
*The Québec
Infrastructure Plan*

2014-2024

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Québec Infrastructure Plan 2014-2024

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Message from the Chair of the Conseil du trésor

Investments of \$90.3 billion, managed responsibly and rigorously for the benefit of Quebecers and economic development

Our government has committed to managing public infrastructures responsibly and rigorously to promote Québec's economic growth while emphasizing choices that will ensure the sustainability of our real estate and road assets.

As Chair of the Conseil du trésor, I aim to have public infrastructure investments meet the priority needs of the population, particularly for vulnerable client groups, while providing a powerful tool for economic development.

In a context of rigorous public expenditure management, we have prioritized infrastructure projects that meet the following two criteria:

➤ **A commitment to countering obsolescence and ensuring public safety**

The Government is announcing major investments needed to stop the deterioration of assets that are vital to delivering quality services to the population. Accordingly, over \$50.6 billion has been allocated to the maintenance, repair and replacement of the entire portfolio of government assets, such as on the roads and in schools and hospitals.

➤ **A commitment to economic development**

We are delivering on our commitment to economic development and job creation.

Thus, the 2014-2024 Québec Infrastructure Plan will inject fresh vigour into major road projects, the Maritime Strategy and the re-launch of Plan Nord. These choices will let us create or maintain over 53,000 jobs as well as implement a long-term development strategy whose impacts will extend across Québec.

Transparency at the fore

This rigorous and responsible management of public infrastructure investments will be conducted with exemplary transparency.

For this reason, we are implementing new practices to provide a transparent, realistic view of the resources invested in our infrastructure.

For the first time, the Gouvernement du Québec has appended to the 2014-2024 Québec Infrastructure Plan a list of all projects whose costs exceed \$50 million. This will give taxpayers a clear picture of the resources allocated to the major projects in which they have invested a significant portion of their taxes.

With the 2014-2024 Québec Infrastructure Plan, we will show how rigour, prosperity and transparency in the use of public funds can be reconciled to ensure a better future for all.

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

Martin Coiteux

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Introduction

The budget tabled on June 4 by the Minister of Finance presents the Government's action plan to restore fiscal balance and control the growth of Québec's debt.

With the 2014-2024 Québec Infrastructure Plan, the Government has begun to implement the concrete measures announced in this budget and presents its guidelines regarding public infrastructure investments in the coming years.

This plan incorporates project planning as stipulated in the Public Infrastructure Act (chapter I-8.3) and in the steps outlined in the Directive sur la gestion des projets majeurs d'infrastructure publique.

The Government is announcing an infrastructure investment program representing \$90.3 billion. Focused on responsible management, the program is defined and implemented by focusing on priority activities, specifically upgrades to ageing public infrastructures and economic development. In this regard, the 2014-2024 Québec Infrastructure Plan specifically provides for the advancement of a \$300 million investment, \$250 million of which has been earmarked for projects that deliver quick economic impact. This money will be used to fund additional projects on the road network and local roads as well as carry out urgent renovations in schools and hospitals. In addition, \$50 million will be used to finance studies on major and priority Government projects, particularly in supporting the health sector as well as for developing Québec City and Montréal.

To ensure transparent and rigorous management, the 2014-2024 Québec Infrastructure Plan introduces two new approaches, namely:

- Publication of a list of projects whose costs exceed \$50 million;
- The implementation of a central envelope that will make it possible to address contingencies and achieve government priorities in due course.

The 2014-2024 Québec Infrastructure Plan document is divided into two parts:

- In Part One, titled "A rigorous and transparent approach to project management," the Government presents the principle characteristics of the plan, defined according to the Public Infrastructure Act.
- Part Two, titled "Infrastructure meeting Quebecers' needs," has been divided into two parts:
 - Safe infrastructures to support economic development;
 - The 2014-2024 Québec Infrastructure Plan, based on the various activity sectors.

Five appendices complete the document:

- A summary presentation of the 2014-2024 Québec Infrastructure Plan (Appendix 1);
- The list of projects worth over \$50 million by sector and by degree of advancement (Appendix 2);
- Update on the 2013-2014 investments forecast (Appendix 3);
- Final statement for 2012-2013 presented during the development of the 2013-2023 Québec Infrastructure Plan (Appendix 4);
- The Public Infrastructure Act and other measures (Appendix 5).

PART ONE:

A rigorous and transparent approach to project management

1.1 Responsible, transparent planning

Infrastructure investments have grown significantly and it is vital they be subject to effective decision-making as well as seamless and responsible monitoring. To these ends, the Government has drawn up a plan to ensure transparency in the choices made:

- By publishing a list of projects whose costs exceed \$50 million;
- By establishing a central envelope;
- By accelerating projects to have a quick impact on the economy (\$300 million);
- By applying more rigorous planning.

1.1.1 Publication of a list of projects¹

A list of public infrastructure projects has been appended to the 2014-2024 Québec Infrastructure Plan. The Conseil du trésor has determined that all projects whose costs exceed \$50 million should be included in this list.

The information on these projects in Appendix 2 has been presented according to the following categories, representing their degree of advancement:

- Projects under study (42 projects);
- Projects in the planning stage (41 projects);
- Projects in progress (58 projects).

Projects under study

(Start-up projects proposed on a preliminary basis to be in excess of \$50 million)

- The name of the proposed project;
- The administrative region in which the investments will be made.

Projects in the planning stage

(Projects estimated to cost in excess of \$50 million)

- The name of the selected project;
- The administrative region in which the investments will be made.

¹ The law requires that a list of the public infrastructure projects be appended to the 2014-2024 Québec Infrastructure Plan.

Projects in progress

(Approved projects costing in excess of \$50 million)

- The name of the selected project;
- The project's total cost;
- Contributions from various partners (Gouvernement du Québec and other partners);
- The administrative region in which the investments will be made.

1.1.2 Responsible management and the establishment of a central envelope

The 2014-2024 Québec Infrastructure Plan presents projects aligned with government priorities. It also preserves a \$6.6 billion central envelope that could be allocated to projects as they are being studied and approved.

This approach is guided by prudence and the desire of the Government to ensure responsible management of the amounts needed for:

- Compensating unexpected situations regarding critical public infrastructures;
- Funding a set of priority projects for infrastructure whose life cycle is coming to an end;
- Funding projects whose opportunity assessments will receive government approval in 2014 and 2015.

1.1.3 Accelerating projects to boost the economy

The 2014-2024 Québec Infrastructure Plan specifically provides for the advancement of a \$300 million investment to mainly implement projects that deliver quick economic impact.

\$50 million of this amount will go toward studying a number of major projects deemed priority by the Government. A total investment of \$250 million, including \$125 million in the education network, \$100 million in the road network and local roads and \$25 million in the health system, will be allocated to projects with immediate economic impact.

1.1.4 Rigorous planning

The governance rules on managing, approving and on monitoring projects will be strengthened during the coming year.

The objectives pursued by the Government are to:

- Prioritize the projects based on clearly defined guidelines;
- Allow better control of project costs;
- Maintain the asset portfolio in an adequate and safe condition.

These stricter rules will improve government management of public infrastructures and maximize the rate of return on government investments.

1.2 Degrees of advancement and investment types

1.2.1 Degrees of advancement

All infrastructure projects identified in the 2014-2024 Québec Infrastructure Plan have been divided into three categories based on their degree of advancement.

- The first category includes **projects under study**. These are start-up projects prioritized by a department or body. To proceed with in-depth analyses, amounts are reserved for the study of these projects in the 2014-2024 Québec Infrastructure Plan. These studies will confirm each project's relevance and allow for an estimation of its financial needs and risks.
- **Projects in the planning** stage are classified in a specific category. The amount of the total investment is then the object of a preliminary valuation. These projects have not yet been approved in a final form. However, they generate enough interest and the information concerning them is sufficiently documented to provision amounts in the Québec Infrastructure Plan.
- The **projects in progress** category includes projects for which the business case is completed and the total amount of the investment is specified.

The classification will be reviewed each year, during preparation of the Québec Infrastructure Plan.

TABLE I
2014-2024 Québec Infrastructure Plan investments
by degree of advancement
 (contribution of the Gouvernement du Québec, millions of dollars and percentage)

	2014-2024	%
Projects under study	461.3	0.5
Projects in the planning stage (including sectoral provisions and central envelope)	27,868.7	30.9
Projects in progress (including asset maintenance envelopes)	61,970.0	68.6
Total	90,300.0	100.0

Note: The figures have been rounded off, so they may not add up to the total indicated.

The table below presents all public infrastructure investments by degree of advancement and sector.

TABLE II
2014-2024 Québec Infrastructure Plan investments
by sector and degree of advancement
 (contribution of the Gouvernement du Québec, millions of dollars)

	In progress	In the planning	Under study	Total
Road network	13,978.3	6,146.6	298.7	20,423.6
Public transit	2,205.3	5,349.4	60.3	7,615.0
Marine, air, rail and other transportation	1,559.1	462.2	2.5	2,023.8
Health and social services	15,369.2	1,593.7	36.0	16,998.9
Education	7,413.5	531.5	—	7,945.0
Higher education and research	5,403.1	650.1	7.7	6,060.9
Culture	1,563.3	391.9	1.6	1,956.7
Municipal, sports, community and recreation infrastructures	5,535.9	2,979.2	7.6	8,522.7
Social and community housing	1,814.2	465.2	—	2,279.4
Government buildings	1,587.2	1,043.2	0.6	2,631.1
Information resources	2,700.0	352.4	—	3,052.3
Other	2,841.0	1,373.4	18.0	4,232.4
Central envelope ¹	—	6,529.8	28.3	6,558.1
Total	61,970.0	27,868.7	461.3	90,300.0

Note: The figures have been rounded off, so they may not add up to the total indicated.

1 Envelope reserved for projects under study and prospective projects not yet determined.

1.2.2 Investment types

Under the Public Infrastructure Act, the Québec Infrastructure Plan must specify the amounts allocated to the following types of infrastructure investments:

- Studies on prospective infrastructure projects determined by the Government;
- Asset maintenance related to public infrastructures;
- Addition, improvement and replacement of public infrastructures;
- Provisions for future infrastructure investments that have not yet been authorized.

TABLE III
2014-2024 Québec Infrastructure Plan investments
by investment type
(contribution of the Gouvernement du Québec, millions of dollars and percentage)

	2014-2024	%
Studies	461.3	0.5
Asset maintenance (including elimination of the asset maintenance deficit)	50,618.0	56.0
Addition, improvement and replacement	28,905.0	32.0
Sectoral provisions and central envelope	10,315.6	11.5
Total	90,300.0	100.0

Note: The figures have been rounded off, so they may not add up to the total indicated.

In accordance with the established orientations, the priority allocation of the investments in the 2014-2024 Québec Infrastructure Plan goes to asset maintenance and elimination of the asset maintenance deficit.

The envelope forecast for this purpose in the 2014-2024 Québec Infrastructure Plan is \$50.6 billion, or 56% of the plan's aggregate envelope. Out of this envelope of \$50.6 billion, close to \$10.1 billion is earmarked for elimination of the asset maintenance deficit.

1.3 Other measures provided for in 2014-2015

The measures introduced by the Public Infrastructure Act are intended to contribute to the quality and sustainability of public infrastructures, in particular, by ensuring that investments are properly apportioned between asset maintenance, infrastructure development and elimination of the asset maintenance deficit. As such, in the 2014-2024 Québec Infrastructure Plan, the priority allocation of the investments goes to asset maintenance and elimination of the asset maintenance deficit.

The Public Infrastructure Act further stipulates that the departments and bodies draw up an investment management framework and compile and keep up to date a complete inventory of the infrastructures under their responsibility, including an evaluation of their condition, asset maintenance deficit and replacement value.

Lastly, the Act requires that an annual management plan for public infrastructure investments be drawn up by each minister for the investments made by the minister's department and by the public bodies under his or her authority.

1.3.1 Asset management

To ensure the sustainability of public infrastructures, in 2007 the Government adopted the Act to promote the maintenance and renewal of public infrastructures (Chapter M-1.2), which was intended to make sure that state investments in public infrastructures are made in accordance with best practices.

The departments and bodies therefore prepared an initial evaluation of their asset maintenance deficit and drew up an initial management framework for their infrastructure investments. The asset maintenance deficit was evaluated at \$20 billion while the replacement value of existing infrastructures was estimated at \$260 billion. This Act specified that the asset maintenance deficit was to be eliminated over a period of 15 years.

The Public Infrastructure Act affirms the importance the Government must place on managing and keeping its assets in good condition, specifying that each department and body must draw up a management framework for its public infrastructure investments.

In this regard, in 2014-2015, the Secrétariat du Conseil du trésor will make a guide available to the departments and bodies, with guidelines to help them prepare a management framework for their respective infrastructures in spring 2015. The purpose of this exercise is to:

- Guide the development of infrastructure management frameworks;
- Harmonize the standards to apply and the objectives sought in asset maintenance and elimination of the asset maintenance deficit;
- Provide public bodies with guidance in the implementation of new approaches;
- Improve accountability in infrastructure investments.

These new management frameworks will present management processes concerning inventory, inspection and evaluation of the physical condition of infrastructures, any asset maintenance deficit, and their asset replacement value.

The Government will continue to apply recognized standards in each field where the Québec State exercises asset maintenance responsibilities. Through these various efforts, the investments necessary to preserve public infrastructures during their life cycle will be made by allocating amounts established according to recognized standards for this purpose.

1.3.2 Annual public infrastructure investment management plan

Starting in 2015-2016, the ministers will be required to prepare a management plan for public infrastructure investments planned by their department and the public bodies under their authority. These plans, which will be submitted to the National Assembly by the Chair of the Conseil du trésor, must contain information concerning achievement of the departments' and bodies' infrastructure objectives, the impact of the investments on the Government's expenditures, the elimination of the asset maintenance deficit and the sustainability of the infrastructures.

Therefore, in 2015-2016, the Government will have an evaluation, in accordance with best practices, of the physical condition of its infrastructures and any asset maintenance deficit.

PART TWO: Infrastructure meeting Quebecers' needs

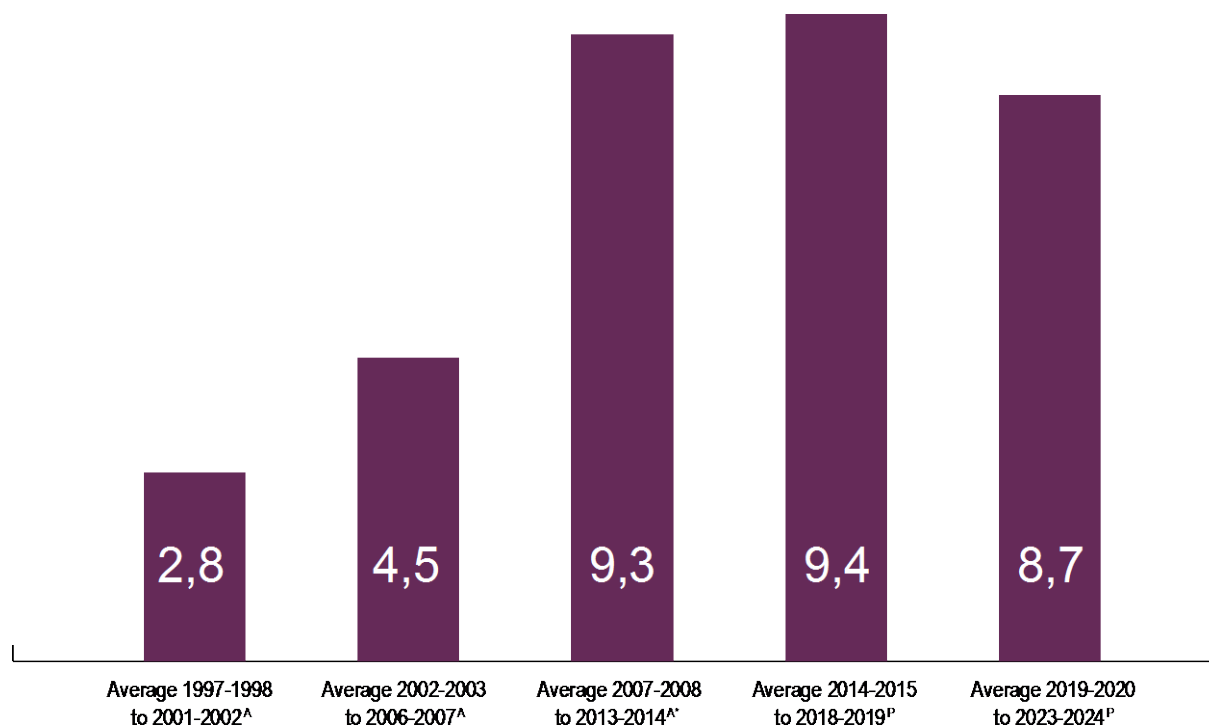
Infrastructure investments have a direct impact on public services and on the welfare and quality of life of all citizens. Quality infrastructures enable citizens to benefit from the services they expect. Beyond roads and buildings, more public capital means better laboratories in the CEGEPs and universities, state-of-the-art computer equipment in schools and cultural facilities that respond to the needs of the population.

The approaches adopted in the 2014-2024 Québec Infrastructure Plan will allow the Government to effectively manage its public infrastructures and maximize the rate of return on government investments.

2.1 Safe, modern infrastructures to support economic development

Since 2007, the date of implementation of the first Québec Infrastructure Plan, the level of public infrastructure investments has increased considerably, as well as the amounts allocated to maintaining public assets in good condition.

GRAPH 1
Changes in public infrastructure investments since 1997-1998
(contribution of the Gouvernement du Québec, billions of dollars)



A: Average of actual amounts
A*: For 2007-2012: Annual average of actual amounts
For 2013-2014: Probable amounts
P: Average of probable amounts

For the next five years, i.e. 2014-2015 to 2018-2019, the average planned investments according to the 2014-2024 Québec Infrastructure Plan will be \$9.4 billion annually.

For the five years after that, i.e. 2019-2020 to 2023-2024, the average annual investments in infrastructures will be \$8.7 billion.

Historically, these are very high levels that will allow the Government to achieve its goals of maintaining assets in good condition and eliminating the asset maintenance deficit, while respecting the financial capacity of the State. Responsible, rigorous management is all the more important given the difficult economic context and the impact of project costs on government expenditures and consolidated debt.

2.1.1 Safe, modern infrastructures

Asset maintenance consists of work required to ensure the safety of persons and property, to prevent infrastructure obsolescence and to ensure conservation and compliance with standards. The asset maintenance deficit represents the investments required to repair the assets.

The investments budgeted for the maintenance, repair and replacement of government assets in the 2014-2024 Québec Infrastructure Plan are essential for the delivery of services to the population and the modernization of real estate and road infrastructures.

The envelope in the 2014-2024 Québec Infrastructure Plan represents 56% of the Plan's total envelope, of which close to \$10.1 billion is allocated for eliminating the asset maintenance deficit.

2.1.2 Infrastructure to support economic development

Infrastructure investments have a strategic impact on Québec's economic prosperity.

➤ **Gains for Québec**

In the short and medium terms, the 2014-2024 Québec Infrastructure Plan will affect Québec's economic climate. It will help alleviate the pressure of a difficult international context.

On average the \$9 billion forecast annually will create or maintain nearly 53,000 jobs per year in Québec, or 1.5% of the total jobs. Among these, 32,000 are direct jobs.

➤ **The economic impacts of public capital investments**

The infrastructures and the investments earmarked for them contribute to economic development in two ways.

- Complete and well-maintained infrastructures are essential to efficient economic activity, growth of businesses and personal activities.
 - A business is more productive if its employees have access to efficient public transit and if it has access to a highway system allowing it to procure and to ship its goods and services cost effectively and without delays.
 - An education network well endowed with public capital contributes to training a skilled workforce, capable of adapting to technological challenges.
 - Public capital also has a ripple effect on corporate capital, giving businesses an incentive to invest and produce more. This has the effect of providing Québec workers with more capital in machinery and equipment to increase their productivity.

- The investments contribute directly to growth, due to their spinoffs for employment and the activity of the businesses concerned. They will support economic development directly, due to the direct effects their realization will have on the activity of many sectors, and the medium and long-term advantages represented by the increase of our collective investment in public capital.

The forecast increases in public capital will translate into a rise in the gross domestic product (GDP), thus contributing to Québec's prosperity.

➤ **A major increase in the public capital stock in the Québec economy**

The infrastructure investments will contribute directly to the growth of the public capital stock in the economy, a key determinant of productivity and economic growth.

- As a percentage of real GDP, the public capital stock, after increases from 28.2% of GDP in 2000 to 34.3% in 2013, will continue growing to reach 35.2% in 2016.

2.2 The 2014-2024 Québec Infrastructure Plan: Investments in all sectors of activity

The 2014-2024 Québec Infrastructure Plan investments cover all sectors of the Government's activities. The additions, improvements and replacements of the infrastructures scheduled over the next ten years have been identified according to the population's priority needs.

The modernization effort engaged under the 2014-2024 Québec Infrastructure Plan will particularly concern transportation, health and social services, education, and municipal administrations.

- In the transportation sector, this modernization effort will facilitate citizen and worker mobility, and trade between companies.
- In health, it will contribute to increase the public's welfare and health and improve access to the health system.
- In education, it will improve training of students and workers, as well as research and innovation, leading determinants of the productivity of Québec businesses.
- In the municipal sector, it will represent a major location factor for families and businesses.

The investments budgeted in the 2014-2024 Québec Infrastructure Plan cover all sectors of the Government's activities.

- Road network: autoroutes, highways, bridges, interchanges and overpasses.
- Public transit: metro, buses, commuter trains, platforms, stations and tracks.
- Marine, air, rail and other transportation: ferries, wharves, stations, Northern airports, railways and local roads.
- Health and social services: hospital centres, CLSCs, CHSLDs.
- Education: schools.
- Higher education and research: CEGEPs, universities, research laboratories.
- Culture: museums, libraries.
- Municipal, sports, community and recreation infrastructures: water treatment plants, aqueduct and sewer networks, multipurpose complexes, biomethanation and composting plants, sports facilities, national parks.
- Social and community housing.

- Government buildings: government offices, courthouses, detention centres, Sûreté du Québec stations.
- Information resources: information resources projects and equipment of departments and bodies.
- Other sectors: Childcare centres (CPE), Plan Nord, public dams, acquisitions of movable and immovable property by departments and bodies.

TABLE IV
2014-2024 Québec Infrastructure Plan investments
by sector
 (contribution of the Gouvernement du Québec, millions of dollars and percentage)

	2014-2024	%
Road network	20,423.6	22.6
Public transit	7,615.0	8.4
Marine, air, rail and other transportation	2,023.8	2.3
Health and social services	16,998.9	18.8
Education	7,945.0	8.8
Higher education and research	6,060.9	6.7
Culture	1,956.7	2.2
Municipal, sports, community and recreation infrastructures	8,522.7	9.4
Social housing	2,279.4	2.5
Government buildings	2,631.1	2.9
Information resources	3,052.3	3.4
Other Childcare centres: 807.9 Plan Nord: 1,159.1 Acquisitions by departments and bodies: 1,964.9 Other: 300.5	4,232.4	4.7
Central envelope ¹	6,558.1	7.3
Total	90,300.0	100.0

Note: The figures have been rounded off, so they may not add up to the total indicated.

1 Envelope reserved for projects under study and prospective projects not yet determined.

Below are details of the infrastructure investments by sector of activity provided for under the 2014-2024 Québec Infrastructure Plan.

The list of projects with total costs in excess of \$50 million is presented in Appendix 2.

2.2.1 Transportation

Road network

- More than 70% of the investments are earmarked for maintaining roadways and structures in good condition.
- Plans for replacing the Turcot interchange will continue until the project phases are complete.
- All the major projects in progress are continuing. Close to \$5.3 billion is earmarked for the continuity of projects pertaining to the addition, improvement or replacement of infrastructures.

Public transit

- All the major projects in progress are continuing. This is the case for the replacement of the Montréal metro cars.
- The Train de l'Est project is planned for completion in fall 2014.
- Amounts are also provided for a number of projects, including the Bus Rapid Transit (BRT) system on Pie-IX, running between Montréal and Laval.
- Some projects are under study, including the transit project for the new Champlain Bridge.

Marine, air, rail and other transportation

- Amounts are allocated for the construction of three ferries.
- In regard to the implementation of the Maritime Strategy, funds are specifically allocated to improve access to the ports of Québec City and Montréal, as well, the feasibility of the Pôle logistique en Montérégie project is under study.

2.2.2 Health and social services

- About ten major projects are continuing, in particular:
 - The CHUM, Sainte-Justine hospital and the CUSM.
- A number of projects are in the planning stage or under study throughout Québec's regions, including the construction of a new hospital on the Hôpital de l'Enfant-Jésus site in Québec City and in Vaudreuil-Soulanges, as well as the construction of the Centre intégré de traumatologie et l'unité mère-enfant at Hôpital du Sacré-Cœur-de-Montréal and of a new wing at Hôpital de Verdun.
- Over \$12 billion is allocated for renovation (asset maintenance and elimination of the maintenance deficit) of the real estate portfolio of the network's institutions.

2.2.3 Education

- Priority is given to asset maintenance and elimination of the asset maintenance deficit. They will represent more than 85% of the sector's investments, or close to \$7 billion.
- An envelope of close to \$325 million is forecast for the addition and expansion of schools.
- A special effort is being made to improve air quality in the schools in the Montréal region.

2.2.4 Higher education and research

- Investments in research are maintained. They represent close to \$800 million.
- Asset maintenance and elimination of the asset maintenance deficit are priorities. Over \$5 billion will be earmarked, accounting for 83% of the sector's investments
- Planning work is continuing for the future construction of a science complex at Université de Montréal.

2.2.5 Culture

- More than 80% of the total envelope, or \$1.5 billion, is earmarked for maintaining cultural buildings in good condition.
- An amount of \$100 million will be invested in the digital cultural strategy.
- Repairs and extension work to the Wilder building will be carried out.
- A number of projects are under study, including the Montréal Museum of Archeology and History on the Pointe-à-Callière site.

2.2.6 Municipal, sports, community and recreation infrastructures

- Envelopes totalling \$2.7 billion are forecast for asset maintenance pertaining to the upgrade to standards of drinking water installations, underground networks and wastewater treatment.
- Over \$4.2 billion is earmarked for the addition, improvement and replacement of municipal infrastructures, with close to \$1.8 billion allocated to the Canada-wide Strategy for the Management of Municipal Wastewater Effluent.
- Government contributions of more than \$600 million are allocated to the biomethanation and composting programs.
- An envelope of nearly \$850 million is forecast for sports infrastructure, notably as part of the National policy on sport, recreation and physical activity.

2.2.7 Social housing

- The construction of 3,000 new affordable housing units have been announced for seniors, homeless people and those on low incomes.
- An amount of nearly \$1.1 billion will be earmarked for renovation of social and community housing.

2.2.8 Government buildings

- Construction work pertaining to detention facilities is in progress.
- Studies for the construction of an office building on the Îlot Voyageur site are continuing.

2.2.9 Information resources

- A number of information resources projects of departments and bodies will continue, notably projects related to technological infrastructures and to mission systems.

2.2.10 Other sectors

- An amount of close to \$1.2 billion is allocated to Plan Nord.
- The envelopes forecast for the capital expenditures of the childcare centres total over \$800 million.
- An amount of more than \$2 billion is forecast for acquisitions of movable and immovable property by departments and bodies, including vehicles and equipment.

Conclusion

The infrastructure investments, for which the planning is made public for the next ten years, is one of the drivers of the Québec economy.

The investments, representing \$90.3 billion over ten years, will help meet the needs of Quebecers. They will support economic development directly, and they will have positive medium- and long-term impacts on the activity of a large number of sectors.

With complete transparency throughout the 2014-2024, Québec Infrastructure Plan presents to Quebecers the responsible and rigorous management of infrastructure investments.

APPENDIX I

Summary presentation tables of the 2014-2024 Québec Infrastructure Plan

TABLE V
2014-2024 Québec Infrastructure Plan investments by sector of intervention and by year
 (contribution of the Gouvernement du Québec, millions of dollars)

Sector	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	QIP 2014-2024
Road network	2,376.2	2,275.0	2,361.3	2,030.2	2,022.4	2,132.2	2,060.2	1,766.5	1,710.6	1,689.0	20,423.6
Public transit	983.5	1,222.1	666.8	909.0	730.9	742.0	587.2	589.1	591.0	593.2	7,615.0
Marine, air, rail and other transportation	494.0	261.2	180.4	184.4	180.7	155.0	143.8	142.1	141.0	141.0	2,023.8
Health and social services	2,268.1	1,610.2	1,630.7	1,775.0	1,965.7	1,762.2	1,637.9	1,498.3	1,492.6	1,358.4	16,998.9
Education	1,540.5	740.5	641.2	668.6	727.6	727.6	727.6	727.5	727.0	716.9	7,945.0
Higher education and research	618.5	701.5	605.2	601.7	587.5	588.9	589.4	589.4	589.4	589.4	6,060.9
Culture	391.5	228.2	163.9	172.3	167.1	174.9	172.8	163.8	164.2	158.0	1,956.7
Municipal, sports, community and recreation infrastructure	1,185.6	1,085.3	872.9	815.7	705.4	677.0	704.3	755.5	807.6	913.5	8,522.7
Social and community housing	260.2	310.4	247.8	251.5	295.4	231.8	171.0	171.0	171.0	169.3	2,279.4
Government buildings	491.9	434.5	275.2	246.4	258.5	223.4	182.1	173.1	173.0	173.0	2,631.1
Information resources	367.1	380.9	316.2	309.7	293.8	271.4	278.2	278.4	278.6	277.9	3,052.3
Other sectors	544.2	375.5	585.6	372.9	358.3	398.0	401.8	401.4	398.7	396.0	4,232.4
Subtotal	11,521.5	9,625.3	8,547.2	8,337.3	8,293.2	8,084.6	7,656.2	7,256.2	7,244.7	7,175.7	83,741.9
Central envelope¹	28.3	—	—	220.4	335.6	566.9	985.1	1,374.9	1,486.3	1,560.7	6,558.1
2014-2024 QIP	11,549.8	9,625.3	8,547.2	8,557.7	8,628.8	8,651.5	8,641.3	8,631.1	8,731.0	8,736.4	90,300.0

Note: The figures have been rounded off, so they may not add up to the total indicated.

1 Envelope reserved for projects under study and prospective projects not yet determined.

TABLE VI
2014-2024 Québec Infrastructure Plan investments by investment type and by year
(contribution of the Gouvernement du Québec, millions of dollars)

Investment type	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	QIP 2014-2024
Asset maintenance											
Regular budget	4,299.5	3,455.0	3,218.3	3,358.3	4,270.3	4,432.5	4,357.5	4,441.8	4,386.0	4,263.4	40,482.6
Elimination of the asset maintenance deficit	1,275.7	1,031.1	947.8	793.2	909.3	1,079.6	1,079.5	1,059.6	1,053.7	906.0	10,135.5
Subtotal Asset maintenance	5,575.2	4,486.1	4,166.1	4,151.5	5,179.6	5,512.1	5,437.0	5,501.4	5,439.7	5,169.4	50,618.0
Addition, improvement and replacement											
Continuity	5,041.8	4,338.6	3,796.4	2,838.3	2,118.0	1,626.1	1,362.0	1,010.9	1,051.3	1,015.3	24,198.7
New initiatives	741.7	525.8	482.1	811.3	546.2	535.9	269.6	262.0	264.6	267.1	4,706.4
Subtotal Addition, improvement and replacement	5,783.6	4,864.4	4,278.6	3,649.6	2,664.2	2,162.0	1,631.6	1,272.9	1,315.9	1,282.4	28,905.0
Studies and sectoral provisions											
Studies	140.9	92.2	41.6	29.0	29.9	57.7	35.0	20.0	15.0	—	461.3
Sectoral provisions	50.1	182.5	60.9	507.4	419.6	352.9	552.5	461.9	474.2	723.9	3,785.8
Subtotal Studies and sectoral provisions	191.1	274.7	102.5	536.3	449.5	410.6	587.5	481.9	489.2	723.9	4,247.1
Central envelope¹	—	—	—	220.4	335.6	566.9	985.1	1,374.9	1,486.3	1,560.7	6,529.8
2014-2024 QIP	11,549.8	9,625.3	8,547.2	8,557.7	8,628.8	8,651.5	8,641.3	8,631.1	8,731.0	8,736.4	90,300.0

Note: The figures have been rounded off, so they may not add up to the total indicated.

1 Envelope reserved for projects under study and prospective projects not yet determined.

TABLE VII
2014-2024 Québec Infrastructure Plan investments by sector of intervention and by investment type
(contribution of the Gouvernement du Québec, millions of dollars)

Sector	Asset maintenance			Addition, improvement and replacement			Studies	Sectoral provisions and Central envelope ¹	QIP 2014-2024
	Regular budget	Elimination of the asset maintenance deficit	Subtotal	Continuity	New initiatives	Subtotal			
Road network	13,450.5	1,018.1	14,468.6	5,296.8	90.0	5,386.8	298.7	269.4	20,423.6
Public transit	1,984.3	1,035.7	3,020.0	2,244.0	1,933.4	4,177.4	60.3	357.3	7,615.0
Marine, air, rail and other transportation	1,110.8	—	1,110.8	707.3	10.0	717.3	2.5	193.2	2,023.8
Health and social services	9,221.3	2,894.3	12,115.6	4,390.8	93.2	4,484.0	36.0	363.3	16,998.9
Education	5,427.5	1,380.1	6,807.6	605.9	449.2	1,055.1	—	82.3	7,945.0
Higher education and research	4,022.1	1,018.3	5,040.4	510.4	—	510.4	7.7	502.4	6,060.9
Culture	1,180.1	333.3	1,513.3	179.6	100.0	279.6	1.6	162.2	1,956.7
Municipal, sports, community and recreation infrastructures	965.0	1,962.4	2,927.5	3,367.9	1,734.0	5,101.9	7.6	485.7	8,522.7
Social and community housing	565.0	493.3	1,058.3	755.9	207.4	963.3	—	257.8	2,279.4
Government buildings	1,123.6	—	1,123.6	1,239.7	50.4	1,290.1	0.6	216.8	2,631.1
Information resources	638.5	—	638.5	2,216.8	38.8	2,255.6	—	158.3	3,052.3
Other sectors	793.9	—	793.9	2,683.4	—	2,683.4	18.0	737.1	4,232.4
Subtotal	40,482.6	10,135.5	50,618.0	24,198.7	4,706.4	28,905.0	433.0	3,785.8	83,741.9
Central envelope¹	—	—	—	—	—	—	28.3	6,529.8	6,558.1
2014-2024 QIP	40,482.6	10,135.5	50,618.0	24,198.7	4,706.4	28,905.0	461.3	10,315.6	90,300.0

Note: The figures have been rounded off, so they may not add up to the total indicated.

1 Envelope reserved for projects under study and prospective projects not yet determined.

2014-2024 QUÉBEC INFRASTRUCTURE PLAN

List of projects, by degree of advancement
(contribution of the Gouvernement du Québec, millions of dollars)

APPENDIX II

List of projects specified by section 9 of the Public Infrastructure Act and other projects whose costs exceed \$50 million

Road network

In progress

Sector, category and name	Administrative region	Contribution of Québec			Partner contributions	Total cost
		Before 2014-2015	QIP 2014-2024	Total		
1- Construction of a four-lane highway between Québec City and Saguenay (Route 175 and Autoroute 73)*	03 - Capitale-Nationale 02 - Saguenay–Lac-Saint-Jean	578.2	6.5	584.7	425.6	1,010.3
2- Extension of Autoroute 50 between Doherty and Lachute*	07 - Outaouais 15 - Laurentides	816.7	1.9	818.6	40.7	859.3
3- Turcot and De La Vérendrye interchanges – Structure maintenance	06 - Montréal	364.6	185.4	550.0	—	550.0
4- Redevelopment of Route 185 between Autoroute 20 and the New Brunswick border - Phases I and II	01 - Bas-Saint-Laurent	322.1	53.3	375.4	96.3	471.7
5- Honoré-Mercier bridge - Structure maintenance	06 - Montréal 16 - Montérégie	123.0	302.7	425.7	—	425.7
6- Extension of Autoroute 73 from Saint-Joseph-de-Beauce to Saint-Georges	12 - Chaudière-Appalaches	252.7	122.9	375.6	40.8	416.4
7- Extension of Autoroute 20 from Cacouna to Notre-Dame-des-Neiges and from Le Bic to Mont-Joli	01 - Bas-Saint-Laurent	301.5	69.5	371.0	—	371.0
8- Redevelopment of the Dorval Circle (road component)	06 - Montréal	112.9	81.4	194.3	111.0	305.3
9- Extension of Autoroute 35 from Saint-Jean-sur-Richelieu to the U.S. border – Phases I and II*	16 - Montérégie	143.5	56.7	200.2	88.5	288.7
10- Extension of Route 167 to Monts Otish*	10 - Nord-du-Québec	216.6	30.2	246.8	—	246.8
11- Repair of the walls and ceilings of the Ville-Marie and Viger tunnels	06 - Montréal	47.3	175.9	223.2	17.1	240.3
12- Redevelopment of the Charest and Robert-Bourassa interchange*	03 - Capitale-Nationale	179.3	3.8	183.1	49.4	232.5
13- Bypass south of Sherbrooke (Autoroute 410) - Phase I*	05 - Estrie	123.9	43.2	167.1	—	167.1
14- Widening of Autoroute 73 from Sainte-Marie to Saint-Joseph – Phase II*	12 - Chaudière-Appalaches	47.5	39.6	87.1	75.5	162.6
15- Extension of Autoroute 5*	07 - Outaouais	62.7	22.3	85.0	75.8	160.8
16- Autoroute métropolitaine – Structure maintenance	06 - Montréal	110.2	45.3	155.5	—	155.5
17- Redevelopment of the Décarie Nord* Interchange	06 - Montréal	139.6	5.9	145.5	—	145.5
18- Extension of Autoroute 70 to Ligne Bagot	02 - Saguenay–Lac-Saint-Jean	53.7	81.2	134.9	—	134.9
19- Saint-Pierre interchange - Structure maintenance	06 - Montréal	59.0	65.1	124.1	—	124.1
20- Louis-Hippolyte-La Fontaine tunnel – Structure maintenance	06 - Montréal 16 - Montérégie	85.1	1.0	86.1	—	86.1
21- Redevelopment of the interchange between Autoroutes 20 and 25 and Route 132 in Longueuil*	16 - Montérégie	80.1	1.5	81.6	3.5	85.1
22- Repair of the Autoroute Dufferin-Montmorency - Phases III to VIII*	03 - Capitale-Nationale	37.1	25.1	62.2	—	62.2
Total In progress:		4,257.3	1,420.4	5,677.7	1,024.2	6,701.9

* Projects not covered by section 9 of the Public Infrastructure Act.

Road network
In the planning stage

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- Construction of a bridge over Rivière Mistassini	02 - Saguenay–Lac-Saint-Jean	8- Construction of a bypass for Rouyn-Noranda (Route 117)	08 - Abitibi-Témiscamingue
2- Reconstruction of structures on Autoroute Henri IV	03 - Capitale-Nationale	9- Repair of Route 389 between Baie-Comeau and Fermont	09 - Côte-Nord
3- Bypass south of Sherbrooke (Autoroute 410) - Phase II	05 - Estrie	10- Construction of a bypass for Longue-Rive (Route 138)*	09 - Côte-Nord
4- Reconstruction of the Turcot interchange	06 - Montréal	11- Permanent relocation of Route 112 in Thetford Mines	12- Chaudière-Appalaches
5- Repair of the Sources interchange at Pointe-Claire and Dorval	06 - Montréal	12- Reconstruction of the Gédéon-Ouimet bridge between Laval and Boisbriand	13 - Laval 15 - Laurentides
6- Transformation of Rue Notre-Dame into an urban boulevard (L'Assomption section, Port of Montreal sector)	06 - Montréal	13- Reconstruction of the Lajeunesse overpass in Saint-Jérôme	15 - Laurentides
7- Repair of the Pie-IX bridge between Montréal and Laval	06 - Montréal 13 - Laval	14- Reconstruction of the Gouin bridge between Iberville and Saint-Jean-sur-Richelieu	16 - Montérégie

Road network
Under study

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- Extension of Autoroute 20 between Notre-Dame-des-Neiges and Le Bic	01 - Bas-Saint-Laurent	11- Improved access to the Port of Montréal – Extension of Avenue Souigny	06 - Montréal
2- Extension of Autoroute 85 to the border of New Brunswick – Phase III	01 - Bas-Saint-Laurent	12- Improved access to the Port of Montréal – Redevelopment of the Sherbrooke exit from Autoroute 25	06 - Montréal
3- Widening of Autoroute Henri-IV in Québec City	03 - Capitale-Nationale	13- Connection of the two sections of Boulevard Cavendish	06 - Montréal
4- Reconstruction of the Île-d'Orléans bridge	03 - Capitale-Nationale	14- Repair of the Autoroute Métropolitaine	06 - Montréal
5- Reconstruction of interchanges north of Québec City bridges	03 - Capitale-Nationale	15- Repair of the Louis-Hippolyte-La Fontaine tunnel	06 - Montréal
6- Covering the Autoroute Ville-Marie in Montréal	06 - Montréal	16- Reconstruction of the Île-aux-Tourtes bridge between the Île de Montréal and Vaudreuil	06 - Montréal 16 - Montérégie
7- Reconstruction of the Honoré-Mercier bridge	06 - Montréal	17- Expansion of Route 337 in Terrebonne	14 - Lanaudière
8- Urban boulevard on Montréal's West Island	06 - Montréal	18- Construction of a bypass for Saint-Félix-de-Valois (Route 131)	14 - Lanaudière
9- Major repairs to Ville-Marie and Viger tunnels	06 - Montréal	19- Continued extension of Autoroute 35 to the U.S. border – Phases III and IV	16 - Montérégie
10- Reconstruction of the Saint-Pierre interchange	06 - Montréal		

* Projects not covered by section 9 of the Public Infrastructure Act.

2014-2024 QUÉBEC INFRASTRUCTURE PLAN

List of projects, by degree of advancement
(contribution of the Gouvernement du Québec, millions of dollars)

Public transit

In progress

Sector, category and name	Administrative region	Contribution of Québec			Partner contributions	Total cost
		Before 2014-2015	QIP 2014-2024	Total		
1- Replacement of MR-63 Montréal metro cars	06 - Montréal	384.7	1,470.1	1,854.8	618.3	2,473.1
2- Commuter train for the North-East corridor (Train de l'Est)	14 - Lanaudière	512.6	180.0	692.6	—	692.6
3- Construction of maintenance centre for the Lachine commuter train	06 - Montréal	38.5	79.4	117.9	—	117.9
4- Réno-Systèmes III program – Montréal metro	06 - Montréal	36.0	226.7	262.7	87.3	350.0
5- Société de transport de l'Outaouais* Rapibus	07 - Outaouais	175.1	31.3	206.4	68.8	275.2
6- Réno-Infrastructures program – Montréal metro	06 - Montréal	38.2	147.1	185.3	61.7	247.0
7- Bus network infrastructure – Phase II (Stinson Transport Centre)*	06 - Montréal	101.4	10.2	111.6	37.1	148.7
8- Eastern junction overpass*	06 - Montréal	48.0	10.8	58.8	—	58.8
Total in progress:		1,334.5	2,155.6	3,490.1	724.2	4,214.3

Public transit

In the planning stage

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- Réno-tunnel program (Mont-Royal tunnel)	06 - Montréal	4- Acquisition of 20 new commuter train cars and 3 locomotives by the AMT	06 - Montréal 13 - Laval 16 - Montérégie 14 - Lanaudière 15 - Laurentides
2- Construction of maintenance centre for the commuter train Pointe Saint-Charles	06 - Montréal	5- Construction of a second garage for the Société de transport de l'Outaouais	07 - Outaouais
3- Pie-IX reserved lane between downtown Montréal and Laval	06 - Montréal 13 - Laval		

Public transit

Under study

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- Vendôme tunnel	06 - Montréal	3- Train de l'Ouest	06 - Montréal
2- Extension of the Montréal metro	06 - Montréal	4- Transit on the new Champlain bridge	06 - Montréal 16 - Montérégie

* Projects not covered by section 9 of the Public Infrastructure Act.

Marine, air, rail and other transportation

In progress

Sector, category and name	Administrative region	Contribution of Québec			Partner contributions	Total cost
		Before 2014-2015	QIP 2014-2024	Total		
1- Replacement of the MV Camille-Marcoux	01 - Bas-Saint-Laurent 09 - Côte-Nord	81.9	98.1	180.0	—	180.0
2- Replacement of the MV Lucien-L	03 - Capitale-Nationale 09 - Côte-Nord	19.7	67.8	87.5	—	87.5
3- Replacement of the MV Radisson	03 - Capitale-Nationale 09 - Côte-Nord	19.7	67.8	87.5	—	87.5
Total In progress:		121.3	233.7	355.0	—	355.0

Marine, air, rail and other transportation

In the planning stage

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- Québec City Jean Lesage International Airport - Phase II of the modernization project	03 - Capitale-Nationale		

Marine, air, rail and other transportation

Under study

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- Feasibility of the bypass - Lac-Mégantic	05 - Estrie	2- Feasibility of the Pôle logistique de la Montérégie	16 - Montérégie

* Projects not covered by section 9 of the Public Infrastructure Act.

2014-2024 QUÉBEC INFRASTRUCTURE PLAN

List of projects, by degree of advancement
(contribution of the Gouvernement du Québec, millions of dollars)

Health and social services

In progress

Sector, category and name	Administrative region	Québec contribution			Partner contributions	Total cost
		Before 2014-2015	QIP 2014-2024	Total 2014-2024		
1- Centre hospitalier de l'Université de Montréal (CHUM) and research centre	06 - Montréal	1,641.7	1,449.1	3,090.8	540.1	3,630.9
2- Centre universitaire de santé McGill (CUSM)	06 - Montréal	1,393.8	214.1	1,607.9	855.9	2,463.8
3- Hôpital Sainte-Justine - Grandir en santé	06 - Montréal	211.5	595.6	807.1	132.5	939.6
4- Sir Mortimer B. Davis Jewish General Hospital – Phases I, II and III	06 - Montréal	273.6	98.4	372.0	6.9	378.9
5- Hôpital Haut-Richelieu-Rouville	16 - Montérégie	12.0	96.5	108.5	1.1	109.6
6- Expansion of the emergency room and ultra-specialized services at the Hôtel-Dieu hospital of the Centre hospitalier universitaire de Sherbrooke	05 - Estrie	96.2	0.1	96.3	5.3	101.6
7- Centre hospitalier universitaire de Québec - Hôtel-Dieu de Québec	03 - Capitale-Nationale	67.5	10.1	77.6	—	77.6
8- Hôpital Maisonneuve-Rosemont - Emergency room	06 - Montréal	31.1	40.6	71.7	1.0	72.7
Total In progress:		3,727.4	2,504.5	6,231.9	1,542.8	7,774.7

Health and social service

In the planning stage

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- CSSS de Charlevoix - Relocation of Hôpital de Baie-Saint-Paul	03 - Capitale-Nationale	5- CSSS du Sud de Lanaudière – Hôpital Pierre-Le Gardeur	14 - Lanaudière
2- Centre hospitalier régional de Trois-Rivières - Phase II (Pavillon Sainte-Marie)	04 - Mauricie	6- CSSS de Saint-Jérôme – New pavilion for mental health care services	15 - Laurentides
3- Hôpital Maisonneuve-Rosemont - Construction for dialysis	06 - Montréal	7- CSSS de Saint-Jérôme – CHSLD	15 - Laurentides
4- CSSS Alphonse-Desjardins - Construction of an integrated regional cancerology centre	12 - Chaudière-Appalaches		

Health and social services

Under study

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- Hôpital régional de Rimouski – Construction of an operating suite	01 - Bas-Saint-Laurent	5- Hôpital du Sacré-Cœur-de-Montréal - Centre intégré de traumatologie et unité mère-enfant	06 - Montréal
2- Construction of a new hospital on the site of Hôpital de L'Enfant-Jésus	03 - Capitale-Nationale	6- Verdun Hospital - Construction of a new wing	06 - Montréal
3- CSSS de Charlevoix - Hôpital La Malbaie - Construction of a new hospital	03 - Capitale-Nationale	7- Centre jeunesse des Laurentides - Clinical and real estate master plan	15 - Laurentides
4- Montreal Heart Institute - Enlargement of emergency room	06 - Montréal	8- CSSS de Vaudreuil-Soulanges - Construction of a new hospital	16 - Montérégie

* Projects not covered by section 9 of the Public Infrastructure Act.

Higher education and research

In the planning stage

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- Université de Montréal - Outremont science complex	06 - Montréal		

Higher education and research

Under study

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- École de santé publique de l'Université de Montréal - Quartier de la santé in Montréal	06 - Montréal	2- HEC Montréal - Construction of a new downtown pavilion or redevelopment of the main pavilion	06 - Montréal

Culture

In progress

Sector, category and name	Administrative region	Québec contribution			Partner contributions	Total cost
		Before 2014-2015	QIP 2014-2024	Total		
1- Musée national des beaux-arts du Québec*	03 - Capitale-Nationale	13.7	31.4	45.1	58.3	103.4
2- Redevelopment and expansion of the Wilder Building	06 - Montréal	6.4	60.0	66.4	32.8	99.2
Total In progress:		20.1	91.4	111.5	91.1	202.6

Culture

Under study

Sector, category and name	Administrative region
1- Montreal Museum of Archaeology and History (Pointe-à-Callière)	06 - Montréal

* Projects not covered by section 9 of the Public Infrastructure Act.

2014-2024 QUÉBEC INFRASTRUCTURE PLAN

List of projects, by degree of advancement
(contribution of the Gouvernement du Québec, millions of dollars)

Municipal, Sports, Community and Recreation Infrastructures

In progress

Sector, category and name	Administrative region	Québec contribution			Partner contributions	Total cost
		Before 2014-2015	QIP 2014-2024	Total		
1- Amphithéâtre de Québec	03 - Capitale-Nationale	137.5	137.5	200.0	200.0	400.0
2- Laval filtration plant*	13 - Laval	5.6	5.6	46.8	209.8	256.6
3- Montréal filtration plant	06 - Montréal	56.7	56.7	63.7	86.3	150.0
4- Release of wastewater in Montréal	06 - Montréal	46.8	46.8	49.3	98.7	148.0
5- Quartier des spectacles in Montréal*	06 - Montréal	4.0	4.0	40.0	80.0	120.0
6- Outremont switching yard in Montréal*	06 - Montréal	13.5	13.5	30.0	90.0	120.0
7- Upgrading of drinking water facilities in Baie-Comeau*	09 - Côte-Nord	27.6	27.6	28.7	36.0	64.7
8- Gatineau filtration plant	07 - Outaouais	50.0	50.0	53.1	26.5	79.6
9- Construction of a multifunction centre in Gatineau - Centre Robert-Guertin*	07 - Outaouais	24.9	24.9	26.5	26.5	53.0
Total In progress:		171.5	341.5	538.1	853.8	1,391.9

Municipal, Sports, Community and Recreation Infrastructures

In the planning stage

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- Biomethanation project - Québec City*	03 - Capitale-Nationale	6- Biomethanation project - Ville de Laval*	13 - Laval
2- Sports amphitheatre in Trois-Rivières*	04 - Mauricie	7- Biomethanation project - Ville de Longueuil*	16 - Montérégie
3- Upgrading to standards of drinking water facilities in Shawinigan*	04 - Mauricie	8- Biomethanation project - Montréal's southeastern ring*	16 - Montérégie
4- Biomethanation project - Ville de Montréal*	06 - Montréal	9- Biomethanation project - Montréal's southwestern ring*	16 - Montérégie
5- Cité de la culture et du sport in Laval - Place Bell*	13 - Laval		

Municipal, Sports, Community and Recreation Infrastructures

Under study

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- Gaétan-Boucher Skating Oval	03 - Capitale-Nationale	3- Replacement of the roof on the Olympic Stadium	06 - Montréal
2- New vocation for the Royal Victoria Hospital site	06 - Montréal		

* Projects not covered by section 9 of the Public Infrastructure Act.

Public dams (other sectors)

In progress

Sector, category and name	Administrative region	Québec contribution			Partner contributions	Total cost
		Before 2014-2015	QIP 2014-2024	Total		
1- Barrage des Quinze*	08 - Abitibi-Témiscamingue	14.5	44.9	59.4	10.8	70.2
Total In progress:		14.5	44.9	59.4	10.8	70.2

Government buildings

In progress

Sector, category and name	Administrative region	Québec contribution			Partner contributions	Total cost
		Before 2014-2015	QIP 2014-2024	Total		
1- Construction of a detention facility in Sorel-Tracy	16 - Montérégie	30.1	170.8	200.9	—	200.9
2- Construction of a detention facility in Amos	08 - Abitibi-Témiscamingue	11.0	114.9	125.9	—	125.9
3- Construction of a detention facility in Roberval	02 – Saguenay – Lac-Saint-Jean	54.6	60.5	115.1	—	115.1
4- Construction of a detention facility in Sept-Îles	09 - Côte-Nord	8.5	82.4	90.9	—	90.9
Total In progress:		104.2	428.6	532.8	—	532.8

Government buildings

In the planning stage

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- Construction of a courthouse in Rimouski	01 - Bas-Saint-Laurent	3- Renovation of the Maison Tanguay detention facility	06 - Montréal
2- Repair of the Complexe Marie-Guyart parking facility in Québec City	03 - Capitale-Nationale	4- Major redevelopment of the Saint-Hyacinthe courthouse	16 - Montérégie

Government buildings

Under study

Sector, category and name	Administrative region	Sector, category and name	Administrative region
1- Construction of an office building on the Estimauville site	03 - Capitale-Nationale	2- Construction of an office building on the Îlot Voyageur site	06 - Montréal

* Projects not covered by section 9 of the Public Infrastructure Act.

2014-2024 QUÉBEC INFRASTRUCTURE PLAN

List of projects, by degree of advancement
(contribution of the Gouvernement du Québec, millions of dollars)

Plan Nord (autres secteurs)

Under study

Sector, category and name	Administrative region
1- Construction of a new rail link for transporting ore from the Labrador Trough	09 - Côte-Nord

Information resources

In progress

Sector, category and name	Administrative region	Québec contribution			Partner contributions	Total cost
		Before 2014	2015	QIP 2014-2024		
1- SAGIR (SGR2) - Human resources management	03 - Capitale-Nationale	77.3	34.8	112.1	—	112.1
Total In progress:		77.3	34.8	112.1	—	112.1

* Projects not covered by section 9 of the Public Infrastructure Act.

APPENDIX III

Update on the 2013-2014 investments forecast

This appendix presents a preliminary statement for the investments of the 2013-2023 Québec Infrastructure Plan made in 2013-2014.

For 2013-2014, \$11.1 billion was set aside for all sectors covered by the 2013-2023 Québec Infrastructure Plan. The investments realized for 2013-2014 are assessed at \$10.7 billion, representing 96.6% of the initial forecast.

TABLE VIII
Probable investments for 2013-2014 in relation to the forecast investments in the 2013-2023 QIP,
by sector of intervention and investment type
(contribution of the Gouvernement du Québec, millions of dollars)

Sectors	Asset maintenance	Elimination of the asset maintenance deficit	Subtotal	Addition, improvement and replacement	Total	Probable realization rate
Road network						
Forecast	1,536.9	177.0	1,713.9	814.8	2,528.7	
Probable	1,779.9	177.0	1,956.9	654.9	2,611.8	103.3 %
Public transit						
Forecast	131.3	327.4	458.7	527.7	986.4	
Probable	82.8	327.4	410.2	232.7	642.9	65.2 %
Marine, air, rail and other transportation						
Forecast	114.7	—	114.7	254.9	369.6	
Probable	100.5	—	100.5	155.8	256.3	69.4 %
Health and social services						
Forecast	652.4	203.6	856.0	1,508.4	2,364.4	
Probable	723.8	203.6	927.4	1,698.8	2,626.2	111.1 %
Éducation						
Forecast	632.1	127.0	759.1	183.4	942.5	
Probable	708.0	127.0	835.0	217.0	1,052.0	111.6 %
Higher education and research						
Forecast	404.1	93.5	497.6	161.2	658.8	
Probable	404.1	93.5	497.6	98.5	596.1	90.5 %
Culture						
Forecast	192.6	98.2	290.8	111.3	402.1	
Probable	102.1	42.9	145.0	113.0	258.1	64.2 %
Social and community housing						
Forecast	83.7	46.4	130.1	231.2	361.3	
Probable	83.7	46.4	130.1	155.9	286.0	79.2 %
Municipal, sports, community and recreation infrastructures						
Forecast	216.8	225.0	441.8	466.3	908.1	
Probable	329.0	233.9	563.0	295.9	858.9	94.6 %
Government buildings						
Forecast	127.4	—	127.4	217.7	345.1	
Probable	109.1	—	109.1	184.7	293.8	85.1 %
Information resources						
Forecast	116.0	—	116.0	445.9	561.9	
Probable	65.3	—	65.3	477.7	543.0	96.6 %
Other						
Forecast	148.3	—	148.3	506.0	654.3	
Probable	96.8	—	96.8	582.0	678.7	103.7 %
Total						
Forecast	4,356.3	1,298.1	5,654.4	5,428.8	11,083.2	
Probable	4,585.2	1,251.7	5,836.9	4,866.8	10,703.7	96.6 %

Note: The figures have been rounded off, so they may not add up to the total indicated.

APPENDIX IV

Final statement for 2012-2013 presented during the development of the 2013-2023 Québec Infrastructure Plan

Among other things, the Public Infrastructure Act decrees that the Québec Infrastructure Plan must be accompanied by a report on the use of the amounts allocated in the previous fiscal year.

This appendix presents the 2013-2023 Québec Infrastructure Plan investments made in 2012-2013.

An overall realization rate of 90.0%

Investments of \$9.6 billion were realized in 2012-2013 in all the sectors covered by the 2013-2023 Québec Infrastructure Plan, representing 90.0% of the probable investment of \$10.6 billion.

Health and social services and education, realization rates of almost 100.0%

In the health and social services sector, realized investments total \$2.3 billion, for a realization rate of 113.0%. This exceptional realization rate is primarily due to the fact that work initially planned for later years was moved forward to 2012-2013.

- An amount of \$868.8 million was invested in asset maintenance and elimination of the asset maintenance deficit work, such as repairs to electrical installations, mechanical systems, ventilation systems, and exterior cladding on various buildings, across Québec.
- An investment of \$1.4 billion allowed the ongoing realization of major projects, such as the construction of the CHUM, CUSM and Sir Mortimer B. Davis Jewish General Hospital (Phases I, II and III), expansion of the Centre hospitalier universitaire Sainte-Justine and the Centre hospitalier universitaire de Sherbrooke, and improvements to the emergency rooms at Hôpital La Salle, Hôpital Maisonneuve-Rosemont and Hôpital d'Alma.

In the education sector, 99.2% of the probable investment was realized, totalling just over \$1.0 billion.

- \$705.4 million went toward work intended to maintain educational infrastructure assets and eliminate their asset maintenance deficit. The work primarily covered the repair of roofs and exterior cladding, and replacement of windows and floor coverings.
- \$304.3 million was invested in expanding and building new schools across Québec.

Higher education, research and culture, realization rates above 90.0%

In the higher education and research sector, \$755.0 million was invested, representing 97.3% of the probable investment.

An investment of \$223.6 million was realized in the college network.

- \$174.7 million was invested in the CEGEPs, mainly for work related to the exterior cladding of buildings, roofs, mechanical and electrical systems, and the restoration of science laboratories.
- \$48.9 million made it possible to enhance the availability of education, in particular by creating new student places at Outaouais, Terrebonne and L'Assomption CEGEPs.

In the university network, a \$398.0 million investment was realized in asset maintenance and elimination of the real estate portfolio's maintenance deficit, redevelop and renovate certain pavilions, in particular McGill University's Wilson Hall, and create new pavilions, such as the École des médias at Université du Québec à Montréal.

In the research field, \$133.4 million was invested in 2012-2013.

- A portion of this amount was disbursed under the Recherche-Québec – Canada Foundation for Innovation project co-funding program (\$13.2 million) and under the Research Support Program (38.4 million).
- The other investments (\$81.8 million) in particular contributed to improving research infrastructures, including those at Montreal Neurological Institute, the Institut national de recherche scientifique in Québec City and the Centre de recherche industrielle du Québec in Abitibi Témiscamingue.

An investment of \$199.0 million was made in the culture sector, for a realization rate of 93.7%.

- For government corporations and bodies, an investment of \$45.5 million was realized. For example, these amounts made it possible to repair the exterior masonry and security system at the Musée de la civilisation, continue construction on the Musée national des beaux-arts du Québec and maintain the assets of the Bibliothèque et Archives nationales du Québec and Société de la Place des Arts de Montréal.
- For cultural facilities, \$146.2 million was invested, particularly for the expansion of the Montreal Museum of Fine Arts, conversion of the United Church building into a municipal library in the town of Lachute, and acquisition of documents for municipal library collections.
- Concerning projects subsidized by the Québec Cultural Heritage Fund, an investment of \$7.3 million was also realized, in particular for the conservation of assets protected by the Gouvernement du Québec under the Cultural Property Act (chapter B-4).

Road network, public transit and municipal, sports, community and recreation infrastructures, realization rates above 84.0%

In the road network sector, \$2.9 billion was invested, or 89.4% of the probable investment.

The investments for asset maintenance and elimination of the maintenance deficit totalled \$2.0 billion. In particular, these amounts were used for:

- Redevelopment of the Décarie North interchange, the interchange between Autoroute Charest (Autoroute 440) and Autoroute Robert-Bourassa (Autoroute 740), and the interchange between Autoroutes 20 and 25 and Route 132 in Longueuil;
- The work on the Turcot and De La Vérendrye interchanges, Honoré-Mercier bridge and Île-d'Orléans bridge until their reconstruction;
- Repair of the structures of Autoroute Métropolitaine, Autoroute Dufferin Montmorency, the Saint-Pierre interchange and Pie IX bridge.

In addition to these projects, several improvement, replacement and completion projects were carried out (\$873.2 million), such as:

- Extension of Route 167 to Monts Otish in Nord-du-Québec;
- Extension of Autoroute 5 in Outaouais;
- Phase I of the bypass south of Sherbrooke;
- Extension of Autoroute 70 to La Baie.

In the public transit sector, \$570.8 million was invested, for 85.9% of the probable budget.

- Regarding asset maintenance and elimination of the maintenance deficit, \$235.2 million was invested, primarily in replacement of the MR-63 Montréal metro cars, in phases II and III of the Montréal metro's Réno-Systèmes program, and in Phase I of the Montréal metro's Réno-infrastructures program.

- An amount of \$335.6 million was invested in improvement and replacement. In particular, this amount was used for the establishment of a commuter train line between Mascouche and downtown Montréal (Train de l'Est). Funds were also allocated to the Rapibus project, with the aim of implementing a rapid transit reserved bus lane system in Gatineau, to the study of the planned extension to the Montréal metro, and to construction of the Stinson Transport Centre of the Société de transport de Montréal.

In the municipal, sports, community and recreation infrastructures sector, \$637.4 million was invested, for 84.5% of the probable budget.

For municipal infrastructures:

- \$396.8 million was invested in asset maintenance and elimination of the maintenance deficit. In particular, these projects concern drinking water treatment, wastewater treatment and rehabilitation of underground pipe networks. The following projects can be mentioned, in particular: replacement of underground pipes in Montréal, Québec, Saint-Lambert, Longueuil and Saguenay, reconstruction of the Cyrille-Delage dam in Québec City, construction of a filtration plant in Laval and upgrade to standards of the drinking water treatment facility in Thetford Mines.
- \$129.7 million was injected into local and regional development projects, for example the construction of new infrastructures for northern villages and the construction of the Amphithéâtre de Québec. Moreover, funds were invested in the renovation of the pool and arena facilities in Westmount, the construction of a multidisciplinary complex in Vaudreuil-Dorion, and an arena in Saguenay.

Regarding sports, community and recreation infrastructures:

- \$110.9 million was invested, in particular to expand the PEPS facility at Université Laval, expand the Centre des congrès de Québec, realize the Trame verte et bleue program (bike paths, parks and green spaces), and establish the Institut national du sport du Québec.

Marine, air, rail and other transportation and government buildings, realization rates of more than 80.0%

In the Marine, air, rail and other transportation sector, \$132.5 million was invested, for 80.9% of the probable budget.

- For the Société des traversiers du Québec, \$39.4 million was invested, primarily in replacing the ships Camille-Marcoux and La Richardière and adapting the piers for the ferry between Tadoussac and Baie-Sainte-Catherine in order to receive new ships.
- Regarding air, rail and other infrastructures, an investment of \$93.1 million was realized in 2012-2013. In particular, these amounts were used to improve local road networks, maintain the assets of the Société du chemin de fer de la Gaspésie, rebuild the access road to the Salluit airport, and realize various sections of the Route verte.

In the government buildings sector, \$197.3 million was invested, for 81.2% of the probable budget.

- For the government buildings of the Société québécoise des infrastructures, \$87.2 million was injected. In particular, these amounts were used to repair the parking facility at the Marie Guyart building in Québec City and upgrade and develop several buildings.
- With regard to courthouses, \$40.1 million was invested. In particular, the amounts enabled the enlargement of the courthouse in Salaberry-de-Valleyfield, improvement to the functions of the courthouse in Montmagny, replacement of water towers on the Montréal courthouse, and repairs to the roof on the La Malbaie courthouse.
- With respect to detention centres, \$35.7 million went to fund the construction of the Roberval and Sorel-Tracy detention centres, resurfacing of the courtyard at Bordeaux prison and modernizing the control system at Rivière-des-Prairies prison.

- \$34.3 million was invested in Sûreté du Québec police stations, in particular in constructing the Sainte-Agathe, Mont-Laurier and Saint-Tite police stations, and in repairing the main entrance to Grand quartier général in Montréal.

Other sectors

In the information resources sector, \$378.6 million was invested, for 58.8% of the probable budget.

- \$93.9 million went toward maintaining department and body computer systems.
- \$284.7 million was used to carry out a variety of IT projects, including the Réseau national intégré de radiocommunication (RENIR), Phase II of the Solution d'affaires en gestion intégrée des ressources (SAGIR) project, and strategic information technology planning for the Public Curator.

In the social and community housing sector, \$193.0 million was invested, for 61.9% of the probable budget.

- \$130.0 million was allocated to keeping low-rent housing in good condition (maintenance and repair of buildings). \$63.0 million was allocated for the delivery of new dwellings under the AccèsLogis Québec and Affordable Housing programs.

An investment of \$93.9 million was realized. In particular, this amount enabled work on the barrage des Quinze (Abitibi-Témiscamingue), the Lac-réservoir Kénogami dams (Saguenay–Lac-Saint-Jean) and the Sartigan dam (Chaudière-Appalaches).

An amount of \$221.5 million was used for the addition, improvement and replacement of various infrastructures, including the construction of 300 social housing units in Nunavut under Plan Nord and the cadastral reform carried out by the Territorial Information Fund.

TABLE IX
Final statement for 2012-2013 presented during the development of the 2013-2023 Québec Infrastructure Plan

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

Sectors	Asset maintenance	Elimination of asset maintenance deficit	Subtotal	Addition, improvement and replacement	Total	Realization rate
Road network						
Probable	1,633.4	446.5	2,079.9	1,164.0	3,243.9	
Completed	1,406.5	620.8	2,027.4	873.2	2,900.6	89.4%
Public transit						
Probable	177.5	151.3	328.8	335.6	664.4	
Completed	235.2	—	235.2	335.6	570.8	85.9%
Marine, air, rail and other transportation						
Probable	104.2	—	104.2	59.7	163.9	
Completed	76.1	—	76.1	56.4	132.5	80.9%
Health and social services						
Probable	849.7	81.4	931.1	1,088.8	2,019.9	
Completed	787.4	81.4	868.8	1,414.7	2,283.5	113.0%
Education						
Probable	568.3	137.1	705.4	312.9	1,018.3	
Completed	568.3	137.1	705.4	304.3	1,009.7	99.2%
Higher education and research						
Probable	402.6	101.0	503.6	272.4	776.0	
Completed	402.6	101.0	503.6	251.4	755.0	97.3%
Culture						
Probable	97.0	56.9	153.9	58.5	212.4	
Completed	104.6	45.3	150.0	49.0	199.0	93.7%
Social and community housing						
Probable	93.9	46.4	140.3	171.5	311.8	
Completed	83.6	46.4	130.0	63.0	193.0	61.9%
Municipal, sports, community and recreation infrastructures						
Probable	265.9	237.4	503.3	251.5	754.8	
Completed	184.7	235.6	420.3	217.1	637.4	84.5%
Government buildings						
Probable	124.7	—	124.7	118.4	243.1	
Completed	92.8	—	92.8	104.4	197.3	81.2%
Information resources						
Probable	120.8	—	120.8	523.3	644.1	
Completed	93.9	—	93.9	284.7	378.6	58.8%
Other						
Probable	153.3	—	153.3	426.9	580.2	
Completed	93.9	—	93.9	221.5	315.3	54.4%
Total						
Probable	4,591.3	1,258.0	5,849.3	4,783.5	10,632.8	
Completed	4,129.6	1,267.7	5,397.3	4,175.4	9,572.7	90.0%

Note: The figures have been rounded off, so they may not add up to the total indicated.

APPENDIX V

Law, directive and other measures

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 sustainability 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 assented to 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 infrastructure investments, 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 sustainability of public infrastructures, in particular by ensuring that investments are properly apportioned between asset maintenance and infrastructure development.

2. Société québécoise des infrastructures

The result of a merger between la Société immobilière du Québec and Infrastructure Québec, la Société québécoise des infrastructures has implemented a unique project management service offering.

While ensuring continuity in the management and maintenance of property assets, this merger brought together both organizations' respective skills, and consequently, improved the management, planning and execution of public infrastructure projects.

The mission of the Société québécoise des infrastructures is to:

- Support public bodies in the management of their infrastructure projects;
- Develop, maintain and manage the immovable assets that respond to these bodies' needs.

3. Directive sur la gestion des projets majeurs d'infrastructure publique

The Directive sur la gestion des projets majeurs d'infrastructure publique provides a better framework for the governance process of major projects and aligns government decisions with Quebec Infrastructure Plan degrees of advancement.

The Directive sur la gestion des projets majeurs d'infrastructure publique came into effect on February 12, 2014 replacing the Framework Policy for the Governance of Major Public Infrastructure.

This directive was the result of the Public Infrastructure Act (chapter I-8.3), which gives the Conseil du trésor the power to prepare a directive for investment planning and public infrastructure management.

It determines the measures required to ensure the rigorous management of major public infrastructure projects, and in particular, aims to advance best project management practices in order to make the right investment choices for obtaining quality infrastructure, all while complying with established investment limits.

It also allows the government to have the information necessary to agree on the relevance of major projects and to ensure that all necessary actions have been planned and completed from the project's start to finish.

4. Investment planning and management monitoring committees

The Secrétariat du Conseil du trésor favours a centralized governance model in order to improve the monitoring and control of strategic projects, project portfolio management and infrastructure investments. Two committees play a strategic role in the performance of these projects.

EXECUTIVE COMMITTEE

The role of the infrastructure project executive committee, carried out by the Chair of the Conseil du trésor, are to:

- Monitor the performance of strategic projects, particularly large-scale or very-high-risk projects with important issues at stake, while being supported by the strategic infrastructure project governance committee;
- Provide the governance committee with orientations on the follow-up required to reduce risk, deal with issues and resolve problems raised, as applicable, for the proposed action plan.

GOVERNANCE COMMITTEE

The role of the strategic infrastructure project governance committee, chaired by the associate secretary of public infrastructure of the Secrétariat du Conseil du trésor, are to:

- Monitor the performance of projects, particularly high-risk strategic projects with important issues at stake;
- Recognize significant problems and issues, and as applicable, propose a high-level action plan by taking into account impacts on cost, scope and schedule;
- Inform the executive committee of strategic projects' performance by determining significant problems and issues;
- Propose an action plan, ensure the follow-up of agreed-upon actions and take on all other roles related to infrastructure investments.

