

Background Information

We've Come So Far...

"The gap between what governments collect from gas taxes and what they spend on roadway infrastructure has been closed. Due to a combination of long-term funding commitments proposed by the CTF and "temporary stimulus" funded by deficits, more is now spent on roads than is collected in gas taxes. When the CTF launched the Gas Tax Honesty Campaign in 1998, the federal government spent less than 2% of what it collected from gasoline and diesel taxes on roads, while all levels of government combined totalled only 42%. In 2007, all levels of government combined reached effective parity at 98%, rising to an estimated high of 144% in 2010."

Source: 2010 Canadian Taxpayers Federation Gas Tax Honesty Day Report

http://www.taxpayer.com/sites/default/files/GTHC_May2010.pdf

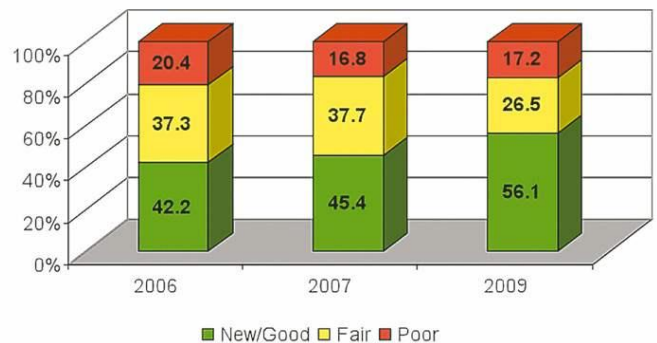
It May Not Feel Like It, But Progress Has Been Made...

An October 6, 2010 Winnipeg Free Press article by Mary Agnes Welch noted the number of regional streets in Winnipeg with a "new" or "good" rating has increased from 42.2% in 2006 to 56.1% in 2009. Similarly, the number of residential streets with a "new" or "good" rating increased from 58.2% to 61.6%.

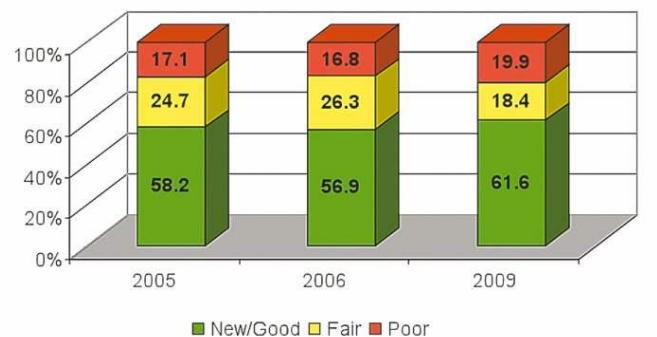
The gradual shift in using federal fuel tax dollars for everything under the sun, to using them for road construction and repair has contributed to the slow improvement in our streets. We can't afford to turn back the clock.

Source: <http://www.winnipegfreepress.com/local/1138-kilometres-of-bad-roads-104400409.html>

Regional Streets' Performance 2006 - 2009



Local Streets' Performance 2005 - 2009



Winnipeg Free Press

Federal Conservatives on the Tax-on-Tax Situation

"The fastest and easiest way to give Canadians relief at the pump is for the federal government to stop charging GST on top of gasoline excise taxes. It's time to axe the tax on the tax."

- 2004 Conservative Party News Release