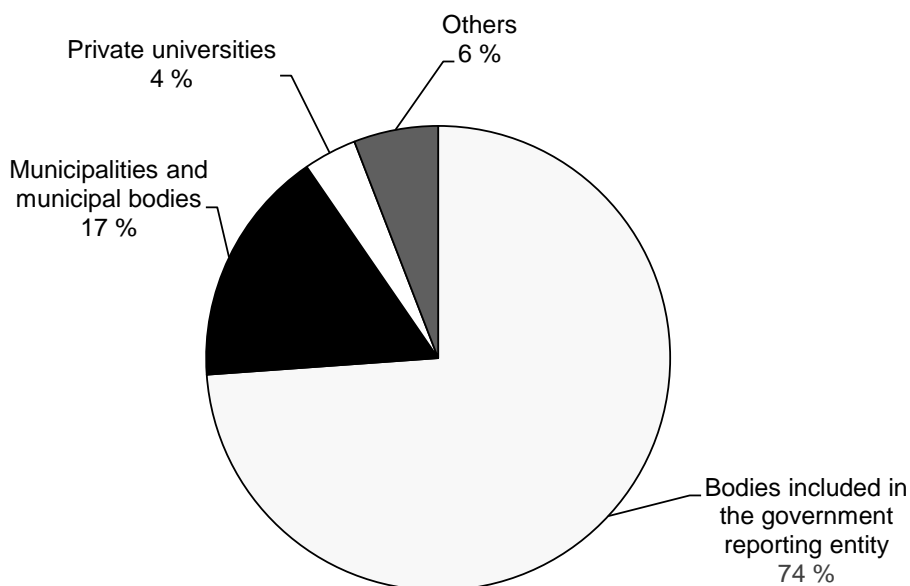
¹ Provision for the funding that will be required to implement the projects that have been selected and prioritized by the Gouvernement among those studied. Transfer to the sectors requires a Cabinet decision.

3.2 Investments by type of beneficiary

Approximately 74% of the \$100.4 billion of investments scheduled under the 2018-2028 Québec Infrastructure Plan are allocated to infrastructure belonging to the government (i.e. the departments and bodies that are reporting entities). The remaining 26% will be invested in other infrastructures providing services to the population, most notably including subsidized infrastructures in municipalities and municipal organizations, private universities, as well as numerous non-profit organizations.

Investments under the 2018-2028 Québec Infrastructure Plan By type of beneficiary

(contribution of the Gouvernement du Québec as a percentage)



3.3 Investments according to projects' degrees of progress

All infrastructure projects listed in the 2018-2028 Québec Infrastructure Plan are divided into three categories, according to their degree of progress.

Investments under the 2018-2028 Québec Infrastructure Plan According to degree of progress

(contribution of the Gouvernement du Québec, in millions of dollars)

Projects under study	223.2	0.2
Projects in the planning stage ¹	41,271.8	41.1
Projects in progress ²	58,905.0	58.7
Total	100,400.0	100.0

Note: Figures are rounded and the sum of the amounts may not correspond to the total indicated.

¹ Including the central envelope, which ensures funding that will be required to implement the projects that have been selected and prioritized by the Government among those studied. Transfer to the sectors requires a Cabinet decision.

² For the purpose of breaking down the investments by degree of progress, the envelopes dedicated to asset maintenance and elimination of the asset maintenance deficit are considered "in progress."

4. Projects valued at \$50 million or more

Projects valued at \$50 million or more included in the Québec Infrastructure Plan account for a significant proportion of the amounts forecast over the 2018-2028 period.

Projects currently "in progress" or "in the planning stage" have been fully provided for in the sectors involved, while projects "under study" have been allocated only the amounts required to perform the studies.

This list of projects valued at over \$50 million includes a total of 178 projects, broken down by sector. The majority of these projects, more than 75% of them, fall under the jurisdiction of the Ministère des Transports, de la Mobilité durable et de l'Électrification des transports as well as the Ministère de la Santé et des Services sociaux.

Number of projects valued at \$50 million or more By sector and progress category

	In progress	In the planning stage	Under study	Total
Road network	23	19	24	66
Public transit	12	11	5	28
Marine, air, rail and other transportation	2	1	5	8
Health and social services	12	5	15	32
Higher education and research	3	2	2	7
Culture	1	-	-	1
Municipal, sports, community, tourism and recreational infrastructure	14	6	3	23
Government buildings	2	3	-	5
Information resources	-	2	2	4
Other	2	1	1	4
Total	71	50	57	178

Note : No projects valued at \$50 million or more are planned for the education or social and community housing sectors.

4.1 List of projects valued at \$50 million or more in the 2018-2028 Québec Infrastructure Plan

Road network

In progress

(in millions of dollars)

	Name	Region	Québec Contribution				Total	Partner Contributions	Total Cost
			Before 2018-2019	2018-2028 QIP		Total			
				2018-2019	2019-2028				
1-	Reconstruction of the Turcot interchange	06	1,855.9	485.1	1,332.3	1,817.4	3,673.3	-	3,673.3
2-	Dorval circle – Redevelopment of interchange between Autoroute 20 and 520	06	154.6	12.3	73.7	86.0	240.6	103.6	344.2
3-	Redevelopment of Route 35 between Saint-Jean-sur-Richelieu and the U.S. border - Phases I and II	16	161.3	0.2	39.0	39.2	200.5	44.3	244.7
4-	Extension of Autoroute 5 from Chemin de la Rivière to the Route 105	07	76.2	1.7	13.0	14.7	90.9	78.0	168.9
5-	Reconstruction of the Gouin bridge between Saint-Jean-sur-Richelieu and Iberville	16	33.0	23.5	37.7	61.3	94.3	32.0	126.3
6-	Extension of Autoroute 70 to Ligne Bagot	02	112.3	2.7	2.1	4.7	117.0	-	117.0
7-	Permanent relocation of Route 112 in Thetford Mines	12	103.5	0.4	6.0	6.5	109.9	-	109.9
8-	Construction of a bypass for Rouyn-Noranda	08	58.8	26.5	9.5	36.0	94.8	0.4	95.2
9-	Bypass south of Sherbrooke by extending Autoroute 410 - Phase II	05	3.1	17.1	32.8	49.9	53.0	38.8	91.8
10-	Redevelopment of the interchange between Autoroutes Félix-Leclerc and Laurentienne in Québec City	03	69.3	9.5	6.7	16.2	85.5	2.3	87.8
11-	Construction of a bypass for Isle Maligne in Alma	02	26.7	7.4	49.9	57.2	83.9	0.2	84.1
12-	Reconstruction of the Côte Arsène Gagnon on Route 138 in Les Bergeronnes	09	4.9	22.9	55.6	78.5	83.4	-	83.4

Road network
In progress
 (in millions of dollars)

Name	Region	Québec Contribution				Partner Contributions	Total Cost	
		Before 2018-2019	2018-2028 QIP					Total
			2018-2019	2019-2028	Total			
13- Rehabilitation of the interchange between Autoroutes 13 and 40	06	4.9	6.2	56.2	62.4	67.3	-	67.3
14- Repair of Autoroute Dufferin-Montmorency - Phases III to VIII	03	66.1	0.7	-	0.7	66.8	-	66.8
15- Redevelopment of the Autoroute 20 and Route 171 (Route Lagueux) interchange in Lévis	12	9.1	26.0	27.3	53.3	62.4	-	62.4
16- Construction of a bridge over the Mistassini River in Dolbeau-Mistassini	02	15.7	8.3	13.1	21.4	37.1	18.6	55.7
17- Maintenance of the Turcot and La Vérendrye interchanges	06	339.4	4.7	2.5	7.2	346.7	-	346.7
18- Maintenance of the Honoré-Mercier bridge	06-16	161.1	21.5	27.0	48.5	209.6	-	209.6
19- Maintenance of the Autoroute métropolitaine structure	06	155.2	7.7	13.8	21.5	176.6	-	176.6
20- Maintenance of the Saint-Pierre interchange structure	06	126.3	1.0	31.1	32.1	158.4	-	158.4
21- Maintenance of the Île-aux-Tourtes bridge	06-16	86.7	2.8	44.8	47.6	134.3	-	134.3
22- Maintenance of the Ville-Marie and Viger tunnels in Montréal	06	84.9	0.1	37.5	37.6	122.4	8.4	130.8
23- Maintenance of the Louis-Hippolyte-La Fontaine tunnel	06-16	101.2	2.8	0.2	3.0	104.2	-	104.2
Total		3,810.3	691.0	1,911.6	2,602.7	6,413.0	326.7	6,739.6

Road network In the Planning Stage

	Name	Region
1-	Redevelopment of Route 185 between Autoroute 20 and the New Brunswick border - Phase III	01
2-	Widening of Autoroute Henri-IV – Phase II ^{2, 3}	03
3-	Reconstruction of the Île d'Orléans bridge	03
4-	Repairs to the framework, metallization and painting on the Pierre-Laporte bridge - Phase II	03- 12
5-	Repair of the Route 138 structure over Rivière Batiscan	04
6-	Improved access to the Port of Montréal through the Boulevard L'Assomption	06
7-	Removal of louvre grids and repair of lighting in Montréal's Dorval tunnel	06
8-	Rebuilding of the concrete pavement roadway on Autoroute 40 in Kirkland and Baie-D'Urfé	06
9-	Major repair of the Pie-IX bridge between Montréal and Laval	06-13
10-	Reconstruction of the Honoré-Mercier bridge	06-16
11-	Major repair of the Louis-Hippolyte-La Fontaine tunnel	06
12-	Rebuilding and upgrading of sections of Route 138 between Baie-Comeau and Port-Cartier	09
13-	Repair of Route 389 between Baie-Comeau and Fermont	09
14-	Redevelopment of routes 173 and 277	12
15-	Major repair of Vachon bridge between Laval and Boisbriand	13-15
16-	Extension of Autoroute 19 between Autoroute 440 and 640 from Laval to Bois-des-Fillion	13-15
17-	Extension of Autoroute 35 to the U.S. border – Phases III and IV	16
18-	Work on the concrete pavement roadway on Autoroute 20 between the municipalities of Mont-Saint-Hilaire and Saint-Hyacinthe	16
19-	Work on the Autoroute 30 bridge in Sorel Tracy over Rivière Richelieu	16

Road network Under Study

	Name	Region
1-	Development of Route 170 in Saint-Bruno in Saguenay–Lac-Saint-Jean and Route 169 in Alma	02
2-	Completion of Autoroute 70 - Section between Grande-Anse and La Baie	02
3-	Upgrading of Autoroute Laurentienne between the Lebourgneuf exit and La Croix-Rouge in Québec City ⁴	03
4-	Reconstruction of interchanges north of the Québec City bridges	03
5-	Construction of a bridge over Rivière Saguenay between Tadoussac and Baie-Sainte-Catherine	03-09
6-	Implementation of a new connection between Québec City and Lévis	03-12
7-	Major repair of the Québec bridge deck	03-12
8-	Rehabilitation of the slab on the Laviolette bridge in Trois-Rivières	04
9-	Major repair of the Ville-Marie and Viger tunnels	06
10-	Reconstruction of the Saint-Pierre interchange	06
11-	Major repair of Autoroute Métropolitaine structures in Montréal	06
12-	Connection of Boulevard Cavendish in Montréal	06
13-	Urban boulevard on Montréal's West Island	06
14-	Reconstruction of the Île-aux-Tourtes bridge between Vaudreuil and Senneville	06-16
15-	Upgrading of Autoroute 50 between Gatineau and Mirabel	07-15
16-	Extension of Route 138 - Kegaska - La Romaine segment (Phase I, II and III)	09
17-	Extension of Route 138 - La Tabatière – Tête-à-la-Baleine segment	09
18-	Redevelopment of the Autoroute 20 and Route 173 interchange in Lévis	12
19-	Addition of reserved lanes and repair of roadway on Autoroute 15 in Laval and the Laurentides	13-15
20-	Major repair of Gédéon-Ouimet bridge (Autoroute 15) between Laval and Boisbriand	13-15
21-	Widening of Route 117 to four lanes between Labelle and Rivière-Rouge	15
22-	Developpement of Place Charles-Le Moyne in Longueuil	16
23-	Widening of the Autoroute 30 between Autoroutes 10 and 20 on Montréal's South Shore	16
24-	Upgrading of Autoroute 55 between the Des Acadiens interchange and Autoroute 20	17

Public transit
In progress
 (in millions of dollars)

	Name	Region	Québec Contribution				Total	Partner Contributions	Total Cost
			Before 2018-2019	2018-2028 QIP					
				2018-2019	2019-2028	Total			
1-	Replacement of MR-63 Montréal metro cars	06	1,044.3	236.3	579.5	815.8	1,860.0	331.6	2,191.7
2-	Réno-Systèmes IV program - Montréal metro	06	23.3	45.6	336.7	382.3	405.6	164.4	570.0
3-	Réno-Systèmes III program - Montréal metro	06	185.3	18.2	59.2	77.4	262.7	237.3	500.0
4-	Construction of an underground garage at the Côte-Vertu metro station	06	40.7	38.4	188.2	226.7	267.4	171.8	439.3
5-	Construction of the Pointe-Saint-Charles maintenance centre	06	173.0	15.0	19.7	34.7	207.7	113.0	320.7
6-	Réno-Infrastructures II program - Montréal metro	06	13.8	30.6	167.3	198.0	211.8	88.2	300.0
7-	Réno-infrastructures I program - Montréal metro	06	152.9	6.1	21.4	27.6	180.5	60.1	240.6
8-	Subway station accessibility program - Phase I	06	3.8	6.3	142.9	149.2	153.0	56.7	209.7
9-	Acquisition of new commuter rail cars (2000 Class rail cars)	06-16	5.0	9.0	60.5	69.4	74.4	28.8	103.2
10-	Major repair of Berri-UQAM metro station – Phase I	06	64.6	0.3	3.2	3.5	68.1	21.4	89.4
11-	Construction of a new entrance shelter a pedestrian walkway at the Vendôme multimodal hub	06	6.8	12.3	57.4	69.7	76.5	-	76.5
12-	Extension of the useful life of MR 73 metro cars	06	13.5	12.6	22.4	35.0	48.5	20.5	69.0
Total			1,727.0	430.7	1,658.5	2,089.2	3,816.2	1,293.8	5,110.0

Public transit In the Planning Stage⁶

	Name	Region
1-	Installation of a structuring new public transit system in Québec	03
2-	Acquisition of the land and connecting station between the Mascouche commuter train line and the Réseau express métropolitain (REM)	06
3-	Extension of the Montréal metro blue line	06
4-	Subway station accessibility program - Phase II	06
5-	Réno-Infrastructures program – Phase III - Montréal metro	06
6-	Réno-Systèmes program – Phase V - Montréal metro	06
7-	Reconstruction of the Crémazie centre (Société de transport de Montréal)	06
8-	Implementation of a bus rapid transit service integrated into the upgrad of Pie IX corridor between Montréal and Laval	06-13
9-	Extension of Rapibus in the eastern portion of Ville de Gatineau – Phase III – Lorrain – Airport section	07
10-	Implementation of priority measures for public transit on Boulevard Guillaume-Couture à Lévis	12
11-	Major repairs to the operations centre of the Réseau de transport de Longueuil in Saint-Hubert	16

Public transit Under Study

	Name	Region
1-	Reconstruction of the Mont-Royal transportation centre ⁷	06
2-	Construction of a new work base in the northwestern sector of the metro system de Montréal ⁷	06
3-	Construction of the Bellechasse transportation centre ⁷	06
4-	Implementation of a new public transit system in southwestern Gatineau ⁷	07
5-	Construction of a hangar for the Société de transport de Laval buses – Phase IV ⁷	13

Marine, Air, Rail and Other Transportation In progress (in millions of dollars)

Name	Region	Québec Contribution					Total	Partner Contributions	Total Cost
		Before 2018-2019	2018-2028 QIP						
			2018-2019	2019-2028	Total				
1- Replacement of MV Lucien-L.	03-09	69.8	15.2	-	15.2	85.0	-	85.0	
2- Replacement of MV Radisson	03-09	69.8	15.2	-	15.2	85.0	-	85.0	
Total		139.6	30.4	-	30.4	170.0	-	170.0	

Marine, Air, Rail and Other Transportation In the Planning Stage

Nom	Région
1- Rehabilitation of the rail line between Matapédia and Caplan	11

Marine, Air, Rail and Other Transportation Under Study

Nom	Région
1- Bypass feasibility – Lac Mégantic	05
2- Rehabilitation of the rail line between Caplan and Port-Daniel-Gascons	11
3- Rehabilitation of the rail line between Port-Daniel-Gascons and Gaspé	11
4- Enhancement of the shore to shore link between Montérégie and Lanaudière	14-16
5- Feasibility of the logistics cluster	16

Health and Social Services

In progress

(in millions of dollars)

	Name	Region	Québec Contribution				Partner Contributions	Total Cost	
			Before 2018-2019	2018-2028 QIP		Total			
			2018-2019	2019-2028	Total	Total			
1-	Construction of the new Centre hospitalier de l'Université de Montréal (CHUM) and research centre ⁹	06	2,546.8	102.1	441.9	544.0	3,090.8	540.1	3,630.8
2-	Expansion and modernization of the Centre hospitalier universitaire Sainte-Justine - Grandir en santé	06	622.0	41.9	143.3	185.2	807.2	132.5	939.6
3-	Construction of a new hospital complex on the Hôpital L'Enfant-Jésus site in Québec City – Phase I	03	144.9	149.5	265.5	415.0	559.9	92.4	652.4
4-	Relocation of Hôpital de Baie-Saint-Paul	03	118.4	67.7	140.2	207.8	326.3	-	326.3
5-	Construction of the Centre mère-enfant and the emergency at Hôpital de Fleurimont du Centre hospitalier universitaire de Sherbrooke	05	7.6	40.9	130.9	171.8	179.4	18.3	197.7
6-	Construction of an integrated regional cancerology centre at Hôtel-Dieu de Lévis	12	73.9	29.3	54.5	83.9	157.7	-	157.7
7-	Expansion of the Centre intégré de traumatologie, mother-and-baby unit and the endoscopy service of the Hôpital du Sacré-Coeur-de-Montréal	06	28.9	46.9	60.2	107.1	136.0	12.4	148.4
8-	New mental healthcare pavilion at Hôpital régional de Saint Jérôme	15	12.3	32.2	65.5	97.7	110.0	0.4	110.4
9-	Major expansion and redevelopment of Hôpital Haut-Richelieu-Rouville	16	96.2	12.2	0.0	12.2	108.4	1.2	109.6
10-	Construction of a 212-bed CHSLD in Saint-Jérôme	15	40.2	11.1	9.8	20.9	61.1	1.7	62.8
11-	Expansion and redevelopment of the Pavillon Sainte-Marie (Phase II) at the Centre hospitalier régional de Trois-Rivières	04	46.7	6.3	6.8	13.1	59.8	-	59.8
12-	Construction of a new pavilion for dialysis service of the Hôpital Maisonneuve Rosemont	06	23.9	19.7	10.0	29.7	53.5	-	53.5
Total			3,761.7	559.9	1,328.5	1,888.4	5,650.1	798.9	6,449.0

Health and Social Services In the Planning Stage

	Nom	Région
1-	Construction of a new hospital complex on the Hôpital L'Enfant-Jésus site in Québec City – Phase II	03
2-	Hôpital de Lachine - Redeployment of the Lachine campus	06
3-	Expansion of the Montréal Heart Institute's emergency, ambulatory services, and training centre departments ³	06
4-	Hôpital Pierre-Le Gardeur - Addition of 150 beds	14
5-	Construction of a new hospital in Vaudreuil Soulanges	16

Health and Social Services Under Study

	Nom	Région
1-	Construction of a new surgical complex and upgrading to standards certain sectors of mental healthcare at Hôpital régional de Rimouski	01
2-	Expansion and redevelopment of the operating suite and medical device reprocessing unit at Hôpital de Chicoutimi	02
3-	Expansion of the Hôpital La Malbaie	03
4-	Expansion and redevelopment of the emergency room at Hôpital du Centre-de-la-Mauricie (Shawinigan)	04
5-	Hôpital de Verdun - Modernization and expansion	06
6-	Expansion and redevelopment of Hôpital Maisonneuve-Rosemont	06
7-	Expansion and redevelopment of the emergency room at Lakeshore General Hospital	06
8-	Redevelopment of spaces at the Sir Mortimer B. Davis Jewish General Hospital – Phase IV	06
9-	Upgrading and modernization of care units at St. Mary's Hospital Centre	06
10-	Construction of a radiation therapy centre at Hôpital de Rouyn-Noranda	08
11-	Modernization of Hôpital de la Cité-de-la-Santé	13
12-	Consolidation of rehabilitation centres for youth in difficulty in the Laurentides region	15
13-	Expansion of the operating suite and day surgery unit at Hôpital Charles-Le Moyne	16
14-	Expansion and redevelopment of the emergency room at Hôpital Pierre-Boucher	16
15-	Expansion and redevelopment of the l'Hôtel-Dieu d'Arthabaska	17

Higher Education and Research In progress (in millions of dollars)

Name	Region	Québec Contribution				Partner Contributions	Total Cost	
		Before 2018-2019	2018-2028 QIP					Total
			2018-2019	2019-2028	Total			
1- Université de Montréal – Construction of a science complex	06	83.5	44.5	17.0	61.5	145.0	203.3	348.3
2- Construction of a new pavillon at the École de technologie supérieur	06	2.0	3.2	10.9	14.1	16.2	37.7	53.9
3- Expansion of the applied science pavilion at Concordia University's Loyola campus	06	2.1	14.0	-	14.0	16.1	36.6	52.8
Total		87.6	61.7	27.9	89.7	177.3	277.6	454.9

Higher Education and Research In the Planning Stage

Nom	Région
1- HEC Montréal – Addition of space in downtown Montréal	06
2- McGill University – Renovation of Wilson Pavilion	06

Higher Education and Research Under Study

Nom	Région
1- McGill University - Redevelopment of the Royal-Victoria Hospital site	06
2- Reallocation of spaces freed up on the mountain site by the Complexe des sciences de l'Université de Montréal project	06

Culture In progress (in millions of dollars)

Name	Region	Québec Contribution				Partner Contributions	Total Cost	
		Before 2018-2019	2018-2028 QIP					Total
			2018-2019	2019-2028	Total			
1- Design and construction of the Le Diamant auditorium in Québec City	03	17.4	8.8	3.9	12.6	30.0	27.0	57.0

Municipal, Sports, Community, Tourism and Recreational Infrastructure In progress (in millions of dollars)

	Name	Region	Québec Contribution				Partner Contributions	Total Cost	
			Before 2018-2019	2018-2028 QIP					
				2018-2019	2019-2028	Total			
1-	Construction of a wastewater purification station in Montréal	06	20.3	15.3	28.1	43.4	63.8	86.3	150.0
2-	Construction of wastewater retention ponds to control stormwater in Montréal	06	7.7	7.9	33.7	41.6	49.3	98.7	148.0
3-	Development of the Quartier des spectacles in Montréal	06	37.6	2.4	-	2.4	40.0	80.0	120.0
4-	Development of the Outremont rail yard in Montréal	06	7.6	6.0	16.4	22.4	30.0	90.0	120.0
5-	Development of Parc Jean Drapeau	06	20.0	15.0	-	15.0	35.0	47.0	82.0
6-	Construction of a wastewater purification station in Gatineau	07	5.5	8.8	38.8	47.6	53.1	26.5	79.6
7-	Restoration of Saint Joseph's Oratory	06	9.6	12.2	9.0	21.2	30.8	48.4	79.2
8-	Rehabilitation of the terminal and Alexandra Pier in the Old Port of Montréal	06	16.0	1.0	3.0	4.0	20.0	58.0	78.0
9-	Relocation the water intake and partially cover the aqueduct canal at Montréal's Atwater plant	06	47.9	12.0	-	12.0	59.8	12.3	72.1
10-	Construction of a skating oval in Québec City	03	6.3	9.9	6.6	16.6	22.9	45.1	68.0
11-	Upgrading of drinking water facilities to standards in Shawinigan	04	16.6	7.4	-	7.4	24.0	40.1	64.1
12-	Biomethanation project - Montréal's southeast ring	16	13.8	0.5	-	0.5	14.3	43.5	57.8
13-	Construction of a sports amphitheatre in Trois-Rivières	04	6.8	10.0	10.0	20.0	26.8	26.8	53.6
14-	Construction of a multipurpose arena in Gatineau - Centre Robert-Guertin	07	1.6	10.2	14.7	24.9	26.5	26.5	53.0
Total			217.2	118.7	160.4	279.1	496.3	729.1	1,225.4

Municipal, Sports, Community, Tourism and Recreational Infrastructure In the Planning Stage

	Name	Region
1-	Biomethanation project - Québec City	03
2-	Enhancement of the capacity and efficiency of docking facilities for international cruise ships in Québec City	03
3-	Biomethanation project – Montréal City	06
4-	Replacement of the Olympic Stadium roof	06
5-	Biomethanation project – Laval	13
6-	Biomethanation project – Longueuil	16

Municipal, Sports, Community, Tourism and Recreational Infrastructure Under Study

Name	Region
1- Development of Phase III of the Promenade Samuel-De Champlain	03
2- Construction of the predator pavillion at Aquarium du Québec	03
3- Expansion of the Palais des congrès de Montréal	06

Government Buildings

In progress

(in millions of dollars)

Name	Region	Québec Contribution				Partner Contributions	Total Cost	
		Before 2018-2019	2018-2028 QIP		Total			
			2018-2019	2019-2028				Total
1- Expansion and redevelopment of the Rimouski courthouse	01	1.4	45.0	3.8	48.8	68.2	-	68.2
2- Repair of the Complexe Marie-Guyart parking facility	03	39.0	19.5	0.5	20.0	59.0	-	59.0
Total		58.4	64.5	4.3	68.8	127.2	-	127.2

Government Buildings

In the Planning Stage

Name	Region
1- Enlargement and renovation of the Roberval courthouse	02
2- Expansion and redevelopment of the Maison Tanguay detention facility or transfer of women clients to a new detention facility	06
3- Major redevelopment of the Saint-Hyacinthe courthouse	16

Information Resources

In the Planning Stage

Name	Region
1- Consolidation of the Centre de services partagés du Québec data processing centres	-
2- Government authentication service	-

Information Resources

Under Study

Name	Region
1- Integrated resource management business solution (SAGIR) – Phase SGR4 (accounting system)	-
2- Integrated resource management business solution (SAGIR) – Phase SGR7 (payroll system)	-

Other – Northern Plan In progress (in millions of dollars)

Name	Region	Québec Contribution				Partner Contributions	Total Cost	
		Before 2018-2019	2018-2028 QIP		Total			
			2018-2019	2019-2028				Total
1- Repair of the James Bay Road	10	37.0	38.0	90.0	128.0	165.0	100.0	265.0

Other – Northern Plan In the Planning Stage

Name	Region
1- Construction of the Institut nordique du Québec science complex	03-06-10

Other – Public Dams In progress (in millions of dollars)

Name	Region	Québec Contribution				Partner Contributions	Total Cost	
		Before 2018-2019	2018-2028 QIP		Total			
			2018-2019	2019-2028				Total
1- Barrage Des Quinze - Asset maintenance	08	69.6	4.9	-	4.9	74.4	26.6	101.0

Other – Government buildings abroad Under Study

Name	Region
1- Acquisition of a building in Paris to strengthen Québec's influence diplomacy	-

- ¹ The Gouvernement du Québec's contribution toward projects in the "Road network" sector is assumed by the Land Transportation Network Fund.
² Phase 1 construction work encompasses the reconstruction of the Rideau and Lorette structures.
³ Completion of work for this project could obtain Cabinet approval sometime in March 2018.
⁴ Widening of autoroute Laurentienne between the De la Faune and Louis-XIV exits, provided for under the "Road network" sector, is not specifically listed with the "in the planning stage" projects, since it is valued at less than \$50 million.
⁵ The Gouvernement du Québec's contribution toward projects in the "Public transit" sector is assumed by the Land Transportation Network Fund.
⁶ The "Programme Réno-tunnel (tunnel Mont-Royal) – Phase II" was withdrawn from the list since it will be taken over by the Caisse de dépôt et de placement du Québec (CDPQ) within the context of its Réseau express métropolitain (REM) project.
⁷ This project may be subject to the new public transit framework that is currently under development.
⁸ The total cost includes construction of the research centre, which has been completed.

Legend:

01 : Bas-Saint-Laurent	07 : Outaouais	13 : Laval
02 : Saguenay–Lac-Saint-Jean	08 : Abitibi-Témiscamingue	14 : Lanaudière
03 : Capitale-Nationale	09 : Côte-Nord	15 : Laurentides
04 : Mauricie	10 : Nord-du-Québec	16 : Montérégie
05 : Estrie	11 : Gaspésie–Îles-de-la-Madeleine	17 : Centre-du-Québec
06 : Montréal	12 : Chaudière-Appalaches	

4.2 Projects on the list for which the degree of progress changed in 2017-2018

During 2017-2018, some projects valued at \$50 million or more were moved to another degree of progress, notably following decisions made by the Cabinet concerning the approval of opportunity assessments or of business cases for projects subject to the Directive sur la gestion des projets majeurs d'infrastructure publique. Therefore, the following projects were included in the list of projects appended to the 2018-2028 Québec Infrastructure Plan:

Projects in the "in progress" category:

Road network

- Sherbrooke bypass project involving the extension of Autoroute 410 – Phase II;
- Redevelopment of the Autoroute 20 and Route 171 (Route Lagueux) interchange in Lévis.

Public transit

- The Réno-systèmes program – Phase IV – Montréal metro;
- Construction of an underground parking garage at the Côte-Vertu metro station;
- The Réno-infrastructures program – Phase II – Montréal metro;
- Metro station accessibility program – Phase I;
- Acquisition of new commuter train cars (type 2000).

Health and social services

- Construction of a new hospital on the Hôpital de L'Enfant-Jésus site – Phase I;
- Construction of the Centre mère-enfant and the emergency center at Hôpital de Fleurimont du Centre hospitalier universitaire de Sherbrooke.

Municipal, sports, community, tourism and recreational infrastructure

- Development of Parc Jean-Drapeau;
- Relocation of the water intake and the partial cover of the aqueduct canal at Montréal's Atwater plant;
- Construction of an ice skating training center in Québec City;
- Construction of the Colisée in Trois-Rivières.

Projects in the "in the planning stage" category:

Road network

- Major repairs to the Louis-Hippolyte-La Fontaine Tunnel;
- Extension of Autoroute 19 between Autoroutes 440 and 640 from Laval to Bois-des-Filion;
- Extension of Autoroute 35 to the U.S. border – Phases III and IV.

Public transit

- Implementation of a new structuring public transit system in Québec City;
- Acquisition of the land and connection station between the Mascouche commuter train line and the Réseau express métropolitain (REM);
- Extension of the Montréal metro blue line;
- Metro station accessibility program – Phase II;
- Implementation of priority measures for public transit on Boulevard Guillaume-Couture in Lévis.

Marine, air, rail and other transportation

- Rehabilitation of the railway between Matapédia and Caplan.

Health and social services

- Construction of a new hospital in the Vaudreuil-Soulanges region.

Municipal, sports, community and recreational infrastructure

- Replacement of the roof on the Olympic Stadium.

Government buildings

- Expansion and renovation of the Roberval courthouse.

Information resources

- Consolidation of the Centre de services partagés du Québec's data processing centres;
- Service d'authentification gouvernemental (SAG).

Projects in the "under study" category:

Road network

- Construction of a new bridge over Rivière Saguenay between Tadoussac and Baie-Sainte-Catherine;
- Addition of reserved lanes and roadway repair on Autoroute 15 in Laval;
- Widening of Route 117 between Labelle and Rivière-Rouge to four lanes;
- Extension of Route 138 – Kégaska to La Romaine section, phases II and III.

Public transit

- Reconstruction of the Mont-Royal garage;
- Construction of a new attachment centre in the northwestern sector of the Montréal metro network;
- Construction of the Bellechasse garage;
- Implementation of a new public transit system in southwest Gatineau;
- Construction of a bus garage for the Société de transport de Laval – Phase IV.

Marine, air, rail and other transportation

- Rehabilitation of the railway between Caplan and Port-Daniel–Gascons;
- Rehabilitation of the railway between Port-Daniel–Gascons and Gaspé;

Health and social services

- Expansion and redevelopment of the operating room and the medical device reprocessing unit at Chicoutimi Hospital;
- Expansion and redevelopment of the emergency room at Hôpital du Centre-de-la-Mauricie (Shawinigan);
- Expansion and redevelopment of Hôpital Maisonneuve-Rosemont;
- Expansion and redevelopment of the emergency room at Lakeshore General Hospital;
- Redevelopment of spaces at Sir Mortimer B. Davis Jewish General Hospital – Phase IV;
- Upgrading and modernization of the care units at St. Mary's Hospital Centre;
- Expansion and modernization of Hôpital de la Cité-de-la-santé in Laval;
- Expansion of the operating room, day surgery and other sectors at Hôpital Charles-Le Moyne;
- Expansion and redevelopment of the emergency room at Hôpital Pierre-Boucher.

Municipal, sports, community, tourism and recreational infrastructure

- Construction of the Pavillon des prédateurs at the Aquarium de Québec.

Information resources

- Integrated resource management business solution (Solution d'affaires en gestion intégrée des ressources (SAGIR)) – Phase SGR4 (accounting system);
- Integrated resource management business solution (Solution d'affaires en gestion intégrée des ressources (SAGIR)) – Phase SGR7 (payroll system);

Other sectors – Government buildings abroad

- Acquisition of property in Paris to strengthen Québec's diplomacy influence.

4.3 Projects on the list for which the scope changed

The scope was revised for certain projects valued at \$50 million or more presented as "under study" on the project list included with the 2017-2027 Québec Infrastructure Plan published in the March 2017 edition of the document "Les infrastructures publiques du Québec".

The "Implementation of a new public transit system between Québec City and Lévis" project was included in the "under study" category in the 2017-2028 QIP. During 2017-2018, this project changed as a result of the signing of an agreement between the Gouvernement du Québec and Québec City. The agreement with Québec City stipulated that its project would be changed to "in the planning stage" in the 2018-2028 QIP.

The 2018-2028 QIP reflects this new reality and now presents two distinct public transit projects:

- Implementation of a new structuring public transit system in Québec City;
- Implementation of priority measures for public transit on Boulevard Guillaume-Couture in Lévis.

4.4 Projects withdrawn from the list

Some projects valued at \$50 million or more that were in the "in progress" category on the list of projects appended to the 2017-2027 Québec Infrastructure Plan published in the March 2017 edition of "Les infrastructures publiques du Québec" were either completed or are close to completion and, consequently, were removed from the list. All of these projects are presented in the table found on the next page.

The "Programme Réno-tunnel (tunnel Mont-Royal) – Phase II" project presented in the "in the planning stage" category was also withdrawn since it is no longer relevant. In fact, this tunnel will be taken over by the Caisse de dépôt et de placement du Québec (CDPQ) within the context of its Réseau express métropolitain (REM) project.

Furthermore, some projects in the "under study" category have also been removed from the list. As such:

- The study relating to the "Construction of an office building on the Îlot Voyageur site" project was withdrawn by the Société québécoise des infrastructures. The project pertained to grouping all 3 000 Revenu Québec employees who are currently dispersed in seven buildings in Montréal including the Complexe Desjardins, into a new building. In the summer of 2017, the Société québécoise des infrastructures finally decided to renew their lease at Complexe Desjardins, which will now be able to accommodate all Revenu Québec employees.
- The study relating to the "Construction of a new railway for transporting ore from the Labrador mine" was withdrawn by the Société du Plan Nord. Results of the feasibility study were made available in the fall of 2017. The study shows that the additional railway connection would be viable if the ore transportation needs amounted to 40 million metric tonnes per year. Given that the current need is 10 metric tonnes per year on the short term and is anticipated to increase to 22.5 million metric tonnes per year in the medium term, the transportation capacities on existing railway lines in the territory can meet the mining companies' transportation requirements.

List of projects withdrawn

Sector	Name	Region
Road network		
1-	Partial repaving of Autoroute Ville-Marie in Montréal	06
2-	Improved access to the Port of Montréal by redeveloping the Sherbrooke exit from Autoroute 25	06
Public transit		
3-	Réno-tunnel (tunnel Mont-Royal) program – Phase II	06
Culture		
4-	Repair and expansion of the Wilder building	06
Municipal, sports, community, tourism and recreational infrastructure		
5-	Construction of a biomethanization plant in Saint-Hyacinthe	16
Government buildings		
6-	Study relating to the construction of an office building on the Îlot Voyageur site	06
Other – Northern Plan		
7-	Study relating to the Construction of a new railway for transporting ore from the Labrador mine	09-10

Legend:

01 : Bas-Saint-Laurent
 02 : Saguenay–Lac-Saint-Jean
 03 : Capitale-Nationale
 04 : Mauricie
 05 : Estrie
 06 : Montréal

07 : Outaouais
 08 : Abitibi-Témiscamingue
 09 : Côte-Nord
 10 : Nord-du-Québec
 11 : Gaspésie–Îles-de-la-Madeleine
 12 : Chaudière-Appalaches

13 : Laval
 14 : Lanaudière
 15 : Laurentides
 16 : Montérégie
 17 : Centre-du-Québec

5. Update of probable investments for 2017-2018

According to the *Public Infrastructure Act*, the Québec Infrastructure Plan must include a report on the use of allocated funds for the current fiscal year.

An amount of \$9.6 billion was provided in 2017-2018 for all sectors covered by the 2017-2027 Québec Infrastructure Plan. The probable investment update for 2017-2018 was also evaluated at \$9.6 billion, which represents a probable completion rate of 99.5%.

Probable investments for 2017-2018 (contribution of the Gouvernement du Québec, in millions of dollars)

Sectors		Maintenance of the service offer			Subtotal	Enhancement of the service offer	Subtotal	Restate-ment ²	Total	Probable completion rate ³
		Asset maintenance ¹	Elimination of the asset maintenance deficit	Replace ment		Addition and improvement				
Road network	Forecast	855.7	577.4	401.7	1,834.8	324.5	2,159.4	-	2,159.4	98.4%
	Probable	903.4	431.3	366.3	1,700.9	424.4	2,125.3	-	2,125.3	
Public transit	Forecast	116.8	-	134.2	251.1	574.9	825.9	-	825.9	113.1%
	Probable	124.2	-	390.0	514.3	419.9	934.1	-	934.1	
Marine, air, rail and other transportation	Forecast	131.7	-	27.6	159.3	162.2	321.5	-	321.5	81.7%
	Probable	138.7	-	24.6	163.2	99.4	262.6	-	262.6	
Health and social services	Forecast	179.0	119.7	434.9	733.6	656.0	1,389.6	-	1,389.6	116.3%
	Probable ²	90.6	55.3	312.5	458.4	569.2	1,027.6	589.1	1,616.8	
Education	Forecast	497.5	207.5	13.2	718.2	532.6	1,250.9	-	1,250.9	108.7%
	Probable ²	429.4	195.4	10.0	634.8	590.0	1,224.8	134.8	1,359.6	
Higher education	Forecast	388.1	103.6	152.8	644.5	143.5	787.9	-	787.9	105.1%
	Probable ²	405.7	125.2	150.7	681.6	80.7	762.3	65.6	828.0	
Research	Forecast	-	-	17.6	17.6	156.4	174.0	-	174.0	80.0%
	Probable ²	-	-	9.3	9.3	121.6	130.9	8.4	139.2	
Culture	Forecast	77.8	27.9	34.1	139.8	14.8	154.6	-	154.6	118.0%
	Probable ²	69.4	32.6	33.8	135.9	22.3	158.2	24.3	182.4	
Municipal infrastructures	Forecast	234.2	92.7	191.1	518.1	282.3	800.3	-	800.3	95.0%
	Probable	194.0	58.2	207.4	459.6	300.9	760.5	-	760.5	
Sports, community, tourism and recreational infrastructure	Forecast	77.2	14.1	1.2	92.5	201.5	294.0	-	294.0	91.1%
	Probable	99.1	8.6	-	107.7	160.1	267.9	-	267.9	
Social and community housing	Forecast	85.4	53.6	-	138.9	114.2	253.1	-	253.1	82.8%
	Probable	90.5	48.3	-	138.8	70.8	209.6	-	209.6	
Government buildings	Forecast	121.1	18.7	11.4	151.3	144.9	296.2	-	296.2	61.1%
	Probable	72.1	10.2	0.6	82.9	98.0	180.9	-	180.9	
Information resources	Forecast	39.1	-	57.0	96.1	302.2	398.2	-	398.2	96.7%
	Probable	39.1	-	47.8	86.8	298.2	385.0	-	385.0	
Other sectors	Forecast	33.4	25.9	68.4	127.8	342.1	469.9	-	469.9	68.4%
	Probable	37.5	21.1	19.3	78.0	243.4	321.4	-	321.4	
Central envelope	Forecast	5.0	-	-	5.0	43.0	48.0	-	48.0	-
	Probable	-	-	-	-	-	-	-	-	
Total	Forecast	2,842.1	1,241.0	1,545.4	5,628.5	3,995.1	9,623.6	-	9,623.6	99.5%
	Probable	2,693.7	986.2	1,572.3	5,252.2	3,498.8	8,751.0	822.2	9,573.2	

Note: Figures are rounded and the sum of the amounts may not correspond to the total indicated.

¹ These amounts and those allocated for replacement may contribute to eliminating the asset maintenance deficit.

² The investments presented for 2017-2018 were standardized on the same bases.

³ A probable completion rate of over 100% may be explained by work that is ahead of schedule or being completed at a faster rate than anticipated.

6. Final statement of investments made in 2016-2017

The *Public Infrastructure Act* provides that the Québec Infrastructure Plan must include a report on the use of allocated funds for the previous fiscal year.

❑ A global completion rate of 76.8%

The amount provided for 2016-2017 for all sectors covered by the Québec Infrastructure Plan was \$9.8 billion. Investments made are evaluated at \$7.5 billion, which represents a completion rate of 76.8%. This section presents the investments made in 2016-2017, per sector.

❑ Road network, public transit and research: rates higher than 90%

In the road network sector, \$1.9 billion were invested, which represents 95.0% of probable investments.

- Investments to maintain assets amounted to \$914.6 million, and were primarily used for the reconstruction of the Turcot interchange, for maintenance work required on the Turcot and La Vérandrye interchanges until their reconstruction, as well as work on the Honoré-Mercier Bridge. These investments were also used to repair pont du Québec deck components, to reconstruct the interchange between Autoroutes Félix-Leclerc and Laurentienne in Québec City, as well as to repair the bridge on Autoroute 40 over Rivière Bayonne between Berthierville and Sainte-Geneviève-de-Berthier.
- In addition to these projects, several others were completed to replace, improve and to provide additional infrastructure, totalling more than \$1 billion. These projects included partial repaving of Autoroute Ville-Marie in Montréal, improving access to the Port of Montréal by redesigning the Sherbrooke exit from Autoroute 25, extending Autoroute 73 between Saint-Joseph-de-Beauce and Saint-Georges, redesigning the interchange between Autoroutes 20 and 520 at the Dorval roundabout, as well as the construction of a bypass route in Rouyn-Noranda.

In the public transit sector, \$644.1 million were invested, which represents 93.1% of probable investments.

- \$379.4 million were invested in asset maintenance and replacement, primarily within the framework of Montréal's metro programs: Réno-Infrastructures – Phase I and Réno-Systèmes – Phase III, major renovation of the Berri-UQAM station – Phase I, and replacement of MR-63 metro cars.
- All other types of investments amounted to \$264.7 million. They were most notably used to implement the Corridor Nord-Est (Train de l'Est) commuter train line. Sums were also allocated to construction of an incentive parking lot for the Réseau de transport de la Capitale in Québec City, and the construction of a commuter train maintenance centre in Pointe-Saint-Charles.

- In the research sector, \$99.9 million were invested in 2016-2017, which represents 91.5% of probable investments:
 - A portion of this amount—\$33.9 million—was paid within the framework of the research support program, component 3: Québec's co-financing of programs in the Canada Foundation for Innovation;
 - The remaining investments—\$66.0 million—were used to contribute to improving research infrastructures.

□ Municipal, cultural, social and community housing as well as other sector infrastructures: completion rate of over 80%

In the municipal infrastructures sector, \$489.4 million were invested, which represents 84.7% of probable investments.

- \$150.3 million were invested in asset maintenance and elimination of the asset maintenance deficit. These projects primarily pertained to drinking water and wastewater treatment.
- \$339.1 million were invested in replacing, improving and additional capacity. This mainly related to replacing the various underground municipal networks, developing the Quartier des spectacles in Montréal, developing a multipurpose public space facing the new amphitheatre in Québec, building the Cité de la culture et du sport in Laval – Place Bell, as well as building the aquatic complex in Minganie.

In the cultural sector, \$192.4 million were invested, which represents 84.0% of probable investments.

- \$66.2 million were invested in state-owned cultural societies and enterprises. This funding was used to maintain assets and eliminate the asset maintenance deficit.
- \$115.7 million were invested in cultural equipment. These funds were used to maintain assets and acquire documents for collections in municipal libraries.
- With regards to projects subsidized by the Québec Cultural Heritage Fund, \$10.5 million were invested, most notably for conservation of properties protected by the Gouvernement du Québec under the Cultural Property Act (chapter B-4).

In the social and community housing sector, \$164.5 million were invested, which represents 82.2% of probable investments.

- The amount of \$130.4 million was invested in maintaining affordable housing units (building maintenance and repairs), while \$34.1 million were allocated for completing new housing units within the framework of the AccèsLogis Québec program.

In all other sectors, \$316.8 million were invested, which represents 81.6% of probable investments.

- These funds were used most particularly for work on: the Quinze dam (Abitibi-Témiscamingue), Lac-réservoir Kénogami dam (Lac-Saint-Jean), Sartigan dam (Chaudière-Appalaches), construction of 70 new social housing units in Nunavik, repair of Route 389 between Baie-Comeau and Fermont, repair of the James Bay Road, renovation and revitalization of the Régie de l'assurance maladie du Québec head office located in Québec City, as well as renovation of the Agence du revenu du Québec building on Rue de Marly in Québec City.

☐ Government buildings, as well as sports, community, tourism and recreational infrastructure: completion rate of over 70%

In the government building sector, \$181.6 million were invested, which represents 78.0% of probable investments.

- \$95.7 million were spent on office buildings. These funds went primarily to development of Place des Canotiers in the Old Port of Québec, consolidating Agence du revenu du Québec employees to a single location in Jonquière, repairing the parking lot at Complexe Marie-Guyart in Québec City, repairing and expanding the Wilder building in Montréal, and upgrading various buildings across the province to current standards.
- \$20.3 million were invested in courthouses. This amount was used most particularly to upgrade and modernize the security measures and systems at the courthouse in Montréal, and to perform asset maintenance and upgrading to standards on various other courthouses.
- Regarding detention centres, \$59.1 million were invested in building new centres in Amos, Sept-Îles and Sorel-Tracy.
- \$6.5 million were invested in Sûreté du Québec police stations to perform various asset maintenance projects.

In the sports, community, tourism and recreational infrastructure sector, \$178.5 million were invested, which represents 77.1% of probable investments. These funds were most notably used for construction of a new skating rink at the sports complex in Paspédiac, Olympic Stadium tower repairs, construction of a biomethanization plant at Saint-Hyacinthe, as well as the construction of a multi-sport centre in Alma and the aquatic complex in Boucherville.

In the higher education sector, \$540.3 million were invested, which represents 74.1% of probable investments.

- In the college network and Institut de tourisme et d'hôtellerie du Québec, the amount of \$209.1 million was invested, most particularly for work on building exteriors, roofs, mechanical and electrical systems, as well as restoration of the science laboratories.
- \$331.2 million was invested to maintain assets in the university network in order to eliminate the asset maintenance deficit, and to replace, improve and to provide additional infrastructure.

☐ Information resources, education, as well as marine, air, rail and other transport sectors: rates greater than 60%

In the information resource sector, \$260.3 million were invested, which represents 69.0% of probable investments.

- These investments were primarily used for various departments' and bodies' IT projects, including projects for the Réseau national intégré de radiocommunication (RENIR), the Solution d'affaires en gestion intégrée des ressources (SAGIR) project, and the Système de remunération à l'acte (SYRA).

In the marine, air, rail and other transportation sectors, \$184.8 million were invested, which represents a completion rate of 67.9%.

- The Société des traversiers du Québec received \$25.5 million in investment to, among other things, replace the Camille-Marcoux, Lucien-L. and Radisson vessels, and adapt the wharves for the ferry between Matane, Baie-Comeau and Godbout, as well as the ferry between Tadoussac and Baie-Sainte-Catherine.

- Air, rail and other infrastructure received investments amounting to \$159.3 million in 2016-2017. These amounts were most notably used for improving the local road networks in all regions across Québec, for modernization of the Jean-Lesage international airport in Québec – phase II, expanding the runway at the Salluit airport, acquisition and installation of new photo radars, as well as the electrification of the government's vehicle fleet.

In the education sector, nearly \$1.3 billion were invested in 2016-2017, which represents 66.4% of probable investments:

- \$722.5 million for asset maintenance work on school infrastructures and eliminating their asset maintenance deficits. This work mainly covered the repair of roofs and building exteriors, and replacement of windows and floor coverings.
- \$574.4 million were invested to expand and build new schools across all regions of Québec.

☐ Health and social services: a completion rate of nearly 60%

In the health and social services network, investments totalled nearly \$1.1 billion, which represents a 59.1% completion rate.

- \$382.7 million were invested in asset maintenance work and eliminating the asset maintenance deficit, such as repair of electrical installations, mechanical and ventilation systems, as well as building exteriors in all regions of Québec;
- Investments amounting to \$334.9 million for replacement were primarily used to build the new Centre hospitalier de l'Université de Montréal (CHUM), the new McGill University Health Centre (MUHC) – Glen site, new construction to relocate residents of the Centre d'hébergement d'East Angus, relocation of Hôpital de Baie-Saint-Paul, as well as redevelopment and expansion of Kateri Memorial Hospital Center in Kahnawake.
- \$340.7 million in investments for improvement and addition enabled some very large-scale projects to continue, such as construction of the Centre régional intégré de cancérologie at Hôtel-Dieu de Lévis, and the expansion and modernization of the Centre hospitalier universitaire Sainte-Justine. These funds were also used to expand and redesign the emergency departments at Hôpital Maisonneuve-Rosemont and Hôpital Haut-Richelieu-Rouville, as well as the Pavillon Sainte-Marie (Phase II) at the Centre hospitalier régional de Trois-Rivières.

Investments for 2016-2017

(contribution of the Gouvernement du Québec, in millions of dollars)

Sectors		Maintenance of the service offer				Enhancement of the service offer	Subtotal	Restatement ²	Total	Completion rate ³
		Asset maintenance ¹	Elimination of the asset maintenance deficit	Replacement	Subtotal	Addition and improvement				
Road network	Probable	1,078.7	-	575.7	1,654.3	368.4	2,022.7	-	2,022.7	95.0%
	Actual	914.6	-	677.5	1,592.2	328.4	1,920.5	-	1,920.5	
Public transit	Probable	90.0	-	122.5	212.5	479.0	691.5	-	691.5	93.1%
	Actual	100.1	-	279.2	379.3	264.7	644.1	-	644.1	
Marine, air, rail and other transportation	Probable	99.7	-	41.0	140.7	131.7	272.4	-	272.4	67.9%
	Actual	87.9	-	10.7	98.6	86.2	184.8	-	184.8	
Health and social services ²	Probable	146.5	79.6	550.5	776.7	547.0	1,323.7	468.4	1,792.0	59.1%
	Actual	117.2	32.2	334.9	484.3	301.7	786.0	272.4	1,058.3	
Education ²	Probable	807.9	198.1	18.8	1,024.8	688.0	1,712.8	240.6	1,953.4	66.4%
	Actual	593.0	79.9	13.0	685.9	505.2	1,191.1	105.8	1,296.8	
Higher education ²	Probable	338.4	84.3	134.4	557.1	75.8	632.9	96.3	729.2	74.1%
	Actual	271.6	70.5	132.2	474.2	48.2	522.4	17.9	540.3	
Research ²	Probable	-	-	13.3	13.3	75.0	88.3	20.8	109.2	91.5%
	Actual	-	-	11.5	11.5	67.3	78.8	21.1	99.9	
Culture ²	Probable	95.8	23.0	38.3	157.1	31.9	189.0	40.0	228.9	84.0%
	Actual	84.5	16.0	33.5	134.0	18.5	152.4	40.0	192.4	
Municipal infrastructures	Probable	191.8	51.2	166.4	409.4	168.2	577.6	-	577.6	84.7%
	Actual	125.3	25.1	171.4	321.8	167.6	489.4	-	489.4	
Sports, community, tourism and recreational infrastructure	Probable	85.0	15.0	1.7	101.6	129.9	231.5	-	231.5	77.1%
	Actual	44.2	4.2	1.7	50.1	128.4	178.5	-	178.5	
Social and community housing	Probable	82.4	53.2	-	135.7	64.3	200.0	-	200.0	82.2%
	Actual	96.6	33.8	-	130.3	34.1	164.5	-	164.5	
Government buildings	Probable	75.0	3.9	8.8	87.7	145.1	232.8	-	232.8	78.0%
	Actual	59.1	0.9	7.2	67.3	114.3	181.6	-	181.6	
Information resources	Probable	44.0	-	21.7	65.7	311.6	377.2	-	377.2	69.0%
	Actual	20.9	-	19.0	39.9	220.3	260.3	-	260.3	
Other sectors	Probable	46.5	21.8	41.0	109.3	279.2	388.5	-	388.5	81.6%
	Actual	32.7	18.7	37.3	88.6	228.2	316.8	-	316.8	
Central envelope	Probable	-	-	-	-	-	-	-	-	-
	Actual	-	-	-	-	-	-	-	-	-
Total	Probable	3,181.7	530.1	1,734.0	5,445.7	3,495.1	8,940.9	866.1	9,806.9	76.8%
	Actual	2,547.8	281.2	1,729.1	4,558.1	2,513.2	7,071.3	457.1	7,528.3	

Note: Figures are rounded and the sum of the amounts may not correspond to the total indicated.

¹ These amounts and those allocated for replacement may contribute to eliminating the asset maintenance deficit.

² The investments presented for 2016-2017 were standardized on the same bases. In the 2017-2027 QIP, a probable amount of \$9.8 billion was planned for 2016-2017, after restatement for standardization on the same bases. Before restatement, an amount of \$8.9 billion had been foreseen.

³ A completion rate of over 100% may be explained by work that is ahead of schedule or being completed at a faster rate than anticipated.

PART III

2018-2019 Annual Management
Plans for Public
Infrastructure Investments

1. Implementation of the government asset maintenance strategy

The Gouvernement du Québec owns or finances a wide diversity of infrastructures of an estimated value of more than \$350 billion. These infrastructures serve the various sectors of the Gouvernement and are found throughout the province:

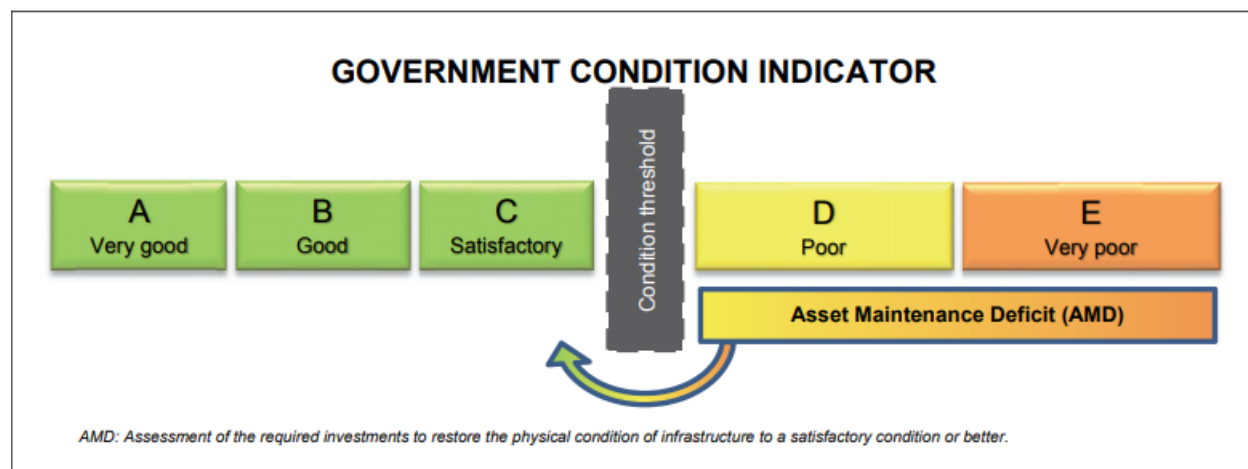
- over 28,300 buildings;
- some 9,700 bridges and overpasses;
- nearly 31,000 kilometres of roads;
- nearly 93,000 kilometres of drinking, storm and wastewater infrastructures;
- many buildings and public transportation equipments.

In order to set priorities and guide investment choices to supporting the performance of public services, it is essential to assess the condition and to estimate the works required to maintain and restore public infrastructures on a comprehensive and comparative level. For this purpose, a government condition indicator (GCI) was developed based on best practices in infrastructure management.

Government condition indicator

Indicator	Condition	Description
A	Very good	The infrastructure is generally new or has been refurbished. It provides service free of interruption or slowdowns. It requires little asset maintenance work.
B	Good	The infrastructure shows a low level of degradation and defect. It requires some asset maintenance work. Generally, the infrastructure is in the second third of its useful life. Interruptions or service slowdowns may occasionally occur.
C	Satisfactory	The infrastructure shows a moderate level of degradation and defect. It requires regular asset maintenance work. Generally, the infrastructure is in the final third of its useful life. Interruptions or service slowdowns occasionally occur. Risk mitigation measures are implemented as needed.
Condition threshold		
D	Poor	The infrastructure shows a high level of degradation and defect. It requires significant, and sometimes urgent, asset maintenance work. Generally, the infrastructure has surpassed its useful life. Interruptions or service slowdowns occur often. Significant risk mitigation measures are implemented as needed.
E	Very poor	The infrastructure shows a very high level of degradation and defect. It requires very significant, and often urgent, asset maintenance work. Generally, the infrastructure has clearly surpassed its useful life. Interruptions and service slowdowns occur very often. Very significant risk mitigation measures are implemented.

The GCI introduces five possible conditions, ranging from very good to very poor, as well as a threshold below which an infrastructure is no longer considered to be in satisfactory condition. Usually infrastructures rated D and E will carry an asset maintenance deficit (AMD) and the Government body entitle for this infrastructure is required to implement mitigation measures to ensure public safety and health; otherwise, the infrastructure must be put out of service. This approach supports the prioritization of investments that provide a maximum return in terms of public service performance.



Along with the assessment reports based on GCI and AMD, the implementation of the government asset maintenance strategy is progressive. Firstly, the main infrastructure-owning Government bodies were required to elaborate a management framework for the infrastructures they oversee. Those management frameworks lay the foundations for maintenance strategies and guidelines that Government bodies rely on to plan their investment needs for their infrastructures.

Secondly, the first government report on the condition of the publicly financed infrastructures was published in 2014; since then, their content has been enhanced. These reports are known as Annual Management Plans for Public Infrastructure Investments (AMPs) and are drafted by the designated government bodies and attached to the Expenditure Budget documents. As of March 31, 2018, it is estimated at 77% of the public infrastructures that have been inspected and included in the AMPs (and for which investments are planned in the QIP). This is a 14% increase compared to last year. This progress shows an important increase of our knowledge and awareness about the condition of our public infrastructures; in particular the AMD.

The next steps will be to consolidate the knowledge we have acquired and maintain our ability to yearly update the AMPs' reporting. That implies taking the right measures to keep monitoring changes over time in the condition and the level of AMD after significant investments were made as planned in the QIP.

More specifically, our intention is to use the inputs from AMPs to adjust and improve the planning of investments in the QIP. Indeed, the QIP investments in asset maintenance are to be based on needs stemming from documented inspections of infrastructures. Moreover, Government bodies will eventually have to set objectives and indicators in line with their infrastructure management plan in order to forecast the effects and measure the performance of planned investments in the QIP. These actions should improve government accountability and allow the taxpayers to see the outcomes of public investments in infrastructures in the different sectors of government.

We also plan to extend our knowledge of infrastructure throughout the entire life cycle so that we can better monitor the changes and the needs between the time an infrastructure is put into service all the way to the end of its useful life. Also, in order to target priority interventions that ensure long-term performance and aim at critical infrastructures components, we plan on focussing on inspection and putting forward strategies to enhance our knowledge of the condition and of the AMD of our infrastructures.

2. AMPI Highlights

☐ Increased knowledge of the condition of public infrastructure

This year the AMPIs have been significantly enhanced in many areas, including:

- presentation of a full report on the condition of the health and social services network infrastructure, a 30% increase in buildings inspected;
- over 40% progress in the assessment of the condition of municipal water infrastructure in Québec;
- improved inspection procedures for preschools, elementary and secondary schools;
- completion of the full financial assessment of major works to preserve some road network structures at the end of their useful life; this was done for the first time this year;
- a first report of the condition of subsidized public transit and social housing infrastructure.

☐ 69% of infrastructures in good condition

Results confirm that 69% of all of the infrastructure assessed so far are in satisfactory condition or better.

Condition of the public infrastructure portfolio

(per cent)

Sectors/Public bodies	Condition indicator			Average condition indicator
	ABC	D	E	
Road network				
MTMDET				
Roadways	50	23	27	C
Structures - highway system ¹	49	9	42	D
Structures - municipal bridges ¹	57	7	36	C
Culverts	82	9	9	B
Public transit				
Public transit corporations	78	14	8	B
Marine, air, rail and other transportation				
Société des traversiers du Québec	88	12	0	A
Health and social services				
MSSS	85	13	2	B
Education				
School boards	50	35	15	D
Higher education and research				
CEGEPS	71	24	5	C
Universities	67	19	14	D
Culture				
Government bodies and corporations under the authority of the MCC	73	23	4	C
Municipal, sports, community and recreational infrastructures				
Municipalities	80	11	9	B
RIO	31	56	13	D
Social and community housing				
SHQ	77	16	7	B
Bodies funded by the SHQ	76	19	5	B
Government buildings				
SQI	75	18	7	C
Other sectors - dams				
MDDELCC ¹	23	77	0	D
Total	69	18	13	C

¹ Proportion of condition indicator according to replacement value

❑ Asset maintenance deficit estimated at \$20.8 billion

Supported by the progress of inspections, the report update shows an accrued asset maintenance deficit of \$20.8 billion, a \$3.2 billion increase over last year. The asset maintenance deficit is the estimated investment amount required for works to restore government-owned infrastructures to a satisfactory or better condition.

Change in the asset maintenance deficit by sector

(millions of dollars)

Sectors/Public bodies	Asset Maintenance Deficit				2018-2019 AMPI
	2017-2018 AMPI	Increase	Elimination	Net change	
Road network					
MTMDET					
<i>Roadways</i>	6 300.0	1 271.0	(1 527.0)	(256.0)	6 044.0
<i>Structures - highway system</i>	5 671.3	2 720.9	(495.4)	2 225.5	7 896.8
<i>Structures - municipal bridges</i>	854.0	88.2	(221.3)	(133.1)	720.9
<i>Culverts</i>	N/A	n/a	n/a	n/a	N/A
<i>Total - road network</i>	12 825.3	4 080.1	(2 243.7)	1 836.4	14 661.7
Public transit					
Public transit corporations ^{1,2}	64.6	-	(64.6)	(64.6)	n/a
Marine, air, rail and other transportation					
Société des traversiers du Québec	44.3	17.5	(6.4)	11.1	55.4
Health and social services					
MSSS	436.0	360.4	(155.1)	205.3	641.3
Education					
School boards	1 786.5	2 016.2	(510.5)	1 505.7	3 292.2
Higher education and research					
CEGEPS	169.1	13.7	(40.7)	(27.0)	142.1
Universities	1 015.1	93.9	(84.6)	9.3	1 024.4
Culture					
Government bodies and corporations under the authority of the MCC	48.5	27.9	(32.6)	(4.7)	43.8
Municipal, sports, community and recreational infrastructures					
Municipalities ²	n/a	n/a	n/a	n/a	n/a
RIO	318.5	22.6	(34.8)	(12.2)	306.3
Social and community housing					
SHQ	417.2	24.8	(268.2)	(243.4)	173.8
Bodies funded by the SHQ ²	n/a	n/a	n/a	n/a	n/a
Government buildings					
SQI	352.7	63.0	(6.0)	57.0	409.7
Other sectors - dams					
MDDELCC	91.4	9.6	(29.5)	(19.9)	71.5
Subtotal	17 569.2	6 729.7	3 476.7	3 253.0	20 822.2

¹ The DMA of infrastructure belonging to the Agence métropolitaine de transport has, since May 31, 2017, been under the responsibility of the Autorité régionale de transport métropolitain (ARTM) and the Réseau de transport métropolitain (RTM).

² The infrastructure under the responsibility of these public bodies does not belong to the Québec government.

The \$6.7 billion AMD increase is primarily due to:

- \$1.3 billion for the natural degradation of roadways and road network structures;
- \$1.5 billion for the aging of some buildings, particularly those of the health and education networks;
- \$2.4 billion for the completion for the first time this year of the full financial evaluation of major work planned to preserve some road network structures at the end of their useful life;
- \$1.2 billion for the progress of inspections in the health and education networks;
- \$0.3 billion for the indexing of the costs to eliminate the AMD in all sectors.

a \$3.5 billion AMD decrease

- \$2.0 billion for works completed in all sectors, mainly roadways and road network infrastructures as well as buildings of the health, education and higher education networks;
- \$1.5 billion due to revaluation of the scope and nature of prioritized interventions to restore infrastructure rated poor in all sectors.

□ Increased investments to repair and replace infrastructure

The government is maintaining its efforts by allocating a significant share of the increase in the 2018-2028 QIP to projects aimed at infrastructure sustainability, including:

- Over \$3.1 billion in the central envelope to prioritize certain projects to replace major structures that are at the end of their useful life, in particular the Île-aux-Tourtes bridge reconstruction between Vaudreuil and Senneville and major repair works on the Ville-Marie and Viger tunnels;
- Over \$900 million to speed up renovation works on the road network over the next three years;
- Over \$600 million more on projects to renovate education and higher education institutions in poor conditions.

Overall, the government is planning investments of more than \$15.4 billion in the 2018-2028 Québec Infrastructure Plan to complete works in order to decrease of the accrued asset maintenance deficit. As these works get completed over the coming years, the results will show improvement in public services.

3. 2018-2019 AMPI

The 2018-2019 AMPI includes the following sections:

- **Infrastructure management** presents the vision, orientations and objectives, the responsibilities and the description of the infrastructure portfolio of the Department and of the Government bodies for which it is responsible.
- **Public investments in infrastructure** describes the investments made compared with the investments planned in the QIP, as well as the main projects for asset maintenance, AMD elimination and replacement completed in the past year or still underway.
- **Infrastructure sustainability** presents the infrastructure inventory of the Department and of the Government bodies under its responsibility, including the assessment of the condition and asset maintenance deficit of infrastructures. This section also presents variations during the year and key explanations.
- **The appendices** provide more detailed information, where applicable.

Public organizations designated by the government to produce AMPIs:

Budgetary portfolio/QPI sector	Public organizations
Affaires municipales et Occupation du territoire	
Municipal, sports, community and recreational infrastructures	Municipalities
Social and community housing	Société d'habitation du Québec Bodies funded by the Société d'habitation du Québec
Conseil du trésor et Administration gouvernementale	
Government buildings	Société québécoise des infrastructures
Culture et des Communications	
Culture	Bodies and government corporations reporting to the Minister of Culture and Communications
Développement durable, Environnement et Lutte contre les changements climatiques	
Other sectors	Ministère du Développement durable, de l'Environnement et de la Lutte contre les changements climatiques
Éducation et enseignement supérieur	
Education	School boards
Higher education and research	CEGEPS Universities
Santé et Services sociaux	
Health and social services	Ministère de la Santé et des Services sociaux
Tourisme	
Municipal, sports, community and recreational infrastructures	Régie des installations olympiques
Transport, Mobilité durable et Électrification des transports	
Road network	Ministère du Transport, de la Mobilité durable et de l'Électrification des transports
Public transit	Public transit corporations
Marine, air, rail and other transportation	Société des traversiers du Québec

AFFAIRES MUNICIPALES ET OCCUPATION DU TERRITOIRE

INFRASTRUCTURE MANAGEMENT

MINISTERE DES AFFAIRES MUNICIPALES ET DE L'OCCUPATION DU TERRITOIRE

VISION

Working with its partners, the MAMOT implements municipal and regional policies based on responsibility and autonomy.

ORIENTATIONS AND OBJECTIVES

The MAMOT ensures the proper administration of the municipal system for the benefit of municipalities and citizens. As such, it supports municipal institutions, advises the Government on municipal matters and acts as its representative before the municipalities.

To fulfil its mission, which is to support the administration and development of municipalities, regions and Montréal, the MAMOT employs a sustainable and integrated approach for the benefit of citizens. As such, it financially supports Québec municipalities by awarding subsidies for projects to upgrade, maintain or renew drinking water, wastewater and community infrastructures.

RESPONSIBILITIES

The MAMOT administers large funding programs to meet the priority needs of municipalities. It must therefore make sure that projects seeking financial assistance are in line with program requirements, in addition to being accountable for expenditures regarding government investments. It also supports smaller municipalities in the development of more complex projects and guides them toward plausible and economically sound ways of achieving the desired results.

The MAMOT's funding programs offer financial support to Québec municipalities to allow them to offer and maintain basic services to their citizens. The investments can also help improve the quality of life of communities as well as their environment. The MAMOT uses various formal and informal mechanisms to consult the municipalities to ensure that the programs meet their needs. Many programs are adjusted to take into account the fact that small municipalities often have issues making the investments required to upgrade their basic infrastructure and bring it up to standard because of their limited financial capacity as well as sparse and disperse population.

The terms and conditions of the programs are guided by rules and standards approved by the Conseil du trésor. These standards and other criteria for assessing funding applications guide the MAMOT when selecting projects. The MAMOT gives priority to projects aiming for regulatory compliance (*Regulation respecting the quality of drinking water* and *Regulation respecting municipal wastewater treatment works*) and those that focus on resolving public health and safety problems.

The following MAMOT programs support municipal infrastructure projects:

MAMOT programs offering provincial funding only

These programs do not have an expiry date. They evolve based on municipal needs and investments authorized in the QIP:

- PRIMEAU: the purpose of this program is to help municipalities with projects to build, repair or expand drinking water and wastewater treatment infrastructures;
- PIQM: the purpose of this program is to help municipalities carry out various infrastructure work based on their needs.

MAMOT programs offering provincial and federal funding

These programs are time limited and arise from specific agreements between the Québec and Canada governments:

- FEPTU: this program, launched in September 2016, supports projects involving drinking water and wastewater treatment infrastructures in an effort to boost the economy;
- NFCCQ, Fonds des petites collectivités component: this program offers financial support to municipalities with 100,000 or fewer residents to maintain and upgrade their water infrastructures, as well as financial support for their cultural, tourism, recreational and sports infrastructures, and local and regional airports;
- TECQ: this program provides for the transfer of a portion of the federal gasoline excise tax revenue and the Gouvernement du Québec's contribution to carry out drinking water, wastewater treatment, local roads and other types of infrastructure projects. Under the TECQ, all eligible project expenditures are fully refundable;
- FCCQ, Collectivités, Grandes villes et Grands Projets component: the purpose of this program is to provide municipalities with water infrastructures to improve the quality of drinking water or reduce the adverse effects of wastewater on the environment and public health. It also seeks to ensure that communities or regions have service infrastructures that can contribute to, among other things, their development in terms of culture, economy, sports and tourism.

Except for TECQ, each subsidized project involves cost sharing between the governments and the recipient municipality.

Projects funded under these programs are audited by the MAMOT or an external auditor. The purpose of these audits is to make sure requests for payment cover eligible work and also ensure compliance with the terms of the agreement.

The MAMOT is also responsible for managing agreements made with the federal government.

The MAMOT obtains information from municipalities concerning the condition of their water infrastructures in order to establish an objective and reliable picture of the situation.

MUNICIPALITIES

RESPONSIBILITIES

As owners of their infrastructures, municipalities are responsible for their construction, maintenance, operation and funding, as well as for ensuring regulatory compliance.

As such, they must obtain the necessary funding for their projects, in particular by way of authorized loan bylaws. Once their expenditure claims are approved by the MAMOT, municipalities receive the government contributions. Each MAMOT funding program defines the municipal reporting requirements for the reimbursement of expenditures.

Consequently, the municipalities are responsible for evaluating and documenting the condition of their infrastructures, identifying their needs, exercising sound asset management based on the desired level of service, and periodically updating this information.

DESCRIPTION OF THE INFRASTRUCTURE PORTFOLIO

This AMPI presents the situation of municipal water and sewer infrastructures and of the roadways above drinking water and wastewater pipes. The municipal water infrastructure network consists of catchment facilities, drinking water and wastewater pipes, drinking water treatment plants, reservoirs, pressure control stations, retention basins, wastewater treatment plants, pumping stations and overflow facilities.

PUBLIC INFRASTRUCTURE INVESTMENTS INCLUDED IN THE QUÉBEC INFRASTRUCTURE PLAN

By Body and Investment Type

(contribution of the Gouvernement du Québec, in millions of dollars)

	Maintenance of the Service Offer			Subtotal	Enhancement of the Service Offer	Total	Rate of Completion
	Asset Maintenance	Elimination of Asset Maintenance Deficit	Replacement		Addition and improvement		
Municipalities							
2016-2017							
Probable	191.8	51.2	166.4	409.4	168.2	577.6	
Actual	125.3	25.1	171.4	321.8	167.6	489.4	85%
2017-2018							
Planned	234.2	92.7	191.1	518.0	282.3	800.3	
Probable	194.0	58.2	207.4	459.6	300.9	760.5	95%

ADDITIONAL INFORMATION

Municipalities

The MAMOT's funding to support municipal infrastructure investments made in 2016-2017 amounts to \$489.4 million. The completion rate of municipalities, which are the project owners, is 85%.

Almost 70% of the investments made in 2016-2017 were for municipal water infrastructure projects. Besides water infrastructures, these funds were also used for municipal, community, recreational, cultural and other infrastructure projects. For example, these funds allowed the continuation or implementation of the following projects:

- the upgrading of drinking water facilities in Baie-Comeau;
- the construction of the Cité de la culture et du sport in Laval – Place Bell;
- the replacement of various water pipes in Montréal.

The following are some of the major projects underway in 2017-2018:

- the construction of a wastewater treatment plant in Montréal;
- the construction of wastewater retention basins to control overflows in Montréal;
- the construction of a wastewater treatment plant in Gatineau;
- the installation of a sanitary sewer and expansion of the water network surrounding Lac-à-la-Tortue in Shawinigan.

INFRASTRUCTURE SUSTAINABILITY

MUNICIPALITIES

Infrastructure Inventory^{1,2} By Infrastructure Type and Category

	Quantity	Dimension ³	Average Age (Years)	Inspection (%)	Condition Indicator (%)			Average Condition Indicator
					ABC	D	E	
Real estate								
Non-linear infrastructure								
Drinking water supply and production facilities	3,709	N/A	44	100	53	27	20	C
Water treatment facilities	4,885	N/A	27	100	49	41	10	C
Civil engineering works								
Linear infrastructure								
Drinking water pipes	n/a	42 221 km	39	71	92	3	5	B
Wastewater pipes	n/a	32 841 km	40	77	92	3	5	B
Storm water pipes	n/a	17 828 km	33	75	98	1	1	A
Roadways above pipes	n/a	33 242 km	N/A	80	64	19	17	C

Legend: N/A = not available; n/a = not applicable

¹ Data as at December 14, 2017

² The average age and condition indicators are those of the infrastructures in the municipalities consulted.

³ The sizes provided are estimates for Québec as a whole based on a partial report.

ADDITIONAL INFORMATION

As part of the research and planning component of the PRADIM within the FCCQ, the MAMOT has awarded a mandate to the CERIU to structure and consolidate its knowledge of municipal water infrastructures and develop analysis tools to facilitate investment planning. This project is being carried out in partnership with the main municipal actors.

Almost 900 Québec municipalities are served by a water system. On December 14, 2017, the CERIU published a report on the condition of Québec's municipal water infrastructures, based on data on pipes and roadways (linear infrastructures) provided by 577 municipalities and data on water facilities (non-linear infrastructures) from 823 municipalities. Participating municipalities are listed in Appendix 2 of CERIU's final report on the condition of Québec's municipal water infrastructures (available here): <https://ceriu.qc.ca/bibliotheque/rapport-final-du-portrait-infrastructures-eau-municipalites-du-quebec>. The figures in the above table were drawn from this report.

The MAMOT plans to continue working with the CERIU to collect and process municipal data in order to establish and maintain a current, more complete and representative picture of the condition of Québec's municipal water infrastructures, in line with government guidelines. A more detailed inventory of civil engineering works will be presented in the 2019-2020 AMPI.

Inspection Percentage

The inspection percentage is the cumulative percentage of water infrastructures in Québec for which the CERIU obtained inventory and condition data from the municipalities.

The inventory of the linear infrastructure portfolio is based on data from 577 municipalities, representing 76% of the total length of pipes and roadways and 80% of the population served by a water system in Québec.

The inventory of water facilities is based on data from 823 participating municipalities, given that they are representative of the water infrastructure network.

Methodology

Since the MAMOT does not own the water infrastructure network, the inventory and assessment of their condition are based on available data provided by the municipalities. In this regard, where there were no inspections or specific diagnostics, the missing data were estimated based on the most reliable available information, including the number of breakdowns and the remaining life of the infrastructure. This methodology makes it possible to establish, for the purposes of the AMPI, a realistic average condition indicator, as well as supporting investment planning and monitoring the effects of investments on the change in infrastructure condition.

Data Collection

The CERIU compiled most of the data on the civil engineering works from the "Plans d'intervention pour le renouvellement des conduites d'eau potable, d'égouts et des chaussées," whose purpose is to identify priority municipal work. To obtain information about the water facilities (non-linear infrastructures), the CERIU created a special form, which the participating municipalities were asked to complete. Municipal representatives and CERIU analysts worked together to validate and examine the information collected in order to detect any errors or discrepancies, standardize the nomenclature and, if necessary, estimate missing data.

Evaluation of Infrastructure Condition

The CERIU's assessment of the condition of civil engineering works was conducted by modelling the network based on inspection data and detailed analysis. Segments that were not inspected or that did not have breakdown logs were assessed based on their remaining useful life. In this specific case, the assessment reflects a theoretical condition based on risk of failure associated with age.

The assessment of the water facilities (non-linear infrastructures) was based on their useful life and reflects a risk of failure associated with their age rather than a physical condition based on a list of work arising from an inspection.

The condition indicator percentages (ABC/D/E) and average condition indicator are weighted based on the replacement cost for water facilities (non-linear infrastructures) and the size for pipes and roadways.

Change in Infrastructure Condition By Infrastructure Type and Category

	Proportion of Infrastructures in a Satisfactory Condition or Better (%)			Average Condition Indicator	
	AMPI		Variation	AMPI	
	2017- 2018	2018- 2019		2017- 2018	2018- 2019
Real estate					
Non-linear infrastructure					
Drinking water supply and production facilities	37	53	16	C	C
Water treatment facilities	94	49	(45)	B	C
Civil engineering works					
Linear infrastructure					
Drinking water pipes	93	92	(1)	B	B
Wastewater pipes	90	92	2	B	B
Storm water pipes	97	98	1	A	A
Roadways above pipes	70	64	(6)	C	C

ADDITIONAL INFORMATION

Variation

Overall, the average condition indicators for the municipalities' water infrastructure network remained relatively stable.

There were, however, variations in the proportion of infrastructures in satisfactory or better condition (ABC). This is mainly due to the acquiring of additional data on pipes and roadways from 477 municipalities and data on water facilities from 723 municipalities. Thus, this progression, which results from a higher number of observations, does not necessarily reflect effective changes in the condition.

The AMPI for subsequent years should provide a better description of the changes in condition of each infrastructure category.

INFRASTRUCTURE MANAGEMENT

SOCIÉTÉ D'HABITATION DU QUÉBEC

VISION

The mission of the SHQ is to meet the housing needs of Québec citizens through an integrated and sustainable approach. It strives to be the leader in the area of housing, to be recognized for its commitment to improving quality of life for the people of Québec and to continue its community partnerships. To this end:

- it supports Québec citizens by offering low-rental and affordable housing, and an array of residential construction, renovation, adaptation and home ownership programs;
- the SHQ fosters an integrated and sustainable approach to housing across Québec, contributing to the development of a variety of affordable quality dwellings, while stimulating innovation and collaboration in public-private housing initiatives;
- it adheres and participates in current major government orientations, such as economic and social inclusion, combating homelessness, preventive health measures, occupancy and vitality of territories, and the Plan Nord.

ORIENTATIONS AND OBJECTIVES

To carry out its mission, the SHQ has, with respect to the infrastructure under its jurisdiction, established the following orientations and objectives:

Orientations

- Improving citizens' standard of living;
- Ensuring development and innovation in the area of housing.

Objectives

- Adjusting initiatives to the evolving and varied needs of citizens and communities;
- Establishing the conditions that will ensure the quality and sustainability of the real estate portfolio;
- Stimulating innovation in housing.

RESPONSIBILITIES

The SHQ, which reports to the Minister responsible for consumer protection and housing, is the main Government body responsible for housing in Québec. Under its incorporating Act, it has the following responsibilities, among others:

- making low-rent housing available to the citizens of Québec;
- facilitating home ownership by the citizens of Québec;
- advising the Minister on the requirements, priorities and objectives of all housing sectors in Québec.

More specifically, the SHQ develops the rules for budget distribution and allocation, and approves the budgets allocated to each body. It also establishes an approach by which it provides its partners a great deal of autonomy in the context of risk management and results-based management. Its role with this approach is primarily guidance, support and quality control. It relies on the service centres (CS) to provide front-line support to the bodies, particularly in developing and planning a multi-year action plan (PPI), to draw up requests for a “replacement, modernization and improvement” (RMI) budget, or a special project.

Through its Non-Profit Housing Program (NPHP) and RMI budget, the SHQ keeps Québec's social housing portfolio in good condition. This covers all the buildings in its low-rent housing portfolio and buildings that belong to bodies such as housing bureaus, housing cooperatives (coops), and non-profit housing organizations (NPOs). As part of its management efforts, the SHQ does not differentiate between the real estate it owns directly and the real estate owned by the bodies.

The NPHP is for low-income families selected based on their socioeconomic status. Available housing is assigned based on the category of household applying (elderly person, family), its composition (single person, couple with or without children), and priority. Households pay a rent equal to 25% of their income.

The program has five components:

- regular public low-rental housing (LRH), for which the buildings are operated by the housing bureaus;
- regular private LRH, for which the buildings are primarily managed by coops and NPOs housing;
- Inuit public LRH, for which the buildings in Nunavik (north of the 55th parallel) are primarily operated by the Kativik Municipal Housing Bureau;
- private urban aboriginal LRH and private rural aboriginal LRH, for which the buildings are operated by Corporation Habitat Métis du Nord. The offering of rural and urban housing is for low-income aboriginal households living off-reserve.

To ensure the sound management of the LRH portfolio and investments being made, the SHQ works in five areas:

- knowledge of the portfolio and determination of work to be done by means of the building condition reports;
- investment planning using a computer application that supports the PPI and enables the following operations: presentation, authorization and tracking of RMI budget requests;
- allocation of budgets according to an assessment of actions needed based on the findings in the condition report;
- execution of the work;
- reporting.

DESCRIPTION OF THE INFRASTRUCTURE PORTFOLIO

The SHQ owns a real estate inventory of 3,769 buildings, split between 2,463 in its regular public component and 1,306 in the Inuit public component, representing a total of 45,268 low rental dwellings.

BODIES SUBSIDIZED BY THE SHQ

RESPONSIBILITIES

Since they retain ownership of the buildings, the bodies subsidized by the SHQ are responsible for their building, maintaining, operating and financing, as well as respecting related regulations.

More specifically, each body, such as housing bureaus, coops and NPOs, is responsible for getting approval from its board of directors for its PPI and annual RMI budget request. Although the bodies retain decision-making power, they must turn to their respective CS for the development of their PPI, as well as for the preparation and forwarding of RMI budget requests. A housing bureau must also ensure that the municipality agrees to its financial participation before the RMI budget request is submitted to the SHQ.

The CS supports the bodies in its territory in developing the PPI, as well as in preparing and forwarding the RMI budget request. The CS prepares the latter, according to the content and form established by the SHQ. It also takes into account the priority criteria determined by the SHQ in advising the body.

The CS submits to the body the PPI and RMI budget request it has drafted for approval. It then forwards the budget request to the SHQ. It should be noted that the CS manages all the renovation projects that arise from budgets in the RMI envelope, and that some bodies act as their own CS without serving other bodies.

The bodies subsidized by the SHQ are responsible for evaluating and documenting the condition of their infrastructures, identifying their needs, exercising sound management based on the desired level of service, and periodically updating this information.

DESCRIPTION OF THE INFRASTRUCTURE PORTFOLIO

The infrastructure portfolio that belongs to bodies subsidized by the SHQ includes 3,759 buildings, among which 1,991 belong to housing bureaus (regular public component), 720 belong to the Kativik Municipal Housing Bureau (Inuit public component), and 1,048 belong to coops, NPOs and housing bureaus (private component), representing 27,437 low rental dwells.

PUBLIC INFRASTRUCTURE INVESTMENTS INCLUDED IN THE QUÉBEC INFRASTRUCTURE PLAN

By Body and Investment Type

(contribution of the Gouvernement du Québec, in millions of dollars)

	Maintenance of the Service Offer			Subtotal	Enhancement of the Service Offer	Total	Rate of Completion
	Asset Maintenance	Elimination of Asset Maintenance Deficit	Replacement		Addition and improvement		
Société d'habitation du Québec							
2016-2017							
Probable	56.0	32.1	—	22.1	—	88.1	
Actual	59.6	22.5	—	82.1	—	82.1	93%
2017-2018							
Planned	57.9	32.3	—	90.2	—	90.2	
Probable	58.6	29.6	—	88.2	—	88.2	98%
Bodies subsidized by the SHQ							
2016-2017							
Probable	26.5	21.2	—	47.7	—	47.7	
Actual	37.0	11.3	—	48.3	—	48.3	101%
2017-2018							
Planned	27.4	21.3	—	48.7	—	48.7	
Probable	31.9	18.7	—	50.6	—	50.6	104%

ADDITIONAL INFORMATION

Société d'habitation du Québec

The SHQ invested \$82.1 million in 2016-2017 in SHQ-owned buildings, for a completion rate of 93%. For 2017-2018, the SHQ had originally planned to invest \$90.2 million. However, the probable investment is now \$88.2 million.

These investments are supported by the RMI budget, which is allocated every year to the bodies covered by the NPHP. These bodies perform maintenance and improvement work on SHQ-owned buildings with the provided budget in order to eliminate their AMD.

The RMI budget therefore makes it possible to maintain the condition and sustainability of our collective heritage of low-rent housing and ensures that the living environments of households benefiting from the Non-Profit Housing Program are healthy and safe.

Bodies Subsidized by the SHQ

The SHQ funding to support the bodies' investments in 2016-2017 amounts to \$48.3 million. The completion rate of the bodies, which are the project owners, is 101%. For 2017-2018, the SHQ had originally planned to invest \$48.7 million. However, the probable investment is now \$50.6 million. The funds were used toward maintenance work such as repairing roofs and exterior cladding and replacing windows and doors.

INFRASTRUCTURE SUSTAINABILITY

Infrastructure Inventory¹ By Infrastructure Type and Category

	Quantity	Dimension (m ²)	Average Age (Years)	Inspection (%)	Condition Indicator (%)			Average Condition Indicat	Asset Maintenance Deficit (M\$)
					ABC	D	E		
Buildings Belonging to the SHQ									
Regular Public Component	2,463	43,492	34	97	77	15	8	B	156.8
Inuit Public Component	1,306	1,776	29	71	79	19	2	B	17.0
Total	3 769	45 268							173.8
Building Belonging to Bodies Subsidized by the SHQ									
Regular Public Component	1,991	19,085	44	90	74	19	7	B	n/a
Inuit Public Component	720	1,492	9	37	71	29	0	B	n/a
Private Component	1,048	6,860	28	92	85	13	2	B	n/a
Total	3 759	27 437							

Legend: n/a = not applicable

¹ Data as at November 28, 2017.

ADDITIONAL INFORMATION

Inspection Percentage

The SHQ inspects every building every five years. In this regard, inspections of all buildings in the Inuit public component will be completed by December 31, 2020.

Methodology

As part of a standardized inspection process introduced by the SHQ in 2009, buildings are inventoried and inspected when the condition reports are prepared. Each condition report is produced after an inspection to assess each component of the buildings and dwellings. With this uniform and structured methodology, technical information is compiled on the components that could affect public health and safety, building integrity, component operation or service availability. In addition, a building's condition can evolve between inspections following an update or the emergence of a deficiency that will eventually require work. The same SHQ processes apply to its own buildings and the buildings that belong to the organizations it subsidizes. The average condition indicator was calculated based on the replacement value of the buildings inspected. The AMD was extrapolated based on the number of units in inspected buildings out of the total number of units.

Change in Infrastructure Conditions and Asset Maintenance Deficit By Infrastructure Type and Category

	Proportion of Infrastructures in a Satisfactory Condition or Better (%)			Average Condition Indicator		Asset Maintenance Deficit (M\$)			
	AMPI		Variation	AMPI		AMPI 2017-2018	Improvement	Reduction	AMPI 2018-2019
	2017-2018	2018-2019		2017-2018	2018-2019				
Buildings belonging to the SHQ									
Regular public component	73	77	4	C	B	379.5	14.0	(236.7)	156.8
Inuit public component	78	79	1	B	B	37.7	10.8	(31.5)	17.0
Total						417.2	24.8	(268.2)	173.8
Buildings belonging to bodies subsidized by the SHQ									
Regular public component	N/A	74	n/a	N/A	B				
Inuit public component	N/A	71	n/a	N/A	B		n/a		
Private component	N/A	85	n/a	N/A	B				

Legend: N/A = not available; n/a = not applicable

ADDITIONAL INFORMATION

Variation

The average condition indicator of the SHQ-owned in the regular public component has improved, rising from satisfactory (C) to good (B), while the condition of the buildings in the Inuit public component was stable at good (B). This situation is due to an effective and balanced planning of the asset maintenance work performed during the year to prevent buildings from deteriorating, in particular those in satisfactory or better condition (ABC).

In an effort to continuously improve its management practices, the AMD assessment method was fine-tuned in the 2018-2019 AMPI to make it possible to identify urgently required renovations in buildings in poor (D) and very poor (E) condition in order to restore them to satisfactory or better condition (ABC).

The \$24.8 million increase in the AMD is primarily due to the aging of buildings.

The elimination of \$268.2 million of the AMD is due to:

- a \$219.8-million decrease as a result of aligning the AMD assessment method with government guidelines, enabling the identification of priority work necessary to restore the condition of buildings to satisfactory or better (ABC);
- work done during the year on buildings whose condition was very poor (E), restoring them in order to offer quality housing to clients. This prioritization stems from the strategy of allocating investments to buildings with the most pressing needs and a high AMD. The investment of \$48.4 million to eliminate building AMD primarily comes from the Gouvernement du Québec, as well as the Canada Mortgage and Housing Corporation and municipalities.

APPENDIX 1

DETAILED INVENTORY

Buildings

	Number of building	Number of dwellings	Condition indicator (%)			Average condition indicator	Asset Maintenance Deficit (M\$)
			ABC	D	E		
0-20 years							
Buildings belonging to the SHQ							
Inuit public component	43	43	36	62	2	C	1.0
Buildings belonging to bodies subsidized by the SHQ							
Regular public component	46	114	N/A	N/A	N/A	N/A	n/a
Inuit public component	720	1,492	71	29	0	B	n/a
21-30 years							
Buildings belonging to the SHQ							
Regular public component	775	12,686	78	18	5	B	28.2
Inuit public component	864	1,214	73	23	4	B	14.6
Buildings belonging to bodies subsidized by the SHQ							
Private component	1,028	6,820	85	14	1	B	n/a
31-40 years							
Buildings belonging to the SHQ							
Regular public component	1,402	26,389	76	15	9	B	107.8
Inuit public component	399	519	97	2	0	A	0.8
Buildings belonging to bodies subsidized by the SHQ							
Regular public component	18	715	61	33	6	C	n/a
Private component	20	40	100	0	0	A	n/a
41-50 years							
Buildings belonging to the SHQ							
Regular public component	286	4,417	81	9	11	B	21.2
Buildings belonging to bodies subsidized by the SHQ							
Regular public component	1,927	18,256	74	19	7	B	n/a
Total	7,528	72,705					173.6¹

Legend: N/A = not available; n/a = not applicable

¹ The detailed total AMD comes from adding the AMDs of buildings based on their age group. As each AMD is extrapolated based on the percentage of buildings expected, and that percentage varies between age groups, the AMD extrapolation can differ from the one presented in the preceding tables.

CONSEIL DU TRÉSOR ET ADMINISTRATION GOUVERNEMENTALE

INFRASTRUCTURE MANAGEMENT

SOCIÉTÉ QUÉBÉCOISE DES INFRASTRUCTURES

VISION

The SQI helps plan, build and maintain the asset base of government buildings in accordance with the most stringent practices.

It seeks to plan a lasting asset base, not only in terms of quality of construction, but also having regard to the buildings long-term impact on government resources and finances; to build excellence among all the public infrastructure management teams; and to develop trust with its shareholder, clients, business partners and Québec citizens.

ORIENTATION AND OBJECTIVES

In order to carry out its mission, which consists, among other things, in developing, maintaining and managing a real estate inventory that meets its clients needs, primarily by putting buildings at their disposal and by providing construction, operational and property management services, the SQI has adopted the following orientation and objectives with regard to the infrastructure under its responsibility.

Orientation

- ensure the sustainability of infrastructures.

Objectives

- keep the government condition indicator at or above (C) for all designated buildings by March 31, 2023;
- monitor the change in the AMD.

RESPONSIBILITIES

The SQI is responsible for ensuring the sustainability of one of the largest property portfolios in Québec. It must therefore maintain its assets in a satisfactory condition so that their physical and functional integrity are sustained over the long term. Moreover, it must meet the real estate needs of government departments and bodies by offering premises whose location, availability, quality and costs meet their expectations, while ensuring optimal occupancy in order to reduce vacancies to a minimum, and rigorously manage the Government's rent expense.

Taking the Government's investment capacity into account, it prioritizes its actions based on building needs and government orientations.

From a sustainable development standpoint, the SQI works to minimize energy consumption and measure the impact of climate change on its buildings to reduce their vulnerability. Thus, the SQI considers both occupant safety and the continuity of the Government's essential missions.

With respect to the condition of the buildings it owns¹, the SQI is responsible for conducting regular inspections of the components, including their maintenance and repair, maintaining the daily operations needed to deliver services to occupants, keeping the premises safe and ensuring the sustainability of the buildings.

DESCRIPTION OF THE INFRASTRUCTURE PORTFOLIO

The SQI's real estate inventory consists of 368 owned buildings and civil engineering works, with a leasable area of more than 1.9 million square metres. It includes office buildings used for government administration, as well as courthouses, detention facilities, Sûreté du Québec police stations and other specialized buildings such as transportation centres, music and performing arts conservatories, laboratories, warehouses and underground parking facilities and tunnels.

¹ With the exception of buildings that are the subject of a lease with an health care establishment under the jurisdiction of the MSSS and for which asset maintenance is the responsibility of that Department.

PUBLIC INFRASTRUCTURE INVESTMENTS INCLUDED IN THE QUÉBEC INFRASTRUCTURE PLAN

By Infrastructure Category and Investment Type
 (contribution of the Gouvernement du Québec, in millions of dollars)

	Maintenance of the Service Offer			Subtotal	Enhancement of the Service Offer	Total	Rate of Completion
	Asset Maintenance	Elimination of Asset Maintenance Deficit	Replace- ment		Addition and improvement		
Office Buildings and Other Specialized Building							
2016-2017							
Probable	43.4	1.5	5.9	50.8	73.3	124.1	
Actual	30.8	0.1	4.0	34.9	60.9	95.8	77%
2017-2018							
Planned	59.5	4.5	8.1	72.1	96.2	168.3	
Probable	40.7	5.9	0.3	46.9	62.1	109.0	65%
Courthouses							
2016-2017							
Probable	19.3	2.4	—	21.7	5.1	26.8	
Actual	16.5	0.8	—	17.3	3.0	20.3	76%
2017-2018							
Planned	24.5	14.2	—	38.7	36.5	75.2	
Probable	15.0	4.3	—	19.3	15.7	35.0	47%
Detention Facilities							
2016-2017							
Probable	6.4	—	2.9	9.3	63.5	72.8	
Actual	5.9	—	3.3	9.2	49.9	59.1	81%
2017-2018							
Planned	23.8	—	3.4	27.2	6.0	33.2	
Probable	7.6	0.1	0.3	8.0	15.9	23.9	72%
Sûreté du Québec Police Stations							
2016-2017							
Probable	6.0	—	—	6.0	3.3	9.3	
Actual	5.9	—	—	5.9	0.5	6.4	69%
2017-2018							
Planned	13.3	—	—	13.3	6.1	19.4	
Probable	8.8	—	—	8.8	4.1	12.9	67%
Total							
2016-2017							
Probable	75,1	3,9	8,8	87,9	145,2	233,0	
Actual	59,1	0,9	7,3	67,3	114,3	181,6	78%
2017-2018							
Planned	121,1	18,7	11,5	151,3	144,8	296,1	
Probable	72,1	10,3	0,6	83,0	97,8	180,8	61%

ADDITIONAL INFORMATION

The investments made in 2016-2017 for buildings owned by the SQI total \$181.6 million, for an overall completion rate of 78%. This rate is due to savings of nearly \$12.4 million on projects that were delivered at a lower cost and delays in the execution of some projects, which postponed probable investments to later fiscal years.

On the other hand, a large volume of asset maintenance and mandatory upgrade projects estimated at \$5 million or less were prioritized and largely executed. They account for more than half of the total asset maintenance investments in 2016-2017.

In 2016-2017, the main projects being carried out were as follows:

- the construction of the Sorel-Tracy, Sept-Îles and Amos detention facilities;
- the repair of the parking area at Complexe Marie-Guyart in Québec City.

The main projects commissioned were as follows:

- the repair and expansion of the Wilder Building in Montréal;
- the relocation of all Agence du revenu staff at a new building in Jonquière;
- the development of Place des Canotiers in the Vieux-Port de Québec;
- the upgrading of the building at 1141 Route de l'Église in Québec City;
- the modernization of the security systems at the Montréal courthouse;
- the reconditioning of the security systems at the Gatineau detention facility.

The probable investments made in 2017-2018 for buildings owned by the SQI total \$180.8 million, for a forecasted overall completion rate of 61%. This rate is due to, among other things, the postponement of the major expansion and redesign projects for the Roberval and Saint-Hyacinthe courthouses, for which the business and opportunity cases are currently being drawn in preparation for a government decision.

The completion rate for the "Detention Facilities" highlights the fact that the resources available were allocated primarily to the commissioning of the new detention facilities. This led to delays in carrying out other projects planned for this building category.

The main projects completed or still underway in 2017-2018 are:

- the construction of the Sorel-Tracy and Amos detention facilities;
- the repair of the parking area at Complexe Marie-Guyart in Québec City;
- the expansion and redesign of the Rimouski courthouse;
- the new construction and structural reinforcement at 85 Rue de Martigny Ouest in Saint-Jérôme.

INFRASTRUCTURE SUSTAINABILITY

SOCIÉTÉ QUÉBÉCOISE DES INFRASTRUCTURES

Infrastructure Inventory^{1 and 2} By Infrastructure Type and Category

	Quantity	Dimension ³ (m ²)	Average Age ⁴ (Years)	Inspection (%)	Condition Indicator (%)			Average Condition Indicator	Asset Maintenance Deficit (M\$)
					ABC	D	E		
Buildings									
Office buildings	56	483,592	36	100	75	18	7	C	85.9
Other Specialized Building	159	413,519	32	100	82	14	4	C	28.6
Courthouses	43	429,812	37	100	70	29	1	B	114.5
Detention Facilities	13	193,240	23	100	76	4	20	C	107.0
Sûreté du Québec Police Stations	72	170,390	23	100	88	12	0	B	11.0
Non-rental and Surplus Buildings	6	7,425	48	100	5	0	95	E	41.8
Civil Engineering Works									
Parking Facilities and Tunnels	19	233,262	19	21	6	0	94	E	20.9
Total	368	1,931,240							409.7

¹ Data as at November 20, 2017.

² The inventory excludes emphyteutic leases, buildings under construction and rented buildings under capital leases, including the building located at 3800 Rue de Marly, Québec City.

³ Data pertaining to building dimension represent the leasable area, in compliance with the BOMA-96 standard. Non-rental buildings, parking facilities and tunnels are measured according to gross area of the development.

⁴ Average age represents the "effective" age of infrastructure assets. This means how old the infrastructure looks (observed condition), taking into account such elements as chronological age, the degree of work carried out and its useful life.

ADDITIONAL INFORMATION

In 2017-2018, the SQI disposed of two office buildings (Québec City and Saguenay) and one specialized building (Montréal). It acquired one specialized building and commissioned one office building and one detention facility. Following the relocation of the inmates to the new detention facility in Sorel last September, the old Sorel-Tracy facility will be sold or, if no purchaser can be found, demolished.

Inspection Percentage

In 2017-2018, the SQI adjusted its infrastructure inspection procedure and frequency as to improve the outputs of the evaluations done. Thus in 2017, 107 infrastructures were subjected to a new round of inspections (29%). The SQI will have completed its evaluation of "Parking Facilities and Tunnels" by 2019.

Methodology

The condition indicator percentages (ABC/D/E) and average condition indicators are weighted according to the infrastructure replacement value.

The condition indicators and AMD were not extrapolated for "Parking Facilities and Tunnels".

Change in the Infrastructure Conditions and Asset Maintenance Deficit By Infrastructure Type and Category

	Proportion of Infrastructures in a Satisfactory Condition or Better (%)			Average Condition Indicator		Asset Maintenance Deficit (M\$)			
	AMPI		Variation	AMPI		AMPI 2017-2018 ¹	Improvement	Reduction	AMPI 2018-2019
	2017-2018 ¹	2018-2019		2017-2018 ¹	2018-2019				
Buildings									
Office buildings	83	75	(8)	C	C	77.4	9.2	(0.7)	85.9
Other Specialized Building	79	82	3	B	C	27.5	4.9	(3.8)	28.6
Courthouses	70	70	0	B	B	88.2	26.8	(0.5)	114.5
Detention Facilities	75	76	1	C	C	106.6	0.4	—	107.0
Sûreté du Québec Police Stations	87	88	1	C	B	10.7	1.3	(1.0)	11.0
Non-rental and Surplus Buildings	5	5	0	E	E	41.8	—	—	41.8
Civil Engineering Works									
Parking Facilities and Tunnels	7	6	(1)	E	E	0.5	20.4	—	20.9
Total						352.7	63.0	(6.0)	409.7

¹ The 2017-2018 data were adjusted to present the old Sorel-Tracy detention facility and its associated \$28.5 million AMD under the "Non-rental and Surplus Buildings" category, rather than the "Detention Facilities" category.

ADDITIONAL INFORMATION

The change in the SQI's condition and asset maintenance deficit derives directly of the application of its investment strategy. This strategy prioritizes investments in infrastructures whose condition ranks below satisfactory, and which requires works to ensure that the government service offering remains at or above that level.

For each category, the implementation of the SQI's investment strategy had the following impacts.

- **Office Buildings:** Although the category's average condition index remained stable at C, the proportion of buildings that were in at least satisfactory condition fell from 83% to 75%. This is due to the deterioration of some buildings noted during recent inspections, such as the Catherine-de-Longpré² building in Québec City, which will require an estimated \$6.1 million in waterproofing work to straighten its condition to a satisfactory level.
- **Other Specialized Buildings:** Although the average condition indicator fell from B to C, the proportion of buildings in satisfactory condition or better (ABC) remains relatively stable (79% vs. 82%). The change in these two indicators results primarily from the performance of maintenance work to control the natural wear of building components. The \$4.9-million increase in the AMD is primarily due to planned work to replace the MTMDET service centre in Gaspé, where the buildings are deteriorating rapidly. On the other hand, the \$3.8-million AMD reduction is primarily the result of works to replace garage doors and a boiler at the MTMDET Louis-Hyppolite Lafontaine service centre (Montréal), as well as the repairs of a section of roof on the Nicolet police academy.

² Office building used by the MSSS.

- **Courthouses:** Overall, the average condition indicator (B) and proportion of buildings in satisfactory condition (70%) remain stable. Nonetheless, the inspections performed during the period resulted in an increase of the category's AMD by \$26.8 million over last year. This increase is primarily due to the \$25.7-million adjustment required to replace the facades on the Palais de justice de Montréal as a result of the major water infiltration seen last year. This issue is currently under evaluation for a project which will be launched sometime in the next three to five years.
- **Detention Facilities:** The average condition indicator (C) and AMD are stable as the commissioning of the new Sept-Îles detention facility offsets the overall natural deterioration.
- **Sûreté du Québec Police Stations:** The improvement of the average condition indicator from C to B is mainly due to a \$17.3-million downward revaluation of the maintenance works to be done at the Québec City district headquarters and the other investments made during the period. Moreover, these actions helped keep the category's AMD stable.
- **Non-rental and Surplus Buildings:** The surplus buildings have a very high level of deterioration and are no longer assigned to their initial vocation. The SQI is not planning any major investment in this building category as these buildings will be sold or demolished.
- **Parking Facilities and Tunnels:** This category's condition indicator (E) is stable and no major interventions were done in the last fiscal year. The AMD increase is due to a more accurate evaluation of the forecast investments for repairing the d'Youville parking facility, but also because of the prioritizing of urgent short-term investments as listed in the QIP, thus postponing further in time the works that will be required to completely rebuild this parking facility.

CULTURE ET COMMUNICATIONS

INFRASTRUCTURE MANAGEMENT

MINISTÈRE DE LA CULTURE ET DES COMMUNICATIONS

VISION

Culture, a Québec responsibility and essential component of society's development, which is woven into the social, economic, environmental and territorial facets and solicits the engagement of partners.

ORIENTATION AND OBJECTIVES

In order to carry out its mission, which is to contribute to affirming Québec's identity and cultural vitality, promote access to and citizen participation in cultural life, and foster the development of communications, the MCC has established the following orientation and objectives with regard to the infrastructure under its responsibility.

Orientation

- foster access to culture and its diffusion.

Objectives

- prevent the deterioration of the buildings and equipment of government bodies and state-owned enterprises;
- ensure that the clientele of government bodies and state-owned enterprises have access to infrastructures that meet standards;
- maintain appropriate conditions for displaying and conserving assets and works of art.

RESPONSIBILITIES

Each year, the MCC allocates substantial sums to government bodies and state-owned enterprises reporting to the Minister of Culture and Communications to maintain their assets and eliminate the AMD. The MCC ensures that the amounts allocated are used for their intended purposes. The MCC also ensures that information on infrastructures and any required documentation are available and relevant so as to establish an objective and reliable picture of the condition of the infrastructure portfolio under its responsibility.

The MCC's portfolio thus provides for proper management of infrastructures in keeping with the constituting acts of the government bodies and state-owned enterprises.

GOVERNMENT BODIES AND STATE-OWNED ENTERPRISES REPORTING TO THE MINISTER OF CULTURE AND COMMUNICATIONS

RESPONSIBILITIES

The government bodies and state-owned enterprises under the responsibility of the Minister of Culture and Communications draw up a detailed plan of their needs in terms of asset maintenance, eliminating the AMD, and infrastructure replacement. They remain responsible for the work performed, regular follow-ups and reporting, as well as for evaluating the overall condition of their infrastructures. In fact, government bodies and state-owned enterprises are responsible for evaluating and documenting the condition of their infrastructures so as to provide optimal management and update this information regularly.

DESCRIPTION OF THE INFRASTRUCTURE PORTFOLIO

The infrastructure portfolio of government bodies and state-owned enterprises under the responsibility of the Minister of Culture and Communications consists of 51 buildings including 31 heritage buildings owned by the SODEC and specialized equipment required to fulfill their respective missions.

PUBLIC INFRASTRUCTURE INVESTMENTS INCLUDED IN THE QUÉBEC INFRASTRUCTURE PLAN

By Body or Group of Bodies and by Investment Type
 (contribution of the Gouvernement du Québec, in millions of dollars)

	Maintenance of the Service Offer				Enhancement of the Service Offer	Total	Rate of Completion
	Asset Maintenance	Elimination of Asset Maintenance Deficit	Replacement	Subtotal	Addition and improvement		
Government Bodies and Corporations Reporting to the Minister of Culture and Communications							
2016-2017							
Probable	40.0	23.0	—	63.0	18.8	81.8	
Actual	38.1	16.0	—	54.1	12.1	66.2	81%
2017-2018							
Planned	43.1	27.9	—	71.0	1.2	72.2	
Probable	29.7	32.6	—	62.3	10.3	72.6	101%

ADDITIONAL INFORMATION

The investments made in 2016-2017 total \$66.2 million, which represents a completion rate of 81%. This completion rate is the result of a revised work schedule for the rehabilitation of the SPDAM Esplanade in order to limit the impact on activities taking place at the Quartier des spectacles. These amounts made it possible to carry out certain projects, including:

- the expansion of the MNBAQ;
- the rehabilitation of the Esplanade and work at the SPDAM, including Salle Wilfrid-Pelletier, Théâtre Jean-Duceppe and Théâtre Maisonneuve;
- the replacement of specialized equipment for all state-owned enterprises, as well as miscellaneous work on SODEC heritage buildings.

Probable investments in 2017-2018 total \$72.6 million, which represents a completion rate of 101%. Investments for 2017-2018 enabled, among other things, certain projects to be carried out or completed, including:

- further rehabilitation work on the Esplanade and other works at SPDAM;
- the start of construction work on the curtain wall of the SGTQ;
- the replacement of specialized equipment for all government bodies and state-owned enterprises, as well as miscellaneous works on SODEC heritage buildings.

INFRASTRUCTURE SUSTAINABILITY

GOVERNMENT BODIES AND STATE-OWNED ENTERPRISES REPORTING TO THE MINISTER OF CULTURE AND COMMUNICATIONS

Infrastructure Inventory¹ By Infrastructure Type and Category

	Quantity	Dimension (m ²)	Average Age (Years)	Inspection (%)	Condition Indicator (%)			Average Condition Indicator	Asset Maintenance Deficit (M\$)
					ABC	D	E		
Buildings									
Museums	10	96,599	86	100	87	4	9	B	4.2
Venues	5	152,321	40	100	60	40	0	C	20.8
Libraries	3	74,836	62	100	98	0	2	B	6.7
Broadcasting	2	21,109	59	100	0	100	0	D	0.6
Heritage Buildings	31	26,738	237	100	23	70	7	D	6.5
Total	51	371,603							38.8
Specialized equipments									
Museums	16,941	n/a	13	100	77	6	17	C	0.5
Venues	11,406	n/a	20	100	53	7	40	D	4.1
Libraries	32	n/a	14	100	100	0	0	B	—
Broadcasting	10,895	n/a	12	100	96	4	0	B	0.4
Educational Institutions	213	n/a	29	100	100	0	0	C	—
Total	39,487								5.0
Total									43.8

¹ Data as at February 28, 2018.

ADDITIONAL INFORMATION

There are now additional venues consisting of the four pavilions at the SPDAM. Also, the surface area of museums, venues and libraries were adjusted based on information made available during recent inspections of existing buildings.

Inspection Percentage

All the buildings and specialized equipment were inspected. The replacement value of certain museums was revaluated while the majority of these buildings were inspected again. In accordance with its mission, the SODEC continues to implement its investment plan on an annual basis to protect and develop its heritage buildings.

With a view to ensuring good infrastructure management practices and alignment with government guidelines, a continuous inspection schedule over a five-year period was established, mainly for the buildings' critical components. The objective is to have an up-to-date picture of the condition of the buildings and specialized equipment to support informed decision-making in their regard.

Methodology

The condition indicator percentages (ABC/D/E) and average condition indicator are weighted based on the replacement value.

The method used to determine and track the AMD was modified this year. Therefore, all of the priority interventions supported by inspections are recorded as an AMD for buildings whose condition indexes rank above satisfactory (15%). This data is updated on a yearly basis in light of the new investment needs and works carried out.

These changes were applied for museums, venues and heritage buildings. This new methodology will be applied to the libraries and broadcasting categories once buildings in these categories have been reassessed.

Change in Infrastructure Conditions and Asset Maintenance Deficit By Infrastructure Type and Category

	Proportion of Infrastructures in a Satisfactory Condition or Better (%)			Average Condition Indicator		Asset Maintenance Deficit (M\$)			
	AMPI		Variation	AMPI		AMPI 2017-2018	Improvement	Reduction	AMPI 2018-2019
	2017-2018	2018-2019		2017-2018	2018-2019				
Buildings									
Museums	91	87	(4)	B	B	4.3	1.7	(1.8)	4.2
Venues	76	60	(16)	C	C	24.5	24.8	(28.5)	20.8
Librairies	98	98	0	B	B	6.5	0.2	—	6.7
Broadcasting	0	0	0	D	D	0.4	1.2	(1.0)	0.6
Heritage Buildings	39	23	(16)	D	D	7.8	—	(1.3)	6.5
Specialized equipments									
Museums	77	77	0	C	C	0.5	—	—	0.5
Venues	53	53	0	D	D	4.1	—	—	4.1
Librairies	100	100	0	B	B	—	—	—	—
Broadcasting	96	96	0	B	B	0.4	—	—	0.4
Educational Institutions	100	100	0	C	C	—	—	—	—
Total						48.5	27.9	(32.6)	43.8

ADDITIONAL INFORMATION

The average condition indicators for the majority of the buildings has remained stable due to an ongoing and well-balanced work plan between regular asset maintenance works and other works towards the elimination of the AMD. Furthermore, this evaluation is supported and confirmed by new inspections, especially regarding to the museums.

More specifically, the decrease in the proportion of venues in a satisfactory condition or better is due to the Édifice des théâtres pavillon of the SPDAM, which is in poor condition (D). Despite this, the overall average condition indicator for this category remains stable.

The increase of the AMD is essentially due to the improved estimates of the value of the priority works for buildings graded in poor condition. On the other hand, major investments at SPDAM and in the renovation of the outer shell of the SGTQ mostly explain the \$28.5 million decrease of the AMD.

Within the Heritage building category, 2 buildings were added to the 21 that were previously evaluated as being below the satisfactory condition threshold. The urgent and critical nature of the works to be carried out on these buildings accounts for the unsatisfactory condition of the category. These two buildings represents 16% of the replacement value for all heritage buildings. Nevertheless, the average condition indicator for this category remains stable after investments were made to specifically address projects towards the elimination of \$1.3 million of AMD.

As for specialized equipment, new inspections will be carried out once the STQ, owner of the vast majority of the specialized equipment, has relocated to its new headquarters at Au-Pied-du-Courant building on De Lorimier Avenue in Montréal by the end of March 2019.

APPENDIX 1

COMPOSITION OF GROUP OF BODIES

Government Bodies and State-owned Enterprises Reporting to the Minister of Culture and Communications

Bibliothèque et Archives nationales du Québec (BAnQ)
Conseil des arts et des lettres du Québec (CALQ)
Conservatoire de musique et d'art dramatique du Québec (CMADQ)
Musée d'art contemporain de Montréal (MACM)
Musée de la civilisation (MCIV)
Musée national des beaux-arts du Québec (MNBAQ)
Société de la Place des Arts de Montréal (SPDAM)
Société de télédiffusion du Québec (STQ)
Société du Grand Théâtre de Québec (SGTQ)
Société de développement des entreprises culturelles (SODEC)

DÉVELOPPEMENT DURABLE, ENVIRONNEMENT ET LUTTE CONTRE LES CHANGEMENTS CLIMATIQUES

INFRASTRUCTURE MANAGEMENT

MINISTÈRE DU DÉVELOPPEMENT DURABLE, DE L'ENVIRONNEMENT ET DE LA LUTTE CONTRE LES CHANGEMENTS CLIMATIQUES

VISION

In keeping with its primary responsibilities to citizens and partners, the MDDELCC is committed to protecting the environment and natural heritage in order to contribute to sustainable development.

ORIENTATION AND OBJECTIVES

The MDDELCC's mission is to contribute to the sustainable development of Québec by protecting the environment, preserving biodiversity and fighting against climate change. The operation of the public dam inventory falls within the Department's purview. The MDDELCC entrusts this liability to the Direction générale des barrages, one of the Department's administrative units with the following orientation and objectives.

Orientation

- operate, manage, monitor and maintain public dams under the MDDELCC's jurisdiction.

Objectives

- manage dams safely;
- inspect and monitor dams to ensure they operate safely and efficiently;
- perform the required maintenance work in compliance with the current legislation;
- assess the safety of public dams and coordinate emergency interventions;
- remove dams not essential to the Government's mission when necessary as for safety and environmental reasons.

RESPONSIBILITIES

Dam management is subject to legal obligations that vary with the type of dam (high-capacity, low-capacity or small dam). In addition to its legal obligations, the MDDELCC takes into account the risks associated with dams, along with the budget and human resources that it has been allocated for their management.

DESCRIPTION OF THE INFRASTRUCTURE PORTFOLIO

The MDDELCC operates and manages 755 dams in accordance with the *Dam Safety Act* (chapter S-3.1.01), including 320 high-capacity, 202 low-capacity and 233 small dams.

The high-capacity dams are segmented into two large categories: 48 mechanized dams and 272 non-mechanized dams. The mechanized dams are equipped with mechanical and electrical discharge equipment that allows for the management of water levels and water flows. Non-mechanized dams are equipped with a spillway that requires no management. Thus, mechanized dams require more significant investments compared to other types of dams.

The "high capacity" and "low capacity" categories are defined in the *Dam Safety Act*. Furthermore, any dam under the *Dam Safety Act* that is more than 1 metre in height, but not considered as a "high capacity" or "low capacity" dam is referred to as a "small dam."

The following infrastructures also fall under the MDDELCC's purview:

- 8 buildings that serve as regional points of service to ensure the operation and maintenance of nearby dams. These buildings consist of office spaces, warehouses and workshops. The service centres are spread across the following 7 administrative regions: Capitale-Nationale, Saguenay-Lac-Saint-Jean (2 buildings), Bas-Saint-Laurent, Laurentides, Abitibi-Témiscamingue, Estrie and Montérégie;
- A discharge pipe that carries effluent from the Resolute Forest Products' market pulp plant in Saint-Félicien. This pipe, built by the MDDELCC in 1976, diverts treated waters from the factory to the Rivière Mistassini located approximately 15 km from the factory. This pipe had an initial useful life of 25 years, but has been in use for 40 years.

PUBLIC INFRASTRUCTURE INVESTMENTS INCLUDED IN THE QUÉBEC INFRASTRUCTURE PLAN

By Body and Investment Type

(contribution of the Gouvernement du Québec, in millions of dollars)

	Maintenance of the Service Offer			Subtotal	Enhancement of the Service Offer	Total	Rate of Completion
	Asset Maintenance	Elimination of Asset Maintenance Deficit	Replacement		Addition and improvement		
MDDELCC							
2016-2017							
Probable	1.6	18.0	3.3	22.9	—	22.9	
Actual	1.0	15.7	2.3	19.0	—	19.0	83%
2017-2018							
Planned	2.6	22.7	3.4	28.7	—	28.7	
Probable	0.9	19.0	1.9	21.8	—	21.8	76%

ADDITIONAL INFORMATION

The MDDELCC invested \$19.0 million in public dams in 2016-2017, a completion rate of 83%. Projects that were not completed were postponed to subsequent years due to various reasons such as the MDDELCC's internal capacity to complete projects, but also, environmental requirements. The sums invested made possible the completion of the following projects:

- upgrading the Des Quinze dam to meet current standards (Abitibi-Témiscamingue);
- reconstruction of the Beaudet dam shutter (Centre-du-Québec);
- repair work on the Dussault dam (Capitale-Nationale), Épinette dam (Mauricie) and Silver dam (Saguenay-Lac-Saint-Jean);
- demolition of the Elbow dam (Mauricie) and Coucoushee dam (Abitibi-Témiscamingue).

The 76% completion rate estimated for 2017-2018 can be explained by the postponing of certain projects to subsequent years due to the MDDELCC's internal capacity for carrying out projects.

Completed projects are as follows:

- upgrade to current standards the Des Quinze dam (Abitibi-Témiscamingue);
- reconstruction of an additional shutter at the Beaudet dam (Centre-du-Québec);
- structural repairs to the Choinière dam (Montérégie);
- plans and specifications for mechanical and civil engineering repair work on the Jules-Allard dam (Chaudière-Appalaches);
- second phase of structural repairs to the Portage-des-Roches dam (Saguenay-Lac-Saint-Jean).

Postponed projects are as follows:

- works on the Choinière dam's mechanized equipment (Montérégie);
- repair work on the concrete structure of the Aylmer dam (Chaudière-Appalaches);
- repair work on the concrete structure of the Sautauriski dam (Capitale-Nationale);
- demolition and rebuilding of the Chochocouane dam (Abitibi-Témiscamingue);
- demolition and rebuilding of the Pimbina dam (Laurentides);
- civil and mechanical engineering repair works on the Jules-Allard dam (Chaudière-Appalaches);
- civil and mechanical engineering repair works on the Étang-Masson dam (Lanaudière).

Furthermore, a departmental action plan based on the observations of the Auditor General of Québec has led to the improvement of the process of prioritizing requests for interventions and repair works resulting from the dam inspections. Based on this action plan, a five-year schedule was implemented to respond to intervention requests. These intervention requests, which involve different kinds of work (mechanical, electrical and civil) were analyzed, characterized, prioritized, and then grouped into projects. Afterwards, each project was then rated according to its type, risk assessment, costs and projected duration of the work. This process will allow for a more effective project tracking and therefore ensure the sustainability of all high-capacity dams as well as a more effective accountability.

INFRASTRUCTURE SUSTAINABILITY

MINISTÈRE DU DÉVELOPPEMENT DURABLE, DE L'ENVIRONNEMENT ET DE LA LUTTE CONTRE LES CHANGEMENTS CLIMATIQUES

Infrastructure Inventory¹ By Infrastructure Type and Category

	Quantity	Dimension	Average Age (Years)	Inspection (%)	Condition Indicator (%)			Average Condition Indicator	Asset Maintenance Deficit (M\$)
					ABC	D	E		
Buildings									
Service Centers	8	N/A	N/A	0	N/A	N/A	N/A	N/A	N/A
Civil Engineering Work									
High-capacity Dams									
Mechanized	48	Variable	43	100	By number			C	65,9
					58	42	0		
					By value			D	
					19	81	0		
No-mechanized	272	Variable	20	100	By number			B	5.6
					89	10	1		
					By value			B	
					91	8	1		
Low-capacity and Small Dams	435	Variable	50	7	By number			B	—
					91	6	3		
					By value			B	
					92	5	3		
Effluent Discharge Pipe	N/A	15 km	40	0	N/A	N/A	N/A	N/A	N/A
Total									71.5

Legend: N/A = not available
¹ Data as at December 2017.

ADDITIONAL INFORMATION

High-capacity dams are now segmented into two categories: mechanized and non-mechanized. This segmentation is intended to stress the need for additional investment in mechanized dams. Furthermore, the condition indicator based on the replacement value shows that 81% of mechanized dams' value is in poor condition.

The following infrastructures are now included in the inventory so as to improve the planning of major investments:

- the service centres dedicated to dam operation and maintenance activities;
- the effluent discharge pipe that is under the MDDELCC's jurisdiction.

Also, two dams were added to the high-capacity dams inventory after the assessment of ownership.

Inspection percentage

All high-capacity dams under the liability of the MDDELCC are inspected at least once a year in accordance to the *Dam Safety Regulation* requirements. These inspections aim to assess dam safety. An inspection program was implemented based on the risk posed by the dam (very low, low, moderate, and higher dam failure consequences). This program also applies to dams with a condition indicator of A, B or C (up to standard), D (to be renovated) or E (to be dismantled or removed). Investment needs for dams in poor condition (D) and whose level of consequence is high are prioritized while planning works.

There are no legal (or bylaws) obligations for the inspection of low-capacity and small dams given their minimal impact on the safety of persons and property. These low-capacity and small dams are mostly dams used for wildlife conservation or recreational purposes and pose very little risk. Accordingly, these dams are not part of a specific inspection program, unless they are operated and part of the regular inspection program for high-capacity dams, that is, depending on their specific context (for example, type of construction, dam's functionality). If required, low-capacity and small dams that are subject to ad hoc requests are inspected individually to assess their condition and confirm the level of risk in the event of a failure. However, these brief summary and periodic inspections do not currently allow to pinpoint asset maintenance work that must be carried out.

The MDDELCC's current inspection strategy prioritizes high-capacity dams. Further orientations must be put forward regarding inspections of low-capacity and small dams; these orientations will be added to the infrastructure management framework.

Service centres are not part of a regular and detailed inspection program. An inspection plan will be implemented and added to the infrastructure management framework so as to monitor the condition of these buildings on a regular basis.

The Saint-Félicien effluent discharge pipe did not undergo a thorough inspection. Only the accessible sections, such as chamber interiors and the control station, are inspected on a monthly basis. However, the condition of these sections is not representative of the condition of the entire pipe. The MDDELCC is evaluating the feasibility of carrying out a complete inspection of the pipe's 15-km length.

Methodology

The condition indicator percentages (ABC/D/E) and average condition indicator are weighted according to the number of dams and the replacement value.

The condition indicators and the AMD are not extrapolated for low-capacity and small dams.

Change in Infrastructure Conditions and Asset Maintenance Deficit By Infrastructure Type and Category

	Proportion of Infrastructures in a Satisfactory Condition or Better (%)			Average Condition Indicator		Asset Maintenance Deficit (M\$)			
	AMPI		Variation	AMPI		AMPI 2017-2018	Improvement	Reduction	AMPI 2018-2019
	2017-2018	2018-2019		2017-2018	2018-2019				
Buildings									
Service Centers	N/A	N/A	n/a	N/A	N/A	N/A	n/a	n/a	N/A
Civil Engineering Work									
High-capacity Dams									
	By number								
Machnized	53	58	5	C	C	83.6	9.2	(26.9)	65.9
	By value								
	28	19	(9)	D	D				
	By number								
No-mechnized	87	89	2	B	B	7.8	0.4	(2.6)	5.6
	By value								
	89	90	1	B	B				
	By number								
Low-capacity and Small Dams	N/A	91	n/a	N/A	B	N/A	—	—	—
	By value								
	N/A	92	n/a	N/A	B				
Effluent Discharge Pipe	N/A	N/A	n/a	N/A	N/A	N/A	n/a	n/a	N/A
Total						91.4	9.6	(29.5)	71.5

Legend: N/A = not available; n/a = not applicable

ADDITIONAL INFORMATION

Changes to the condition of the mechanized high-capacity dams show an improvement in the number of dams in a satisfactory condition or better and an increase in the overall value of dams in poor condition (D/E). This situation is mainly due to the deterioration of several high value dams that are in poor condition (D) this year. In fact, the significant backlog in asset maintenance work on these dams is due to the MDDELCC's capacity to complete projects.

More specifically, the AMD's \$29.5-million decrease is primarily due to the following factors:

- work undertaken in 2017 on high-capacity dams (primarily works related to upgrading the Quinze dam which amounted to \$15.3 million, and other works undertaken on the Beaudet, Choinière, Jules-Allard and Portage-des-Roches dams which amounted to approximately \$2.6 million);
- decrease of costs of upcoming priority projects (in the amount of \$11.6 million), generally as a result of the revaluation of the work plan of these projects.

The AMD's \$9.6-million increase is mainly due to:

- the identification of additional anomalies during annual inspections;
- an increase of the estimated costs of the work plans of the Beaudet and Grand-Moulin dam projects.

The achievement of these results are possible because of the strategic choices that were made by the MDDELCC based on the specifics of the different categories of dams.

- Mechanized high-capacity dams are generally prioritized during the planning of asset maintenance work because the consequences of a failure or break would generally be more serious than for other categories of dams. In addition, the complexity of their components and the need to keep them constantly operational explain why these dams accounts for a large portion of investment needs and monopolizes the majority of available resources. Moreover, the natural deterioration of the discharge equipment of each of these dams results in an increase of interventions required to manage their potential vulnerability, especially during floods.

As for non-mechanized high-capacity dams, fewer than a quarter are evaluated as having the potential to cause medium to considerable impacts in the event of a break. When considering this, the MDDELCC chose to prioritize essential repair work until these dams requires complete reconstruction. Nonetheless, their average condition indicator is good and the average age of the category is low.

ÉDUCATION ET ENSEIGNEMENT SUPÉRIEUR

INFRASTRUCTURE MANAGEMENT

EDUCATION

VISION

The condition of school board infrastructures affects the quality of the education offered. Québec students must therefore have access to stimulating learning environments that foster educational success. Whether through safe infrastructures or environments that meet the needs of students and staff, efforts must focus on the common objective of offering the best teaching quality possible.

ORIENTATION AND OBJECTIVES

In order to fulfill its mission of promoting education, the MEES has adopted the following orientation and objectives for infrastructures under its responsibility.

Orientation

- maintain conditions conducive to educational success by ensuring the quantity, quality and sustainability of infrastructures.

Objectives

- provide school boards with cutting-edge expertise and tools for optimal needs planning;
- provide students and school board staff with buildings that are in good condition;
- improve the quality of information on the condition of infrastructures and the monitoring of projects related to building maintenance and the AMD.

RESPONSIBILITIES

The MEES has the following responsibilities:

- allocate funds to school boards to maintain assets, decrease the AMD, add, replace and improve infrastructures;
- ensure that the amounts allocated are used for their intended purposes;
- prioritize financing of investments based on government-related issues.

SCHOOL BOARDS

RESPONSIBILITIES

School boards have the following responsibilities:

- plan investments and undertake works according to authorizations, amounts allocated and regulations in effect;
- inspect infrastructures in order to have an accurate assessment of their condition and of the works required to maintain them in good condition;
- manage, in collaboration with the MEES, the infrastructures they own;
- ensure that their infrastructures are operational and remain safe, performing and reliable.

DESCRIPTION OF THE INFRASTRUCTURE PORTFOLIO

The school boards' infrastructure inventory counts 4,019 buildings, representing a surface area of 16.6 million square metres.

This inventory is broken down into 69 linguistic and 3 special status school boards (a list of the school boards is presented in the appendix). It includes buildings in different categories: preschools, primary and secondary schools, vocational and adult education centres, administrative and other buildings, as well as surplus buildings.

PUBLIC INFRASTRUCTURE INVESTMENTS INCLUDED IN THE QUÉBEC INFRASTRUCTURE PLAN

By Group of Bodies and Investment Type

(contribution of the Gouvernement du Québec, in millions of dollars)

	Maintenance of the Services Offer				Enhancement of the service Addition and Improvement	Subtotal	Restatement ¹	Total	Rate of Completion
	Asset Maintenance	Elimination of Asset Management Deficit	Replacement	Subtotal					
School Boards									
2016-2017									
Probable	807.9	198.1	18.8	1,024.8	688.0	1,712.8	240.6	1,953.4	
Actual	593.0	79.9	13.0	685.9	505.2	1,191.1	105.8	1,296.9	66%
2017-2018									
Planned	497.5	207.5	13.2	718.2	532.6	1,250.9	—	1,250.9	
Probable	429.4	195.4	10.0	634.8	590.0	1,224.8	134.8	1,359.6	109% ^{2, 3}

¹ A restatement is presented on an interim basis to reflect work done under projects scheduled prior to March 31, 2015.

² A completion rate of less than 100% is mainly due to a slower spending rate than anticipated.

³ A completion rate higher than 100% is mainly due to the addition of the works done in "Probable 2017-2018" in regard of the projects previously scheduled.

ADDITIONAL INFORMATION

The investments made in 2016-2017 total \$1,296.9 million and are distributed as follows:

- an amount of \$735.5 million to perform asset maintenance, replacement work and other works to decrease the AMD. These repair works mainly addressed the repair of roofs and exterior claddings, but also the replacement of windows and floor coverings. These investments account for projects scheduled for 2016-2017 (\$685.9 million) or in the previous years (\$49.6 million);
- an amount of \$561.4 million to expand and build schools across Québec. These investments account for projects scheduled for 2016-2017 (\$505.2 million) or in the previous years (\$56.2 million).

Furthermore, probable investments in 2017-2018 total \$1,359.6 million and are distributed as follows:

- an amount of \$767.6 million to perform asset maintenance, replacement work and other works to decrease the AMD. These repair works mainly addressed the repairs of roofs and exterior claddings, but also the replacement of windows and floor coverings. These probable investments account for projects scheduled for 2017-2018 (\$634.8 million) or in the previous years (\$132.8 million);
- an amount of \$592.0 million to expand and build schools across Québec. These probable investments account for projects scheduled for 2017-2018 (\$590.0 million) or in the previous years (\$2.0 million).

As part of the 2016-2026 and 2017-2027 QIP, the Government announced additional budgets of \$900 million—\$500 and \$400 respectively—to address the need to restore school infrastructures in poor conditions. These amounts add up to the regular asset maintenance budgets authorized annually in the school network.

The MEES has engaged in a careful project planning so as to allocate nearly 80% of these budgets, or \$700 million, over the next 2 years. The remaining budget to be allocated is planned for 2018-2019.

In compliance with established procedures, these allocations have, so far, allowed school boards to complete works estimated at \$180 million to improve the condition of more than 150 buildings at over 50 school boards. The remaining budget of approximately \$720 million should be allocated to schools by 2021-2022.

This year, to enable effective completion of works in schools and maximize the impacts of planned investments, the administrative procedure required to authorize capital budgets in school boards was accelerated this year. School boards will thus be able to quickly start planning their renovation projects, which will largely be done over the summer.

INFRASTRUCTURE SUSTAINABILITY

SCHOOL BOARDS

Infrastructure Inventory¹ By Infrastructure Type and Category

	Quantity	Dimension (m ²)	Average Age (Years)	Inspection (%)	Condition Indicator (%)			Average Condition Indicat	Asset Maintenance Deficit (M\$)
					ABC	D	E		
Buildings									
Linguistic School Boards									
Educational Institutions									
Preschool and Primary Schools	2,248	7,231,966	58	100	45	36	19	D	1,814.2
High Schools	452	6,563,556	52	100	53	37	10	D	930.9
Vocational and Adult Education Centers	302	1,745,016	55	100	60	29	11	D	282.6
Administrative and other Buildings	398	590,371	51	100	50	25	25	D	181.1
Special status school boards	506	275,961	28	36	80	18	2	B	26.1
Surplus buildings	113	190,977	78	38	37	35	28	D	57.3
Total	4,019	16,597,847							3,292.2

¹ Data as at January 2018.

ADDITIONAL INFORMATION

Inspection Percentage

All linguistic school board buildings have been inspected. Inspections of surplus buildings and special status school boards' buildings will be done over the next few years. The MEES expects the inspections of infrastructure to be completed by 2020.

Simultaneously, the MEES is continuing its efforts to improve its inspection procedure and tools for managing school buildings asset maintenance needs. The MEES is therefore progressively introducing a standardized and recurring inspection procedure that will, in the long run, provide for a complete and up-to-date profile of the condition of all buildings within the school network. In addition, the MEES intends to quickly acquire a high-performance information management tool to support strategic planning for infrastructure projects.

At this time, two thirds of the buildings in the infrastructure portfolio have been inspected using the new inspection procedure. The MEES anticipates that the standardization of this procedure will be completed by 2020 for all school boards.

Methodology

School boards use a dedicated software in which they can record, based on their inspections, the repair works needed on their buildings for the next five years. The condition and AMD of all buildings are assessed according to the repair works recorded and in compliance with the inspection parameters recommended in the *Cadre de gestion des infrastructures scolaires*. These parameters are intended to achieve a coherent and comparable assessment of building condition across the school network.

The condition indicator percentages (ABC/D/E) and average condition indicators are weighted according to the infrastructure replacement value.

Change in Infrastructure Conditions and Asset Maintenance Deficit By Infrastructure Type and Category

	Proportion of Infrastructures in a Satisfactory Condition or Better (%)			Average Condition Indicator		Asset Maintenance Deficit (M\$)			
	AMPI		Variation	AMPI		AMPI 2017-2018	Improvement	Reduction	AMPI 2018-2019
	2017-2018	2018-2019		2017-2018	2018-2019				
Buildings									
Linguistic school boards									
Educational institutions									
Preschool and primary schools	62	45	(17)	D	D	1,091.4	1,030.7	307.9	1,814.2
High schools	73	53	(20)	C	D	350	680.9	100.0	930.9
Vocational and adult education centers	67	60	(7)	C	D	163.1	166.1	46.6	282.6
Administrative and other buildings	63	50	(13)	D	D	115.5	98.6	33.0	181.1
Special status school boards	70	80	10	C	B	41.6	0.4	15.9	26.1
Surplus buildings	61	37	(24)	D	D	24.9	39.5	7.1	57.3
Total						1,786.5	2,016.2	510.5	3,292.2

ADDITIONAL INFORMATION

Variation

Overall, the condition of school infrastructures worsened considerably this year, both with respect to the proportion of infrastructure in satisfactory or better condition, as well as the increase of the AMD. However, it is important to note that this statement comes mainly from the greater knowledge of repair works and investments needed in preschools, primary and high schools resulting from the new inspection procedures introduced last year.

More specifically, the net \$1.5-billion increase in the AMD is due to:

- the addition of \$1.2 billion of work related to the natural deterioration of critical components of some school buildings, especially buildings over 50 years old;
- the improved inspection procedure, which identified \$800 million of unaccounted asset maintenance works in two thirds of the schools of the entire portfolio;
- the completion of over \$500 million in works to decrease the AMD related to infrastructures in poor condition, such as the replacement of components that were obsolete or had reached the end of their useful lives, and also works on certain buildings to resolve specific issues, such as those that could affect air quality.

Despite the major investments made each year, the MEES expects an increase of the portfolio's AMD over the coming years due to the new building inspection procedure and also considering the limited ability of some school boards to increase the rate of completion of their planned works.

On the other hand, anticipating the annual asset maintenance budget allocation procedure in school boards will help support better contract management and therefore optimize the volume of works to be done over the summer. Among other things, this is a reason why over \$1 billion in asset maintenance allowances allocated to school boards have not yet been spent.

Moreover, despite the expected increase in the AMD, the MEES is confident it will find ways to achieve objective 7 of the Policy on Educational Success, i.e. ensuring that all school buildings are in satisfactory condition by 2030. To reach this goal, the Government will have to continue its efforts to allow targeted allocations to priority sectors and take steps to ensure schools have the capacity to manage an increased workload.

APPENDIX I

COMPOSITION OF GROUPS OF BODIES

School Boards

Linguistic

Commission scolaire des Monts-et-Marées
Commission scolaire des Phares
Commission scolaire du Fleuve-et-des-Lacs
Commission scolaire de Kamouraska–Rivière-du-Loup
Commission scolaire du Pays-des-Bleuets
Commission scolaire du Lac-Saint-Jean
Commission scolaire des Rives-du-Saguenay
Commission scolaire De La Jonquière
Commission scolaire de Charlevoix
Commission scolaire de la Capitale
Commission scolaire des Découvreurs
Commission scolaire des Premières-Seigneuries
Commission scolaire de Portneuf
Commission scolaire du Chemin-du-Roy
Commission scolaire de l'Énergie
Commission scolaire des Hauts-Cantons
Commission scolaire de la Région-de-Sherbrooke
Commission scolaire des Sommets
Commission scolaire de la Pointe-de-l'Île
Commission scolaire de Montréal
Commission scolaire Marguerite-Bourgeoys
Commission scolaire des Draveurs
Commission scolaire des Portages-de-l'Outaouais
Commission scolaire au Cœur-des-Vallées
Commission scolaire des Hauts-Bois-de-l'Outaouais
Commission scolaire du Lac-Témiscamingue
Commission scolaire de Rouyn-Noranda
Commission scolaire Harricana
Commission scolaire de l'Or-et-des-Bois
Commission scolaire du Lac-Abitibi
Commission scolaire de l'Estuaire
Commission scolaire du Fer
Commission scolaire de la Moyenne-Côte-Nord
Commission scolaire de la Baie-James
Commission scolaire des Îles
Commission scolaire des Chic-Chocs
Commission scolaire René-Lévesque
Commission scolaire de la Côte-du-Sud
Commission scolaire des Appalaches
Commission scolaire de la Beauce-Etchemin
Commission scolaire des Navigateurs
Commission scolaire de Laval
Commission scolaire des Affluents
Commission scolaire des Samares

APPENDIX I
(cont'd)

Commission scolaire de la Seigneurie-des-Mille-Îles
Commission scolaire de la Rivière-du-Nord
Commission scolaire des Laurentides
Commission scolaire Pierre-Neveu
Commission scolaire de Sorel-Tracy
Commission scolaire de Saint-Hyacinthe
Commission scolaire des Hautes-Rivières
Commission scolaire Marie-Victorin
Commission scolaire des Patriotes
Commission scolaire du Val-des-Cerfs
Commission scolaire des Grandes-Seigneuries
Commission scolaire de la Vallée-des-Tisserands
Commission scolaire des Trois-Lacs
Commission scolaire de la Riveraine
Commission scolaire des Bois-Francs
Commission scolaire des Chênes
Commission scolaire Central Québec/Central Québec School Board
Commission scolaire Eastern Shores/Eastern Shores School Board
Commission scolaire Eastern Townships/Eastern Townships School Board
Commission scolaire Riverside/Riverside School Board
Commission scolaire Sir-Wilfrid-Laurier/Sir Wilfrid Laurier School Board
Commission scolaire Western Québec/Western Québec School Board
Commission scolaire English-Montréal/English Montreal School Board
Commission scolaire Lester-B.-Pearson/Lester B. Pearson School Board
Commission scolaire New Frontiers/New Frontiers School Board

Special Status

Commission scolaire du Littoral
Commission scolaire crie/Cree School Board
Commission scolaire Kativik/Kativik School Board

APPENDIX II

DETAILED INVENTORY

School Boards

Buildings¹

	Quantity	Dimension (m ²)	Condition indicator(%)			Average condition indicator	Asset Maintenance Deficit (M\$)
			ABC	D	E		
0-10 years							
Educational institutions							
Preschool and primary schools	68	302,385	100	0	0	A	0.0
High schools	2	8,840	100	0	0	A	0.0
Vocational and adult education centres	10	16,034	100	0	0	A	0.0
Administrative and other building	49	96,707	100	0	0	A	0.0
11-20 years							
Educational institutions							
Preschool and primary schools	48	193,845	81	19	0	B	6.5
High schools	12	106,801	91	9	0	B	0.4
Vocational and adult education centres	20	83,667	96	4	0	A	0.5
Administrative and other building	26	16,627	66	33	1	B	0.7
21-30 years							
Educational institutions							
Preschool and primary schools	83	316,163	68	26	6	C	31.2
High schools	26	212,510	65	35	0	C	8.8
Vocational and adult education centres	28	161,165	88	3	9	B	9.3
Administrative and other building	36	34,758	80	15	5	C	2.0
31-40 years							
Educational institutions							
Preschool and primary schools	103	402,989	50	42	8	D	51.3
High schools	16	207,056	56	35	9	C	19.4
Vocational and adult education centres	6	39,072	82	1	17	C	3.1
Administrative and other building	33	27,299	63	6	31	D	8.3
41-50 years							
Educational institutions							
Preschool and primary schools	115	533,629	46	38	16	D	139.8
High schools	144	2,948,498	52	41	7	D	376.1
Vocational and adult education centres	26	262,704	60	27	13	D	39.3
Administrative and other building	59	44,320	49	13	38	E	35.8
51-60 years							
Educational institutions							
Preschool and primary schools	796	2,276,665	41	38	21	D	641.0
High schools	149	2,194,478	55	32	13	D	361.8
Vocational and adult education centres	83	643,374	59	35	6	D	92.6
Administrative and other building	78	119,391	35	34	31	D	47.5
61-70 years							
Educational institutions							
Preschool and primary schools	762	2,174,218	40	40	20	D	567.7
High schools	61	472,318	48	40	12	D	73.2
Vocational and adult education centres	78	330,347	42	44	14	D	91.3
Administrative and other building	71	147,139	41	34	25	D	40.4

**APPENDIX II
 (cont'd)**

	Quantity	Dimension (m ²)	Condition indicator(%)			Average condition indicator	Asset Maintenance Deficit (M\$)
			ABC	D	E		
71 years and above							
Educational institutions							
Preschool and primary schools	273	1,032,072	35	32	33	D	376.7
High schools	42	413,055	44	39	17	D	91.2
Vocational and adult education centres	51	208,653	55	23	22	D	46.5
Administrative and other building	46	104,130	25	36	39	D	46.4
Total							
Educational institutions							
Preschool and primary schools	2,248	7,231,966	45	36	19	D	1,814.2
High schools	452	6,563,556	53	37	10	D	930.9
Vocational and adult education centres	302	1,745,016	60	29	11	D	282.6
Administrative and other building	398	590,371	50	25	25	D	181.1
Commissions scolaires à statut particulier ²	506	275,961	80	18	2	B	26.1
Immeubles excédentaires ²	113	190,977	37	35	28	D	57.3
Total							3,292.2

¹ The age of buildings is based on the initial year of construction.

² This category is not broken down by age group.

INFRASTRUCTURE MANAGEMENT

HIGHER EDUCATION

VISION

The quality of infrastructures for higher education has an impact on the performance of education programs throughout Québec. Therefore, students must have access to stimulating learning environments that reflect the needs of the labour market. Whether it is through safe infrastructures, cutting-edge laboratories or spaces that meet the needs of students and staff, our efforts must focus on the common objective of offering the best teaching quality possible.

ORIENTATIONS AND OBJECTIVES

In order to fulfill its mission of promoting higher education, the MEES has adopted the following orientation and objectives for infrastructure under its responsibility.

Orientation

- maintain conditions favourable to higher education by ensuring the quantity, quality, safety and sustainability of infrastructures.

Objectives

- assess, every five years, all buildings designated for funding and ensure follow-up on the evaluation;
- maintain in satisfactory condition or improve the condition of buildings frequented by students and staff in higher education networks;
- improve the quality of information on the condition of infrastructures and the annual monitoring of projects related to building maintenance and the AMD;
- improve, in the next five years, the resource allocation model, in part to take into account the condition of infrastructures.

RESPONSIBILITIES

The MEES allocates funds to colleges and universities to maintain their assets, decrease the AMD, and add, replace and improve infrastructures. It also ensures that the amounts allocated to institutions are used for their intended purposes. The MEES also conducts audits of the institutions' capital budgets to ensure that allocations intended for spaces designated for funding are used specifically for these buildings.

CEGEPs AND UNIVERSITIES

RESPONSIBILITIES

The MEES funding model distinguishes between spaces designated for funding and spaces not designated for funding. The distinction between these two types of spaces is based on their mission and MEES standards.

The MEES pays allocations for maintaining assets, eliminating the AMD and adding, replacing and improving buildings for designated spaces. For these spaces, colleges and universities are responsible for managing their infrastructures and planning work, according to MEES rules. Furthermore, higher education institutions must present the projects they intend to complete using their annual capital budget in order to obtain confirmation from the MEES about their projects' compliance. Therefore, institutions must provide a summary or a detailed description of each project depending on the scope, funding detail and the building concerned. Institutions must also forward details of the condition of their buildings to the MEES.

The MEES does not report in the AIMP for spaces not designated for funding given that it does not allocate any amount for such spaces. Institutions must use their own revenue to provide for the investment requirements of these buildings. Each institution is responsible for monitoring the condition of their spaces to ensure their quality, safety and sustainability.

DESCRIPTION OF THE INFRASTRUCTURE PORTFOLIO

The college network infrastructure portfolio includes 962 buildings, representing a surface area of around 2.66 million square metres, of which approximately 2.52 million square metres in 884 buildings are designated for funding by the MEES.

The university network infrastructure portfolio includes 1,049 buildings, representing a surface area of around 4.79 million square metres, of which approximately 3.54 million square metres in 739 buildings are designated for funding by the MEES.

The college and university networks also have an equipment inventory. This equipment is used for higher education and research purposes.

PUBLIC INFRASTRUCTURE INVESTMENTS INCLUDED IN THE QUÉBEC INFRASTRUCTURE PLAN

By Group of Bodies and Investment Type

(contribution of the Gouvernement du Québec, in millions of dollars)

	Maintenance of the Services Offer				Enhancement of the service Addition and Improvement	Subtotal	Restatement ¹	Total	Rate of Completion
	Asset Maintenance	Elimination of Asset Management Deficit	Replacement	Subtotal					
CEGEPs									
2016-2017									
Probable	186.5	30.6	5.0	222.1	37.2	259.3	5.3	264.6	
Actual	145.8	21.7	5.0	172.5	35.6	208.1	0.5	208.6	79%
2017-2018									
Planned	193.3	35.0	9.3	247.6	27.8	275.4	—	275.4	
Probable	230.7	40.7	9.3	290.7	38.6	329.3	4.8	334.1	121%
Universities									
2016-2017									
Probable	152.0	53.7	128.9	334.6	36.4	371.0	91.0	462.0	
Actual	125.8	48.8	127.0	301.6	12.2	313.8	17.4	331.2	72%
2017-2018									
Planned	194.7	68.6	133.5	396.8	114.6	511.4	—	511.4	
Probable	175.9	84.6	130.1	390.6	39.6	430.1	60.8	490.9	96%

¹ A restatement is presented on an interim basis to reflect work done under projects scheduled prior to March 31, 2015.

ADDITIONAL INFORMATION

CEGEPs

The investments made by CEGEPs in 2016-2017 total \$208.6 million and were distributed as follows:

- \$172.9 million for works on exterior claddings, roofs and mechanical and electrical systems and for replacing equipment. These investments cover projects scheduled for 2016-2017 (\$172.5 million) or in previous years (\$0.4 million);
- \$35.7 million to improve access to technical training, in particular by creating new student spaces. These investments cover projects scheduled for 2016-2017 (\$35.6 million) or in previous years (\$0.1 million).

Furthermore, the main probable investments for 2017-2018 are as follows:

- \$290.7 million for works on exterior claddings, roofs and mechanical and electrical systems and for replacing equipment. These probable investments cover projects scheduled for 2017-2018;
- \$43.4 million to improve access to training, in particular by creating new student spaces. These probable investments cover projects scheduled for 2017-2018 (\$38.6 million) or in previous years (\$4.8 million).

Universities

The investments made by universities in 2016-2017 total \$331.2 million and were distributed as follows:

- \$314.4 million for works on exterior claddings, roofs and mechanical and electrical systems and for replacing equipment. These investments cover projects scheduled for 2016-2017 (\$301.6 million) or in previous years (\$12.8 million);
- \$16.8 million in particular for clinical simulation laboratories at Université de Sherbrooke and for a study for the construction of a new pavilion at Montréal's Hautes études commerciales (HEC Montréal). These investments cover projects scheduled for 2016-2017 (\$12.2 million) or in previous years (\$4.6 million).

Furthermore, the main probable investments for 2017-2018 are as follows:

- \$411.6 million mainly for works on exterior claddings, roofs and mechanical and electrical systems and for replacing equipment. These planned investments cover projects scheduled for 2017-2018 (\$390.6 million) or in previous years (\$21.0 million);
- \$79.4 million in particular for the construction of a new science pavilion at Université de Montréal and a new pavilion at HEC Montréal. These probable investments cover projects scheduled for 2017-2018 (\$39.6 million) or in previous years (\$39.8 million).

INFRASTRUCTURE SUSTAINABILITY

CEGEPs

Infrastructure Inventory¹ By Infrastructure Type and Category

	Quantity	Dimension (m ²)	Average Age (Years)	Inspection (%)	Condition Indicator (%)			Average Condition Indicat	Asset Maintenance Deficit (M\$)
					ABC	D	E		
Buildings									
Spaces designated for funding	884	2,518,995	50	100	71	24	5	C	142.1
Equipment	N/A	n/a	N/A	0	N/A	N/A	N/A	N/A	N/A

Legend: N/A = not available; n/a = not applicable

¹ Data as at February 1, 2018.

ADDITIONAL INFORMATION

Inspection Percentage

The first inspections of spaces designated for funding in the college network were conducted between 2010 and 2012. As part of these inspections, each system was verified and accompanied by a forecast for upgrades and a list of the asset maintenance work needed to ensure buildings are maintained and restored to a satisfactory condition. Currently, an annual update of this list is being drawn up for the network to reflect the changes in asset maintenance needs and support the completion of short-term works. The inspection strategy is being revised so as to support the long-term planning of infrastructure investments. Once the new inspection strategy has been implemented, it will allow for the inclusion of investment needs related to building interiors.

The MEES does not have information on the college network's equipment inventory. Work is underway to determine the appropriate methodology for obtaining relevant information on the condition of this equipment.

Methodology

Colleges use a software package enabling them to record, following inspections by a specialized firm, the works needed on their buildings over the next five years. The condition and AMD of all buildings are assessed based on the work recorded in the software package according to the inspection parameters set out in the *Cadre de gestion pour les investissements liés aux infrastructures de l'enseignement supérieur*, which seeks to obtain coherent and ongoing assessments of the condition of the buildings, assessments that are consistent throughout the college network.

The condition indicator percentages (ABC/D/E) and average condition indicator are weighted based on the buildings' replacement value.

CEGEPs (CONT'D)

Change in Infrastructure Conditions and Asset Maintenance Deficit By Infrastructure Type and Category

	Proportion of Infrastructures in a Satisfactory Condition or Better (%)			Average Condition Indicator		Asset Maintenance Deficit (M\$)			
	AMPI		Variation	AMPI		AMPI 2017-2018	Improvement	Reduction	AMPI 2018-2019
	2017-2018	2018-2019		2017-2018	2018-2019				
Buildings									
Spaces Designated for Funding	72	71	(1)	C	C	169.1	13.7	(40.7)	142.1
Equipment	N/A	N/A	n/a	N/A	N/A	N/A	n/a	n/a	N/A

Legend: N/A = not available; n/a = not applicable

ADDITIONAL INFORMATION

Variation

The condition of college buildings has remained stable, despite an overall \$27.0-million decrease in the AMD. This situation can be explained by the level of investment in asset maintenance, which is adequate, combined with a targeted intervention strategy in the buildings in poor conditions in order to decrease their AMD and prevent their deterioration.

UNIVERSITIES

Infrastructure Inventory¹ By Infrastructure Type and Category

	Quantity	Dimension (m ²)	Average Age (Years)	Inspection (%)	Condition Indicator (%)			Average Condition Indicator	Asset Maintenance Deficit (M\$)
					ABC	D	E		
Buildings									
Spaces Designated for Funding	739	3,540,075	54	100	67	19	14	D	1,024.4
Equipment	N/A	N/A	N/A	0	N/A	N/A	N/A	N/A	N/A

Legend: N/A = not available; n/a = not applicable

¹ Data as at February 1, 2018.

ADDITIONAL INFORMATION

Inspection Percentage

The first inspections of buildings designated for funding in the university network began in 2014 and were completed in the spring of 2016. Currently, an annual update of this list is being drawn up for the network to reflect the changes in asset maintenance needs and support the completion of short-term works. The inspection strategy is being revised so as to support the long-term planning of infrastructure investments.

The MEES does not have information on the university network's equipment inventory. Work is underway to determine the appropriate methodology for obtaining relevant information on the equipment's condition.

Methodology

Universities use a software package enabling them to record, following inspections by a specialized firm, the work needed on their buildings over the next five years. The condition and AMD of all buildings are assessed based on the work recorded in the software package according to the inspection parameters set out in the *Cadre de gestion pour les investissements liés aux infrastructures de l'enseignement supérieur*, which seeks to obtain coherent and ongoing assessments of the condition of the buildings, assessments that are consistent throughout the university network.

The condition indicator percentages (ABC/D/E) and average condition indicator are weighted based on the buildings' replacement value.

UNIVERSITIES (CONT'D)

Change in Infrastructure Conditions and Asset Maintenance Deficit By Infrastructure Type and Category

	Proportion of Infrastructures in a Satisfactory Condition or Better (%)		Variation	Average Condition Indicator		Asset Maintenance Deficit (M\$)			
	AMPI			AMPI		AMPI 2017-2018	Improvement	Reduction	AMPI 2018-2019
	2017-2018	2018-2019		2017-2018	2018-2019				
Building									
Spaces designated for funding	65	67	2	D	D	1,015.	93.9	(84.6)	1,024.4
Equipment	N/A	N/A	n/a	N/A	N/A	N/A	n/a	n/a	N/A

Legend: N/A = not available; n/a = not applicable

ADDITIONAL INFORMATION

Variation

The AMD of university spaces designated for funding show a slight increase this year. Indeed, the pace of achievement of asset maintenance works and other works to address the AMD was not sufficient to counter the natural deterioration of all spaces designated for funding.

APPENDIX I

COMPOSITION OF GROUPS OF BODIES

CEGEPs

Cégep de l'Abitibi-Témiscamingue
Cégep d'Ahuntsic
Collège d'Alma
Cégep André-Laurendeau
Cégep de Baie-Comeau
Cégep Beauce-Appalaches
Cégep de Bois-de-Boulogne
Champlain Regional College
Cégep de Chicoutimi
Collège Dawson/Dawson College
Cégep de Drummondville
Cégep Édouard-Montpetit
Cégep de St-Félicien
Cégep de Sainte-Foy
Cégep François-Xavier-Garneau
Cégep de la Gaspésie et des Îles
Cégep Gérard-Godin
Cégep de Granby–Haute-Yamaska
Collège Héritage/Heritage College
Cégep de St-Hyacinthe
Cégep Saint-Jean-sur-Richelieu
Cégep de Saint-Jérôme
Cégep John Abbott/John Abbott College
Cégep de Jonquière
Cégep régional de Lanaudière
Cégep de La Pocatière
Cégep de Saint-Laurent
Cégep de Lévis-Lauzon
Cégep Limoilou
Cégep Lionel-Groulx
Cégep de Maisonneuve
Cégep Marie-Victorin
Cégep de Matane
Cégep Montmorency
Cégep de l'Outaouais
Cégep de Rimouski
Cégep de Rivière-du-Loup
Cégep de Rosemont
Cégep de Sept-Îles
Collège Shawinigan
Cégep de Sherbrooke
Cégep de Sorel-Tracy
Cégep de Thetford
Cégep de Trois-Rivières
Cégep de Valleyfield
Vanier College
Cégep de Victoriaville
Cégep du Vieux Montréal

APPENDIX I (cont'd)

Universities

École des hautes études commerciales de Montréal
École nationale d'administration publique
École Polytechnique de Montréal
École de technologie supérieure
Institut national de la recherche scientifique
Télé-université
Université Bishop's/Bishop's University
Université Concordia/Concordia University
Université Laval
Université de Montréal
Université McGill/McGill University
Université du Québec (main campus)
Université du Québec en Abitibi-Témiscamingue
Université du Québec à Chicoutimi
Université du Québec à Montréal
Université du Québec en Outaouais
Université du Québec à Rimouski
Université du Québec à Trois-Rivières
Université de Sherbrooke

APPENDIX II

CEGEPs and universities

Buildings
 Spaces Designated for Funding

	Quantity	Dimension (m ²)	Condition Indicator (%)			Average Condition Indicator	Asset Maintenance Deficit (M\$)
			ABC	D	E		
0-10 ans							
CEGEPs	85	101,227	100	0	0	A	-
University	44	195,477	99	0	1	A	1.5
11-20 ans							
CEGEPs	97	89,590	87	13	0	B	1.6
University	105	576,838	99	0	1	A	2.6
21-30 ans							
CEGEPs	123	218,122	81	14	5	C	7.7
University	97	553,736	91	5	4	B	16.9
31-40 ans							
CEGEPs	102	237,213	63	34	3	C	15.9
University	42	259,617	50	12	38	D	130.2
41-50 ans							
CEGEPs	174	728,198	64	31	5	C	53.1
University	95	595,783	61	31	8	C	73.6
51-60 ans							
CEGEPs	143	553,421	77	17	6	C	22.3
University	133	767,009	49	30	21	D	344.2
61-70 ans							
CEGEPs	66	239,143	70	29	1	C	8.5
University	47	104,137	72	17	11	C	16.2
71 ans et plus							
CEGEPs	94	352,081	59	30	11	C	33.0
University	176	487,478	22	43	35	E	439.2
Total							
CEGEPs	884	2,518,995	71	24	5	C	142.1
University	739	3,540,075	67	19	14	D	1,024.4

SANTÉ ET SERVICES SOCIAUX

INFRASTRUCTURE MANAGEMENT

MINISTÈRE DE LA SANTÉ ET DES SERVICES SOCIAUX

VISION

The MSSS aims to provide an integrated and efficient health and social services network within proximity of people and their living environments.

ORIENTATIONS AND OBJECTIVES

To fulfil its mission, which is to "maintain, improve and restore the health and well-being of Quebecers by providing access to a set of integrated and high-quality health and social services, thereby contributing to the social and economic development of Québec," the MSSS has the following orientations and objectives with regard to the infrastructures under its responsibility.

Orientations

- ensure sound management of the RSSS infrastructure;
- make new investments in infrastructure oriented toward priority needs;
- ensure the safety of persons and property, address building deterioration, and ensure building conservation.

Objectives

- keep a reliable and updated inventory of RSSS infrastructures;
- ensure an adequate level of annual investment to maintain RSSS infrastructures;
- monitor the physical condition of RSSS infrastructures;
- promote good infrastructure management practices in RSSS institutions;
- establish fair and objective prioritization criteria to support investment choices;
- support RSSS institutions in their project planning process, including developing departmental manuals and directives;
- optimize procurement and resource use practices.

RESPONSIBILITIES

The MSSS determines health and social services priorities, objectives and guidelines and oversees their implementation.

The MSSS evaluates and allocates the funds required for asset maintenance, the elimination of the AMD, and the addition, improvement and replacement of RSSS infrastructures. In this regard, the MSSS ensures that the amounts allocated to the network are used for their intended purposes.

HEALTH AND SOCIAL SERVICES NETWORK

RESPONSIBILITIES

Each institution is primarily responsible for maintaining RSSS infrastructures and must do so in accordance with department orientations. The institutions determine, prioritize, plan and carry out works previously authorized by the MSSS.

Every year, in conjunction with the RSSS institutions, the MSSS updates and certifies the real estate inventory and medical equipment comprising the Québec medical equipment inventory.

DESCRIPTION OF THE INFRASTRUCTURE PORTFOLIO

Real Estate Inventory

The RSSS's real estate inventory consists of 2,675 buildings whose total surface area is 9.3 million square metres. The inventory is divided into 7 major building categories, according to their respective missions:

- hospital centres, including short-term care centres, health centres and psychiatric centres;
- CHSLDs;
- rehabilitation centres;
- youth centres;
- CLSCs;
- other buildings, including staff and doctors' quarters, research centres, administrative spaces, warehouses, laundries and boiler rooms;
- surplus buildings.

Medical Equipment Inventory

The main medical equipment consists of 11,288 devices designed to provide care and services across different specialties.

PUBLIC INFRASTRUCTURE INVESTMENTS INCLUDED IN THE QUÉBEC INFRASTRUCTURE PLAN

By Body and Investment Type

(contribution of the Gouvernement du Québec, in millions of dollars)

	Maintenance of the Services Offer				Enhance- ment of the service Addition and Improve- ment	Subtotal	Restatement ¹	Total	Rate of Completion
	Asset Maintenance	Elimination of Asset Management Deficit	Replace- ment	Subtotal					
Health and Social Services									
2016-2017									
Probable	135.2	79.6	550.0	764.8	541.3	1,306.1	454.8	1,760.9	
Actual	105.2	32.2	334.7	472.1	290.7	762.8	265.4	1,028.2	58%
2017-2018									
Planned	167.5	119.7	424.7	711.9	649.1	1,361.0	—	1,361.0	
Probable	79.2	55.3	302.3	436.8	554.2	991.0	584.1	1,575.1	116% ²

¹ A restatement is presented on an interim basis to reflect works done under projects scheduled prior to March 31, 2015.

² A completion rate higher than 100% is mainly due to the addition of \$584.1 million of work scheduled in prior years.

ADDITIONAL INFORMATION

Projects completed by the RSSS in 2016-2017 total \$1,028.2 million and were distributed as follows:

- \$370.7 million to carry out work involving asset maintenance and the elimination of the AMD for MSSS infrastructures, including works to address defective or deteriorated buildings. This primarily involved rehabilitating electrical installations, mechanical and ventilation systems, and replacing claddings in various Québec regions. These investments cover projects scheduled for 2016-2017 (\$137.4 million) or in previous years (\$233.3 million);
- \$657.5 million, of which \$334.7 million was used mainly for the replacement of medical devices, and \$322.8 million was used for building additions and improvements across Québec. These investments in building additions and improvements cover projects scheduled for 2016-2017 (\$290.7 million) or in previous years (\$32.1 million).

The main projects completed or underway in 2017-2018 are:

- CIUSSS de la Capitale-Nationale: construction of the new Hôpital de Baie-Saint-Paul;
- CIUSSS de la Mauricie-et-du-Centre-du-Québec: Pavillon Sainte-Marie – Phase II of service redeployment;
- CHUM and research centre: Phase II of the construction of the new hospital complex;

- CHUSJ – “Growing Up Healthy”: expansion project and major redevelopment;
- CISSS de Chaudière-Appalaches: Hôtel-Dieu de Lévis – Construction of an integrated regional cancerology centre;
- CISSS des Laurentides: construction of a 212-bed CHSLD and a mental health care pavilion at Hôpital de Saint-Jérôme;
- CISSS de la Montérégie-Centre: expansion of Hôpital du Haut-Richelieu Rouville;
- CHU de Québec – Université Laval – Construction of a new hospital on the site of Hôpital de l'Enfant-Jésus, Phase 1;
- CISSS des Laurentides – Hôpital régional de Saint-Jérôme – New mental health care pavilion;
- Montreal Heart Institute – Training centre, grouping of ambulatory services, expansion of emergency department;
- CIUSSS du Nord-de-l'Île-de-Montréal – Expansion of the Centre intégré de traumatologie, the mother-child unit and the endoscopy department at Hôpital du Sacré-Cœur-de-Montréal.

INFRASTRUCTURE SUSTAINABILITY

HEALTH AND SOCIAL SERVICES NETWORK

Infrastructure Inventory¹ By Infrastructure Type and Category

	Quantity	Dimension (m ²)	Average Age (Years)	Inspection (%)	Condition Indicator (%)			Average Condition Indicator	Asset Maintenance Deficit (M\$)
					ABC	D	E		
Real estate									
Buildings									
Hospital centres	571	4,453,278	51	100	90	9	1	B	236.4
CHSLD	466	2,117,166	47	100	78	18	4	C	148.8
Rehabilitation centres	177	381,953	50	100	84	13	3	B	17.1
Youth centres	191	336,820	57	100	66	26	8	C	48.0
Local community service centres (CLSC)	183	356,169	40	100	82	17	1	B	16.7
Other ²	987	1,310,146	50	100	80	15	5	B	174.3
Surplus buildings	106	445,656	83	0	N/A	N/A	N/A	N/A	N/A
Total	2,675	9,347,554							641.3
Equipment									
Medical devices									
Imaging	3,595	n/a	8	100	76	21	3	C	n/a ³
Radiotherapy	97	n/a	8	100	79	10	11	C	n/a ³
Medical biology	1,634	n/a	8	100	69	23	8	C	n/a ³
Monitoring (No. facilities)	125	n/a	8	100	77	19	4	B	n/a ³
Respiratory Therapy	2,599	n/a	9	100	75	20	5	C	n/a ³
Surgery	854	n/a	8	100	79	14	7	B	n/a ³
Care	336	n/a	5	100	85	11	4	B	n/a ³
Other	2,048	n/a	7	100	75	15	10	C	n/a ³
Total	11,288								

Legend: N/A = not available; n/a = not applicable

¹ Data as at February 28, 2018 for real estate inventory and September 30, 2017 for medical equipment.

² Other buildings include staff and doctors' quarters, research centres, administrative spaces, warehouses, laundries and boiler rooms.

³ See additional information in the inspection percentage and methodology sections.

ADDITIONAL INFORMATION

Inspection Percentage

All buildings, apart from surplus buildings, are inspected.

"Surplus building" refers to a building which the institution, the department concerned and the Minister foresee will not be used for the purposes of any institution for whatever purpose for the five ensuing years (reference – *Act respecting health services and social services*, section 262.1)

Though surplus buildings have not been inspected, the institutions must carry out maintenance work aimed at addressing their deterioration. The MSSS will develop an assessment procedure for surplus buildings in the next year.

Medical devices are systematically inspected by the institutions through established preventive maintenance programs.

Methodology

The Government's building condition indicator is determined based on a building condition index following a technical inspection. Appendix 2 shows the condition index by building type and age group.

The AMD is the estimated value of works required to restore buildings to a satisfactory condition (C) or better.

The condition indicator and AMD do not take into account the functional obsolescence of buildings, that is the reduction in their capacity to fulfill the functions they are designed for. The main causes of this functional obsolescence are obsolete design, inadequate layout or sub-optimal use of spaces.

The condition of a device is determined by taking into account its actual age in relation to its established standardized service life. Medical equipment is generally replaced when it reaches the end of its useful life. Equipment whose actual age surpasses standardized service life represents a forecast investment of \$582.4 million, that is \$14.5 million more than last year.

Despite the increase in investments over the past two years, the medical equipment replacement deficit has increased slightly since the annual financial means are less than the growing needs. However, the significant increase in investment planned for the next few years should allow to reverse this trend.

Medical devices are systematically monitored through established preventive maintenance programs in order to ensure the continuity and quality of the services for which they are designed.

The condition indicator percentages (ABC/D/E) are determined based on the buildings' surface areas and the replacement value of medical equipment. The average age and average condition indicators of buildings are weighted according to their surface areas, whereas the same indicators for medical devices are weighted according to their replacement value.

Change in Infrastructure Conditions and Asset Maintenance Deficit By Infrastructure Type and Category

	Proportion of Infrastructures in a Satisfactory Condition or Better (%)			Average Condition Indicator		Asset Maintenance Deficit (M\$)			
	AMPI		Variation	AMPI		AMPI 2017-2018	Improvement	Reduction	AMPI 2018-2019
	2017-2018	2018-2019		2017-2018	2018-2019				
Real estate									
Buildings									
Hospital centres	89	90	1	B	B	157.7	119.9	(41.2)	236.4
CHSLD	75	76	1	C	C	94.5	82.0	(27.7)	148.8
Rehabilitation centres	80	81	1	B	B	15.9	15.7	(14.5)	17.1
Youth centres	76	66	(10)	C	C	51.2	19.6	(22.8)	48.0
Local community service centres (CLSC)	79	82	3	B	B	8.2	12.7	(4.2)	16.7
Other	63	78	15	B	C	108.5	110.5	(44.7)	174.3
Surplus buildings	N/A	N/A	n/a	N/A	N/A	N/A	n/a	n/a	N/A
Total						436.0	360.4	(155.1)	641.3
Equipment									
Medical devices									
Imaging	78	76	(2)	C	C				
Radiotherapy	79	79	0	B	C				
Medical biology	72	69	(3)	C	C				
Monitoring (No. facilities)	76	77	1	C	B				
Respiratory therapy	72	75	3	C	C			n/a ¹	
Surgery	77	79	2	B	B				
Care	85	85	0	B	B				
Other	74	75	1	C	C				

Legend: N/A = not available; n/a = not applicable

¹ See additional information in the inspection percentage and methodology sections.

ADDITIONAL INFORMATION

Variation

Considering the additional inspections that were carried out in the last year, the average condition indicator of the real estate inventory remains stable, at good (B) or satisfactory (C).

The \$360.4 million increase of the AMD is primarily due to the identification of works required to bring the condition of buildings inspected in the last year above the satisfactory threshold (A, B or C).

The \$155.1-million decrease of the AMD is due to:

- a complete review of the list of works required to bring the condition of buildings inspected last year above the satisfactory threshold (A, B or C), resulting in a decrease of \$131.1 million of the AMD according to government guidelines;
- the completion this year of \$24.0 million of works for some buildings that were rated below the satisfactory threshold (D or E).

Overall, the average condition indicator for medical devices is relatively stable at good (B) or satisfactory (C). This is essentially due to the continuous equipment replacement program.

APPENDIX 1

COMPOSITION OF GROUP OF BODIES

Health and Social Services Network

CISSS du Bas-Saint-Laurent
CIUSSS du Saguenay-Lac-Saint-Jean
CHU de Québec – Université Laval
CIUSSS de la Capitale-Nationale
Institut universitaire de cardiologie et de pneumologie de Québec – Université Laval (IUCPQ – UL)
CIUSSS de la Mauricie et du Centre-du-Québec
CIUSSS de l'Estrie – CHUS
CIUSSS de l'Ouest-de-l'Île-de-Montréal
CIUSSS du Centre-Ouest-de-l'Île-de-Montréal
CIUSSS du Centre-Sud-de-l'Île-de-Montréal
CIUSSS du Nord-de-l'Île-de-Montréal
CIUSSS de l'Est-de-l'Île-de-Montréal
Centre hospitalier de l'Université de Montréal (CHUM)
CHU de Sainte-Justine
McGill University Health Centre
Montreal Heart Institute
Institut Philippe-Pinel de Montréal (IPPM)
CISSS de l'Outaouais
CISSS de l'Abitibi-Témiscamingue
CISSS de la Côte-Nord
CLSC de Naskapi
CRSSS de la Baie-James
CISSS de la Gaspésie
CISSS des Îles
CISSS de Chaudière-Appalaches
CISSS de Laval
CISSS de Lanaudière
CISSS des Laurentides
CISSS de la Montérégie-Centre
CISSS de la Montérégie-Est
CISSS de la Montérégie-Ouest
Nunavik Regional Board of Health and Social Services
Cree Board of Health and Social Services of James Bay

List of acronyms

CHU	University health centre
CISSS	Integrated health and social services centre
CIUSSS	Integrated university health and social services centre
CLSC	Local community services centre
CRSSS	Regional health and social services centre
RRSSS	Regional health and social services board

APPENDIX 2

DETAILED INVENTORY

Health and Social Services Network Buildings¹

	Quantity	Dimension (m ²)	Condition indicator (%)			Average condition indicator
			ABC	D	E	
0-10 years						
Hospital centres	53	459,969	100	0	0	A
CHSLD	40	126,073	100	0	0	A
Rehabilitation centres	14	29,698	100	0	0	A
Youth centres	17	13,471	100	0	0	A
CLSC	26	57,442	100	0	0	A
Other	180	236,252	100	0	0	A
11-20 years						
Hospital centres	56	297,977	100	0	0	A
CHSLD	65	287,919	95	5	0	A
Rehabilitation centres	10	24,879	100	0	0	A
Youth centres	14	31,387	100	0	0	A
CLSC	33	45,282	98	2	0	A
Other	141	63,575	83	9	8	B
21-30 years						
Hospital centres	57	310,509	100	0	0	A
CHSLD	62	189,281	100	0	0	B
Rehabilitation centres	14	6,770	90	10	0	B
Youth centres	10	12,378	87	13	0	B
CLSC	30	31,100	74	26	0	C
Other	115	82,906	88	7	5	B
31-40 years						
Hospital centres	40	227,263	99	1	0	B
CHSLD	87	399,371	72	24	4	C
Rehabilitation centres	24	14,320	69	31	0	B
Youth centres	9	5,178	100	0	0	B
CLSC	34	65,902	73	27	0	C
Other	86	86,640	91	6	3	B
41-50 years						
Hospital centres	90	687,643	90	7	3	B
CHSLD	110	427,685	65	29	6	C
Rehabilitation centres	36	91,714	64	32	4	C
Youth centres	41	58,601	49	45	6	D
CLSC	18	33,001	81	14	5	B
Other	125	118,823	64	26	10	C
51-60 years						
Hospital centres	82	711,912	85	14	1	B
CHSLD	42	260,102	62	29	9	C
Rehabilitation centres	37	129,613	84	13	3	C
Youth centres	39	86,909	58	29	13	C
CLSC	13	44,307	63	37	0	C
Other	119	232,652	64	23	13	D

**APPENDIX 2
 (cont'd)**

	Quantity	Dimension (m ²)	Condition indicator (%)			Average condition indicator
			ABC	D	E	
61-70 years						
Hospital centres	85	841,372	82	16	2	B
CHSLD	21	123,008	54	44	2	D
Rehabilitation centres	19	31,424	86	14	0	C
Youth centres	20	33,277	88	12	0	B
CLSC	14	40,213	94	6	0	B
Other	103	179,711	73	24	3	C
71 years and older						
Hospital centres	108	916,633	85	12	3	B
CHSLD	39	303,725	76	21	3	C
Rehabilitation centres	23	53,536	85	12	3	B
Youth centres	41	95,618	56	33	11	D
CLSC	15	38,922	72	24	4	C
Other	113	255,932	70	22	8	D
Total						
Hospital centres	571	4,453,278	90	9	1	B
CHSLD	466	2,117,166	76	20	4	C
Rehabilitation centres	177	381,953	81	16	3	B
Youth centres	191	336,820	66	26	8	C
CLSC	183	356,169	82	17	1	B
Other	982	1,256,512	78	16	6	C
Total	2,570	8,901,898				

¹ Inspected buildings.

TOURISME

INFRASTRUCTURE MANAGEMENT

RÉGIE DES INSTALLATIONS OLYMPIQUES

VISION

The vision of the RIO, as approved by the Board of Directors in 2012, consists in making “the Olympic Park a world reference in terms of modern urban park, a unique crossroads where creation, discovery, entertainment and physical activity are united”.

ORIENTATION AND OBJECTIVES

To fulfill its mission of developing the full potential of the Olympic Park in tandem with its partners and the surrounding community and of ensuring the protection and enhancement of its architectural heritage, the RIO has adopted the following orientation and objectives with respect to the infrastructures and systems under its responsibility.

Orientation

- protect and showcase the architectural, technical and historical heritage of the Olympic Park.

Objectives

- eliminate the risk of failure that could affect the health and safety of the Olympic Park clients and users;
- increase revenues or lower operation costs;
- improve the quality of the client experience;
- preserve the Olympic Park's built heritage;
- reduce the Olympic Park's environmental impact.

RESPONSIBILITIES

The RIO, which is under the legal responsibility of the Minister of Tourism, is responsible for managing its infrastructures and planning any actions that need to be taken.

DESCRIPTION OF THE INFRASTRUCTURE PORTFOLIO

The RIO is composed of various infrastructures and systems that are unique worldwide. They consist of four large groups: the Olympic Stadium and adjoining buildings (Tower, Sports Centre, thermal power plant), the roof, underground parking areas, and the Esplanade and all outdoor spaces surrounding the Stadium.

PUBLIC INFRASTRUCTURE INVESTMENTS INCLUDED IN THE QUÉBEC INFRASTRUCTURE PLAN

By Body and Investment Type

(contribution of the Gouvernement du Québec, in millions of dollars)

	Maintenance of the Service Offer			Subtotal	Enhancement of the Service Offer	Total	Rate of Completion
	Asset Maintenance	Elimination of Asset Maintenance Deficit	Replacement		Addition and improvement		
Régie des installations olympiques							
2016-2017 ¹							
Probable	38.3	4.2	0.1	42.6	—	42.6	
Actual	39.0	4.2	0.1	43.3	—	43.3	102%
2017-2018							
Planned	76.0	15.0	1.0	92.0	—	92.0	
Probable	70.0	8.6	0.9	79.5	—	79.5	86%

¹ Probable and actual investments for 2016-2017 were adjusted in order to be consistent with investments made as presented in the financial statements ending October 31, 2016.

ADDITIONAL INFORMATION

Investments made by the RIO in 2016-2017 amount to \$43.3 million, which represents a completion rate of 102%.

The main projects completed in 2016-2017 are:

- renovations of the Tower's tourist spaces (study phase);
- repairs to the Tower's outer casing (plans, specifications and work);
- bringing the Tower up to standard and renovations to vertical transportation (plans, specifications and work);
- replacement and optimization of the air conditioning and heating systems (design and construction);
- rehabilitation of the fire alarm system (study, plans and specifications);
- repairs to new sections of the parking lots (plans, specifications and construction).

Investments in 2017-2018 total \$79.5 million, which represents a completion rate of 86%. This rate can be explained by the fact that certain projects were postponed due to the prioritization during the year of the development of the main building for the Montréal Tower tenant, which diverted the efforts of part of the engineering and project management department.

The main projects completed in 2017-2018 are:

- renovations of the Tower's tourist spaces (study phase);
- Tower upgrade and renovation program (work);
- replacement and optimization of the air conditioning and heating systems (design and construction);
- rehabilitation of the fire alarm system (plans, specifications and work);
- repairs to new sections of the parking lots (plans, specifications and work).

INFRASTRUCTURE SUSTAINABILITY

RÉGIE DES INSTALLATIONS OLYMPIQUES

Infrastructure Inventory¹ By Infrastructure Type and Category

	Quantity	Dimension (m ²)	Average Age ² (Years)	Inspection (%)	Condition Indicator (%)			Average Condition Indicator	Asset Maintenance Deficit (M\$)
					ABC	D	E		
Building									
Olympic Stadium and Other Buildings	12	295,912	29	100	29	63	8	D	186.0
Roof	1	23,266	19	100	0	0	100	E	N/A
Esplanade and Outdoor Spaces Around the Stadium	3	150,533	24	100	12	56	32	D	82.4
Civil Engineering Works									
Parking Lots	8	163,043	19	100	64	36	0	B	37.9
Total	24	632,754							306.3

Legend: N/A = not available

1. Data as at November 6, 2017

2. Average age represents the "apparent" age of the infrastructures. It refers to the age the infrastructure shows (observed condition), taking into account such elements as chronological age, degree of work carried out and the effective use of the infrastructure.

ADDITIONAL INFORMATION

Inspection Percentage

Inspections of all of the Olympic Park's infrastructures have been completed (100%). By 2020, annual follow-ups and continual updates of the work to be carried out across the entire site will be performed in order to maintain an accurate picture of the current status.

Methodology

The AMD of the Olympic Stadium roof is not available since, based on the expertise obtained, it has reached the end of its useful life and cannot be repaired. The project to replace the Olympic Stadium roof is included as a project "under study" in the 2018-2028 QIP. The replacement of the roof is scheduled to be completed by 2022. In the meantime, to guarantee the absolute safety of all stakeholders who occupy the space, the RIO follows a protocol to manage the use of the main enclosure; this protocol is reviewed annually and approved by the Régie du bâtiment du Québec.

The condition indicator percentages (ABC /D /E) and average condition indicator are weighted according to size.

Change in Infrastructure Condition and Asset Maintenance Deficit By Infrastructure Type and Category

	Proportion of Infrastructures in a Satisfactory Condition or Better (%)			Average Condition Indicator		Asset Maintenance Deficit (M\$)			
	AMPI		Variation	AMPI		AMPI 2017-2018	Improvement	Reduction	AMPI 2018-2019
	2017-2018	2018-2019		2017-2018	2018-2019				
Buildings									
Olympic Stadium and Other Buildings	15	29	14	D	D	193.1	17.8	(24.9)	186.0
Roof	0	0	0	E	E	N/A	n/a	n/a	N/A
Esplanade and Outdoor Spaces Around the Stadium	12	12	0	D	D	81.7	3.6	(2.9)	82.4
Civil Engineering Works									
Parking Lots	64	64	0	B	B	43.7	1.2	(7.0)	37.9
Total						318.5	22.6	(34.8)	306.3

Legend: N/A = not available; n/a = not applicable

ADDITIONAL INFORMATION

Overall, the average condition indicators for all infrastructures remained stable. In fact, over the year, asset maintenance work was carried out to prevent conditions from deteriorating further.

However, the proportion of "Olympic Stadium and Other Buildings" infrastructures in satisfactory or better condition has increased and the AMD has decreased. This improvement is due to the repair project undertaken on the Montréal Tower, during which the RIO brought the Tower up to standard and renovated the outer casing, carried out interior structural repairs and renovated the internal vertical transportation. The strategy aimed at prioritizing asset maintenance work on the Montréal Tower was developed so as to quickly renovate spaces for potential tenants.

With respect to Olympic Stadium components and other buildings, work involving the elimination of the AMD was postponed during the development of the opportunity assessment project for the roof replacement. As the project is now in the planning stages, the RIO will prioritize interventions that will lead to an improved client experience.

The parking lot repair project contributed this year to a \$7 million dollars decrease of the AMD.

The AMD increase across all of the Olympic Park's infrastructures is mainly due to the updating of the inventory of work to be carried out and the identification of new work needed through recent inspections. In addition, the cost escalation of upcoming work was reviewed upwards and contingency fees were added to take into account risks associated with certain projects.

APPENDIX 1

DETAILED INVENTORY

Olympic Stadium and Other Buildings

	Quantity	Dimension (m ²)	Average Age (Years)	Condition Indicator	Asset Maintenance Deficit (M\$)
Montreal Tower, Tourist Spaces, Observatory	3	27,503	19	B	28.2
Stadium (Tiers, Access Balconies, RLSQ, Play Area and Technical Services)	5	211,340	39	D	142.1
Sports Center	1	32,572	13	B	—
Thermal Power Plant	1	8,306	41	D	8.8
Administrative Buildings	1	3,769	41	D	6.9
Institut national du sport du Québec (INS Québec) Offices	1	12,422	3	A	—
Total	12	295,912	29	D	186.0

Esplanade and Outdoor Spaces Around the Olympic Stadium

	Quantity	Dimension (m ²)	Average Age (Years)	Condition Indicator	Asset Maintenance Deficit (M\$)
Soccer Practice Pitch	1	17,489	5	A	—
Walkway Around the Stadium and Access Points	1	84,666	27	D	25.8
Esplanade (Sectors 100 to 900) and Access Points	1	48,378	41	E	56.6
Total	3	150,533	23	D	82.4

Parking Lots

	Quantity	Dimension (m ²)	Average Age (Years)	Condition Indicator	Asset Maintenance Deficit (M\$)
Indoor Parking (P1)	1	32,315	3	A	—
Indoor Parking (P12 and P3)	2	58,889	31	D	37.9
Indoor Parking (P4)	1	21,552	3	A	—
Indoor Parking (P5 Level 1)	1	22,582	3	B	—
Indoor Parking (P5 Level 2)	1	17,708	1	B	—
Outdoor Parking (P7 - StarCité Cinema)	1	5,010	41	B	—
Outdoor Parking (pP8)	1	4,987	41	B	—
Total	8	163,043	19	B	37.9

TRANSPORTS, MOBILITÉ DURABLE ET ÉLECTRIFICATION DES TRANSPORTS

INFRASTRUCTURE MANAGEMENT

MINISTÈRE DES TRANSPORTS, DE LA MOBILITÉ DURABLE ET DE L'ÉLECTRIFICATION DES TRANSPORTS

VISION

The MTMDET is a key actor in the organization of transportation in Québec. Committed to offering efficient and accessible transportation systems to people and businesses alike, it seeks to ensure competent, rigorous, innovative and transparent management of the infrastructures under its direct responsibility. Among other things, the MTMDET is responsible for managing the highway system, which is essential for trade and linking Québec's regions.

ORIENTATION AND OBJECTIVES

The MTMDET's mission is to ensure the mobility of people and goods throughout Québec using safe and efficient transportation systems that contribute to the development of Québec. A key area of focus is the maintenance of the road infrastructures (specifically roads and structures), to which a very large part of its budget is allocated.

In keeping with this mission, major projects to maintain, replace and build new infrastructures, not only made necessary by the condition of these infrastructures, but also to meet the changing demand and support Québec's economic development, are planned in accordance with the following orientation and objectives, contained in the 2017-2020 Strategic Plan of the MTMDET.

Orientation

- support efficient, diversified, integrated and safe transportation systems.

Objectives

- promote the use of active, alternative and public transit;
- maintain the condition of road infrastructures;
- ensure sustainable mobility in transportation.

RESPONSIBILITIES

The MTMDET is responsible for carrying out all construction, repair and maintenance work required for the infrastructures under its purview. Property acquisitions and disposals also fall under the statutes and regulations defining the Department's responsibilities. Also, the Minister of Transport, Sustainable Mobility and Transport Electrification is legally responsible for the STQ, a government body assigned to prepare an AMPI.

The *Act respecting the Ministère des Transports*¹ and the *Act respecting roads* set out the powers and obligations of the Minister of Transport, Sustainable Mobility and Transport Electrification, in particular concerning the management of the road network under his responsibility. In this regard, the law states that the Minister of Transport, Sustainable Mobility and Transport Electrification may take all the actions and exercise all the rights of an owner on such roads, stipulating, however, that roads built or rebuilt by the Government remain the property of the local municipalities in whose territories they are situated except highways owned by the Government or roads declared highways by government order.

Moreover, the MTMDET manages financial assistance programs that meet the priority needs of public transit corporations. It must make sure that the requests of transit corporations respect the rules established in addition to being accountable for expenditures regarding government investments.

The main objective of financial assistance programs is to support transport-organizing authorities in their capital projects required to organize and operate the services. These programs aim to foster the maintenance, improvement and development of public transit equipment and infrastructures.

The public transit corporations benefit from the following subsidy programs:

- PAGTCP – assets component: the specific objectives of this program involve maintaining existing assets in good condition, improving the quality of services provided to clients and developing new services;
- Aide aux immobilisations en transport en commun program with SOFIL: this program, which came into force on January 1, 2006, targets capital projects in public transit. Sources of funding include part of the revenues from the federal excise tax on gasoline, the revenues for registration fees for large cylinder capacity vehicles and the revenues from the Land Transportation Network Fund;
- PAFFITC: this program, which stems from the Canada-Québec agreement on the Public Transit Infrastructure Fund reached June 29, 2016, supports investments to rehabilitate and improve existing transit systems, as well as planning and studies for future transit expansion in the longer term.

¹ Given that under the rules of law, a statute can only be amended by another statute (bill) and not by an order, the *Act respecting the Ministère des Transports* will continue to be called the *Act respecting the Ministère des Transports* and all Québec statutes will continue to make reference to the Minister of Transport and the Ministère des Transports.

DESCRIPTION OF THE INFRASTRUCTURE PORTFOLIO

The MTMDET manages a highway system of over 30,000 kilometers consisting of highways and national, regional, collector and resource roads.

The highway system also includes over 5,400 structures (overpasses, bridges over water courses, tunnels, retaining walls). Since 2007, the MTMDET has also been responsible for over 4,200 bridges in the municipal network whose management was transferred back to the municipalities in 1992.

The Department's assets also include a portfolio of culverts under 3 m. Close to 62,000 culverts are spread out over the highway system, 12,850 of which are part of the RSSCE.

The following infrastructures also fall under the authority of the MTMDET:

- real estate: rest area network, airport terminals;
- civil engineering works: overhead signage structures, roadside signage structures;
- electro-technical equipment;
- aerial, rail and marine transportation infrastructures: highway and local road system airports, heliports, Chemin de fer de la Gaspésie, Chemin de fer Québec Central, ferry terminals and wharves.

PUBLIC TRANSIT CORPORATIONS

RESPONSIBILITIES

Since they own their infrastructures, public transit corporations are also responsible for building, maintaining, operating and financing such infrastructures, as well as respecting related regulations.

Accordingly, it is up to each public transit corporation to assess, document and update data on the condition of its infrastructures to support optimal management focused on its priorities.

Moreover, public transit corporations that receive subsidies for capital assets under the PAGTCP and PAFFITC must provide MTMDET with a copy of their budget, financial statements and annual report. These corporations must also provide an annual operating report for subsidy calculation purposes and the five-year management plan for their bus and urban minibus fleet.

DESCRIPTION OF THE INFRASTRUCTURE PORTFOLIO

The infrastructure portfolio of public transit corporations is very diversified. Buildings include terminals and bus shelters, garages for mechanical maintenance of equipment, and administrative and service buildings, primarily the auxiliary structures of the metro network for the mechanical equipment required for operations between stations.

Civil engineering structures include the infrastructures related to operating the metro network, i.e. stations and tunnels, reserved bus lanes, and parking lots and property required to adequately manage the vehicle fleet. Civil engineering structures also include the infrastructures related to the operations of the train networks, i.e. railroad tracks, bridges, culverts, tunnels and walls.

Equipment comprises metro cars, including the new state-of-the-art AZUR cars, which combine increased capacity, enhanced comfort and better reliability. It also includes equipment related to the operations of the train networks, i.e. locomotives, passenger rail cars and electric rail cars, catenaries and switches. A fleet

of buses offering a quality public transit service, emergency response vehicles, signage and all other equipment required for the continuity of service complete the public transit equipment inventory.

LA SOCIÉTÉ DES TRAVERSIERS DU QUÉBEC

VISION

Provide customers with an improved marine transportation experience by operating effectively the network of ferries and services of the STQ with the support of a professional, proud and committed team.

ORIENTATION AND OBJECTIVES

To accomplish its mission, the STQ has adopted the following orientation and objectives for the infrastructures under its responsibility:

Orientation

- Ensure it provides its clients with safe, functional and quality vessels and land infrastructures.

Objectives

- Ferry customers to port safely with a fleet of equipment that is up to standards and assisted by a qualified staff committed to delivering quality service;
- Maintain clean and comfortable ferry terminals and vessels;
- Ensure vessels comply with applicable regulations;
- Maintain a rate of no less than 99.5% of ferry crossing serviced as scheduled.

RESPONSIBILITIES

The STQ must ensure that the infrastructures it owns fully support the achievement of the objectives outlined below. To this end, the STQ must allocate the resources required to:

- ensure their integrity;
- ensure their compliance with the applicable regulatory framework;
- carry out works to extend their useful life;
- make the necessary improvements to meet new requirements;
- replace all infrastructures at the end of their lifecycle.

DESCRIPTION OF THE INFRASTRUCTURE PORTFOLIO

The nine crossings² under the responsibility of the STQ are mainly located along the St. Lawrence River, between Sorel and the Basse-Côte-Nord.

The STQ's infrastructure network consists of ferries, buildings (terminals, service buildings, pedestrian bridges, warehouses, workshops and head office), wharves, docks and "Other" civil engineering structures (waiting areas, arterial roads).

² Crossing: path taken by a ferry on a water course.

PUBLIC INFRASTRUCTURE INVESTMENTS INCLUDED IN THE QUÉBEC INFRASTRUCTURE PLAN

By Body and Investment Type

(contribution of the Gouvernement du Québec, in millions of dollars)

	Maintenance of the Service Offer				Enhancement of the Service Offer	Total	Rate of Completion
	Asset Maintenance	Elimination of Asset Maintenance Deficit	Replace- ment	Subtotal	Addition and improvement		
Ministère des Transports, de la Mobilité durable et de l'Électrification des transports							
2016-2017							
Probable	1,101.1	—	576.4	1,677.5	387.6	2,065.1	
Actual	915.0	—	677.6	1,592.6	337.7	1,930.3	93%
2017-2018							
Planned	896.4	91.7	410.0	1,883.8	335.5	2,219.3	
Probable	919.8	58.2	367.0	1,718.1	428.6	2,146.7	97%
Société de transport en commun							
2016-2017							
Probable	90.0	—	122.5	212.5	479.0	691.5	
Actual	100.1	—	279.2	379.3	264.7	644.0	93%
2017-2018							
Planned	116.8	—	134.2	251.0	574.9	825.9	
Probable	124.2	—	390.0	514.2	419.9	934.1	113%
Sociétés des traversiers du Québec							
2016-2017							
Probable	12.0	—	40.2	52.2	9.9	62.1	
Actual	12.0	—	8.2	20.2	5.4	25.6	41%
2017-2018							
Planned	10.3	—	19.3	29.6	14.8	44.4	
Probable	12.0	—	21.6	33.6	11.7	45.3	102%

ADDITIONAL INFORMATION

Ministère des Transports, de la Mobilité durable et de l'Électrification des transports

Investments made in 2016-2017 by the MTMDET amount to \$1,930.3 million.

An amount of \$1,592.6 million was allocated to infrastructure maintenance and replacement. These investments were made primarily in the following lines of intervention:

- roadway preservation;
- structure conservation, including municipal bridges.

The primary asset maintenance projects currently underway are:

- the Turcot and La Vérendrye interchanges;
- the Honoré-Mercier Bridge;
- the Autoroute Métropolitaine structures;
- the Saint-Pierre interchange.

The Turcot interchange rebuilding project will continue until 2021-2022. It remains the MTMDET's largest project. The main improvement and new initiative projects currently underway are:

- the Dorval roundabout: redesign of the interchange between Autoroutes 20 and 520;
- the rehabilitation of Route 398 between Baie-Comeau and Fermont;
- the extension of Autoroute 70 to Ligne-Bagot;
- the construction of a bypass for Rouyn-Noranda.

Public transit corporations

Regarding, the amounts allocated by the MTMDET to support public transit corporations, the investments made in 2016-2017 and the probable investments for 2017-2018 amount to \$1,570.5 million.

The main projects currently underway are:

- the replacement of the MR-63 metro cars with the new Azur cars;
- the Montréal metro renovation programs:
 - Réno-Infrastructures – Phase I (improvement of accessibility and major tunnel repairs);
 - Réno-Systèmes – Phase III (replacement or upgrade of operations-related equipment).
- the construction of a maintenance centre for commuter trains in Pointe Saint-Charles.

Société des traversiers du Québec

Investments made by the STQ in 2016-2017 amount to \$25.6 million, which accounts for a completion rate of 41%. This is mainly due to delays in the project to build new vessels for the Tadoussac-Baie-Sainte-Catherine crossing.

Investments made were allocated primarily to the following projects:

- continuing the building of two new vessels for the Tadoussac-Baie-Sainte-Catherine crossing (replacement of the *NM Lucien-L.* and *NM Radisson*);
- modernization of various vessels in the fleet;
- green technologies (various upgrades to the vessels: lighting and fuel);
- adapting the land infrastructures at the Tadoussac crossing.

In 2017-2018, the STQ plans to invest \$45.3 million in these infrastructures. Investments were allocated primarily to the following projects:

- the continuation of the construction of two new vessels for the Tadoussac-Baie-Sainte-Catherine crossing (replacement of the *NM Lucien-L.* and *NM Radisson*);
- the rehabilitation of the Matane waiting areas;
- the construction of a multifunctional building in Chevery;
- works on the waiting areas and terminals at Sorel-Tracy and Saint-Ignace-de-Loyola.

INFRASTRUCTURE SUSTAINABILITY

MINISTÈRE DES TRANSPORTS, DE LA MOBILITÉ DURABLE ET DE L'ÉLECTRIFICATION DES TRANSPORTS

Infrastructure Inventory¹ By Infrastructure Type and Category

	Quantity	Dimension	Average Age (Years)	Inspection (%)	Condition Indicator (%)			Average Condition Indicator	Asset Maintenance Deficit (M\$)
					ABC	D	E		
Civil engineering works									
Highway system roadways	n/a	30 962 km	N/A	84	50	23	27	C	6,044.0
By number									
Structures									
Highway system	5,464	5 183 433 m ²	39	100	75	8	17	C	7,896.8
By value									
					49	9	42	D	
By number									
Municipal bridges	4,246	744 511 m ²	N/A	100	57	8	35	C	720.9
By value									
					57	7	36	C	
By number									
Culverts under 3 m	61,672	1 433 892 m	N/A	99.5	82	9	9	B	N/A
Total									14,661.7

Legend: N/A = not available; n/a = not applicable

¹ Results based on 2017 data.

ADDITIONAL INFORMATION

Inspection Percentage

Highway System Roadways

In 2017-2018, the MTMDET inspected 84% of the length of the highway system (over 25,000 km). The uninspected portion consists of gravel roads and access ramps. These infrastructures were evaluated based on similar structures, which allowed for a full report on the condition of the roadways including gravel roads and access ramps.

Other Infrastructures

Besides the highway system, the MTMDET also manages infrastructures in the aviation, marine and railroad transportation sectors. As these sectors are highly regulated, inspections of infrastructures are conducted and documented to ensure compliance with safety regulations.

The MTMDET will gradually introduce the condition index and the AMD of these infrastructures according to government guidelines. This year, the culverts under 3 m were added to the infrastructure inventory.

Methodology

Highway System Roadways

Currently, the AMD and condition indicator are determined based on inspection data from 2017. The condition and AMD are extrapolated taking into account the representativeness and relative size of the uninspected portions of the system.

Condition Indicator

For more than 15 years, the MTMDET has been inspecting roadways, monitoring changes in their condition and publishing an annual report based on the key indicator of ride comfort. The International Roughness Index (IRI), used to measure the ride quality experienced by vehicle occupants, is a standard used by the vast majority of road authorities around the world. Its definition and calculation are subject to international standards.

The MTMDET used this indicator to define, in its successive strategic plans, performance targets in terms of percentage of road network in good condition. The MTMDET publishes the findings in its annual management report and the results of its monitoring in its annual report on the condition of the road network. A roadway in good condition is defined as a stretch of road whose IRI is below a threshold that distinguishes between good condition and a condition requiring work to restore ride quality. However, in order to decide what type of work to carry out and the best technique to use, other indicators are taken into account such as rutting, cracking and sensitivity to the effects of freezing.

For its AMPI, the four condition indicators already used by the MTMDET for its internal management, i.e. the IRI, the rutting indicator, the cracking indicator and susceptibility to freezing, were combined to create a new integrated indicator for the purpose of the government condition indicator. The fact is that a stretch of road can offer good ride quality, but have a fairly high-cracking rate at the same time. Because these four indicators are combined, the assessment of the roadway condition based on the government condition indicator can be different from the one based solely on the IRI. Consequently, using this combination of indicators provides a more accurate picture of the investments required to restore the infrastructures to a satisfactory or better condition.

Asset Maintenance Deficit

The roadway AMD is the cost to repair roadways in poor or very poor condition for which work was not carried out in time and that have therefore reached a severely deficient state or that will reach the end of their useful life in three years or less.

Structures (Highway System and Municipal Bridges)

Condition Indicator

For many years, the MTMDET has been using different indicators to monitor the safety, functionality and general condition of its structures. The main indicator used by most road authorities is the "proportion of structures in good condition," which for the purpose of the government condition indicator means all the condition indicators above the threshold, i.e. very good (A), good (B) and satisfactory (C) while structures considered "requiring repair" fall under condition indicators poor (D) and very poor (E).

At the MTMDET, this indicator is based on the inspection data, targeting the main elements whose condition is such that they require works within the next five years. Other indicators are also used, such as:

- the functionality indicator, which measures whether the structure meets the needs of users;
- the behaviour indicator, which reflects the structure's stability and safety.

The combined results of these different indicators help the MTMDET choose the most appropriate course of action for the road network.

The "proportion of structures in good condition" indicator is expressed as a quantity, facilitating its interpretation. However, it has the disadvantage of assigning the same weighting to every work, regardless of scope. The information can also be presented as a percentage of the structure's value, a method shown in the previous table. The advantage of reporting the condition of structures in this way is that it creates a link between the need for work and the structure's relative size. The disadvantage is that large structures skew the overall picture if they are in poor condition.

Asset Maintenance Deficit

The AMD of the structures in the highway system is the total work required to restore to good condition structures requiring works for more than five years. This value is greatly influenced by a few major structures that require work and for which the MTMDET has planned major works (the Turcot interchange, the Louis-Hippolyte-La Fontaine, Ville-Marie and Viger Tunnels, and the Ile-aux-Tourtes and Île d'Orléans bridges). The MTMDET will continue to prioritize work required to ensure public safety while proceeding with its plan to replace and maintain aging assets over several years.

The MTMDET has also developed other indicators to meet specific needs such as:

- work-related needs that allow it to determine the amount required to carry out the work;
- the general condition indicator, which gives the public an overview of the condition of structures by classifying them into four broad categories:
 - structures requiring replacement;
 - structures requiring major works;
 - structures requiring repairs;
 - structures not requiring replacement, work or repair;
- the rehabilitation investment indicator developed at the request of the Auditor General of Québec.

The annual report on the condition of structures in the Québec road network presents information on the structures of the highway system and municipal bridges under the responsibility of the MTMDET. The MTMDET's annual management report renders an account on the achievement of the targets defined in

the 2017-2020 Strategic Plan. The general structure inspection reports are available on the MTMDET website.

Culverts Under 3 m

Condition Indicator

As part of the culvert inspection procedure, the MTMDET uses 17 criteria to determine the nature, the extent and the severity of these defects. The 17 criteria are grouped into the following 4 categories:

- the structural capacity;
- the hydraulic capacity;
- the condition of the embankment and roadway;
- the condition of other elements (headwall, for example).

The results are then processed into the culvert condition indicator, which is divided into 5 possible categories (from A to E). These categories are used to target the culverts that require short-term works but also as the government condition indicator.

Culverts rated as A, B or C are considered to be in good condition, which means that they require no major work in the short term. Though these culverts are considered to be in good condition, some of them may require minor repair works or standard maintenance to ensure their effectiveness and extend their useful life. Culverts rated as D or E require either repair or reconstruction work in the short-term. These D and E works require a thorough follow-up.

The intervention priority indicator (IPI) is another important indicator for managing culverts. It helps determine culvert inspection frequency, which varies from 1 to 5 years.

Asset Maintenance Deficit

The MTMDET is currently developing an AMD assessment procedure for culverts, but the results are not yet available.

Change in Infrastructure Conditions and Asset Maintenance Deficit By Infrastructure Type and Category

	Proportion of Infrastructures in a Satisfactory Condition or Better (%)			Average Condition Indicator		Asset Maintenance Deficit (M\$)			
	AMPI		Variation	AMPI		AMPI 2017-2018	Improvement	Reduction	AMPI 2018-2019
	2017-2018	2018-2019		2017-2018	2018-2019				
Civil engineering works									
Highway system roadways	50	50	0	C	C	6,300.0	1,271.0	(1,527.0)	6,044.0
Structures									
	By number								
	75	75	0	C	C				
Highway system	By value					5,671.3	2,720.9	(495.4)	7,896.8
	53	49	(4)	C	D				
	By number								
	56	67	1	C	C				
Municipal bridges	By value					854.0	88.2	(221.3)	720.9
	53	57	4	C	C				
	By number								
Culverts under 3 m	N/A	82	n/a	N/A	B	N/A	n/a	n/a	n/a
Total						12,825.3	4,080.1	(2,243.7)	14,661.7

Legend: N/A = not available; n/a = not applicable

ADDITIONAL INFORMATION

Variation

Highway System Roadways

For highway system roadways, the proportion of roads in a satisfactory or better condition (ABC) remained stable at 50% between 2017 and 2018. Thus, the completion of 1,686 km of road work during the year allowed for the maintenance of their condition.

- 903 km (54%) of repairs (resurfacing, major rehabilitation, reconstruction) to correct road deficiencies;
- 496 km (29%) of preventative works (sealing of cracks, thin layer resurfacing) aimed at maintaining the good condition of roadways and increasing their useful life through sound investments;
- 287 km (17%) of palliative works (localized repairs, thin layer resurfacing) aimed at offering, on roadways in very poor condition that cannot be rehabilitated in the short-term, an adequate level of quality and security via temporary works that cost as little as possible.

The MTMDET has adopted an intervention planning strategy for roadway preservation so as to ensure a high level of service for roadway users. The strategy also aims to maximize the long-term return on investments in roadway sustainability. The challenge is to invest in the right roadway at the right time, using the correct technique supported by an optimal intervention planning, while avoiding the tendency of

prioritizing first roadways in the worst condition. Based on the best practices in the management of road infrastructures, this strategy implies a cost-benefit approach and the consideration of useful life remaining of roadways.

Increase

The AMD increase is mainly due to the followings:

- \$552 million due to the aging of roadways with a remaining life of less than 3 years (1,303 km);
- \$425 million due to roadways that have reached a severely deficient state this year (no remaining life). The need for intervention on these roadways (1,953 km) has increased both in terms of scope and cost;
- \$142 million due to an adjustment made to the AMD calculation for roadways in very poor condition that require short-term palliative works. From now on, it will be established using the average cost of major rehabilitation work, which allows for the establishment of a more accurate cost for long-term needs (390 km);
- \$53 million due to the increase in intervention needs for certain roadways following a data update on roadway condition and configuration parameters (190 km).

Elimination

The AMD decrease is mainly due to the followings:

- \$614 million due to the revaluation of intervention needs for certain roadways following a data update on roadway condition and configuration parameters (1,696 km);
- \$430 million due to the completion of repairs to correct roadway deficiencies (903 km);
- \$338 million due to a lower cost increase rate for planned interventions based on the knowledge of the actual costs of works completed.

Structures

Highway System

Results based on quantity (units)

The condition of structures in the highway system remained stable over the past year while the proportion of structures in satisfactory or better condition remains at 75%.

Results based on value

The overall condition of structures in the highway system based on value is currently slightly below the satisfactory indicator (C), due to the deterioration of certain high-value structures, in particular the Charles-De-Gaulle Bridge in Montréal.

Increase

The significant increase in the AMD is mainly due to the followings:

- \$2,447 million due to the completion for the first time this year of the complete financial evaluation for major works planned to ensure the sustainability of certain structures assessed as below the satisfactory condition threshold: in particular the Ile-aux-Tourtes and Île d'Orléans Bridges, the Louis-Hippolyte-La Fontaine, Ville-Marie and Viger Tunnels, and the Autoroute Métropolitain structures;
 - Major projects to rehabilitate or reconstruct structures may require several years of planning and completion. The estimated cost of interventions remains are accounted for in the AMD as long as repair works have not been fully completed or the new infrastructure has not been commissioned. Therefore, these repair works will impact the value of the AMD over several years. For instance, in the case of the reconstruction of the Gouin Bridge in Saint-Jean-sur-Richelieu, even though the works have been initiated in 2017, the value of the AMD remains accounted for until the new bridge is commissioned, which is scheduled for 2019.
- \$220 million due to the aging of all the structures.

Elimination

The AMD decrease is mainly due to the followings:

- \$300 million for rebuilding works on certain bridges and overpasses who have reached the end of their useful life;
- \$195 million due to major repair works on critical components of certain structures so as to extend their useful life.

Municipal Bridges

Results based on quantity (units) and value

The average condition of municipal bridges improved in 2017 since the benefits of the completed interventions exceeded the natural deterioration noted this year.

Increase

The increase in the AMD is mainly due to the following:

- \$88 million due to the aging of structures.

Elimination

The AMD decrease is mainly due to the followings:

- \$115 million due to the revaluation of the scope and nature of required interventions noted during recent inspections;
- \$105 million due to the completion of works on structures rated below the satisfactory condition threshold.

PUBLIC TRANSIT CORPORATIONS

Infrastructure Inventory¹

By Infrastructure Type and Category

	Quantity	Dimension	Average age (years)	Inspection (%)	Condition indicator (%)			Average condition indicator
					ABC	D	E	
Buildings								
Stations	62	1 611 105 m ²	20	100	87	13	0	C
Garages and workshops	40	1 478 027 m ²	36	40	75	0	25	C
Terminus	46	455 091 m ²	20	74	79	12	9	B
Administration and services	134	82 615 m ²	40	0	N/A	N/A	N/A	N/A
Bus shelters, shelters and temperature-controlled stations	3.155	15 905 m ²	13	63	96	4	0	B
Civil engineering works								
Metro								
Stations	68	206 339 m ²	42	0	N/A	N/A	N/A	N/A
Tunnels	179	76 km	40	0	N/A	N/A	N/A	N/A
Trains								
Railroad tracks	n/a	91 km	16	100	100	0	0	B
Bridges, culverts, tunnels and walls	215	n/a	37	80	59	36	5	C
Reserved lanes	n/a	349 km	10	53	100	0	0	C
Park-and-ride lots	49	309 801 m ²	15	82	90	7	3	B
Equipment								
Metro cars								
MR-63	195	n/a	52	100	0	0	100	E
MR-73	423	n/a	42	100	0	100	0	D
AZUR	234	n/a	1	100	100	0	0	A
Buses								
Standard	2.813	n/a	11	72	100	0	0	B
Articulated	389	n/a	8	94	100	0	0	B
Minibus	102	n/a	4	100	100	0	0	B
Trains								
Locomotives	41	n/a	14	100	100	0	0	B
Passenger rail cars	206	n/a	11	100	100	0	0	A
Electric rail cars	58	n/a	23	100	0	100	0	D
Catenaries	n/a	52 km	23	100	100	0	0	B
Switches	37	n/a	22	100	100	0	0	B
Emergency response vehicles	671	n/a	11	93	80	19	1	B
Signage	325	n/a	15	48	100	0	0	B
Other ²	230	n/a	11	90	84	16	0	B

Legend: N/A = not available; n/a = not applicable

¹ Results based on data as at December 31, 2017 for ARTM, RTM, STM, RTC RTL, STL

² The *Other* category includes the following elements: elevating platforms, mechanical and washing sweepers, lift trucks, pallet trucks, floor cleaners, electric vehicles and platforms.

ADDITIONAL INFORMATION

Inspection Percentage

As the *Act to modify mainly the organization and governance of shared transportation in the Montréal metropolitan area* came into effect, the AMT ceased to exist on May 31, 2017, and AMT activities were transferred to the ARTM and the RTM. The infrastructures owned by the AMT was allocated to the ARTM and the RTM based upon their respective mission.

The current public transit infrastructure inventory includes all infrastructures held by the ARTM, the RTM, the STM, RTC, RTL and the STL.

Given that the MTMDET does not own public transit infrastructures, the inventory is based on the available data provided by the public transit corporations. In this regard, the MTMDET is planning on, in collaboration with the public transit corporations, collecting and processing more data in the perspective of a full reporting of the condition of infrastructures belonging to these corporations, in line with government guidelines. This approach supports the substantial investments planned by the Government over the next decade in public transit infrastructures, while ensuring the respect of the respective responsibilities of ownership of the infrastructures involved.

Methodology

The condition indicators were not extrapolated for infrastructures with an inspection percentage of less than 100%.

The condition indicator percentages (ABC/D/E) and average condition indicator are weighted based on the number of infrastructure assets in each category, apart from reserved lanes, railroad tracks and catenaries, which were weighted based on the number of kilometres.

SOCIÉTÉ DES TRAVERSIERS DU QUÉBEC

Infrastructure Inventory¹ By Infrastructure Type and Category

	Quantity	Dimension	Average Age (Years)	Inspection (%)	Condition Indicator (%)			Average Condition Indicator	Asset Maintenance Deficit (M\$)
					ABC	D	E		
Real estate	85 ²	9 599 m ²	21	100	100	0	0	A	—
Civil engineering works									
Wharves	24	7 346 m	38	100	38	62	0	C	41.8
Docks	20	3 604 m ²	23	100	64	29	7	B	13.6
Other	20	156 633 m ²	35	100	100	0	0	A	—
Equipment									
Vessels	19	n/a	28	100	99	1	0	A	—
Total									55.4

Legend: n/a = not applicable

¹ Results based on data as at December 2017.

² The definition criteria for buildings were reviewed so as to include buildings that were previously classed as minor (temporary bicycle rental kiosks, for example).

ADDITIONAL INFORMATION

Inspection Percentage

A continuous inspection schedule was established, targeting the critical components of buildings and civil engineering structures essential for delivering the required service. The objective is to have an up-to-date picture of the condition of infrastructures so as to support informed decision-making.

For vessels, periodic inspection and follow-up programs of the main components are required based on legislative and standards-based obligations imposed by the *Canada Shipping Act*. Following these inspections, each vessel obtains the periodic statutory approvals to maintain the certification required to perform its mission.

Methodology

The average age of buildings and civil engineering structures represents the apparent age, which takes into consideration the chronological age of the infrastructure and the work done on it to ensure its ability to deliver the service until the end of its useful life.

The method used to assess the condition of buildings is determined based on the physical deterioration that is established following a technical inspection. The method used to assess the condition of wharves and docks is based on a model of infrastructure deterioration according to age. This evaluation supports the investment strategy for these infrastructures that aims at prioritizing grouped interventions in order to minimize the impact on operations.

The condition indicator percentages (ABC/D/E) and average condition indicator are weighted according to the replacement value.

Change in Infrastructure Conditions and Asset Maintenance Deficit By Infrastructure Type and Category

	Proportion of Infrastructure in a Satisfactory Condition or Better (%)			Average Condition Indicator		Asset Maintenance Deficit (M\$)			
	AMPI		Variation	AMPI		AMPI 2017-2018	Increase	Elimination	AMPI 2018-2019
	2017-2018	2018-2019		2017-2018	2018-2019				
Real Estate	92	100	8	A	A	0.4	—	(0.4)	—
Civil Engineering Works									
Wharves	57	38	(19)	C	C	25.8	16.0	—	41.8
Docks	72	64	(8)	B	B	18.0	1.5	(5.9)	13.6
Other	88	100	12	B	A	0.1	—	(0.1)	—
Equipments									
Vessels	100	99	(1)	A	A	—	—	—	—
Total						44.3	17.5	(6.4)	55.4

ADDITIONAL INFORMATION

The average condition indicator for buildings improved during the year and the proportion of structures in satisfactory or better condition is currently 100%. This improvement can be explained by an adjustment to the STQ's inspection programs, which helped better target asset maintenance works and draw a more accurate report of infrastructure conditions.

The average condition indicator for wharves and docks remains stable (C and B respectively). However, a decline in the proportion of infrastructures in satisfactory condition or better was noted. This can be explained by the intervention strategy which consists of controlling the deterioration of infrastructures by maintaining them in a functional and safe state until major work is required.

More specifically, the Matane and Godbout wharves reached the threshold to be considered in poor condition and now show, combined with the natural deterioration of nine other wharves, a significant increase of the AMD.

The AMD increase across all docks can be explained by the deterioration of the condition of the Saint-Ignace-de-Loyola dock which is in poor condition and now shows an AMD. The AMD decrease can be explained by the revaluation of the methodology used to measure investment needs related to the natural deterioration of eight other docks.

APPENDICE

1. The Public Infrastructure Act

The Public Infrastructure Act establishes rules for public infrastructure investment planning and management. The Act's objectives are to:

- Establish a long-term vision for government infrastructure investments;
- Ensure appropriate planning of public infrastructures;
- Contribute to the quality and longevity of public infrastructures;
- Contribute to the prioritization of public infrastructure investments;
- Ensure optimal management, by the Société québécoise des infrastructures, of immovable assets.

The Public Infrastructure Act (chapter I-8.3) was adopted on October 30, 2013 by the National Assembly of Québec. This Act established governance rules for public infrastructure investment planning and public infrastructure management.

The Act also established the Société québécoise des infrastructures, whose main mission is to support public bodies in managing their public infrastructure projects, and to ensure that immovable assets meet their needs, mainly by putting immovables at their disposal and providing construction, operation and management services.

This Act proposes a long-term vision for government infrastructures, based on best practices in the field. Thus, it promotes appropriate planning of public infrastructures by prescribing the rigorous and transparent administration of the amounts allocated to public infrastructures and by promoting best management practices and improved accountability.

The measures introduced by this Act also contribute to the quality and longevity of public infrastructures, in particular by ensuring that investments are properly apportioned between asset maintenance, including the elimination of the asset maintenance deficit and infrastructure development.

