Fiscal framework

Introduction

Financially, the City of Winnipeg is not in a good place. Decades of below inflation property tax increases and the financial impacts of the COVID-19 pandemic have left municipal revenue degraded and put municipal budgets in a state of ongoing precarity. At the end of 2022, the City was left with just $5.3 million in its rainy day fund (the fiscal stabilization reserve), $66 million below the council mandated minimum threshold.[1] Although the rainy-day fund has been somewhat replenished since 2022, the City is projecting to draw down the fund again this year, bringing the reserve to $25 million, $65 million below the minimum threshold.[2] Since 2022, the City has repeatedly asked departments to cut back on expenditures through vacancy management and other savings programs, compounding years of cuts that have left city services threadbare. As the City of Winnipeg's financial management plan warned in 2020, the tax-supported budget runs an unsustainable structural deficit due to the 14 year tax freeze between 1998 and 2012, and minimal tax increases between 2013 and 2019 — deficits have been offset through depleting reserves and selling municipal assets, however both methods are nearly exhausted.[3] Additional revenue losses and costs associated with the Covid-19 pandemic have intensified this unsustainable position, leaving reserves nearly drained.

Placing the City of Winnipeg back on stable financial ground and renewing municipal services and infrastructure requires a long-term plan to raise municipal revenue. In this section of the 2026 Alternative Municipal Budget, we sketch out a series of measures to increase municipal revenue while achieving complementary policy goals. Prior to reviewing these measures, we provide a more detailed picture of the City of Winnipeg's current financial situation, with a particular focus on municipal revenue, comparing Winnipeg with other major cities in Canada.

Where does the money come from at the City of Winnipeg?

Revenue to pay for City of Winnipeg services and infrastructure comes from a range of sources (see Figure 1). The majority of revenue is levied through property taxes on the assessed value of residential properties (56.4 per cent), followed by grants from federal and provincial governments (14.3 per cent). Regulation fees and the sale of goods and services make up around 10 per cent of revenue, while other sources including frontage levies and business taxes are all in the low single digits as a share of overall revenue.

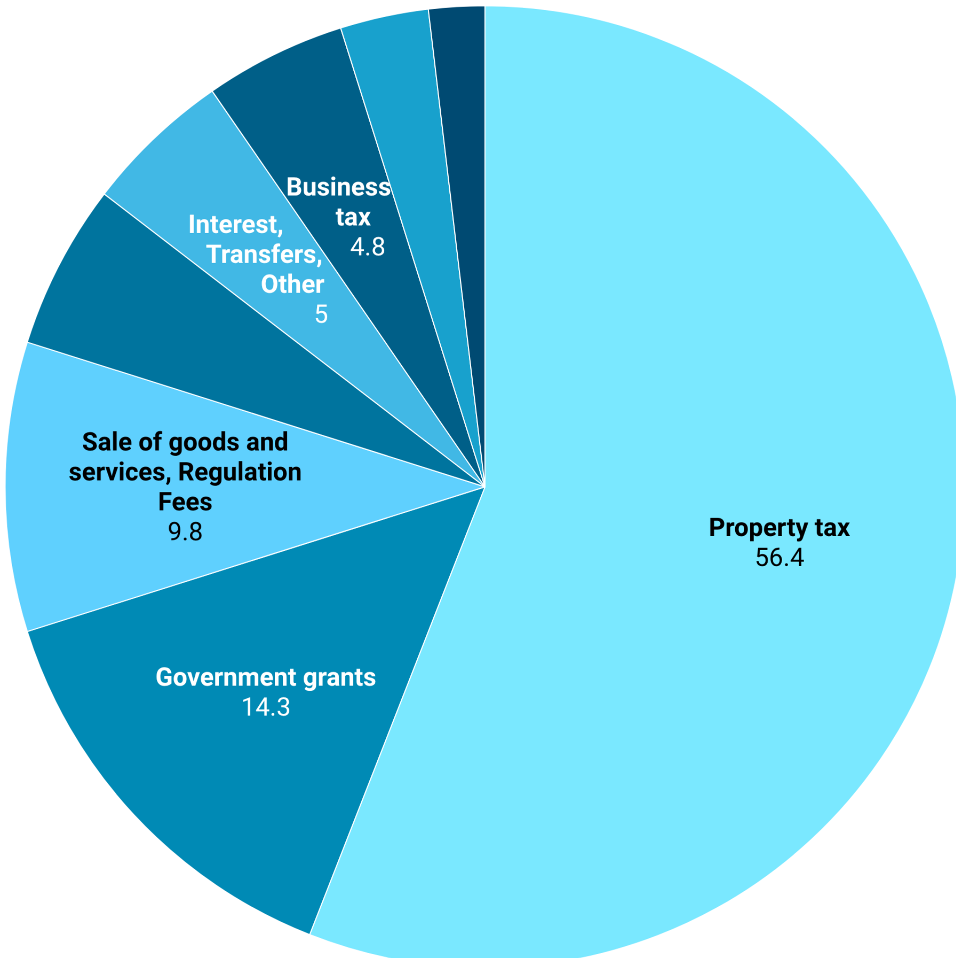
Securing a majority of revenue through property taxes is the standard for municipalities across Canada, however this model comes with drawbacks. First, unlike income or sales taxes, property tax revenue does not automatically grow in lock step with overall economic growth. This means that municipal revenue can lag behind inflation and overall growth of the city economy. Second, because incomes are more unequally distributed than home values, property taxes in Canada tend to be regressive. Although higher income households tend to live in more valuable homes, this relationship is not perfectly linear, meaning that low and middle income households pay a larger share of property taxes relative to their incomes.[4] While it would be possible for Canadian municipalities to follow the lead of places like New York City and levy income taxes, this would require legislative change at the provincial level.[5]

Looking back over the last decade or so, not all sources of revenue have increased after adjusting for inflation (see Figure 2). Total revenue for the City of Winnipeg has increased by 13.8 percentage points in real (inflation adjusted) terms since 2015. This growth has been achieved through modest property tax growth, frontage levy increases, regulation fees, and increased federal and provincial grants. Grants from higher levels of government increased the most over the last ten years due to exceptional pandemic funding, however the value of this revenue stream has been declining in real terms since 2022. Utility dividends, business tax, and the sale of goods and services have all declined in real terms

Figure 1 / Share of budget by revenue source

City of Winnipeg, 2026

Property tax   Government grants   Sale of goods and services, Regulation Fees   Street renewal frontage levy   Interest, Transfers, Other   Business tax   Utility dividends   Other taxation



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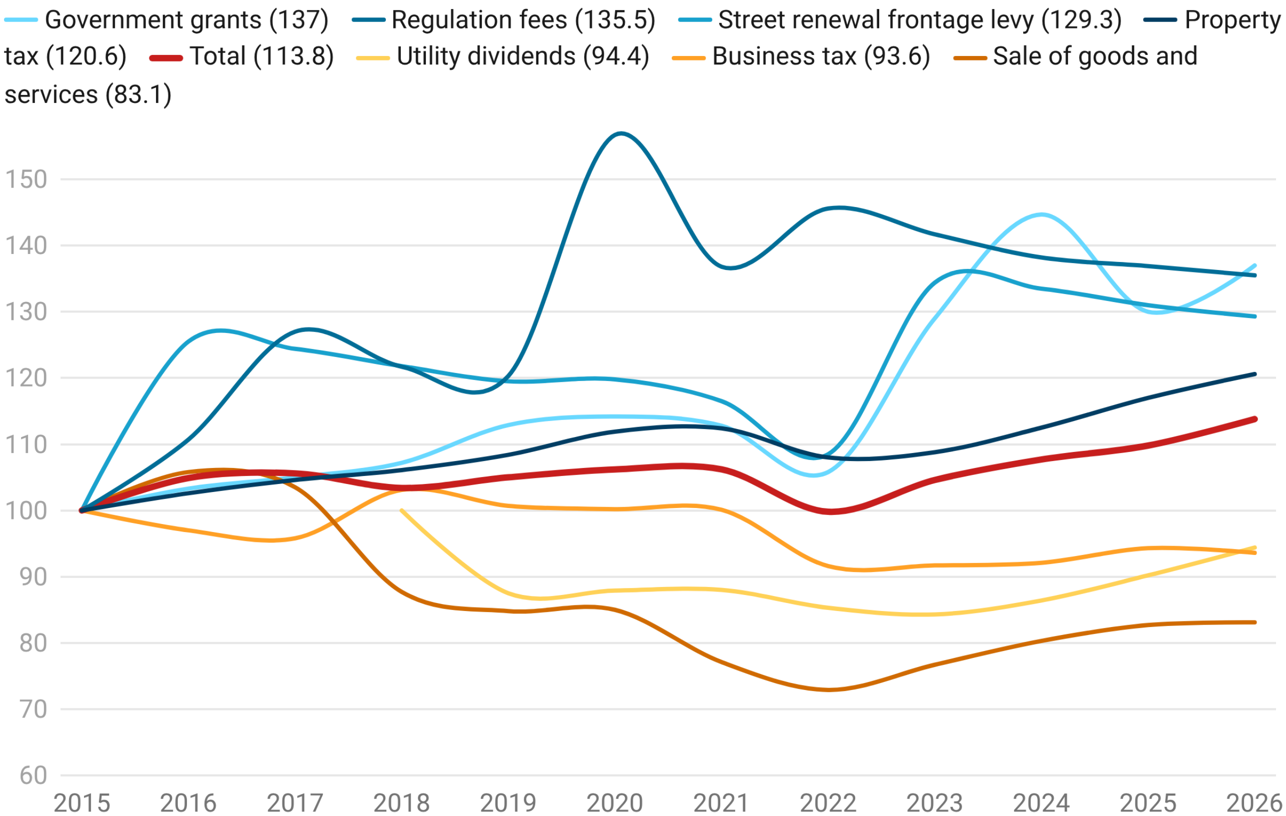
Source 2026 Adopted Budget: Operating, Reserves, and Capital; Authors calculations

over the last ten years. Winnipeg has cut its business tax rate in half over the last 20 years, eroding revenues.[6] Declines in the revenue from the sale of goods and services has been driven by a decline in Transit fare revenue since the Covid-19 pandemic.

Looking back to 2001, Winnipeg's revenue problem comes into sharper relief (see Figure 3). While the City of Winnipeg's total revenue has increased by 118 percentage points in nominal terms since 2001, this increase has been entirely eaten up by inflation and population

Figure 2 / Real growth in City of Winnipeg revenue sources 2015–2026



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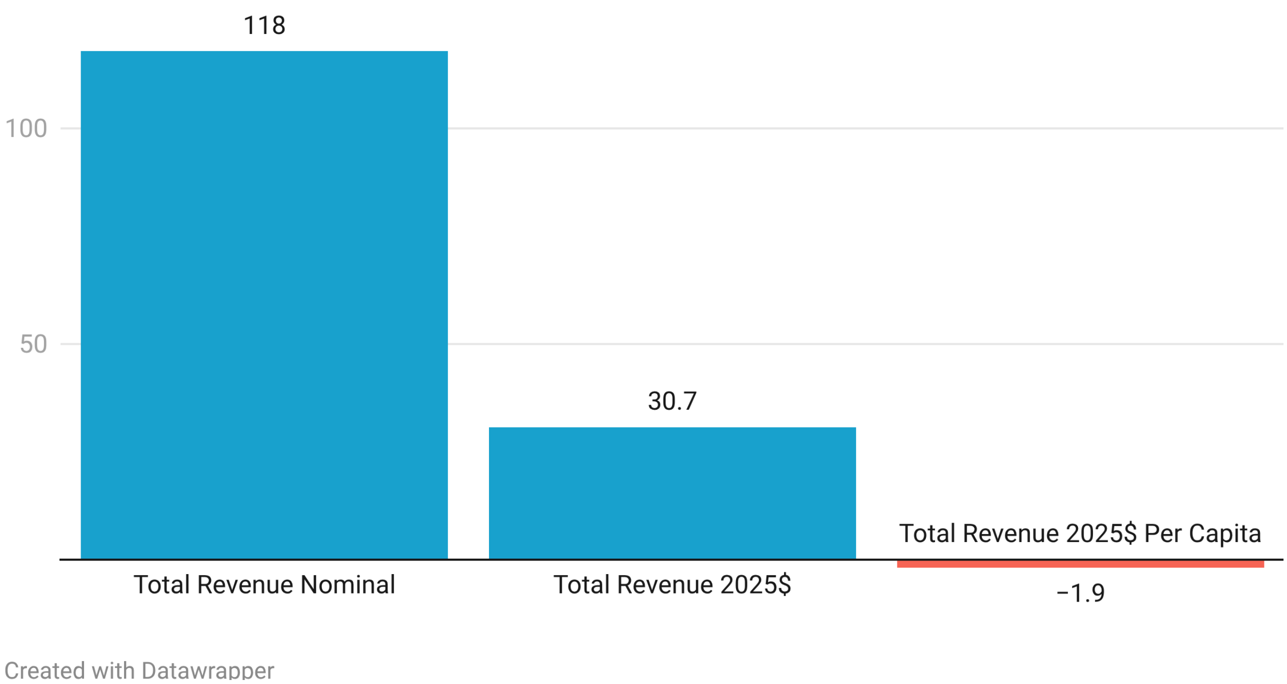
Source City of Winnipeg Adopted Budgets 2016–2026, Statistics Canada Table 18-10-0005-01

growth. After adjusting for inflation and population increase, Winnipeg's total revenue has actually decreased over the last 25 years. As a result, Winnipeg has fewer resources per person for services and infrastructure than it did in 2001 (see Figure 3).

Figure 3 / Change in total revenue, 2001–2025



Source City of Winnipeg Adopted Budget 2002, 2025; Statistics Canada Table 17-10-0155-01 and Table 18-10-0005-01

Where does Winnipeg stand?

Investing in services and infrastructure will require a significant and long-term increase in revenue. But just how much Winnipeg should raise revenue is a more complicated question. Comparing Winnipeg's taxation levels to other Canadian municipalities can provide some insight.

For decades, the City of Winnipeg has promoted the fact that Winnipeg's average municipal property tax rate is the lowest of any major Canadian city. As the 2026 Winnipeg Budget states "Winnipeg continues to maintain the lowest municipal property taxes and collect the lowest per-capita revenue of any major Canadian city."[7] This ultra-low tax environment has been created by a 25 year austerity program at Winnipeg City Hall. The City's 2024 budget press release notes that while other western Canadian cities raised their compounded property taxes by between 129 and 189 percent between 1998 and 2024, Winnipeg has only levied a 35 percent increase.[8] The same press release goes on to note that if Winnipeg were to collect property taxes at the same rate as cities like Vancouver, Edmonton, Calgary, Toronto, or Ottawa, municipal revenue would be between $700 and $800 million higher annually (total revenue today is $1.49 billion). On a per capita basis, Winnipeg's residential taxes are around 40 per cent lower than the average for Canadian cities, while non-residential taxes are around 50 per cent lower.[9]

Over the last four years Mayor Scott Gillingham has increased property taxes by 3.5, 3.5, 5.95, and 3.5 per cent annually. While these increases were above the trend set by previous mayors (Mayor Bowman raised property taxes by 2.33 per cent per year while in office), only the 2025 increase of 5.95 per cent surpassed the average annual property tax increase for Canadian cities, which is typically around 5 per cent.[10] Just to become an 'average' jurisdiction when it comes to taxation, Winnipeg has a long way to go.

Bottom of the basement municipal revenue levels predictably translate into bottom of the basement expenditure and service levels. In a 2025 pre-budget press release, the City of Winnipeg was again quick to note its position at the bottom of Canadian city rankings: "Winnipeg's operating expenditures per person are among the lowest in Canada at $2,463 per capita, compared to $3,209 in Edmonton, $3,302 in Calgary, $4,107 in Vancouver, $4,324 in Ottawa, and $4,945 in Toronto."[11]

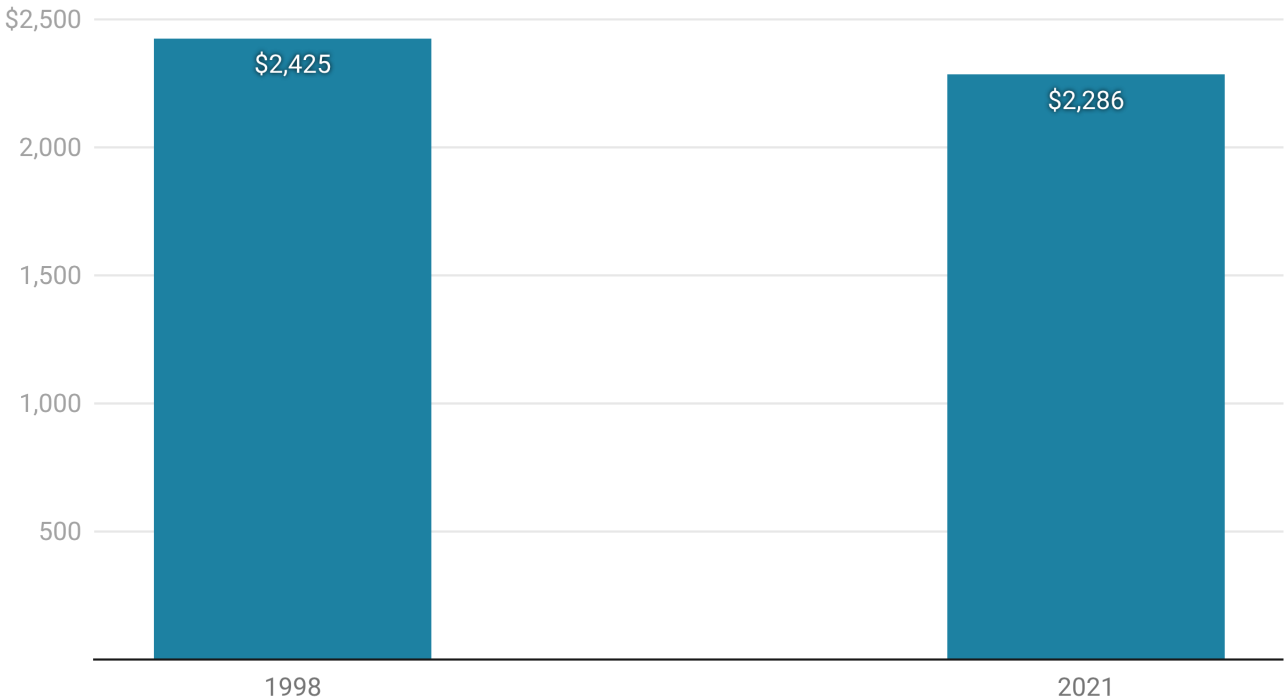
Again, viewing Winnipeg's overall per-capita expenditure levels from a longer term perspective we find that overall expenditure has actually declined since the late 1990s (see Figure 4). This expenditure decline has not been evenly spread across City of Winnipeg departments. While police, public works (road renewal), and fire and paramedic services have secured gains since the early 2000s, departments covering community services, planning, and administration have experienced major cuts after adjusting for inflation and population growth (see Figure 5). This has translated into staff erosion in these areas, reducing services and capacity to respond to emerging issues. A quick glance at the change in staff headcounts across departments underlines this inequity; Community Services, the department that manages recreation, libraries, aquatic programming, along with items like the city's poverty reduction strategy, has seen their staff count reduced by 149 positions since 1999 despite considerable population growth since then.

Conclusion

For nearly three decades, policy makers at the City of Winnipeg have implemented an austerity program that has starved the city of revenue and reduced resources available for programming and infrastructure. The

Figure 4 / Consolidated expenditure per capita

2021 Dollars



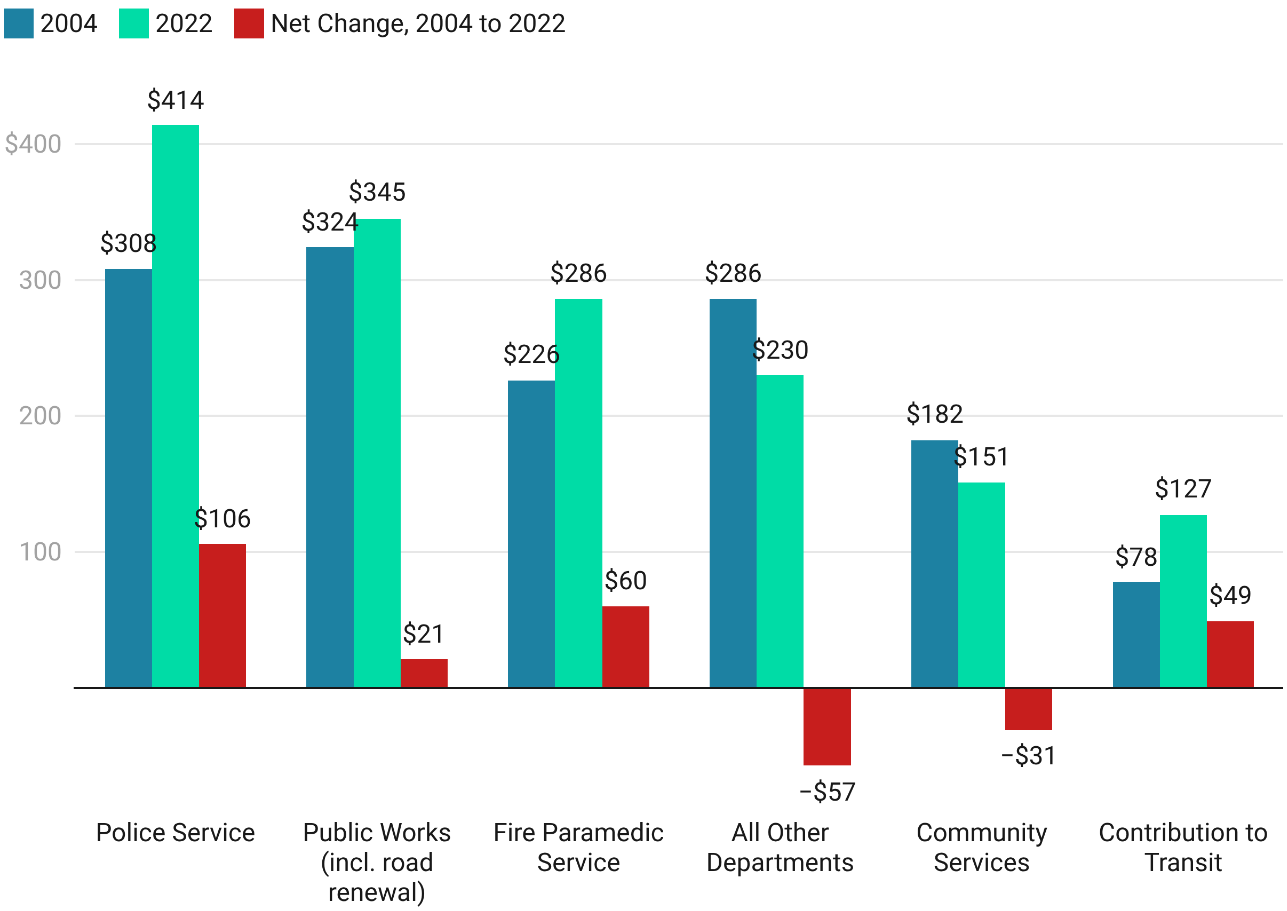
Created with Datawrapper

Source City of Winnipeg, Community Trends and Performance Report Vol. 1, 2023

result is a city teetering on the edge of financial disaster, with financial reserves almost depleted. This raises the question whether Winnipeg can be expected in future to deliver annual balanced budgets, as per the municipal charter. At the same time, municipal services in the areas of libraries, recreation, planning and administration have been cut to the bone. If Winnipeggers want improved services and infrastructure on par with other Canadian cities, a strategy to raise municipal revenues will be required.

Figure 5 / Change in real per-capita expenditure by department

2004 vs. 2022



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Source City of Winnipeg, Community Trends and Performance Report Vol. 1, 2023

Table 1 / FTE counts across City of Winnipeg departments

1999 vs. 2022

Department	1999	2022	Change	% Change
Police	1,477	1,942	465	31%
Fire Paramedic	1,070	1,402	332	31%
Transit	1,362	1,619	257	19%
Water, Sewer & Land Drainage	715	874	159	22%
Corporate Support Services*	203	309	106	52%
Planning, Property & Development	283	321	38	13%
Parking Authority	25	62	37	150%
Public Works (streets & parks)	992	1,007	15	1%
Office of the CAO\[1]	29	35	6	19%
Animal Services	20	27	7	36%
Legal Services	24	34	10	40%
Mayor's Office/Policy & Strategic Initiatives	13	16	3	20%
Council	15	15	0	0%
Audit	10	7	-3	-34%
Solid Waste Collection & Disp.	141	98	-43	-30%
Golf	28	24	-4	-15%
Museums	17	3	-14	-82%
Glacial Sand & Gravel	19	0	-19	-100%
City Clerks	71	52	-19	-27%
Corporate Finance	129	88	-41	-32%
Municipal Accommodations	322	283	-39	-12%
Fleet Management Agency	196	109	-87	-44%
Assessment & Taxation	230	130	-100	-44%
Community Services (restated)\[1]	844	695	-149	-18%
Total FTE Count	**8,235**	**9,151**	**916**	**11%**

Source City of Winnipeg, Community Trends and Performance Report Vol. 1, 2023

Summary of revenue changes ($ millions)

From revenue section

Property tax $32 million

Impact fee $16.57 million

Commuter charge $29.61 million

Parking lot levy $17.06 million

Business tax increase $7.2 million

From chapters

Neighbourhood benefits investment reserve $313,000

Public tree fund $375,000

Total new revenue AMB 2026 $103.1 million

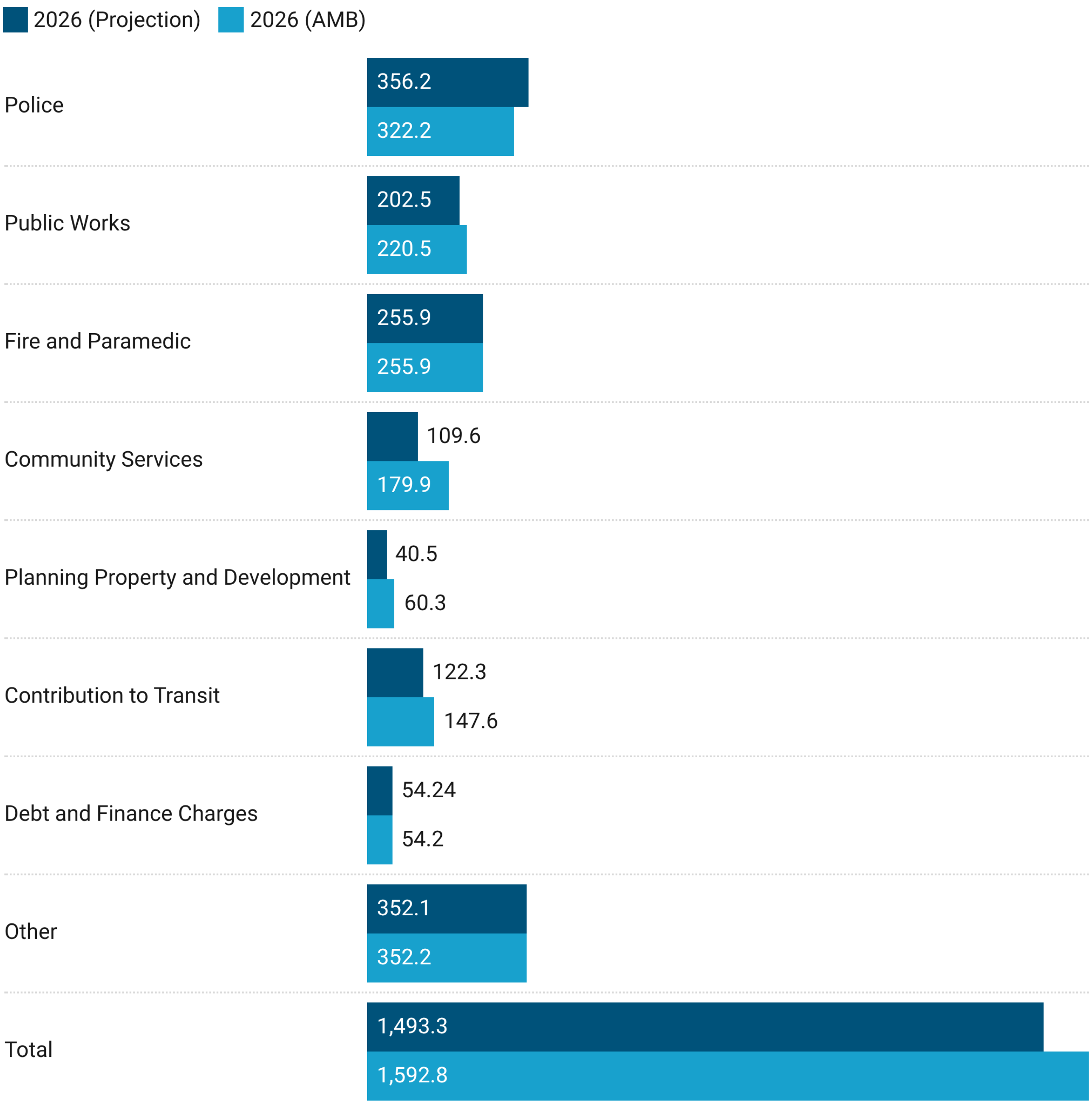
Revenue changes for 2026 AMB

Across all chapters, the 2026 AMB raises spending by $133.5 million relative to the 2026 City of Winnipeg Budget. All spending increases are in *addition* to the official 2026 City of Winnipeg Budget (with the exception of police services). Further, spending increases are spread across departments, including Public Works, Community Services, and Planning Property and Development (See Figure 6 for details). The AMB's spending increase is partially offset by a 10 per cent decrease to the Police Service budget, amounting to $34 million. For a more detailed breakdown of spending increases in each chapter, see Table A1 in the Appendix.

Additional spending in the AMB is compensated for by progressive increases to municipal taxes and fees. Together, the five revenue measures outlined below, alongside those from individual chapters, raise a total of $103.1 million. Below we outline the details of each revenue measure, along with an explanation of the ways in which revenue measures achieve additional policy goals set out in the AMB introduction, including increasing income equality and environmental sustainability.

Figure 6 / Change in spending by department

2026 Projected budget vs. 2026 AMB, millions of $



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Source City of Winnipeg 2026 Adopted Budget Operating, Reserves and Capital

Property taxes

In addition to the City of Winnipeg's 3.5 per cent increase, the AMB will increase property taxes by an additional 4 per cent for a total of 7.5 per cent. This increase goes a small way to reverse the long-term stagnation of real (adjusted for inflation) City revenue. As noted in the "where the money goes" section, municipal property taxes have on average increased by around 4–5 per cent per year across Canadian major cities, a benchmark Winnipeg has not kept pace with for close to 30 years. To achieve expenditure and service levels on par with other Canadian cities, property taxes must increase above the Canadian average for at least a decade. If we take the median $2,128 City property tax bill for 2025,[12] the total 7.5 per cent increase would increase property taxes by $159, or around $13 per month, and $85 above the City's 3.5 per cent increase for 2026.

However, to alleviate the negative income effects of this tax increase on low-income homeowners, the AMB will refund the entire 2026 (City and AMB combined) residential property tax increase for those on low incomes. In 2022, Statistics Canada estimated that 5.1 per cent of Winnipeg homeowners are in core housing need, about 10,700 households.[13] Assuming that these households pay the average property tax, refunding the full $159 increase for 10,700 households would cost $1.7 million.

- Property Tax Increase of 5 per cent: $33.7 million
- Property Tax Refund for Low Income Homeowners: $1.7 million
- Net Property Tax Revenue Change $32 million

Impact fee

Since 2014 the AMB has argued in favour of a growth fee based on the recognition that in slow-growth cities such as Winnipeg the new infrastructure required to service new developments tends to drain resources to service mature neighbourhoods. At the same time, there are environmental and public health benefits to encouraging denser development in mature neighbourhoods. The growth fee would help offset these additional costs while encouraging development in mature neighbourhoods and upgrades to existing housing stock. Below we outline the recent history of Winnipeg's growth fee and outline the revenue such a fee could raise in 2026.

In 2017, the City implemented an impact fee that applied to residential developments in new and emerging communities. The initial charge was around $500 per 100 square feet ($54.73 per m^2 or $508 per 100 square feet) and rose to nearly $650 per 100 square feet by 2019 ($59.48 per m2 or $641 per 100 square feet). For a 1,900 square foot home, this fee amounted to just under $10,000 in 2017 and just over $12,000 in 2019 for a new home. From 2017 to 2020, the City collected almost $37 million in impact fees on the construction of more than 3,500 new homes in greenfield developments. The City had been sliding this money into an Impact Fee Reserve Fund, from which it planned to fund infrastructure needs in the growth areas of the city. It had not yet spent the money collected, pending the decision of a court case on the constitutionality of the fee.

In July 2020, however, the Manitoba Court of Queen's Bench ruled that the impact fee "imposed a constitutionally invalid indirect tax and is not saved as a valid user fee or regulatory charge".[14] The court decision ordered the City to immediately halt impact fee collection and refund the $37 million it had collected in fees and interest since 2017 from homebuilders, developers, and homeowners.

While the 2020 court decision struck a fatal blow to this iteration of the impact fee, the decision did not close the door entirely on the impact fee. The City of Winnipeg Charter gives Council the powers to "establish fees, and the method of calculating and the terms of payment of fees" in order to maintain and develop sustainable communities within the city and to promote the welfare of its citizens.[15] It was on these grounds that the City justified passing a by-law to begin collecting impact fees in 2017. The fact that the court ruled that the impact fee was actually a tax, rather than a fee, and was therefore invalid, shows the limitations of the City to introduce new fees to generate revenue. To generate more needed income, an argument, then, could be made to either better define what constitutes a fee under the City Charter, to better link the fee to the increased cost of development, or to expand the City's ability to collect taxes to include a tax on new residential developments in new and emerging communities.

The promising takeaway from the 2020 verdict was that, in fact, the judge's ruling outlined that the City was fully within its right to charge for the outsized cost of suburban development, but that it did not properly link the impact fee to the cost of development in its initial iteration, hence why it was ruled unconstitutional. Therefore, the 2026 AMB would reintroduce the impact fee with the stipulation that revenue raised be earmarked for development costs.

A fee discouraging urban sprawl would help recoup some of the expenses associated with infrastructure development in new areas, while simultaneously incentivizing more compact urban development that creates the conditions for greater use of active and public transportation. A US study that examined the association between infrastructure costs per capita and urban sprawl found that all of their measures of costs (which included not only total direct expenditure, but also subcategories like capital facilities, roadways, police protection, and education) were positively related to urban sprawl.[16]

Urban quality of life is also greatly impacted by urban form. More sprawling cities are associated with more driving miles, higher vehicle emissions, less walking, more obesity, and even higher rates of hypertension.[17] Cities can take a number of actions to promote more liveable, "smart" urban areas. Zoning is perhaps the most obvious measure, but pricing incentives can also play an important role in reshaping the city's structure. Taxation can be used to achieve important public policy objectives and to generate much-needed civic revenue.

From the introduction of the original impact fee in May 2017 to the court ruling in July 2020, 21 per cent of all new housing starts in the city occurred in new and emerging communities that were charged the fee. In 2025, 4,179 new homes broke ground in Winnipeg.[18] Housing starts in 2025 were far below the average of the previous four years, at around 5,500 new homes per year. In 2026, Winnipeg is on pace for 40 per cent more home starts than in 2025.[19] If we use the average annual residential construction starts between January 2021 and December 2024 as a baseline (5,542 per year), which seems a somewhat conservative assumption based on market expectations, and we assume the same proportion will be in new and emerging communities as was the case between 2017 and 2020, we can expect to charge an impact fee on 1,163 new homes. The AMB would set the new impact fee at $750 per 100 square feet, an increase from $650 in 2019. For a 1,900 square foot home which would sell for over $500,000, this would amount to $14,250 (about 2.85 per cent). This would generate $16.57 million, and would help to recuperate some of the expenses associated with infrastructure development in new areas, while simultaneously incentivizing against continually building outward, rather than improving existing neighbourhoods and infrastructure closer to the city centre.

Additional revenue:

- Impact fee: $16.57 million

Commuter charge

One of the challenges facing Winnipeg is tax competition from municipalities within a very easy commuting distance of the city, such as Headingley or East St. Paul. If people live in these communities and then commute into Winnipeg for work or leisure, they are, in fact, using Winnipeg infrastructure (most obviously roads) without paying for them. This free-riding on city services allows outlying communities to charge lower taxes than in Winnipeg. It also constrains the amount that Winnipeg can increase its property taxes because it has to worry about the incentive to construct new homes outside the perimeter.

The manner in which property taxes are currently structured creates a disincentive for new construction within the city limits. A study conducted by MNP found a substantial difference in property tax rates between the City of Winnipeg and its surrounding communities in the census metropolitan area (CMA) in 2011.[20] For a house valued at $350,000 in 2016, a resident of Winnipeg could expect to pay $2,010.65, while property taxes on a home of the same value in the surrounding municipalities ranged from a low of $1,061.24 in Rosser to $1,477.35 in Springfield in the surrounding municipalities.[21]

The regions outside the city limits are growing more rapidly than the city itself. Between 2001 and 2021, the population of Winnipeg increased by 25 per cent, while the CMA as a whole grew by 27 per cent. Some of the commuter municipalities have grown much more rapidly. For example, from 2001 to 2016 Headingley grew by 88 per cent. Between 2016 and 2021, the bedroom communities of Niverville and West St. Paul were Manitoba's fastest-growing municipalities, growing 29 per cent and 25 per cent respectively over 5 years.

The City and the Province need to find some way to address the incentive problem caused by this cost differential. This could be done in a variety of ways, either by equalizing property taxes between the municipalities in the CMA or by attempting to solve the free-rider problem caused by commuters.

One potential mechanism that might address this issue is a commuter charge. This could be administered in a variety of ways. Until 1999, New York had a commuter tax that was 0.45 per cent of the earnings of a suburbanite working in New York and was collected from their paycheque. Another option, which might discourage single-vehicle commuting, might be to charge people outside the city per trip into the city. This could be structured in many ways, but one option is to offer a set number of free trips into the city during a given period (perhaps one free trip per week) and then charge per trip after that.

Cities including London, Stockholm, and New York charge a toll to enter their city centres. As of August 2026, it costs between 11 and 45 Swedish Krona (SEK) to enter Stockholm by personal car, depending on the time of day, up to a maximum of 135 SEK per day.[22] The city uses an automatic camera identification system to check license plates and charge accordingly. The toll proved to be very successful in Stockholm. Traffic in the area with the congestion charge was reduced 22.1 per cent from 2005 to 2013.[23] Further, the tax generates a good deal of revenue. In 2013, the municipal government in Stockholm generated 850 million SEK, with variable costs of 250 million SEK.[24] Eliasson also found that the negative effect on economic activity in the taxed zone was "very small or non-existent".[25] In London, the congestion charge generated 200 million pounds in the 2013–14 fiscal year and between 2003 and 2013 it "reduced traffic levels by 30 per cent".[26]

Winnipeg could levy a commuter fee that would help pay for Winnipeg's road infrastructure on a beneficiary-pays principle and help to mitigate the free riding/tax competition issue with surrounding municipalities. This could take one of two forms — either as a payroll charge, taken as a portion of an employee's income if they work inside the city but reside outside of it, or as a tolling system around the city, which would use license plate recognition software to charge non-Winnipeggers who commute into the city for work, per entry. A 2019 report commissioned by the CCPA Manitoba office and authored by Riley Black weighed the pros and cons of these two options. The appeal of a payroll charge lies primarily in its ease of application, but it does not do much to discourage lone vehicle commutes over options such as carpooling, bussing, or cycling into the city. Further, it has the potential to run into legislative roadblocks. On the other hand, a per-trip fee monitored by license plate recognition would be more costly to implement and continually operate, but would do a much better job of directly addressing the marginal costs of driving by charging commuters per trip, and might therefore incentivize them to consider other options or at least force them to pay their fair share per commute.[27] It is for these reasons that the latter is preferable.

According to the 2021 Census, 834,678 people live in the Winnipeg CMA, while 749,607 live in the City of Winnipeg, meaning there are around 85,000 people who live in the Winnipeg metro area but not within city limits. If we assume that even 50,000 of those 85,000 commute, plus at least 15,000 more who live around the CMA commute, using their own cars, into the city for work five days a week and once on the weekend, and we allow for one free trip per vehicle per week, that would result in around 325,000 chargeable trips per week, or 16.9 million trips per year. If we charged $3 each time a vehicle entered the perimeter from outside the city, whose license plate was registered to an address outside city limits, after allowing for one free trip per week, this would generate $50.7 million. A regular commuter making five chargeable trips per week at $3 per trip would pay $780 per year. In Stockholm, the automatic camera identification system cost approximately 1,900 million SEK, or $250 million to implement, and costs 220 million SEK, or $29 million per year to operate.[28] Given that Winnipeg has around half of the entry points — or potential toll stations — that Stockholm's city centre does, we can assume the total start-up capital costs and yearly operational costs would also be cut in half, totalling around $125 million to initially implement and $14.5 million to operate annually. If we assume a 5.5 per cent interest rate and a 20-year payment term, the capital costs associated with start-up for one year would be $6.59 million. Therefore, deducting annual capital and operational costs, the commuter charge would generate $29.61 million.

Additional revenue:

- Commuter fee: $29.61 million

Parking space levy

Although lack of accessible parking is often seen as a deterrent, it is entirely possible that Winnipeg has too much parking, not too little. This is especially true of surface-level (single-story) suburban parking. Massive parking lots take up land that could be used for retail or housing. It makes active transportation more difficult by increasing the distance between destinations. Free parking in suburban malls acts as a disincentive to go downtown. Generally, it facilitates the use of more vehicles and the expensive infrastructure required to support them.

In 2017, Mexico City became a trailblazer for North American cities when it changed its parking regulation policy to put a maximum on parking spaces at a new development as opposed to a minimum. The law states that there be a maximum of one parking space for every 30 square meters of business space (Kopf, 2011). Once a business reaches half of this maximum, they are required to pay a fee. There is also a maximum of three parking spaces per housing unit for multi-family dwellings. The laws are too new for there to be any meaningful results yet, but in the coming years, we will see the effect of these new parking regulations in Mexico City.

Outside Winnipeg's downtown and Exchange District, parking is largely governed by zoning. Generally, in Winnipeg, the zoning rules lay out parking minimums, presumably to allay nearby residents' concerns about on-street parking congestion. The result is massive parking lots that blight the city. The AMB would impose a parking space levy on all surface-level parking spots that are not currently metered by the city. For new developments, it would also convert the current zoning regulations from a minimum number of parking spots to a maximum.

There are some noteworthy benefits to using a parking space levy. Because parking lots are property, the amount of the levy can easily be added to a business' property tax bill. This means there will be relatively low additional administrative costs to implement the tax.[29] Another consideration is that the levy could incentivize businesses to convert existing parking spaces into productive office, residential or retail space, thereby increasing the property's value. This means higher property tax revenue for the city.

Calculating the net revenue for a city-wide parking space levy is difficult. Unfortunately, no data exists for how many parking spots are in the entire city. Consequently, the following results are therefore quite broad and represent estimates with a high variance. However, there is some public data on which we can base a general estimate. Data exists on the number of offices and retail stores in the city, and the size of these establishments in square feet. These two categories of buildings would have the most parking spots.

According to the City's 2006 zoning by-law, the minimum parking requirements in Winnipeg are one parking spot for every 750 ft for offices and one spot for every 250 ft for retail stores. The minimum number of parking spaces provides a conservative estimate for the number of parking spots actually constructed. We can also use the data from Tables 2 and 3 on the different types of office and retail buildings. Since building size is given as a range, an average was chosen for each category.

Based on these numbers, there are around 93,473 retail and office parking spots in Winnipeg. If the parking lot levy were set at $182.5 per space per year ($27,375 for a 37,500 square foot retail space requiring 150 spots), it would generate approximately $17.06 million.

Additional revenue:

- Parking lot levy: $17.06 million

Business tax

Over the past thirty years, the City of Winnipeg has significantly reduced its municipal business tax rate. The rate was 9.75 per cent in 2002, falling to 7.75 per cent in 2007, 6.39 per cent in 2010, and 5.9 per cent in 2012. It continued to decline through the 2010s, reaching 4.97 per cent by 2019 — a reduction of almost half the 2002 rate. This long-term reduction in business taxation has contributed to the erosion of Winnipeg's municipal revenue base and limited the City's capacity to fund essential services and infrastructure that businesses rely upon. At the same time, these reductions have shifted responsibility for funding municipal services and infrastructure more heavily onto households. The AMB will take a first step towards reversing this by raising municipal business taxes by 10 per cent.

Additional revenue:

- 10 per cent Business tax increase: $7.2 million

Appendix

Table A1 / AMB revenue and spending changes

AMB Chapter changes

In millions of $

Department	Chapter	Revenue change	Spending change
Police	Safety		-34
Public works			
	Organic waste		2.8
	Active transportation		15.25
Community services			
	Safety		20.59
	Libraries		3.9
	Newcomer inclusion		0.45
	Recreation		7.55
	Public art		0.62
	Housing		15.05
	Indigenous relations		17.4
	Poverty reduction		4.77
Planning property and development			
	City planning		1.815
	Greenspace and Urban forestry	0.69	11
	Climate		7
Contribution to transit			25.25
Debt and finance charges			
Other			
	Water (H2O Help for others)		0.052
	Water (combined sewer upgrades)[1]	-15	-39
Total		**-14.31**	**99.45**

1 Since water and sewer are managed as a public utility, this increase is accounted for as a reduction in the annual dividend paid from municipal utilities.

Table A2 / Office buildings, average sizes, and total spaces

Size in square ft.	Number of office buildings	Parking spaces required	Total spaces
<5,000	454	3,000 / 750 = 4	1,816
5,000-15,000	361	9,750 / 750 = 13	4,693
15,000-30,000	109	22,500 / 750 = 30	3,270
>30,000	180	37,500 / 750 = 50	9,000
Total	**1,104**		**18,779**

Source City of Winnipeg Valuation of Income-Producing Properties 2027 General Assessment.

Table A3 / Retail stores, average sizes, and total spaces

Size in square ft.	Number of retail stores	Parking spaces required	Total spaces
<5,000	1,162	3,000 / 250 = 12	13,944
5,000-15,000	470	9,750 / 250 = 39	18,330
15,000-30,000	148	22,500 / 250 = 90	13,320
>30,000	194	37,500 / 250 = 150	29,100
Total	**1,974**		**74,694**

Source City of Winnipeg Valuation of Income-Producing Properties 2027 General Assessment.

Notes

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