

GOVERNMENT OF ALBERTA

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# Transportation and Economic Corridors

Annual Report  
2023-24

*Alberta* 

Transportation and Economic Corridors, Government of Alberta | Transportation and Economic Corridors  
2023-2024 Annual Report

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# Table of Contents

<b>Preface</b> .....	<b>3</b>
<b>Minister's Accountability Statement</b> .....	<b>4</b>
<b>Message from the Minister</b> .....	<b>5</b>
<b>Management's Responsibility for Reporting</b> .....	<b>7</b>
<b>Results Analysis</b> .....	<b>9</b>
Ministry Overview .....	10
Discussion and Analysis of Results .....	20
Performance Measure and Indicator Methodology .....	61
<b>Financial Information</b> .....	<b>65</b>
Ministry Financial Highlights .....	66
Supplemental Financial Information .....	70
Other Financial Information .....	71
<b>Annual Report Extracts and Other Statutory Reports</b> .....	<b>75</b>
<i>Public Interest Disclosure (Whistleblower Protection) Act</i> .....	76

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## Preface

The Public Accounts of Alberta are prepared in accordance with the *Financial Administration Act* and the *Sustainable Fiscal Planning and Reporting Act*. The Public Accounts consist of the annual report of the Government of Alberta and the annual reports of each ministry.

The 2023-24 Annual Report reflects the 2023-26 Ministry Business Plans, the Government of Alberta Strategic Plan, as well as the ministry's activities and accomplishments during the 2023-24 fiscal year, which ended on March 31, 2024.

The Annual Report of the Government of Alberta contains Budget 2023 Key Results, the audited Consolidated Financial Statements and Performance Results, which compares actual performance results to desired results set out in the government's strategic plan.

This annual report of the Ministry of Transportation and Economic Corridors contains the Minister's Accountability Statement, the ministry's Financial Information and Results Analysis, a comparison of actual performance results to desired results set out in the Ministry Business Plan. This ministry annual report also includes:

- other financial information as required by the *Financial Administration Act* and *Sustainable Fiscal Planning and Reporting Act*, as separate reports, to the extent that the ministry has anything to report.

All Ministry Annual Reports should be considered along with the Government of Alberta Annual Report to provide a complete overview of government's commitment to openness, accountability, and fiscal transparency.

## Minister's Accountability Statement

The ministry's annual report for the year ended March 31, 2024, was prepared under my direction in accordance with the *Sustainable Fiscal Planning and Reporting Act* and the government's accounting policies. All the government's policy decisions as at June 6, 2024 with material economic or fiscal implications of which I am aware have been considered in the preparation of this report.

[Original signed by]

Honourable Devin Dreeshen  
Minister of Transportation and Economic Corridors  
June 6, 2024

## Message from the Minister



I am pleased to present the 2023-24 Annual Report of the Ministry of Transportation and Economic Corridors (TEC).

As you will see as you read through this report, the ministry achieved a number of major milestones in the past fiscal year.

Chief among them was the completion of the Calgary Ring Road, a 101-kilometre, free flowing ring road around the City of Calgary. Years in the making, completion of the project gave Calgarians new travel options, while commercial vehicles are now able to connect to major highways without having to travel through the city.

Another milestone was the completion of the expansion of the southwest leg of Anthony Henday Drive in Edmonton from four to six lanes. There were many more accomplishments throughout the year, including:

- The start of twinning Highway 3, between Taber and Burdett;
- The start of twinning Highway 11, between Sylvan Lake and Rocky Mountain House;
- Construction began on the Highway 22 and 1A interchange at Cochrane;
- Completion of twinning the west portion of Highway 19, just south of Edmonton;
- Construction progress of Highway 40 twinning south of Grand Prairie; and
- Expansion of Lethbridge Water Line in support of McCain's processing plant.

The ministry is moving ahead with plans to create a new east-west corridor in Northern Alberta. TEC signed an agreement with three First Nations to begin work on the Highway 686 extension, enabling them to play a leadership role and actively participate in the project. Highway 686 is a 218-kilometre highway project, between Fort McMurray and Peerless Lake, which will open new travel options for this resource rich part of Alberta.

The department also administers the First Nations Water Tie-In program, which provides federal flow-through funding to build waterline connections between individual First Nations and existing regional water systems in Alberta.

The ministry continues to maintain the existing highway network and increased the good and fair condition of the network as compared to last year.

While we continue to make improvements to our highway network, we also started work with other jurisdictions to coordinate improvements to corridors that stretch beyond our borders. TEC signed a memorandum of understanding with the governments of Saskatchewan and Manitoba, to work together to improve the efficiency of transportation networks, and to reduce regulatory hurdles that impact the movement of goods.

We are also working with the western provinces and territories to produce a report for Western Premiers in 2024, outlining solutions to enhance and create new economic corridors.

Significant progress was made in 2023-24 to advance passenger rail in the province, including initiation of a comprehensive Passenger Rail Master Plan and funding support for the ongoing Calgary Airport Rail Connection Study. Funding was also provided for Calgary's Blue Line extension, a crucial next step towards linking the C-train to the Calgary International Airport.

The ministry also provided substantial funding to support the development of the Calgary Rivers District and Event Centre, which will help revitalize Calgary's downtown core.

TEC worked with Jobs, Economy, and Trade (JET) to establish a Regional Airport Development Grant, to facilitate the growth and development of Alberta's airports. This grant funding is specifically targeting regional airports to help them develop solutions to connect Albertans and their goods to major international airports.

We also implemented improvements to the driver licensing system to reduce costs and cut red tape for Albertans while maintaining strong road safety standards. Drivers who have two years of driving experience, with the last 12 months suspension and ticket free, are no longer required to take the advanced road test.

We eliminated the requirement for Class 2 drivers to complete the Mandatory Entry Level Training (MELT) program. Additionally, we reviewed the MELT program for Class 1 drivers and are establishing a new made-in-Alberta learning pathway that provides flexible, apprenticeship-style training to attract and retain drivers in this critical profession. The new pathway model supports Albertans to develop the skills to succeed in their career as a professional driver, with the goal of seeking a Red Seal designation in the future.

In 2023, the average commercial truck driver job vacancy rate in Alberta was 1.49 per cent. This indicates a significant reduction in commercial truck driver vacancies. The number of job vacancies has steadily decreased, while the number of licensed Class 1 or Class 3 commercial drivers in Alberta has increased.

The ministry also worked to ensure that photo radar is focused on enhancing traffic safety and not revenue generation, which included banning photo radar on the ring roads in both Edmonton and Calgary. At the same time, we implemented new rules to protect the safety of Alberta's roadside workers.

TEC helped ensure the safety of Albertans during the 2023 wildfire response and the Northwest Territories evacuations by working with local authorities and emergency responders to: manage roads impacted by wildfires; maintain the latest information on Alberta's transportation network via 511 Alberta; provide supports to evacuees using the province's road network; and repair damage to the transportation network.

Our progress over the past year has led to safer highways and more efficient travel. We will continue to develop our economic corridors to connect Albertans and to ensure a safe, reliable, and efficient transportation network to move our products to market, including energy, agricultural and forestry products.

[Original signed by]

Honourable Devin Dreeshen  
Minister of Transportation and Economic Corridors



## Management's Responsibility for Reporting

The Ministry of Transportation and Economic Corridors includes: the Department of Transportation and Economic Corridors.

The executives of the ministry have the primary responsibility and accountability for the ministry. Collectively, the executives ensure the ministry complies with all relevant legislation, regulations and policies.

Ministry business plans, annual reports, performance results and the supporting management information are integral to the government's fiscal and strategic plan, annual report, quarterly reports, and other financial and performance reporting.

Responsibility for the integrity and objectivity of the accompanying ministry financial information and performance results for the ministry rests with the Minister of Transportation and Economic Corridors. Under the direction of the Minister, I oversee the preparation of the ministry's annual report, which includes the financial information, performance results on all objectives and initiatives identified in the Ministry Business Plan, and performance results for all ministry-supported commitments that were included in the 2023-26 Government of Alberta Strategic Plan. The financial information and performance results, out of necessity, include amounts that are based on estimates and judgments. The financial information is prepared using the government's stated accounting policies, which are based on Canadian public sector accounting standards. The performance measures are prepared in accordance with the following criteria:

- Reliable – Information used in applying performance measure methodologies agrees with the underlying source data for the current and prior years' results.
- Understandable – the performance measure methodologies and results are presented clearly.
- Comparable – the methodologies for performance measure preparation are applied consistently for the current and prior years' results.
- Complete – outcomes, performance measures and related targets match those included in the ministry's Budget 2023.

As Deputy Minister, in addition to program responsibilities, I am responsible for the ministry's financial administration and reporting functions. The ministry maintains systems of financial management and internal control which give consideration to costs, benefits, and risks that are designed to:

- provide reasonable assurance that transactions are properly authorized, executed in accordance with prescribed legislation and regulations, and properly recorded so as to maintain accountability of public money;
- provide information to manage and report on performance;
- safeguard the assets and properties of the province under ministry administration;
- provide Executive Council, the President of Treasury Board and Minister of Finance, and the Minister of Transportation and Economic Corridors the information needed to fulfill their responsibilities; and
- facilitate preparation of ministry business plans and annual reports required under the *Sustainable Fiscal Planning and Reporting Act*.

In fulfilling my responsibilities, I have relied, as necessary, on the executives within the ministry.

[Original signed by]

Bryce Stewart  
Deputy Minister of Transportation and Economic Corridors  
June 6, 2024

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# Results Analysis

## Table of Contents

<b>Ministry Overview</b> .....	<b>10</b>
Organizational Structure .....	11
Operational Overview .....	13
Key Highlights .....	14
<b>Discussion and Analysis of Results</b> .....	<b>20</b>
Actions that support the priorities of the Government of Alberta Strategic Plan .....	20
Outcome One: Strategic economic corridor investments and innovation support Alberta’s priorities for economic growth .....	21
Outcome Two: The transportation system is safe and secure, supported by policies, programs and enhanced services protecting public safety .....	42
Outcome Three: Alberta’s transportation network and water management infrastructure is maintained effectively and responsibly, ensuring long-term sustainability and affordability .....	53
<b>Performance Measure and Indicator Methodology</b> .....	<b>61</b>

## Ministry Overview

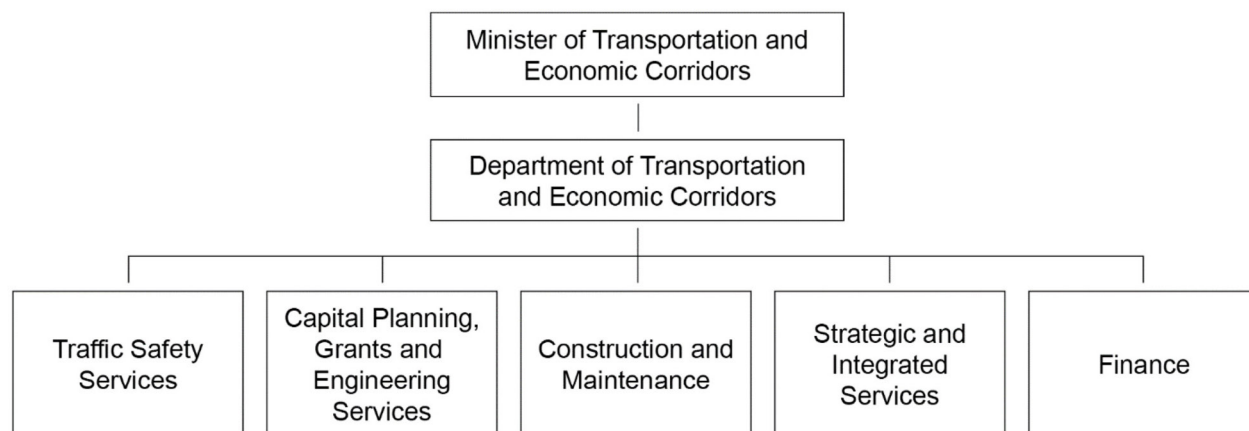
Transportation and Economic Corridors (TEC) supports Alberta's economic, social and environmental success by building and maintaining a safe and efficient transportation system. Strategic development of economic corridors and multi-modal hubs is key to advancing the province's market access interests by linking economic activity to markets in and out of Alberta. To ensure highways remain clear and the roads are safe for travel, the ministry conducts ongoing monitoring and maintenance of highways. The ministry also engages in key oversight activities, supporting the safety of road users and vehicles in Alberta through educational, monitoring and compliance programs. SafeRoads Alberta ensures Albertans have quick access to a fair and efficient adjudication process to challenge administrative penalties related to alcohol or drug-related driving contraventions under the *Traffic Safety Act*. SafeRoads Alberta has also been delegated the authority to consider certain vehicle seizure applications on behalf of the Registrar of Motor Vehicle Services.

TEC is responsible for a number of programs that provide grant funding to projects to create jobs and support economic growth, protect public safety and ensure long-term affordability. The funding of critical municipal infrastructure, including roads, bridges, community airports, and water and wastewater infrastructure supports resilient, connected, and healthy communities. Grant funding for capital public transportation infrastructure projects supports integrated connections in and between communities, connecting Albertans to critical services and each other.

For further detailed information on TEC initiatives, programs and construction projects, please visit the ministry's website at <https://www.alberta.ca/transportation-and-economic-corridors>

## Organizational Structure

As of March 31, 2024



### Traffic Safety Services

The Traffic Safety Services division coordinates and delivers a broad range of programs designed to enhance traffic safety and reduce transportation-related deaths and serious injuries, including driver training, education, examination, and compliance monitoring programs for driver schools, instructors, and examiners. This division is also responsible for providing safety and compliance programs and services for commercial carriers, dangerous goods, inspection facilities, and provincial rail systems.

Two operation centres provide 24-hour support: the Transportation Management Centre's 511 Alberta provides timely road condition information for Alberta's highway network, and Alberta Environmental and Dangerous Goods Emergencies (EDGE) provides cross-ministry hazard-specific emergency response, acting as a single point of contact for spills and dangerous goods emergencies.

### Capital Planning, Grants and Engineering Services

The Capital Planning, Grants and Engineering Services division is responsible for the ministry's capital plan and capital grants programming. The division looks after capital program management, investment, and long-term planning, as well as technical standards, strategic procurement, contract oversight, maintenance retendering, and advancing the assessment of passenger rail in Alberta. The division administers provincial grant programs and federal capital grant programs, supporting local infrastructure projects.

### Construction and Maintenance

This division is responsible for the delivery of provincial highway and bridge projects as well as the management of highway maintenance, operations, and rehabilitation activities throughout the province.

Regional offices oversee projects and delivery, including engagement with the public and stakeholders. Construction and Maintenance is also responsible for the delivery of water management projects on behalf of Agriculture and Irrigation.

### **Strategic and Integrated Services**

Strategic and Integrated Services is responsible for the policy and legislative framework supporting Alberta's transportation system. Policy work includes economic corridor initiatives and development, red tape reduction, and policy development enhancing the safety and efficiency of the transportation network.

SafeRoads Alberta is responsible for conducting reviews of Immediate Roadside Sanction administrative penalties for alcohol and drug-related driving contraventions under the *Traffic Safety Act*. SafeRoads Alberta also considers certain vehicle seizure applications under the *Traffic Safety Act* on behalf of the Registrar of Motor Vehicle Services.

The division is also responsible for ministry-wide strategic services, including business planning and reporting, accommodations, business continuity and emergency planning, and occupational health and safety.

### **Finance**

Finance provides a comprehensive set of financial services and support for the offices of the Minister and Deputy Minister, and the Department of Transportation and Economic Corridors. The division provides financial expertise and support to assist in enhancing decision-making, attaining business plan objectives, and maintaining financial integrity.

## Operational Overview

The Ministry of Transportation and Economic Corridors provides a safe and efficient transportation system to support Alberta's economic, social, and environmental vitality.

Key responsibilities of the Ministry of Transportation and Economic Corridors include:

- Prioritizing and advancing strategic economic corridor investments.
- Planning, designing, and constructing key transportation infrastructure to enable economic growth and market access.
- Maintaining and operating a financially sustainable highway network to ensure the safe and efficient movement of people and goods.
- Promoting Alberta's interests and collaborating with jurisdictions, partners and stakeholders to coordinate the development of transportation systems, standards and regulations, to enable market access for Alberta businesses, support supply chain resiliency, and enhance the air sector.
- Leading the government development of a Passenger Rail Master Plan to identify actions toward current and future planning to advance the optimal passenger rail system for the province.
- Administrating grant programs to help municipalities develop and maintain local transportation and water/wastewater infrastructure.
- Designing, building, and maintaining Alberta's water management infrastructure for Agriculture and Irrigation, to protect Albertans during extreme flood events while enhancing and improving water supply.
- Developing and implementing safety strategies to improve road use, vehicle and infrastructure safety, and reduce transportation-related serious injuries and fatalities on Alberta's roads.
- Regularly reviewing policies, programs, and services to identify opportunities to increase transportation safety, eliminate unnecessary regulations and processes, reduce costs, and improve service delivery efficiencies.
- Coordinating driver training, education, and examination programs, as well as driver fitness monitoring, and initiating projects to support driver licensing.
- Overseeing commercial carrier, dangerous goods, and provincial rail system safety and compliance.
- Resolving administrative penalty disputes for impaired driving charges and vehicle seizures under the *Traffic Safety Act*.

## Key Highlights

The Ministry of Transportation and Economic Corridors focused on accomplishing three outcomes identified in the 2023-26 Ministry Business Plan:

- Outcome One: Strategic economic corridor investments and innovation support Alberta's priorities for economic growth.
- Outcome Two: The transportation system is safe and secure, supported by policies, programs and enhanced services protecting public safety.
- Outcome Three: Alberta's transportation network and water management infrastructure is maintained effectively and responsibly, ensuring long-term sustainability and affordability.

In 2023-24, TEC delivered on commitments identified in the ministry's Business Plan 2023-26 and continued day-to-day operations to support Albertans, including spending:

- \$515.9 million for planning, design, and construction of twinning, widening, and expanding roads and bridges;
- \$657.8 million for capital maintenance and renewal, consisting of highway and bridge rehabilitation and replacement projects;
- \$218.2 million for water management and flood mitigation protection; and
- \$818.8 million capital grants to municipalities.

Key highlights and results achieved by the Ministry of Transportation and Economic Corridors in 2023-24 include:

<p><b>Advancing economic corridors</b></p>	<p>Signed an agreement with Saskatchewan and Manitoba to collaborate on interprovincial infrastructure to support trade and economic growth across the Prairies. Government is working with other Western provinces and territories to build similar cooperation on economic corridors.</p> <p>Invested in the Calgary Ring Road, primarily for the final segment of Stoney Trail which opened to public traffic in December 2023, and also invested in the expansion of Edmonton's southwest leg of Anthony Henday Drive from four to six lanes.</p> <p>Awarded a Design-Build contract in November 2023 for twinning of 46 kilometres of Highway 3 from Taber to Burdett.</p> <p>Opened the new east-bound Bow River Bridge on the northwest leg of the Calgary Ring Road to traffic in September 2023.</p> <p>Completed twinning Highway 19 section between Range Road 261 and Highway 60.</p> <p>Completed 9.2 kilometres twinning of Highway 40 between Grande Prairie and Wapiti River, including a new bridge.</p> <p>Work underway on design for Highway 881 passing lanes between Lac La Biche and Highway 63, just south of Fort McMurray.</p> <p>Work underway on planning and preliminary engineering for the Highway 686 extension from Fort McMurray to Peerless Lake to connect northern communities and support economic development across the region.</p>
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<p><b>Federal advocacy</b></p>	<p>Advocated for resolution to labour disruptions impacting supply chains during the British Columbia ports strike in summer of 2023. The Minister also spoke at the House of Commons’ Standing Committee on International Trade to discuss the impacts from this strike on Alberta’s economy. It was highlighted that recurring labour disruptions in the transportation sector negatively affect Canada’s reputation as a reliable supplier of goods to other markets.</p> <p>Advocated for adequate, timely, and accessible federal trade infrastructure funding that will support Alberta’s future needs. Federal funding for trade infrastructure through programs like the National Trade Corridors Fund is insufficient to meet current and future infrastructure needs in Alberta. The Minister also reiterated the importance of the federal government making timely decisions on funding applications that have been submitted for consideration under federal funding programs, such as the National Trade Corridors Fund.</p>
<p><b>Major construction projects begin</b></p>	<p>Invested in hundreds of new construction and expansion projects in Alberta’s important trade and industrial corridor routes with new construction and expansion of highways, bridges, ring roads, and interchanges across Alberta. These included:</p> <ul style="list-style-type: none"> <li>• Construction began on the new interchange on Highway 2 at Leduc, with completion expected in 2026.</li> <li>• Construction began on a new interchange to replace the at-grade intersection of Highways 22 and 1A in Cochrane.</li> <li>• Construction to twin Highway 11 between Sylvan Lake and Rocky Mountain House was ongoing.</li> <li>• Construction continues on Deerfoot Trail major improvements through multiple contracts as the delivery was pivoted to address congestion issues through four separate contracts.</li> <li>• Project scoping commenced on a new interchange on Highway 1 in Wheatland County to support the proposed DeHavilland development.</li> </ul>

<p><b>Supporting the aviation sector</b></p>	<p>Provided funding through the Regional Airport Development Grant to support airports in the development of airport improvement business cases and feasibility studies for improved airport infrastructure and air transportation.</p> <p>Invested in airport projects through the Strategic Transportation Infrastructure Program’s Community Airport Program, including the main runway rehabilitation in Municipal District of Willow Creek.</p> <p>Assisted with expanding the Red Deer Regional Airport, clearing the way to develop a national transportation logistics hub in central Alberta.</p> <p>Supported advancing recommendations by the ministry’s Strategic Aviation Advisory Council to improve Alberta’s aviation and aerospace industries. These include advocating to reduce aviation-related fees and COVID-19-related measures, relaunching key air services and strategic new routes, and expanding post-secondary aviation programs.</p>
<p><b>Driver licensing improvements</b></p>	<p>Albertans in the Graduated Driver’s Licence (GDL) program no longer have to take an advanced road test to get their full Class 5 or Class 6 Alberta’s driver’s licence. With a focus on putting safety first, program changes also include implementations of a new comprehensive road test for drivers entering the Class 5 (passenger) and Class 6 (motorcycle) GDL program and strengthened requirements to automatically exit the GDL program. These changes ensure new drivers have and develop safe driving behaviours.</p> <p>Eliminated the requirement for Class 2 drivers to complete the Mandatory Entry Level Training (MELT) program which aligns with the approach in other provinces and helps alleviate bus driver shortage, particularly for school bus drivers by reducing the time and cost it takes drivers to obtain a Class 2 driver’s license in Alberta. This change allows school boards and bus companies to hire and train school bus drivers more easily.</p> <p>In partnership with Alberta Education, introduced the Class 2 and Class 4 Post-Licensing Competency Grant for school bus drivers to support the cost of on-the-job competency training for Albertans. The grant supports school bus drivers who are employed by school authorities to continuously improve their professional driving skills in areas such as winter driving and conflict resolution.</p> <p>Launched a pilot program to enable the exchange of an equivalent Ukraine driver’s license for an Alberta Class 5 driver’s license. A total of 14,315 Ukraine driver’s licences were exchanged between April 2023 and March 2024, and the program was made permanent on April 18, 2024.</p>

**Addressing commercial driver shortages**

In 2023-24 the commercial driver grant programs helped 765 Albertans complete training to obtain their Class 1 driver's licence or build competencies for Class 2 and 4 drivers.

TEC supported a total of 2,039 individuals since the Driving Back to Work grant program was first introduced in November 2020.

TEC undertook a comprehensive review of the MELT program for Class 1 drivers in 2023-24 with reforms that led to the newly developed made-in Alberta Class 1 learning pathway that provides a flexible, apprenticeship-style approach, focused on attracting and retaining drivers in the profession. The new pathway model will support Albertans to develop the skills to succeed in their career as a professional driver, with the goal of seeking a Red Seal designation in the future. The pathway will replace the MELT program in spring 2025.

Additionally, TEC established the Commercial Driver Shortage Committee to collaboratively identify and address factors impacting the commercial driver shortage in Alberta. This committee, made up of key internal and external stakeholders will assist with the implementation of the new Class 1 learning pathway, and will support other initiatives impacting the commercial driver shortage to ensure Alberta's supply chain remains strong and secure.

**Photo radar**

To ensure photo radar, is focused on advancing traffic safety and not revenue generation, the photo radar guidelines were updated to include a ban of photo radar units on major ring roads in Calgary and Edmonton.

- Ring road units can be repositioned to school, playground, and construction zones where they can be used to improve safety and protect those in vulnerable situations.

TEC worked with Public Safety and Emergency Services to update the Automated Traffic Enforcement Guideline to extend the freeze on new photo radar equipment, programs, and locations until December 1, 2024, to allow for consultation with municipalities and law enforcement.

<p><b>Roadside worker safety</b></p>	<p>TEC introduced new rules for passing stopped vehicles with flashing lights and snowplows, including penalties for contravening the new rules. Previous rules only applied to emergency vehicles and tow trucks. Drivers in the lane adjacent to the stopped vehicle must slow down to 60 kilometres per hour (or the speed limit, if slower). If safe to do so, drivers must move over if there is another lane going in the same direction.</p> <ul style="list-style-type: none"> <li>• An education campaign on the changes was launched and surveys were conducted to understand Albertans' awareness and understanding of the new rules.</li> </ul> <p>TEC implemented Registrar Exemptions to permit snowplows, tow trucks, and highway maintenance vehicles the use of blue flashing lamps to increase their visibility and safety while working on Alberta roadways.</p> <p>To improve the visibility and safety of firefighters, TEC implemented a one-year pilot permit program to allow blue flashing lights on fire fighting vehicles. The pilot permit project will be evaluated in fall 2024.</p>
<p><b>Alternate procurement models</b></p>	<p>TEC held an industry procurement forum in fall 2023 to bring together Government of Alberta, construction, and consulting industry representatives to identify and address challenges in the delivery of transportation infrastructure projects.</p> <p>TEC established a committee with industry to review risk allocation to address concerns through the review of contract provisions, project delivery methods, and alternate procurement methodologies.</p> <p>Government also explored other alternative funding options for transportation infrastructure in new cost-sharing opportunities and partnerships with other orders of government and stakeholders, to enable new infrastructure to be upgraded or expanded at a reduced cost. Current projects being cost-shared include:</p> <ul style="list-style-type: none"> <li>• New interchange on Highway 2 (65 Avenue at Leduc)</li> <li>• Interchange in Airdrie (QEII and 40 Avenue)</li> <li>• Terwillegar Drive expansion</li> </ul>

<p><b>Passenger rail</b></p>	<p>In 2023-24, \$1.3 million in grant funding was provided to the City of Calgary to support the Calgary Airport Rail Connection Study to determine optimal, affordable solutions to connect rail to the airport and downtown Calgary, and to advance engineering for the Blue Line LRT extension towards the airport. This was further supported with funding construction over the coming years.</p> <p>TEC continues to work closely with the Ministry of Infrastructure on Unsolicited Proposals (USPs) received by the Government related to transportation. Four proposals seeking government support to privately develop passenger rail services have been received and reviewed.</p> <p>To rationalize how passenger rail services could improve the overall transportation system in the province, TEC is developing the Passenger Rail Master Plan that will look forward decades, identify concrete actions that can be taken now, and future actions to build the optimal passenger rail system for the province. It will include Delivery Plan with options and recommendations to government on how to sequence passenger rail investments, infrastructure and services over a 15-year horizon.</p>
<p><b>Enhancing municipal infrastructure</b></p>	<p>TEC administered multiple grants supporting critical local transportation and water infrastructure in 2023-24, including:</p> <ul style="list-style-type: none"> <li>• \$327.7 million for the Edmonton and Calgary LRT systems</li> <li>• \$279.1 million for the Investing in Canada Infrastructure Program (federal funding)</li> <li>• \$27.4 million in the Strategic Transportation Infrastructure Program (STIP) to support over 100 projects that included: bridge improvements, road upgrades, and community airport development across Alberta</li> <li>• \$55.9 million to help municipalities develop and maintain water/wastewater infrastructure</li> </ul>
<p><b>Hydrogen and alternative fuels</b></p>	<p>Continued to support the implementation of Alberta's Hydrogen Roadmap and promote the use of hydrogen and alternative fuel vehicles. In 2023-24, conducted a review of legislation and policy to identify barriers to adoption and assessed infrastructure to determine capability of handling excess weights of heavy-duty alternatively fueled vehicles.</p>

The Ministry of Transportation and Economic Corridors remains committed to regulatory approaches and program delivery that reduces unnecessary government oversight and emphasizes outcomes, to improve access to government services, attract investment, support innovation and competitiveness, and grow Alberta businesses.

## Discussion and Analysis of Results

### Actions that support the priorities of the Government of Alberta Strategic Plan

#### Key Priority One:

Securing Alberta's Future

Objective one: Connecting Albertans to Jobs

Action:

- Investing in unemployed and underemployed Albertans through the Driving Back to Work Grant program, which provides more than 90 per cent of training and testing costs to become a Class 1 commercial driver, supporting the economy, and helping keep the province's supply chain moving.

Detailed reporting found on pages 35 to 36, and 40

Objective three: Building Alberta

Action:

- Investing \$2.3 billion over three years toward priority infrastructure projects to promote economic growth, create jobs, clear transportation bottlenecks, and reduce congestion in key trade and industrial corridors. Key projects underway include: twinning segments of Highway 3 in southern Alberta, building a new interchange on Highway 2 near Leduc, and upgrading Deerfoot Trail in Calgary. In 2023-24, Alberta's government is also investing approximately \$355 million over three years in smaller projects to support municipal roads, bridges and water/wastewater infrastructure.

Detailed reporting found on pages 21 to 26

#### Key Priority Two:

Standing up for Albertans

Objective one: Providing value for each dollar spent

Action:

- Centralizing work on public-private partnerships (P3s) and alternative funding models through the Alternative Capital Financing Partnerships Office (ACFPO). Government is providing the resources and expertise required to engage in strategic partnership opportunities, as well as exploring alternative revenue generation options, improving the quality of government's investment decisions, and the efficiency with which infrastructure projects are delivered. Alternative funding models ensure value for money and more predictable completion times.

Detailed reporting found on page 55

Objective eight: Building better communities

Action:

- Assisting Ukrainian evacuees fleeing the Russian invasion through the provision of supports and services to help them settle and integrate into communities across the province including initiatives to address recommendations from the Premier's Advisory Task Force on Ukraine.

Detailed reporting found on page 37

## **Outcome One: Strategic economic corridor investments and innovation support Alberta's priorities for economic growth**

Robust economic corridors form a network of vital links to markets in and out of Alberta, ensuring safe and efficient access for Albertans and businesses and the province's economic vitality. Capital maintenance and expansion of highway initiatives and capital grant programs build critical infrastructure to support job creation and economic growth and ensure the safe and efficient movement of people and goods.

### **Key Objectives**

#### **1.1 Advance economic corridor investments, with a focus on the economic benefits of projects.**

##### **Calgary Ring Road**

In 2023-24, more than \$105 million was invested in the Calgary Ring Road, primarily for the West Calgary Ring Road which opened to public traffic in December 2023, with all construction expected to be completed by fall 2024. Completion of this project improves access for communities, reduces travel times for drivers and commuters, and provides an efficient by-pass route for commercial carriers, saving time and money for the delivery and shipment of goods and services.

The 101-kilometre free-flowing ring road was completed several months ahead of schedule due to favourable weather conditions that allowed for a longer construction season. Having a fully operational ring road provides new travel options for drivers, drawing traffic away from Calgary's already heavily used roads, such as Deerfoot Trail, Glenmore Trail, and Sarcee Trail, and reducing congestion from stop-and-go traffic. This supports key sectors in Calgary, including aerospace and logistics, financial, energy, agribusiness, technology, and tourism. It also delivers a critical component to growing economic corridors in Alberta and Western Canada, as the Calgary Ring Road connects to major routes in and out of the province, including the Trans-Canada Highway and the CANAMEX corridor.

Construction in 2023-24 included:

- Completion of the West Bow River Bridge in fall 2023;
- Completion of the north ring road section (Trans-Canada Highway to Old Banff Coach Road) in fall 2023; and
- Substantial completion of the south ring road section (Old Banff Coach Road to Highway 8) in fall 2023, allowing for an early opening of the completed Calgary Ring Road to traffic in December 2023.

\$70.9 million in remaining funding for 2024-25 is allocated for bridge replacement and road work at the Highway 8 Connection to the West Calgary Ring Road, and additional funds in 2026-27 are allocated for second stage paving.

##### **Edmonton Ring Road**

Expansion of Edmonton's southwest Anthony Henday Drive from four to six lanes was completed in November 2023. This multi-year project cost a total of \$100 million, with \$7.2 million spent in 2023-24. Work included rehabilitating existing lanes, adding a new lane in each direction between Calgary Trail and Whitemud Drive, and widening bridge structures on the North Saskatchewan River.

Construction began in November 2019 and was originally scheduled for completion in fall 2022. This was rescheduled to 2023 due to several factors, including bridge-related drainage issues, technical challenges during construction, COVID-related supply chain disruptions, and a geotechnical slide.

Southwest Anthony Henday Drive is a major connector of economic corridors, and this expansion saves time and money for commercial carriers moving goods between the QEII and the Yellowhead Highway. Originally constructed to accommodate 40,000 vehicles per day, the increase from four to six lanes will enable this portion of Edmonton's ring road to accommodate 120,000 vehicles per day, saving drivers up to 15 minutes when travelling between QEII and Whitemud Drive.

### **Deerfoot Trail Upgrades**

In 2023-24, \$83.1 million was invested in Deerfoot Trail expansions. These planned improvements will alleviate traffic congestion, improve traffic flow, and increase safety. Deerfoot Trail is Alberta's busiest road that carries approximately 180,000 vehicles a day. It is a key pathway for the movement of essential goods and services in the Calgary region and forms part of the North/South Trade Corridor. Construction began in summer 2022 and is expected to be completed in fall 2027.

Construction work is undertaken based on recommendations included in a long-term study of Deerfoot Trail completed in 2016 by the Government of Alberta and the City of Calgary, which identified and prioritized areas most in need of improvement.

Deerfoot Trail improvements are delivered under several Design-Bid-Build (DBB) projects and a larger Design-Build project to provide these important improvements cost-effectively. Deerfoot Trail's mix of delivery models and stages of construction are:

#### *Design-Bid-Build projects*

- 64 Avenue – Widening of northbound lanes of Deerfoot Trail and improvement to ramps to 64 Avenue northeast, completed in 2023.
- 11 Street – Improved connection at 11 Street and mainline widening from Beddington Trail to Airport Trail, to be completed in 2024.
- McKnight Boulevard Interchange – Improvements to the interchange and mainline widening from Beddington Trail to 32 Avenue, to be completed in 2024.
- Memorial Drive – Mainline widening from 32 Avenue to Memorial Drive and 16 Avenue ramp modifications, to be completed in 2025.

#### *Design-Build project*

- Improvements include upgrades to the interchange at Anderson Road/Bow Bottom Trail, an additional bridge over the Bow River to parallel the existing Ivor Strong Bridge, and improvements to Glenmore Trail and Southland Drive, including the addition of another bridge.

The project was awarded in April 2023 and construction is underway, with expected completion in 2027.

### **Highway 3 twinning**

In November 2023, the ministry awarded a \$179.7 million contract to Ledcor Highways Ltd for the twinning of Highway 3 from Taber to Burdett, a distance of 46 kilometres. Pre-construction work has been completed on the project, including acquiring right of way and relocating utilities, for a total cost of \$14.2 million during 2023-24. Construction is expected to begin in spring 2024 and reach completion in late 2025/early 2026. It is anticipated that this project will support 755 jobs in the region.



This project is part of a larger undertaking by the Government of Alberta to twin the entirety of Highway 3 from the Alberta-BC border to Medicine Hat, which will be completed in eight phases to limit costs and minimize disruption to people and businesses along this important economic corridor. The other seven sections of the project are in various phases. From west to east, the eight sections of this project are:

- Alberta/B.C. border to Sentinel (8 kilometres);
- Sentinel to Blairmore – Highway 3X/Coleman Bypass (10 kilometres);
- Blairmore to East of Highway 22 (23 kilometres);
- East of Highway 22 to East of Highway 6 at Pincher Creek (21 kilometres);
- East of Highway 6 at Pincher Creek to West of Fort Macleod (43 kilometres);
- Taber to Burdett (46 kilometres);
- Burdett to East of Seven Persons (28 kilometres); and
- East of Seven Persons to Medicine Hat (37 kilometres).

Highway 3 is a vital east-west link that sees approximately 3,900 vehicles per day. It is a major economic driver for the agriculture industry in southern Alberta, supporting the agri-food processing corridor in the region and helping to enable the shipping of agricultural products to markets outside the province, including international markets accessed via the Port of Vancouver. Highway 3 also offers an alternative transportation route in times of emergencies, such as during the 2021 British Columbia floods.

### **Highway 11 twinning**

The Highway 11 twinning project, a stimulus project to support the province's economic recovery, began in May 2022. Work is currently underway on twinning the entire stretch of Highway 11 between Rocky Mountain House and Sylvan Lake, which will be undertaken in four phases. Phase 2 construction was substantially completed in 2023 and focused on twinning Highway 11 from one kilometre west of Township Road 390 near Benalto to two kilometres west of Highway 781. A total of \$25.3 million was spent in 2023-24. Phase 3 will enter the design phase in 2024.

Highway 11, also known as the David Thompson Highway, is a popular route for Alberta's tourism industry and a key economic corridor within central Alberta. Twinning this highway will address ongoing traffic congestion and safety issues and support industry supply chains, allowing for the efficient movement of goods and services through the region.

### **Highway 201 Bow River Bridge**

Improvements to the Highway 201 (Stoney Trail) Bow River crossings in southeast Calgary was 80 per cent complete in 2023-24. A new eastbound bridge was opened to traffic in September 2023, and a new pedestrian bridge was opened in December 2023. The rehabilitated westbound bridge is expected to open to traffic in August 2024.

A total of \$13.2 million was spent on this project in 2023-24. Although originally estimated for completion by fall 2023, this date was subsequently revised to September 2024 due to a number of challenges, which included supply chain issues, design and fabrication issues relating to the westbound bridge structure, and inclement weather.

Stoney Trail is a major trade corridor for the city and the southern Alberta region that sees over 50,000 vehicles crossing per day over the south Bow River. The improved river crossings will enhance Calgary's ring road operations by reducing congestion and improving traffic flow, supporting growth in the city's energy, business, and tourism sectors.

### **Highway 22 and 1A interchange (Cochrane)**

Construction on a new interchange to replace the at-grade intersection of Highways 22 and 1A in Cochrane began in spring 2023 and is on track to be completed in fall 2025. \$44.4 million was spent in 2023-24. This three-year project comprises of four main upgrades:

- Twinning of Highway 1A under a twinned Highway 22 bridge;
- Construction of a twinned Highway 22 bridge over the Canadian Pacific Kansas City Railway mainline;
- Construction of ramps to access Highways 1A and 22; and
- Construction of Highway 1A bridges over Big Hill Creek.

Cochrane provides a key juncture for the region's forestry, ranching, and tourism industries. Improvements to this intersection, which currently sees an average of 29,200 vehicles per day, will decrease congestion and improve travel times in the area.

### **Highway 15 and Highway 830 interchange**

Planning and engineering began in 2023-24 for a new interchange at Highways 15 and 830 near Fort Saskatchewan. This project, which will take an estimated six years to complete, will enhance driver safety, create jobs during construction, and support further growth and development of Alberta's Industrial Heartland.

Alberta's Industrial Heartland is a major economic driver both regionally and provincially. Recently announced energy projects will drive further growth, placing additional demands on the area's existing road and bridge infrastructure. The new interchange will help ease congestion by separating Highway 830/Range Road 214 from the nearby Canadian National Railway tracks, eliminating delays caused by passing trains.

Planning work will involve identifying how the new interchange will interact with the adjacent rail line to determine the optimal configuration, as well as how utilities will be relocated. Interchange design and construction funding will be requested in a future Capital Plan submission.

### **Highway 19 twinning**

Work continues to twin Highway 19, a high-volume High Load Corridor (HLC) segment that connects Highway 60 and the QEII near Edmonton. Phase One of this project, covering a 2.4 kilometre stretch between the QEII and Range Road 253, was completed in 2019. Phase Two, covering a 3.5 kilometre stretch between Range Road 261 and Highway 60, was completed in 2023, with \$4.5 million spent in 2023-24. The total cost of Phase Two was \$79 million, with the Government of Alberta providing \$48.9 million and the Government of Canada and the Town of Devon funding the remaining balance.

Phase Three, which will connect the two finished stretches, is currently underway. The planning stage is complete, and the design stage is 75 per cent complete. Construction will proceed once the design has been completed, lands secured, utilities relocated, environmental permits obtained, and provincial funds allocated. Some land acquisition has been completed, and the ministry is currently addressing issues with the final seven-kilometre section. Negotiations on the 30 required utility agreements are underway, with utility relocation anticipated to commence in 2024.

Twinning this last section of Highway 19 is critical for facilitating the increased movement of heavy industrial goods to northwest Alberta and other markets, as it supports and expands Alberta's existing 5,100 kilometre HLC network. Each year, the ministry undertakes several projects to grow this network, working with stakeholders to raise or bury overhead utilities to allow for further expansion. The HLC

expansion program is funded entirely by an HLC surcharge on permit fees, with all revenue allocated towards network expansion.

Completion of Phase Three of this project will help boost economic growth and development in the Capital Region and will make the route substantially safer for highway users. The Edmonton International Airport will contribute some funding for this phase of the project, as twinning this section will require highway realignment to accommodate a future runway.

### **Highway 38 (Vinca Bridge)**

Replacement of the aging Highway 38 bridge across the North Saskatchewan River south of Redwater (Vinca Bridge) is anticipated to take three years to construct.

Structural design for the new bridge structure was completed in 2022-23. Work undertaken in 2023-24 included design finalization, utilities relocation, and right of way acquisition. A construction contract will be tendered once environmental permits have been secured. The project is anticipated to be completed in 2029.

Alberta's Industrial Heartland is dependent upon the Vinca Bridge. The new bridge will be upgraded to carry heavy and oversize loads, establishing a critical new link in Alberta's HLC network that will save heavily loaded trucks approximately 200 kilometres of travel and the upgraded highway structure will be able to accommodate superloads (over 250 tonnes).

### **Highway 60 capital improvements**

TEC is undertaking a number of capital improvements on Highway 60. These include:

- Twinning of Highway 60 between Highways 16 and 16A;
- Construction of a new overpass over the Canadian National Railway tracks;
- New northbound bridge over Highway 16A; and
- Modifications to the existing bridge over Highway 16A.

Structural design, land purchasing, and utility relocation activities for this project were ongoing in 2023-24, with \$0.8 million being spent during this period. Highway 60 is a critical trade corridor that sees significant heavy and high-load truck traffic and provides key support to the resource, agriculture, manufacturing, warehousing, and logistics sectors. These upgrades will enhance road safety and improve traffic flow for industrial, commercial, and commuter vehicles, strengthening Alberta's HLC network and supporting economic development in the region. The new rail overpass will separate Highway 60 from the Canadian National Railway (CNR), eliminating delays caused by passing trains.

### **Highway 63 twinning**

In 2023, the Government of Alberta allocated \$117 million over three years to twin Highway 63 from Mildred Lake to Fort MacKay. Design, coordination with a local mine, and consultations with Indigenous communities have been ongoing throughout 2023-24, at a cost of \$0.7 million, with the design stage nearing completion. Following direction from the ministry of Arts, Culture, and Status of Women detailed excavations will be conducted of sensitive sites where artifacts were found during field excavations. Consultations with Indigenous communities are underway and expected to be concluded in fall 2024.

This project was initiated to manage increased traffic volumes generated by the growth in industrial activity north of Fort McMurray, as Highway 63 is the only public route connecting Fort McMurray to the expanding plant and mine sites. The key goal of the project is to reduce the one-way commute times from Fort McMurray to the mines to under 60 minutes while also expanding Alberta's HLC network.

### **Highway 813 (Athabasca Bridge)**

TEC's ongoing work to replace the aging Highway 813 bridge in the Town of Athabasca is proceeding as planned and on track to be open to traffic in 2025. Built 72 years ago, the current bridge is narrow and unable to accommodate truck traffic volumes seen along this critical corridor between Athabasca and Wabasca. Replacing the bridge will improve vehicle and pedestrian safety, optimize the flow of commuter traffic, and enhance connections to Indigenous communities in the region.

Located north of the existing bridge, the new bridge will require one kilometre of road realignment. Construction of the new bridge, which will also include a pedestrian sidewalk, began in late 2022. 2023-24 saw the completion of two piers and commencement of girder erection on the west side of the bridge, at a cost of \$20.4 million over this period. The total project construction will cost an estimated \$70 million in total and will support more than 400 jobs during construction.

### **Highway 881 passing lanes**

The Government of Alberta is investing \$144.5 million towards a number of upgrades to Highway 881, including:

- An additional 14 passing lanes, for a total of 14.3 kilometres in the northbound direction and 23.2 kilometres in the southbound direction;
- Construction of an oversize truck staging area;
- Intersection improvements at Surmont Lodge and Enbridge Cheecham Terminal; and
- Improvements to existing roadside turnouts.

The design phase was underway in 2023-24 and will continue into 2024-25. \$0.5 million was spent on this project in 2023-24. Construction is expected to begin in 2025, with an estimated completion date in 2027.

These upgrades will improve traffic safety and reduce congestion on Highway 881 between Lac La Biche and Anzac, situated near Highway 63 just south of Fort McMurray. This busy highway segment is a vital route for commercial and passenger vehicles travelling to and from Fort McMurray. The improvements will enhance safety and traffic flow for heavy trucks, industry equipment, and Albertans travelling north to Alberta's oil sands. Adding more passing lanes and improving staging/rest areas will make the highway safer for all users. Travel to-and-from this region will be smoother and will help to attract further investment to the energy sector in this area.

### **Planning studies**

TEC uses planning studies to inform and guide prioritization of future capital investment in Alberta's economic corridors. By identifying the impacts of population and economic growth on the province's transportation infrastructure, the ministry can determine how best to enhance the network, accommodate traffic growth, improve safety and enhance efficiency by addressing congestion.

The following studies were underway in 2023-24:

- Highway 3 twinning between Pincher Creek and Fort Macleod, through the Piikani Reserve
- Highway 11 twinning between Eckville and Rocky Mountain House
- Highway 15 and 830 South/Range Road 214 Interchange planning
- Highway 16 expansion between Edmonton and Stony Plain
- Highway 20 enhancement between Highway 11 and Highway 12
- Highway 21 twinning between Highway 625 and Highway 628
- Highway 64 Clear River potential realignment study for slide repair
- Highway 744 realignment study  
(to determine most viable highway corridor and river crossing to replace aging bridge)
- Edmonton Area Network Study

New studies approved in 2023-24 for future years include:

- Highway 2 and 78 street intersection enhancement in Peace River  
(includes realignment of Highway 743 and access management)
- Twinning Highway 39 between Calmar and Leduc
- Calgary Region Network Study

## **1.2 Collaborate with industry stakeholders, other governments and Indigenous communities to identify and advance nation-building infrastructure projects that increase access to other markets for Alberta businesses.**

### **Prairie Memorandum of Understanding on Economic Corridors**

A memorandum of understanding (MOU) among the governments of Alberta, Saskatchewan, and Manitoba was signed on April 11, 2023 to advance collaboration on economic corridors. The agreement focuses on enhancing critical infrastructure, improving the efficiency of interprovincial transportation networks, and reducing regulatory barriers. It will also identify opportunities to attract private sector investment and partner with Indigenous communities on economic corridor development.

As a landlocked province, Alberta depends on well-functioning ports, economic corridors, and market access infrastructure to ensure economic prosperity. Transportation networks, including highways, railways, marine ports, and airports, are integral to the supply chain system, which is key to Canada and Alberta's competitiveness. Economic corridors foster growth and development by:

- improving market access;
- supporting flows of goods and people;
- fostering community linkages and improving quality of life;
- creating economies of scale and scope;
- reducing transport costs (and, subsequently the costs of living and doing business); and
- spurring new industry and creating jobs.

Alberta, Saskatchewan, and Manitoba have similar interests in regard to supply chain issues, such as the need for more federal infrastructure funding, competitive access to the national railway system, and improved air access, particularly for northern and remote communities. This partnership aims to support economic growth and collaboration while bolstering the region's position in the global market.

MOU signatories recognize the need for new nation-building projects that will require long-term government cooperation and shared political will at all levels of government. Establishing robust new trade corridors will provide long-term economic security for the western provinces and for Canada as a whole by facilitating the movement of critical resources, supporting energy and utility projects, and securing national supply chains.

Key actions undertaken in 2023-24 include:

- Signing of the MOU and development of an Action Plan to identify and track priority tasks;
- Creation of working groups to advance regional planning, regulatory harmonization, and joint advocacy;
- A Deputy Minister summit in February 2024, held in Calgary; and
- Inter-jurisdictional collaboration regarding the La Loche Road connection to Saskatchewan, in which TEC will build upon previous engineering work to upgrade the existing winter trail to an all-season road.

Achievements of the Prairie MOU to date include:

- Regulatory harmonization initiatives, including carrier profile harmonization and alignment of tandem axle permits;
- Coordination of advocacy efforts, such as joint support for a Port of Vancouver application for federal funding; and
- Collaborative regional planning to support development of a northern corridor that includes Highway 686 and the La Loche Road in Alberta, upgrades to Garson Lake Road in Saskatchewan, Highway 17 upgrades, and joint assessment of opportunities for corridors connecting to Hudson Bay.

Advancing priority economic corridors provides Alberta with greater flexibility and capacity to move resources to markets in eastern Canada, Europe, and Asia which supports job creation and generates tax revenues and royalties that sustain all levels of government. Nation-building infrastructure projects, including ports, roads, railways, pipelines, and telecommunications networks, are essential for economic growth and community connectivity. Reliable corridors also contribute to global food and energy security, while providing economic security for Canadian families.

### **Western Provinces and Territories Committee on Economic Corridors**

As directed by the Western Premiers in summer of 2023, TEC is participating on a Western Provinces and Territories Committee on Economic Corridors. The Committee will provide a report to Western Premiers in spring 2024, which will explore solutions to improve existing and establish new economic corridors across Western Canada. The report is expected to include a recommendation the seven western provinces and territories formalize cross-jurisdictional coordination of economic corridors, such as through an MOU.

### **Highway 686 extension**

The ministry continued work on the proposed Highway 686 extension throughout 2023-24. The project involves constructing a 218 kilometre highway between Fort McMurray and Peerless Lake, linking with the existing Highway 686 connecting Peerless Lake to Highway 88 near Red Earth Creek. Once consultation is finalized and approvals secured, construction is expected to take at least five years. A request for proposals was issued in April 2023 to complete the design engineering to grade, base, and pave 61.7 kilometres of the existing Highway 686.



The proposed new east-west highway will better connect northern Alberta communities, cutting travel times and supporting regional economic development by improving access to goods and services. The project will also provide improved emergency egress for northern Alberta communities, including those in the Fort McMurray area and Peerless Trout First Nation. In 2022, TEC applied to the National Trade Corridor Fund for federal funding for the Highway 686 extension and continues to advocate for this funding.

On April 27, 2023, Alberta entered into a \$2 million agreement with United Northern Developments Limited Partnership (UND), a new economic venture established by Loon River First Nation, Bigstone Cree Nation, and Peerless Trout First Nation. This agreement is intended to support UND in taking a leadership role in planning for the Highway 686 extension and will pave the way for these three First Nations to play a leadership role in the overall project. UND's planning committee may consider expanding membership to other interested First Nations impacted by the project.

### **Economic Corridors Bilateral Dialogue Tables**

The ministry is in the process of establishing dialogue tables for treaty areas in Alberta to strengthen engagement and better understand First Nations' priorities regarding the development of economic corridors. These dialogue tables will be funded through operational grants to facilitate their fulsome participation. Treaty 8 received its initial \$150,000 capacity funding payment in 2023-24. All tables are expected to be fully established by the end of 2024-25.

The bilateral dialogue tables will focus on identifying immediate economic corridor priorities for First Nations as well as proactively addressing issues of common benefit and concern. This approach aims to foster stronger, more collaborative relationships between the Government of Alberta and First Nation communities moving forward, which will facilitate joint identification and exploration of transportation related prosperity sharing. These new relationships will help eliminate barriers to economic development while ensuring ongoing alignment with the province's long term social, economic, and environmental goals.

#### *Labour Disputes*

In the summer of 2023, ports in British Columbia experienced an over month-long strike resulting from the failure of the International Longshore and Warehouse Union (ILWU) Canada and the British Columbia Maritime Employers Association to reach a new collective agreement by early July. The strike disrupted supply chains in Western Canada, preventing shippers from moving goods through the Port of Vancouver. It also affected other supply chain partners, like railways, whose operations rely on the efficient movement of goods through ports.

In response to these challenges, the Government of Alberta called on the federal government to intervene, arguing that persistent labour disruptions may damage Canada's reputation as a reliable supplier of goods and suggesting that the Canada Labour Code be amended to include a binding arbitration option aimed at preventing future labour disruptions. Significant, frequent, and recurring events, such as labour disruptions, impacting the movement of goods and freight have contributed to record high inflation and an affordability crisis that has negatively impacted Canada's supply chains and international reputation. The federal government has the power minimize the harm caused by frequent labour disruptions. In December 2023, the Minister of Transportation and Economic Corridors provided testimony to the federal Standing Committee on International Trade regarding the impact of the strike on Alberta and its economy.

### **1.3 Administer capital grant programs and pursue federal grant investments to advance mobility options, including transit, and Alberta's priority infrastructure projects.**

#### **Strategic Transportation Infrastructure Program**

In 2023-24, TEC's Strategic Transportation Infrastructure Program (STIP) provided \$27.4 million in funding to 62 municipalities for 103 bridge replacement, road improvement, and community airport projects across the province. Of the 103 active STIP projects, 56 were completed.

The ministry also approved 69 new local road, bridge, and community airport projects for 51 municipalities. Budget 2023 maintained funding for the program with approximately \$93.2 million allocated over three years.

Through this program, the ministry provides grants to municipal partners to invest in capital construction and rehabilitation for essential local infrastructure needs. STIP helps rural and small urban municipalities to maintain their local transportation infrastructure – including bridges, roads, and community airports – promoting economic growth and improving travel for residents and industries. Annual allocations demonstrate Alberta's ongoing support for smaller and rural municipalities, empowering them to plan for the future and upgrade critical infrastructure.

Since 2017, 257 municipalities have benefited. However, the program has been experiencing significant project delays since the COVID-19 pandemic. This has resulted in lower than forecasted project progress due to supply chain disruptions and labor shortages which in turn is causing lower than budget spending.

#### **Funding Support with City of Calgary Rivers District and Event Centre**

In 2023-24, the ministry demonstrated its support for development of the new Calgary Rivers District and Event Centre by allocating \$300 million as one-time grant funding to support land acquisition and supportive transportation infrastructure. This project is an important part of a larger initiative to support revitalization of downtown Calgary, which will benefit all Calgarians and visitors to Calgary. It will result in four million square feet of mixed-use development and over 8,000 new residents moving into a vibrant community nestled on 286 acres of Calgary's downtown east side. The grant agreement between the Government of Alberta and the City of Calgary was signed in September 2023. As part of the \$300 million, \$51.5 million in funding was provided in 2023-24.

#### **City of Edmonton 50 Street Roadway-Railway Grade Separation**

50 Street in Edmonton provides access to nearby developing industrial areas and serves as a major north-south commuter and goods movement corridor. TEC is providing a \$28.3 million capital grant toward the construction of an overpass, including \$11.8 million spent in 2023-24. The City of Edmonton and federal government are providing the balance of funding.

Currently, the Canadian Pacific Kansas City Railway crossing along 50 Street, north of Sherwood Park Freeway, is identified as Edmonton's top priority location for grade separation based on several factors, including delays, traffic impact, and frequency of train crossings. The work includes northbound and southbound overpass structures which will both be fully operational and in service by late-2026. Work related to landscaping, lighting, and warranty work will continue after this time until mid-2027.

#### **Yellowhead Trail**

In 2023-24, \$41.2 million in funding was provided toward the Yellowhead Trail freeway conversion program, as part of the \$241.6 million TEC committed for this project. Work involves upgrading Yellowhead Trail to a free-flow road through Edmonton to ease traffic congestion and improve movements of people, goods, and services on this heavily used highway.



Multiple construction projects are included in the program with construction timing coordinated to consider efficiency and minimize impacts to traffic. By the end of 2023-24, Yellowhead Trail East widening for the section from 97 Street to 82 Street was completed. Construction continues on 156 Street to St. Albert Trail and Fort Road Widening (to 66 Street). Design is also underway for St. Albert Trail to 97 Street and 66 Street intersection.

### Calgary and Edmonton LRT

The Government of Alberta provides capital funding to support and upgrade municipal transit infrastructure, improving access to affordable, accessible, and environmentally sustainable transportation options for Albertans. In 2019-20, the province committed a total of \$3 billion over the next 10 years toward City of Calgary and City of Edmonton LRT projects.

In 2023-24, total provincial funding of \$172.9 million was provided to the Calgary LRT and \$154.8 million to the Edmonton LRT. The federal contributions is identified below within the Investing in Canada Infrastructure Program (ICIP) and administered by TEC.

Work underway in 2023-24 included:

- **Edmonton West Valley Line:** Marigold Infrastructure Partners will enter its third year of major construction in 2024. The final stage of this project is expected to be completed by the end of 2027.
- **Edmonton Metro Line Northwest:** Phase 1 of the Metro Line Northwest Extension to the new NAIT/Blatchford Market Station was completed in 2023 and is now open for passenger service.
- **Edmonton Capital Line South Extension:** Early works construction on this project is almost complete, with the city set to select Capital Line Design-Builders in 2024-25.
- **Edmonton Southeast Valley Line:** The southeast leg of Edmonton's Valley Line LRT features 12 stops and runs, 13 kilometres between Millwoods and downtown. The project features a bridge crossing the North Saskatchewan River and a short tunnel north of the river. The \$1.8 billion cost was split equally between all three levels of government. TEC contributed \$600 million.
- **Calgary Blue Line Extension:** A grant agreement between the Government of Alberta and the City of Calgary for the design of the Blue Line Extension northwards to Calgary Airport has been signed and executed.
- **Calgary Green Line:** Phase 1 work is underway and will allow for the more complex elements of the program to be delivered first and enables Calgarians to realize the benefits of a functional line in the short term. Phase 2, which consists of two kilometres of LRT from Eau Claire Station to 16 Avenue North, will be considered by the City of Calgary as Phase 1 nears completion.

Continued investments in these LRT projects will enhance connectivity for the growing populations within Alberta's two biggest metropolitan centres, providing fast, frequent, and reliable transit service.

### Green Transit Incentives Program

The Green Transit Incentives Program (GreenTRIP) provides funding support for local, regional, and inter-municipal public transit throughout Alberta. GreenTRIP supports new public transit alternatives throughout the province that will significantly reduce the number of vehicles on Alberta roads, thereby reducing greenhouse gas emissions.

In 2023-24, \$4.5 million was provided to seven projects across the Bow Valley Regional Transit Services Commission, City of Edmonton, and City of Spruce Grove. Funded projects include initiatives such as fleet purchases, a bus storage facility expansion, a park and ride lot, and a regional smart fare system.

As the GreenTRIP program winds down, TEC will continue to provide transit funding through the Calgary and Edmonton LRT Projects program. TEC also supports rural municipal transit-related projects by administering the ICIP Public Transit Stream on behalf of the federal government.

### **Water/Wastewater Infrastructure Programs**

#### *Water for Life Program*

TEC is committed to ensuring safe drinking water and wastewater treatment to support effective environmental stewardship. Budget 2023 invested \$169.3 million in the Water for Life (W4L) program over three years. This program provides grants to municipalities to assist in the construction of high-priority municipal water supply and treatment projects, as well as those for wastewater treatment and disposal. In 2023-24, \$9.2 million was spent on 15 W4L projects in 14 rural municipalities and regional water commissions in Alberta. Of these 15 projects, four have been completed. TEC also approved \$27.6 million in funding for six new projects in five municipalities. The program has been experiencing significant project delays since the COVID-19 pandemic. This has resulted in lower than forecasted project progress due to supply chain disruptions and labor shortages which in turn is causing lower than budget spending.

#### *First Nations Water Tie-In Program*

The First Nations Water Tie-In program provides federal flow-through funding to build waterline connections between individual First Nations and existing regional water systems in Alberta. In 2023-24, \$0.5 million was provided to Capital Region Parkland Water Services Commission.

The program helps fund waterline connections from the First Nation boundary to existing regional water systems when on-reserve systems are developed. Projects funded by the First Nations Water Tie-In Program are identified through consultation with Indigenous communities. The program funds up to 100 per cent of the cost to connect a First Nation to an existing regional water system. The federal government is responsible for funding water/wastewater systems within First Nation boundaries.

#### *Alberta Municipal Water/Wastewater Partnership*

The Alberta Municipal Water/Wastewater Program (AMWWP) continued to provide grant funding for municipalities in 2023-24 to support large capital water and wastewater projects that would not otherwise be feasible. Eligible projects include water supply and treatment, wastewater treatment and disposal, and facility upgrades, ensuring small and rural communities have reliable and efficient water and wastewater treatment facilities.

Budget 2023 invested \$211 million in this program over three years. In 2023-24, \$41.1 million was provided for 62 active projects in 57 municipalities, 16 of which were completed during this period TEC also approved a total of \$114.5 million in funding for 47 new projects in 43 municipalities. The program has been experiencing significant project delays since the COVID-19 pandemic. This has resulted in lower than forecasted project progress due to supply chain disruptions and labor shortages which in turn is causing lower than budget spending.

### **Lethbridge Waterline Expansion**

On August 25, 2023, Agriculture and Irrigation, in partnership with TEC, approved a one-time grant of up to \$6.3 million to support the development of a new waterline. The waterline is intended to support the significant expansion of the McCain processing plant and free up the existing waterline to serve new customers and create new opportunities for economic growth in Lethbridge County. The County has signed the contract for construction and completion of the waterline is anticipated before January 1, 2025. The expansion will also strengthen Canada's Premium Food Corridor, increase exports and support the government's jobs and economy priority.

## Investing in Canada Infrastructure Program

In 2023-24, TEC continued to provide flow-through funding for the ICIP in Alberta of behalf of the federal government and administered both the Public Transit and COVID-19 Resilience funding streams. The goals of ICIP are to create long-term economic growth, support a low greenhouse gas emission economy, and build inclusive communities. ICIP projects are cost-shared between the Alberta government, municipalities, and other partners.

A bilateral agreement between Canada and Alberta was signed on March 22, 2023, in which the federal government extended the ICIP program deadline to 2034. The extended program deadline assisted municipalities who were experiencing supply chain challenges, or equipment and material delays that negatively impacted their construction schedules. In 2023-24, the federal government also introduced further flexibilities to reallocate surplus funds within the same stream, to cover cost escalation for approved projects or to move to other projects with scope expansion. These flexibilities expired on March 31, 2024.

In 2023-24, TEC delivered funding across four ICIP streams:

**Public Transit:** \$243.8 million was provided to regional transit systems for 11 projects aimed at expanding or retrofitting public transit infrastructure, including:

- Calgary and Edmonton LRT funding;
- Bus stop improvements and bus purchases in Strathcona County;
- A transit hub/park and ride and smart fare systems in Spruce Grove;
- Construction of sidewalks, bicycle paths, transit stops, and pedestrian crossings in Bow Valley; and
- Bus purchases in Medicine Hat.

**Green Infrastructure:** \$13.2 million was provided for 15 projects to construct or upgrade water supply and treatment facilities, including:

- Sewage lagoon rehabilitation in Alix;
- Construction of a new wastewater treatment facility in Lloydminster;
- Upgrades to wastewater treatment and irrigation systems in Bassano and Buffalo Lake;
- Completion of the water transmission system for Vermilion River and Highway 12/21 Regional Water Services;
- Regional Wastewater Transmission Line from Darwell to Trivillage;
- Wastewater treatment system expansion in Raymond;
- Lagoon improvements for Sandy Lake, Westend Regional Sewage Services Commission, and MD of Wainwright;
- Lift station updates in Ryley;
- Extension of water servicing from White Sands to Rochon Sands;
- Wastewater plant upgrades in Crowsnest Pass; and
- Construction of emergency equalization and storage ponds by the South Red Deer Regional Wastewater Commission.

**Rural and Northern Communities:** \$1.8 million was provided to Rocky Mountain House for a regional wastewater treatment facility.

**COVID-19 Resilience:** \$20.3 million was provided to municipalities in all regions of the province for 50 projects, including:

- Improvements to municipal/public infrastructure;
- Sidewalk rehabilitation and repairs;
- Bus safety improvements;
- Installation of transit digital real time signage;
- Expansion of leisure centres; and
- Development of community parks and playgrounds.

#### **1.4 Support implementation of the Strategic Aviation Advisory Council’s recommendations to enhance Alberta’s aviation sector.**

##### **Strategic Aviation Advisory Council Recommendations**

The Strategic Aviation Advisory Council (SAAC) develops recommendations on how air services can support public safety-related services, such as emergency and fire response, as well as tourism and economic growth through investment in infrastructure and aviation-related programs such as pilot training. TEC serves as the secretariat to SAAC.

In 2023-24, SAAC provided recommendations to the Minister that outlined how to advance Alberta’s aviation and aerospace sectors. TEC, JET, and Advanced Education are evaluating the recommendations. SAAC also continued to have presence at key aviation events, including the Alberta Aviation Council’s annual conference and the VilleAero 2024 Conference. In alignment with a SAAC recommendation, Alberta has continued its advocacy to the federal government to address aviation related fees and costs, such as rents paid by the Calgary International Airport and Edmonton International Airport to the federal government, which are contributing to the high costs of air travel.

##### **Red Deer Regional Airport expansion**

In 2023-24, \$15.7 million was invested to expand the Red Deer Regional Airport, to support the establishment of a national transportation logistics hub in central Alberta. This new funding builds on a previous \$7.5 million grant from Alberta’s government in 2022-23, which the airport used to repair and upgrade its runway. The expansion project will occur in three phases:

- **Phase 1:** Road construction, civil works, taxiway strengthening to support new business opportunities for the north end land development and create additional emergency access to the airport;
- **Phase 2:** Construction of a low-cost terminal and parking lot to facilitate airport growth for domestic and international flights, as well as large charter and passenger service; and
- **Phase 3:** Refurbishment of Apron 2 and perimeter fencing to accommodate operations and growth for existing tenants and provide additional airport security.

Phase 1 is currently underway, with extension of the main taxiway scheduled for completion in fall 2024, and the road extension scheduled for completion in fall 2025.

Improvements to the airport will attract new passenger and cargo services, expanding travel options for area residents and boosting the region’s tourism potential. The development of a shipping and receiving hub in central Alberta will attract new investment opportunities to create high-paying jobs, fostering local economic growth.

## Regional Airport Development Grant

In February 2024, the Ministers of JET and TEC approved a one-time grant called the Regional Airport Development Grant, to help facilitate the growth and development of Alberta's airports. In total, \$1.1 million grant funding was made available to regional airports that can help connect Albertans and their goods to major international airports and increase Alberta's economic competitiveness.

Thirteen regional airports with currently scheduled or historically scheduled intra-provincial commercial passenger flights were invited to apply for the funding, resulting in ten approved applications. The grant agreements were finalized in March 2024 in collaboration with these airports to support development of feasibility studies and/or business cases, which are due for submission to the Government of Alberta by September 2024.

## WestJet Memorandum of Understanding (MOU)

In 2023-24, TEC continued its support for Alberta's aviation sector implementing a MOU between the provincial government and WestJet Airlines Ltd. This MOU, signed in fall 2022, commits TEC to seek opportunities for sector growth through strategic public and private investments that support aerospace and aviation infrastructure.

Actions carried out under this MOU align with the ministry's mandate to collaborate with aviation industry partners in establishing reliable, regularly scheduled commercial passenger service from Fort McMurray, Grande Prairie, Lethbridge, and Medicine Hat to Calgary and Edmonton.

## 1.5 Work with industry to identify and initiate projects to support resolving the truck driver shortage in Alberta.

### Class 2 Driver's Licence Requirements

On April 13, 2023, the requirement for drivers to complete the MELT program to obtain a Class 2 driver's licence was eliminated. Removing the requirement for Class 2 training helps school boards and bus companies to hire and train bus drivers more easily, and puts Alberta in alignment with all other Canadian provinces.

In partnership with Alberta Education, TEC introduced the Class 2 and Class 4 Post-Licensing Competency Grant to support school bus drivers who are employed by school authorities to continuously improve their professional driving skills.

This voluntary post-licensing driver training program is designed to provide participants with job-related skills, knowledge, and competencies to meet the full scope of work performed by a school bus driver. School authorities are eligible to be reimbursed for up to \$4,000 per driver who completes on-the-job training in nine key competency areas, including areas such as winter driving, conflict resolution, passenger management, and route hazard assessments.

### Commercial Driver Grants

TEC continues to work diligently to address the commercial driver shortage to improve supply chain links and includes support for Albertans to become commercial drivers. Key areas of efforts included the delivery of the Driving Back to Work grant program, the new Class 1 Learning Pathway and the Commercial Driver Shortage Committee. TEC also provided a \$1.28 million grant to Women Building Futures to ensure there is awareness of job opportunities and training available for women who wish to pursue professional driving careers.

Funding provided for Commercial Driver Grants in 2023-24 included:

- \$6.8 million for unemployed and underemployed Albertans to obtain their Class 1 driver's licence through the Driving Back to Work grant program;
- \$0.3 million allocated to the Class 2 and Class 4 Post-Licensing Competency grant to assist school bus drivers employed by school authorities to improve their professional driving skills; and
- \$1.3 million to support Women Building Futures in their initiative to support women become professional drivers.

In 2023-24, the commercial driver grant programs helped 765 Albertans complete training to obtain their Class 1 driver's licence or build competencies for Class 2 and 4 drivers, including 34 female grantees.

TEC has supported a total of 2,039 individuals since the Driving Back to Work grant program was first introduced in November 2020.

### **Class 1 Learning Pathway**

TEC is making changes to Class 1 driver licensing training in favour of a new, made-in-Alberta learning pathway for professional drivers. The changes are focused on developing driver competency throughout a driver's career while ensuring road safety. The new learning pathway offers a flexible approach for Albertans to develop the skills required to advance and succeed in their career as a professional driver by developing skills as a trainee and building on their skills and experience with the goal of seeking a Red Seal type designation in the future. In October 2023, a formal evaluation of the Class 1 MELT program was conducted to determine the effectiveness and impacts of the program on the driver shortage to date. The report identified there is broad support among industry stakeholders for the continuation of Class 1 driver licensing training, but also recommended improvements to better support program outcomes and the broader needs of industry. Some of these recommendations include:

- Implement tiered or restricted Class 1 driver's licences while providing exemptions for drivers to address the varying needs of certain industries;
- Increase the number of in-cab training hours; and
- Expand the scope of training to include additional competencies for Class 1 driver licensing.

### **Commercial Driver Shortage Committee**

In October 2023, TEC established the Commercial Driver Shortage Committee to collaboratively identify and address factors impacting the commercial driver shortage in Alberta. Committee members include:

- **Alberta Stakeholders:** Alberta Motor Transport Association and Women Building Futures;
- **Industry participants from across Canada:** Diversified Transportation, Trucking HR Canada, Private Motor Truck Council of Canada, CCA Truck Driver Training, Insurance Bureau of Canada, Facility Association, and Insurance Brokers Association of Alberta; and
- **Other Government of Alberta ministries:** Treasury Board and Finance, Jobs Economy and Trade, Immigration and Multiculturalism, Advanced Education, Service Alberta and Red Tape Reduction, and Agriculture and Irrigation.



In 2023-24, the Commercial Driver Shortage Committee considered the development of a made-in-Alberta learning pathway to support and professionalize the commercial driving industry while ensuring road safety. The Committee's work is centered around four key pillars:

- Driver Retention
- Driver Training and Transferability
- Driver Attraction
- Financial Viability

The Commercial Driver Shortage Committee will play a key role in the implementation of the Class 1 learning pathway over the next three years, with the first phases coming into effect in spring 2025.

### **1.6 Reduce red tape and regulatory burden and respond to feedback from Albertans by streamlining regulations, programs and processes, including driver licensing and permits, to provide time and cost savings to Albertans.**

#### **Driver Licence Exchange Program/International Reciprocity Agreements**

On April 18, 2023, the Government of Alberta launched a one-year pilot program to enable evacuees from the Ukraine to exchange their Ukraine Category B (cars and light vehicles) or BE (with trailer) driver licences for an Alberta Class 5 driver's licence without additional testing. This ensures that these newcomers can drive to work and integrate into the community while also maintaining the highest road safety standards. It also aligns Alberta with similar initiatives in Saskatchewan, Manitoba, Newfoundland and Labrador, and Prince Edward Island.

A total of 14,315 Ukraine driver's licences were exchanged between April 2023 and March 2024, and the program was made permanent on April 18, 2024, following consultation with stakeholders and other ministries. TEC is currently looking at options to implement driver licensing reciprocal agreements with other interested jurisdictions.

#### **Highway Vicinity Management Agreements (HVMAs)**

In 2023-24, TEC's Highway Vicinity Management Agreements (HVMAs) pilot project resulted in four agreements being finalized or entering into the final stages of signing. There were also a number of municipalities interested in entering into an HVMA with TEC. Completing these pilot agreements has helped to identify internal and external concerns with HVMAs. The pilot was successful and resulted in positive feedback from the participating municipalities. The Roadside Planning and Application Tracking Hub (RPATH) portal is TEC's electronic system for submitting development permit applications. Implementation of HVMAs in parallel with RPATH is expected to result in faster and more efficient permit approval times, benefitting industry and municipalities.

## **1.7 Facilitate the research and development of innovative approaches to improve alternative transportation technologies and modes, create jobs, attract investment and support diversification of the economy.**

### **Sundre Wastewater Treatment Plant**

The project is the result of a partnership between the Town of Sundre, the Government of Alberta, and private sector technology partners. Sundre will be using advanced technology to separate waste from water at its wastewater treatment plant. If successful, the new technology will result in cost savings in initial capital investment, ongoing operating costs and capital renewal, and environmental benefits. Construction of the plant is expected to create 69 jobs.

In fall 2023, construction was completed on the Sundre Wastewater Treatment Plant, and testing of a new technology is expected to be completed by fall 2024. The Government of Alberta has committed \$7.5 million as a one-time grant for upgrades to the Town of Sundre's wastewater treatment plant after a pilot project to test new technology was evaluated.

The project experienced construction delays due to regulatory approvals and supply chain issues. With construction completed, the Ministry of Environment and Protected Areas will begin the requisite one-year testing period to confirm the electrocoagulation process meets the regulatory limits.

TEC is committed to ensuring safe drinking water and wastewater treatment supports effective environmental stewardship. Funding for this project aligns with the ministry's updated requirements for water grant applications. TEC encourages municipalities to consider new materials or techniques approved by the Ministry of Environment and Protected Areas to foster innovation in the water and wastewater sector.

### **Hydrogen and alternative fuels**

TEC continues to facilitate the research, development, and piloting of innovative approaches and technologies for investment. This ensures that Alberta will be ready to safely implement emerging technologies in the future. TEC's approach includes the use and adoption of alternatively fueled vehicles, and industry initiatives that strike the right balance between economic growth and environmental protection.

In 2023-24, TEC continued to support the implementation of Alberta's Hydrogen Roadmap and promote the use of hydrogen and alternative fuel vehicles, by:

- Conducting a review of its legislative and policy framework to identify issues and barriers to adoption;
- Identifying road and bridge infrastructure capable of handling the excess weight of heavy-duty alternatively fueled vehicles;
- Identifying potential locations for hydrogen fuel station infrastructure within the province's highway corridors;
- Participating on a federal-provincial-territorial working group to exchange information and discuss issues and challenges related to the adoption and use of alternatively fueled vehicles on Canadian roads; and
- Supporting the work of Service Alberta and Red Tape Reduction to acquire expressions of interest from private sector investors to establish a network of hydrogen vehicle and electric vehicle recharge stations throughout Alberta, including the consideration of hydrogen and electric vehicle capabilities in the ministry's commercial safety rest areas expansion program.

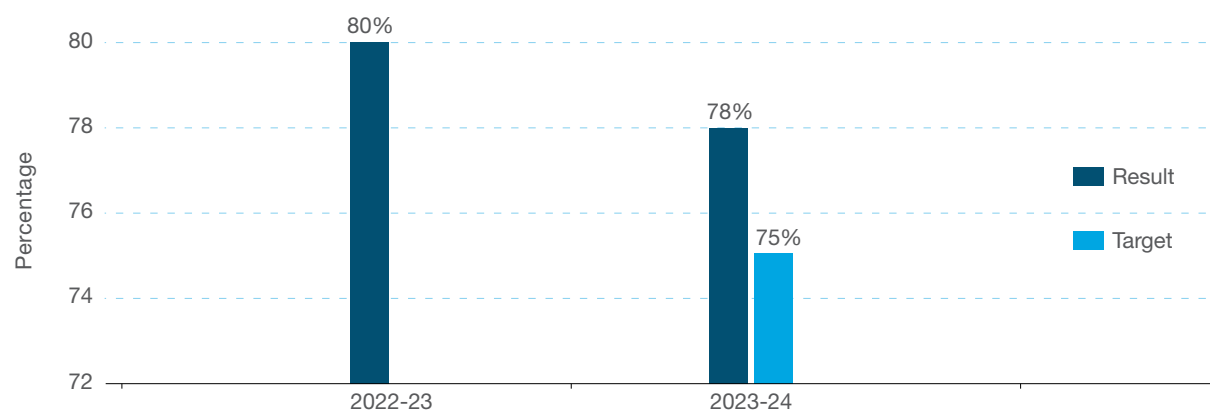


## Geohazard Change Detection Research Project

TEC has partnered with the University of Alberta and Engineering Consultants to trial and evaluate various remote-sensing technologies that could prove to be advantageous for geohazard monitoring along the provincial highway network. These technologies include LiDAR (light detection and ranging), InSAR (interferometric synthetic aperture radar), GNSS (differential global navigation satellite systems), and unmanned aerial vehicle (UAV) high-resolution photogrammetry and thermal imaging. These technologies allow for more cost-effective monitoring and evaluation of very large-scale geohazards with the ultimate outcome of improving the safety and efficiency of the provincial highway network.

### Performance Measure 1.a:

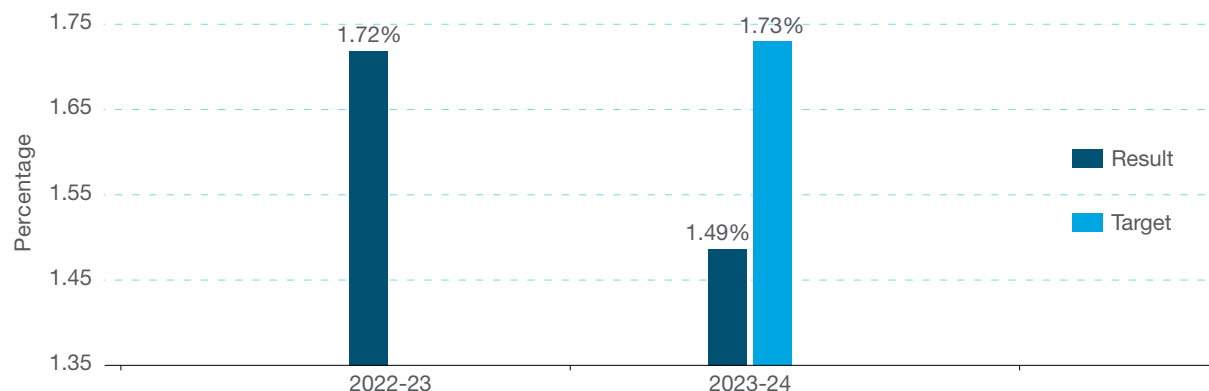
#### Percentage of Transportation and Economic Corridors' capital plan allocated to existing or planned economic corridors



**Description:** This measure identifies the percentage of the ministry's capital plan allocated to existing and planned economic corridors and highways supporting the movement of oversized and overweight loads. Economic corridors are defined as trade corridors of national and provincial economic importance including high-load corridors, provincial highways which form part of the National Highway System, and other strategic corridors providing vital links to markets in and out of Alberta.

**Rationale:** Strategic investments in existing and planned economic corridors demonstrate the Government of Alberta's commitment to ensuring economic growth by facilitating the efficient movement of goods and services. Highway improvements can mitigate challenges such as congestion and collisions, allowing individuals and business to save time and money, which supports economic growth.

**Results:** 78 per cent of the budget went towards existing or planned economic corridors in 2023-24. This slightly exceeds the 2023-26 Business Plan's target of 75 per cent; however, the variance reflects a minimal change from last year. It is anticipated that the allocation percentage will increase as the ministry continues to advance economic corridors projects. TEC applies objective and rigorous processes to rank and select economic corridor projects. These processes provide a systematic approach to identifying high-priority projects that will support economic growth. Continued investment in economic corridors is expected to support economic growth and job creation.

**Performance Measure 1.b:****Percentage of commercial truck driver job vacancies in relation to the total number of licensed commercial truck drivers**

**Description:** This measure defines the percentage of commercial truck driver job vacancies in relation to the total number of Class 1 and Class 3 licenced commercial drivers in Alberta. The figures provided show the effectiveness of the ministry’s efforts in reducing these vacancies, through actions that include targeted grant programs and changes to the driver licensing system.

**Rationale:** Policy and program developments that help reduce the vacancies for commercial truck drivers demonstrate the Government of Alberta’s support for the carrier industry by addressing the worker shortage and creating employment opportunities for Albertans. Increasing the number of available commercial truck drivers and securing their retention in the industry is vital for getting goods to market and promoting economic growth.

**Results:** In 2023, the average commercial truck driver job vacancy rate in Alberta was 1.49 per cent. This indicates a significant reduction in commercial truck driver vacancies, in comparison to the target 1.73 per cent vacancy rate. The number of job vacancies has steadily decreased, while the number of licensed Class 1 or Class 3 commercial drivers in Alberta has increased and is approaching pre-pandemic levels. According to Statistics Canada, there were 2,915 transport truck driver vacancies in Alberta at the end of Quarter 4 of 2023, with an average vacancy rate of 4,223 across all quarters. In the same year, Alberta counted 283,312 drivers holding either a Class 1 or Class 3 driver’s licence. These figures may be partially attributed to a nationwide decline in truck driver vacancies, coupled with a corresponding rise in the number of people securing employment in this sector.

There are several factors contributing to these outcomes. The lower-than-expected vacancy rates reported in Q4 likely reflect continued economic recovery from the COVID-19 pandemic, a reduction in supply chain bottlenecks, population growth, and other industry-specific factors not directly related to program and policy initiatives aimed at addressing driver shortages. Nevertheless, any increase in the number of licensed Class 1 drivers in Alberta will directly impact vacancy rates, and the Government of Alberta is continuing to take steps to eliminate barriers to industry training while upholding safety standards. The ministry offers the Driving Back to Work grant program, which covers up to 90 per cent of the cost of driver training and testing for new Class 1 drivers in the province. Over the past four years, this program has supported over 2,000 Albertans to take driver training.

In 2023, TEC increased accessibility to Class 1 road tests by allowing drivers to complete their road test using either an automatic or manual transmission vehicle. The ministry also streamlined the process for obtaining a non-probationary Class 5 driver's licence during this period, eliminating red tape for Albertans and making more drivers eligible to upgrade to a commercial licence. The Commercial Driver Shortage Committee was established to investigate and develop options for addressing commercial driver shortages in the province.

## **Outcome Two: The transportation system is safe and secure, supported by policies, programs and enhanced services protecting public safety**

Safety on Alberta roads is TEC's top priority, and the ministry continues to work toward reducing the number of serious injuries and fatalities on Alberta's roads through a comprehensive, multi-layered approach. This includes implementing an oversight and monitoring regulatory framework, effective coordination and response to road conditions, and emergency incidents, and a wide variety of safety strategies, including traffic safety promotion and infrastructure improvements.

### **Key Objectives**

#### **2.1 Ensure high standards for driver licensing and provide effective oversight and monitoring to support road user safety and cost-effective service delivery across Alberta.**

##### **Graduated Driver Licensing**

In 2023-24, TEC made improvements to the driver licensing system to reduce costs and cut red tape for Albertans while continuing to uphold safety standards. As of April 1, 2023, drivers are no longer required to take the advanced road test to exit the Graduated Driver Licensing (GDL) program. Instead, they will automatically exit the program and receive their full Class 5 or Class 6 Alberta driver's licence, provided they meet the following criteria:

- They are at least 18 years of age;
- They have completed the required 24 months of probationary driving (however, drivers may be eligible to reduce this period by up to six months by completing a Class 5 or Class 6 driver training program from a TEC- licensed driver training school); and
- They have been suspension and demerit free for the preceding 12 months.

Alberta's GDL program was introduced in 2003, mandating a 24-month probationary period for all new drivers followed by an advanced road test to exit the program. Over the past five years, approximately 65 per cent of eligible Class 5 drivers and 99 per cent of Class 6 motorcycle riders did not take the advanced road test to exit the GDL program. The 2023-24 changes were made to reduce unnecessary red tape for Albertans and promote safe driving behaviours.

Over half a million drivers became immediately eligible to exit the GDL program when the new rules were implemented. In 2023-24, 745,268 drivers exited the GDL program and approximately \$114.7 million as eligible drivers did not have to pay the \$154 to take an advanced road test to get their full Class 5 or Class 6 Alberta driver's licence.

To maintain safety on Alberta roads, elements from the advanced road test were incorporated into the Class 5 and Class 6 road tests. To accommodate these changes, the Class 5 road test was extended from 30 minutes to 45 minutes. The Class 6 road test remained at 60 minutes, as this time frame was already sufficient to include the necessary components from the advanced road test.

##### **Removing the Mandatory Entry Level Training Program for Class 2 drivers**

In 2023-24 the requirement for drivers to complete the MELT program to obtain a Class 2 driver's licence was eliminated and TEC introduced the Class 2 and Class 4 Post-Licensing Competency grant. Details on the grant are outlined in Key Objective 1.5 on page 35.

### **Driver's Licence Exchange Program for Ukrainian Evacuees**

This program enables the exchange of an equivalent Ukraine driver's license for an Alberta Class 5 driver's license. Details on the program are outlined in Key Objective 1.6 on page 37.

## **2.2 Collaborate with Service Alberta and Red Tape Reduction to leverage and modernize technology to replace the Motor Vehicles System (MOVES) to enhance access to driver's licensing processes and services.**

### **Motor Vehicles Registry Modernization**

The Government of Alberta has renewed its commitment to replace the outdated Motor Vehicles System (MOVES) in Alberta. TEC has partnered with Service Alberta and Red Tape Reduction to replace this aging technology and modernize its correlating business processes.

MOVES is a foundational technology application that enables registry agents to provide Albertans with the ability to register a motor vehicle, obtain a driver's licence or identification card, obtain documents for driving history, and enables the movement of people and goods that drive economic growth. Information from MOVES is critical for the proper identification and safety information management of carrier vehicles.

MOVES is the main technical system used to deliver motor vehicle services to Albertans.

- MOVES is a critical system for TEC and SARTR to record all information related to drivers and vehicles.
- Information from MOVES is critical for the proper identification and safety information management of carrier vehicles.
- MOVES interfaces with 140 applications, including law enforcement, a wide range of ministries within Alberta, external organizations, and other stakeholders.

In 2023-24 the government entered into an agreement with the government of Arizona for a shared-source model for the use of the motor vehicle system they developed and implemented three years ago. TEC has partnered with Service Alberta and Red Tape Reduction and Technology and Innovation (TI) to begin modernization of the motor vehicle registry, which includes the replacement of MOVES in the next five years.

Implementation of Arizona Max is expected to enhance the technical abilities of the Motor Vehicle Registry by replacing MOVES to offer modernized service delivery options for Albertans.

## **2.3 Provide effective oversight and monitoring of the commercial carrier industry and leverage technology to improve the permitting process and routing.**

### **Learning Pathway for Class 1 Drivers (Class 1 Pre-Licensing Driver Training)**

This program provides training for commercial drivers to develop and build skills as a professional driver. Details on the program are outlined in Key Objective 1.5 on page 35.

### **Driver training schools/driving instructor compliance**

In alignment with other Canadian jurisdictions, the classroom training requirements renewing a Class 5 senior driving instructor (SDI) designation was removed. Removing this requirement eliminates red tape and reduces the burdens for current driving instructors pursuing their Class 5 SDI designation. Instructors must still meet the criteria of having a minimum of 24 months experience as a driving instructor and completing a minimum of 200 hours in-vehicle training.

## Experience and Equivalency Program

Driver training schools and instructors deliver the Experience and Equivalency Class 1 MELT Program, which saw 273 experienced drivers approved to enroll in the program enabling them to obtain a Class 1 driver's license faster and at a lower cost, while ensuring safety on the roads.

The Experience and Equivalency Program recognizes the knowledge and skills that commercial truck drivers and farmers with a Class 1, 2 or 3 driver's licence have through on-the-job experience. The Experience and Equivalency program allows for experienced drivers with two years or more years of experience operating a single motor vehicle with three or more axles to complete 40 hours of training for up to \$4,000, rather than the 113 hours required under the MELT program, which currently costs up to \$10,000.

Although driving schools and instructors will continue to offer this program to eligible Albertans in 2024-25, it will also be undergoing review as part of TEC's ongoing work with the Commercial Driver Shortage Committee and implementation of the new Class 1 Learning Pathway.

## Pre-Entry Program

In 2023-24, 1,960 new safety fitness certificate applications were processed. In addition, 2,922 users completed the online course, and 2,320 pre-entry knowledge exams were taken at Alberta registry agencies.

The Pre-Entry Program was first introduced in March 2019 and ensures commercial carriers are able to demonstrate knowledge of the National Safety Code (NSC), operating requirements, and safety/maintenance programs required prior to being issued a certificate to operate.

This mandatory program currently has a total of 19,368 active carriers. On average, about 1,900 carriers complete the program and go on to obtain a Safety Fitness Certificate (SFC) each year. New entrants continue to be monitored to ensure they complete all the requirements of the PreEntry Program. Carriers found not in compliance are flagged for intervention. The PreEntry Program ensures commercial carriers meet the minimum performance standards set by member jurisdictions of the Canadian Council of Motor Transport Administrators and in consultation with the motor carrier industry.

## Safety Fitness Certificates

All commercial carriers that meet the following conditions are required to obtain a SFC every three years:

- vehicles registered for 11,794 kilograms or more, operating within Alberta;
- vehicles registered for more than 4,500 kilograms, travelling outside Alberta; or
- vehicles manufactured for 11 persons or more.

SFCs are issued to ensure alignment with the National Safety Code (NSC) and related regulations like the Commercial Vehicle Certificate and Insurance Regulation and Commercial Vehicle Safety Regulation. This also increases oversight of commercial carrier operations and safety/maintenance programs, helping to reduce collisions and improve safety on Alberta highways and ensuring the safe and efficient movement of goods and people.

Commercial carriers operating in Alberta, but based in other jurisdictions, are required to have an SFC issued by their home jurisdiction.

As of March 31, 2024, Alberta had 19,368 commercial carriers operating 126,975 commercial vehicles. 3,647 SFCs were issued in 2023-24.

## Transportation Routing and Vehicle Information System

The Transportation Routing and Vehicle Information System (TRAVIS) application is critical to the economy by facilitating the movement of oversize and overweight goods through the issuance of more than 200,000 permits per year promoting infrastructure protection and amounting to over \$28 million in revenue.

Currently, more than 90 per cent of Alberta municipalities use the province's existing TRAVIS platform to obtain permits for oversized and overweight vehicles and other commercial carrier exemptions.

In 2023-24, working in partnership with the Ministry of Technology and Innovation, TEC contributed \$1.5 million to upgrading TRAVIS, and to the development of a new product. The launch of Phase 1 is scheduled to be implemented in spring 2025 with subsequent phases to follow. Phase 1 will focus on delivering the best experience for external users who rely on the application to support their business. With system upgrades, auto-approval of forms is projected to increase from 35 per cent to 55 per cent, as enhanced data automation within permit forms will streamline the process for Albertans, making it more user-friendly.

### **2.4 Implement transportation safety strategies and infrastructure enhancements to improve road safety, promote traffic safety and prevent transportation-related deaths and serious injuries on Alberta's roads.**

#### **Alberta Environmental and Dangerous Goods Program**

Alberta Environmental and Dangerous Goods Emergencies (EDGE) is a 24-hour centre and essential service providing emergency response expertise on behalf of multiple ministries and agencies, including TEC, the Ministry of Environment and Protected Areas, the Alberta Energy Regulator, the Natural Resources Conservation Board, and Environment and Climate Change Canada. The 24-hour emergency coverage ensures quick response to incidents that pose a risk to public safety, such as events and releases involving dangerous chemicals, pipelines or industrial facilities.

Alberta EDGE handled 19,945 calls related to environmental and dangerous goods emergencies, incidents, and complaints such as:

- 3,284 calls related to Dangerous Goods and Rail Safety, including 31 high profile incidents involving rail or the transportation of dangerous goods.
- 11,245 calls for Environment and Protected Areas. Of this total, 2,283 were shared with the federal government's Environment and Climate Change Canada.
- 4,444 calls for the Alberta Energy Regulator.
- 972 calls for the Natural Resources Conservation Board.

The 2023 spring wildfires resulted in an increased volume of calls to the Alberta EDGE program because the fires impacted oil leases and other industrial sites.

#### **Dangerous Goods and Rail Safety Program**

In 2023-24, the Dangerous Goods and Rail Safety (DGRS) Program provided regulatory oversight, progressive discipline, and incident investigation to ensure the safe and secure transportation and handling of dangerous goods and other commodities via provincial road and rail in Alberta.

In 2023-24, DGRS:

Completed:

- 370 facility inspections
- 27 highway tank facility audits
- 149 railway inspections
- 571 telephone inquiries related to road or rail transportation

Attended, or assisted in:

- 180 road incidents
- 30 rail incidents involving dangerous goods
- 44 joint forces operations conducting roadside inspections
- supporting TEC's response to the 2023 Alberta wildfire season by providing personnel to the Provincial Emergency Coordination Centre.

DGRS continued to participate in the federal, provincial, and territorial task force on the Transportation of Dangerous Goods, Means of Containment Safety Standards as well as the federal-provincial working group on railway safety. This important work ensures Alberta's interests are represented at national discussions on regulatory changes aimed at public safety and environmental protection.

### **Commercial Safety Rest Areas**

TEC is leading a project which will provide the opportunity to develop commercial safety rest areas on government owned land along major highway corridors. The objective of this project is to increase the utilization of rest areas, thereby improving safety benefits while also providing a higher level of amenities for the public. Improvements are intended to enhance safety and convenience for drivers, support local economic development, and create jobs.

TEC developed a shortlist of sites based on municipal feedback and commercial viability and posted a Request for Proposal (RFP) in 2023 to commercially develop several safety rest areas along major highways. This RFP procurement did not result in the engagement of a private partner to move this initiative forward; however, the process highlighted opportunities to enable the success of this project.

The ministry engaged a consultant to further evaluate potential sites and feasibility based on traffic volumes. There is a potential to complete utility and access improvements as part of a partnership with a construction entity to ensure the locations are viable. Any future potential sites will be assessed in terms of being able to support refueling infrastructure for alternative fuels like hydrogen.

### **Highway 20 and Memorial Trail Roundabout**

TEC staff have been working with the Town of Sylvan Lake in the designing and planning of a new roundabout at Highway 20 and Memorial Trail. While funding is provided by TEC, the Town of Sylvan Lake is delivering this project to improve traffic flow and safety for highway users in the area.

### **Highway 1 Wildlife Overpass**

In 2023-24, work continued on Alberta's first wildlife overpass outside of Banff National Park. This is a multi-year project that aims to reduce vehicle and wildlife collisions while allowing effective and efficient movement of goods and services. This project will eventually connect to other wildlife mitigation projects along Highway 1 to reduce the number of vehicle and wildlife collisions and protect various wildlife species in the corridor.



### **Highway 3 Wildlife Underpass at Rock Creek**

Design work on the Highway 3 Wildlife Underpass at Rock Creek began in 2023-24. Construction is expected to be complete by fall 2024. The project aims to reduce vehicle and wildlife collisions allowing effective and efficient movement of goods and services by constructing the underpass and erecting fencing along the corridor. Environmental organizations supporting this project are working with adjacent landowners to protect important habitat so that the crossing structure will continue to support local wildlife populations.

### **Highway 22 Animal Detection System**

TEC launched a pilot implementing an automated animal detection system along the Highway 22 corridor in an attempt to reduce vehicle and wildlife collisions and allow effective and efficient movement of goods and services. Discussions are ongoing for the scope of the pilot project, and if the project is successful, similar upgrades will be considered for other highways.

### **Photo radar**

In 2023-24, TEC ensured Automated Traffic Enforcement (ATE), more commonly known as photo radar, is focused on advancing traffic safety and not revenue generation, and guidelines were updated. Updates include a ban of photo radar units on the ring roads in Calgary (Stoney Trail) and Edmonton (Anthony Henday Drive), effective December 1, 2023. Ring road units could be repositioned to school, playground and construction zones where they can be used to improve safety and protect those in vulnerable situations. The update also included an extension to the existing freeze on new photo radar equipment, programs, and locations until December 1, 2024.

TEC collaborated with the Ministry of Public Safety and Emergency Services (PSES) on updates to the ATE Technology Guideline. PSES developed the guideline and is responsible for enforcing the use of photo radar through the guideline.

Over the next year, the Government of Alberta will work with municipalities and law enforcement to eliminate “fishing hole” photo radar locations across the province as well as implement a new photo radar policy and framework that focuses on traffic safety.

The Government of Alberta will continue to advance traffic safety outcomes through an integrated approach that combines reasonable photo radar use, evidence-based decision making, public education and awareness, and appropriate enforcement practices.

### **Roadside Worker Safety**

On September 1, 2023, new rules for Alberta drivers came into effect that aimed to increase the safety of roadside workers. These new rules require drivers to slow down to 60 kilometres per hour (or the posted speed limit if lower) when passing any stopped vehicles with flashing lights and snowplows. If safe to do so, drivers are to move over to the next lane if it travels in the same direction. Prior to the regulatory change, safe passing rules only applied to emergency vehicles and tow trucks. To ensure that Albertans are properly educated on rules for passing roadside workers, the department undertook an education campaign on the new changes.

The ministry also conducted surveys to gauge Albertans’ understanding of roadside worker safety rules in October 2023 and again in February 2024. The surveys indicated that there is an increase in Albertans’ awareness and understanding of the new safe passing and roadside worker safety rules.

TEC partnered with key stakeholders, such as highway maintenance contractors and Alberta Roadbuilders and Heavy Construction Association, to collaborate and share information about the changes. This contributed to heightened public awareness and ensured that information reached its target audience.

The introduced changes are designed to help reduce collisions and near misses between drivers and roadside workers or operating snowplows. The outcome of these changes will be used to guide future decisions about regulatory and legislative changes to improve traffic safety, in particular rules about slowing down and moving over to pass specific vehicle types.

### **Blue Flashing Lamp Exemptions**

Effective September 1, 2023, TEC launched two five-year Registrar Exemptions to permit roadside workers, including tow trucks and support vehicles and highway maintenance vehicles the use of blue flashing lamps. Blue flashing lamps increase visibility and safety for individuals working on Alberta roadways. Increased visibility from the use of flashing blue lamps may reduce collisions and near misses for exempted vehicles, making Alberta's highways safer for all Albertans.

The ministry expanded the use of flashing blue lamps to fire fighting vehicles via permit.

Industry interest and up-take in the exemption has been significant, with twelve permits issued to fire departments throughout 2023-24.

All blue light activity (Registrar Exemption and permits) will be evaluated in fall 2024 to determine whether further legislative or regulatory changes are needed. Evaluations will include uptake (i.e., demand), safety impacts, and stakeholder feedback. Evaluations are expected to be completed in spring 2025.

### **SafeRoads Alberta**

Through SafeRoads Alberta, TEC has been working to provide Albertans with a simplified and expedited means to challenge their Immediate Roadside Sanction (IRS) administrative penalty through an online adjudication process. The online adjudication process occurs outside of the Court system, and decisions are rendered within 30 days. In comparison, the average time to reach an outcome on an impaired driving case proceeding to criminal trial in the Alberta Court of Justice was 474 days\*\* in 2019-20.

Between April 1, 2023 and March 31, 2024:

- 13,120 IRS penalties were issued by law enforcement agencies on behalf of the Registrar of Motor Vehicle Services for alcohol or drug related driving contraventions under the *Traffic Safety Act*; and
- 2,675 requests for review were filed and completed by SafeRoads Alberta.

SafeRoads Alberta adjudicated 20 per cent more IRS penalties in 2023-24 compared to the prior period (i.e., 2,675 requests for review were filed and completed in 2023-24, compared to 2,229 requests for review filed and completed in 2022-23). The increase in the number of IRS reviews filed and completed in 2023-2024 compared to the prior period is attributed to an increase in public awareness and understanding of the administrative adjudication program, as well as ease of program access.

By diverting all but the most serious alcohol and drug-related driving contraventions from Alberta's Court system to SafeRoads Alberta, court and prosecutor time is freed up to address more serious matters related to public safety. IRS penalties allow law enforcement agencies to address alcohol and drug-related driving through a more efficient and less punitive approach than a criminal impaired driving charge.

Since the launch of the SafeRoads Alberta program, there has been a decrease in the number of criminal impaired driving charges commenced in the Alberta Court of Justice. This decrease in criminal impaired driving charges commenced, relative to the number of IRS: FAIL penalties issued, demonstrates that

the SafeRoads Alberta program is meeting the desired outcome of diverting impaired driving matters away from Alberta's Courts, increasing justice system capacity to address only the most serious alcohol and drug-related driving contraventions, and other matters, which supports justice system access and sustainability.

Between April 1, 2023 and March 31, 2024, approximately 84 per cent of criminal impaired driving charges (including breath demand refusal) were diverted from the Alberta Court of Justice to SafeRoads Alberta (i.e., a total of 1,403 criminal impaired driving charges, including breath demand refusals, were commenced in the Alberta Court of Justice, in comparison to the 8,731 IRS: FAIL penalties issued). In the prior period, approximately 84 per cent of criminal impaired driving charges were diverted from the Alberta Court of Justice to SafeRoads Alberta between April 1, 2022 and March 31, 2023 (i.e., a total of 1,473 criminal impaired charges were commenced in the Alberta Court of Justice, in comparison to the 9,016 IRS: FAIL penalties issued).

\*\*In the 2022-23 TEC Annual Report, the average time to reach an outcome on an impaired driving case set to go to criminal trial in the Alberta Court of Justice (i.e., time to disposition) was reported as 490 days for cases commenced in 2019-20. Alberta Justice's methodology for calculating the average time to disposition is to calculate the average number of days between the date an impaired driving case is commenced in the Alberta Court of Justice and the day the file is concluded in the Alberta Court of Justice. Any cases that were commenced but resolved without a trial date being set have been excluded from the calculation. The reported average time to disposition on an impaired driving case set to go to criminal trial in the Alberta Court of Justice in 2019-2020 was based on data extracted from a legacy reporting system, Cognos BI, which Alberta Justice is in the process of replacing. At the time the 2023-24 TEC Annual Report was prepared, Alberta Justice extracted raw data pulled directly from its source database, Justice Online Information System (JOIN), to calculate the average time to disposition of a criminal impaired driving case commenced in the Alberta Court of Justice and recalculated the average time to disposition for impaired driving cases that commenced in 2019-20 and were set for trial – the average time to disposition using the raw data pulled directly from JOIN was 474 days for cases commenced in 2019-2020. It is important to note that the average time to disposition is a point in time calculation and will vary as cases commenced in previous years are closed. Variations in the average time to disposition will be greatest in more recent years where a larger proportion of cases remain open. The average time to disposition for cases that commenced in 2019-2020 may continue to shift as the remaining 140 cases commenced in 2019-2020 (and set for trial) are resolved. However, given this small number of outstanding cases, this variance is expected to be small. It is not recommended to report on the 2023-24 average time to disposition at this time, as over 80% of cases commenced in 2023-2024 and set for trial remain open (i.e., at the time the 2023-2024 TEC Annual Report was prepared, 186 set for trial cases remain open). Reporting on the current average time to disposition for cases that commenced in 2023-2024 would result in an understated average time to disposition.

### **Traffic Safety Calendar**

Throughout 2023-24, TEC continued to operate the Traffic Safety Calendar in collaboration with municipalities, traffic safety organizations, enforcement partners, schools, public health professionals, Indigenous communities, and industry groups.

The calendar was distributed to enforcement agencies and shared online through TEC's website. For each month's traffic safety topic, the ministry sent out a monthly stakeholder message with key facts and statistics, and posted social media messages on Twitter/X. The calendar provides a framework for increasing awareness of traffic safety issues and aligning education initiatives with enforcement activities.

### **Traffic Safety Grants**

In 2023-24, TEC provided a total of \$130,000 in grant funding to help traffic safety stakeholders implement initiatives that address priority traffic safety issues. Funding was provided to three traffic safety organizations focusing on core traffic safety issues and addressing key target groups:

- Alberta Motorcycle Safety Society (AMSS) was awarded \$25,000 for carrying out various media campaigns via social media, advertisements, podcasts, mail-outs and High School newsletters.
- Students Against Drinking and Driving (SADD) was awarded \$80,000 for providing resource kits and SADD's student-managed social media program.
- Mothers Against Drunk Driving (MADD) Canada was awarded \$25,000 for delivering in-school assembly programs to students.

### **Transportation Management Centre/511 Alberta**

The Transportation Management Centre (TMC) continued to provide the most up to date information in a user-friendly and timely manner to travellers through 511 Alberta. The service helps travellers make well-informed decisions when trip planning so that people and goods keep moving safely and efficiently throughout the province. The 24/7 service streamlines incident reporting for 511 Alberta's many stakeholders, including emergency services, highway maintenance contractors, industry, regional staff, and the travelling public.

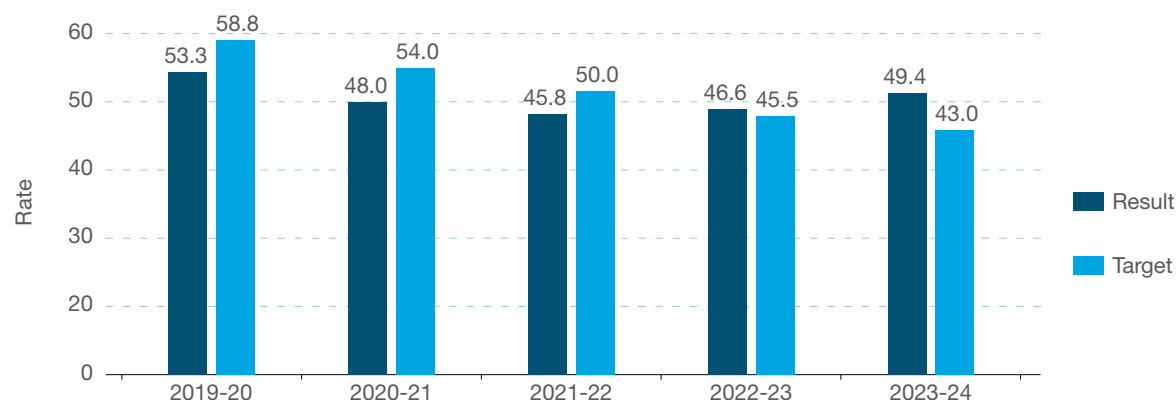
Key highlights of 511 Alberta's improvements and operations in 2023-24 include:

- Keeping the public informed and up to date on major projects affecting highways within Alberta and inter-provincially (e.g., the Kicking Horse Pass Project in British Columbia);
- Ongoing project work to add 25 new cameras and five Digital Message Signs to the 511 Alberta platform;
- 511 Alberta was utilized heavily in the spring wildfire response, ensuring highway closures were communicated with the travelling public; and
- In 2023-24, 511 Alberta had more than 2.8 million users and over 9 million views on the website. The @511 Alberta X (formerly Twitter) account has over 135,500 followers.

### **2023 Alberta Wildfire Season and Northwest Territories Evacuations**

TEC provided support during the 2023 wildfire response and the Northwest Territories evacuations by keeping travelers informed, assisting with services for evacuees, assisting firefighting efforts around roads, and assessing damage for future remediation.

Effective incident responses ensured the safety of Albertans and minimal disruptions to economic corridors during the incident responses. Critical information on the transportation network was shared with stakeholders and the public through <https://511.alberta.ca>

**Performance Measure 2.a:****Combined fatal and major injury collision rate<sup>1</sup> per 100,000 population****Note:**

<sup>1</sup>Actual rate is calculated as a three-year rolling average.

**Description:** This measure describes the three-year rolling average of the combined fatal and major injury collisions as a rate per 100,000 population.

**Rationale:** To continue efforts to reduce the number and severity of traffic collisions on Alberta's roads, the ministry monitors the combined fatal and major injury collision rate per 100,000 population.

**Results:** The three-year average combined fatal and major injury collision rate per 100,000 population was 49.4, which is 6.4 above the target of 43.0 that the ministry aims not to exceed. Overall, the combined fatal and major injury collision rate had been decreasing every year since 2007, with the exception of a plateau from 2011 to 2015. In 2022, the collision rate increased slightly by 0.8 collisions per 100,000 population, potentially signaling a plateau or trend reversal. This pattern continued in 2023, with an increase of 2.8 collisions per 100,000 population. However, despite these small increases, it should be noted that rates for 2022 and 2023 remain among the lowest rates recorded for this measure, and the rate for 2023-24 is still lower than any of the rates from pre-COVID-19 years (2007-2020).

The long-term decrease in the collision rate is related to multiple factors including enforcement, engineering practices, evidence-based decision-making, community mobilization, strategic communication and education initiatives, and the level of overall support for these strategic initiatives. Other external contributing factors such as changing population demographics, economic activity in the province, and increases in the number of drivers and registered vehicles may also influence the collision rate because of their influence on traffic volumes. For example, the COVID-19 pandemic in 2020-21 has led more people to work from home due to the proliferation of hybrid work models. These shifts, which may be long-term, have had the effect of reducing traffic volumes and possibly collision rates at the population level. In 2022, Alberta's 389 Automated Traffic Recorders measured a 5.2 per cent decrease in traffic volumes compared to 2018, but a 2.2 per cent increase compared to 2021, suggesting that post-pandemic economic recovery may have led to increased collisions for 2022 and beyond.

Another contributing factor is unemployment, which has been trending upward over the past five years has a similar impact on traffic volumes. Unemployment was at its highest in 2020, averaging over 11 per cent compared to the 8 per cent average between 2018-22. High unemployment rates persisted for first half of 2021, with some recovery in the latter half of the year.

The collision rate is calculated as a three-year rolling average, which factors in peaks and valleys of collision data that may occur from year to year. The impact of COVID-19 can still be felt in this year's rolling average, although to a lesser extent than last year. In the future, as traffic volumes continue to rise, these impacts will have less influence on collision rate results. At the same time, advancements in vehicle safety features, such as lane warning systems, back-up cameras, adaptive cruise control, and emergency braking sensors are expected to positively impact traffic safety moving forward.

Transportation safety initiatives remain a priority for the ministry. Many traffic safety initiatives, such as reducing impaired driving or increasing occupant restraint use, are about changing attitudes and behaviours, which can take several years, if not decades to achieve. When determining targets for this performance measure, these types of longer-term goals are taken into consideration. Programs introduced in recent years, such as enhanced training for commercial drivers and changes to the delivery model for road tests, may have had some impact by supporting safety on Alberta roads.

Overall, there has been a long-term downward trend in serious collision rates since 2017 as a macro pattern, indicating that the ministry's traffic safety initiatives are effective in protecting and saving lives. Despite recent increases, the overall number of fatal and major injury collisions has decreased over time, demonstrating sustained progress towards improved transportation safety in the province, even with significant population growth and increased traffic volumes. Taking into account these continuing enhancements to safety and overall positive results, the ministry continues to set aggressive targets to further reduce casualties and collisions in the 2024-27 Transportation and Economic Corridors Business Plan.

## **Outcome Three: Alberta's transportation network and water management infrastructure is maintained effectively and responsibly, ensuring long-term sustainability and affordability**

TEC optimizes planning and investment decisions to enhance and maintain Alberta's transportation network. Employing asset management principles and a fiscally responsible approach ensures best value for Albertans is achieved.

### **Key Objectives**

#### **3.1 Investigate and implement alternative funding opportunities to optimize the life cycle cost of assets to support the long-term sustainability of transportation infrastructure.**

##### **Passenger Rail**

In 2023-24, \$1.3 million was provided in grant funding to the City of Calgary to support the Calgary Airport Rail Connection Study to determine optimal, affordable solutions to connect rail to the airport and downtown Calgary and to advance engineering for the Blue Line LRT extension towards the airport.

TEC continues to provide funding and work with the City of Calgary, the Calgary Airport, and other stakeholders on the Calgary Airport Rail Connection Study, to determine the optimal connection from the airport to downtown Calgary. The study will be completed by summer 2024. TEC continues to work closely with the Ministry of Infrastructure on Unsolicited Proposals (USPs) received by the Government related to transportation. Four proposals seeking government support to privately develop passenger rail services have been received and reviewed.

Building upon these elements, TEC is developing the Passenger Rail Master Plan and its 15-year delivery plan through the following:

- A comprehensive feasibility assessment that identifies what elements of a passenger rail system should proceed and in what sequence;
- Financial and delivery model options that consider private, public or hybrid funding options;
- Governance options for ensuring effective oversight and operations of Alberta's passenger rail system; and
- Engagement of Albertans and interested stakeholders.

The Passenger Rail Master Plan will inform government by identifying concrete actions that can be taken in the short, medium and long-term to build the optimal passenger rail system for the province. In particular, the 15-year delivery plan will provide options and recommendations to government on how to sequence passenger rail investments, infrastructure, and services.

##### **Highway 40 Improvements and Twinning**

Highway 40 is an important economic corridor for the province that serves local residents and businesses, recreation and tourism, forestry, oil and gas, and sand and gravel sectors. Traffic volumes on this highway have increased significantly over the last five years and much of this is heavy truck traffic. The two-phased project is for a combined total of 29 kilometres of twinning.

A cost-sharing agreement was reached between municipalities in 2022-23, with the Municipal District of Greenview and the County of Grande Prairie providing \$60 million toward the nearly \$230 million cost.



The first phase of construction from the City of Grande Prairie to south of the Wapiti River began in the spring of 2021 and opened to traffic in late 2023. This encompasses south of Highway 666 to 68 Avenue, including the Wapiti River Bridge consisting of 9.2 kilometres (18.4 lane kilometres) of twinning along the Highway 40 corridor.

The tender for the second phase from south of the Wapiti River to south of Township Road 700 was awarded in late 2022 and is expected to be completed in fall 2024. This covers 9.8 kilometres (19.6 lane kilometres) of twinning south of Township Road 700 to south of Highway 666 along the Highway 40 corridor. Additional future improvements for Highway 40 are planned with project reviews being conducted annually.

### **65 Avenue Leduc Interchange**

Construction of the Highway 2 (QEII) and 65 Avenue Interchange (Leduc) started in 2023 with planned completion in 2026. Approximately 49,700 vehicles travel this stretch of the QEII every day, and approximately 13 per cent of this traffic is heavy trucks. The interchange is vital to commuters and visitors in the Edmonton region and will provide another major new connection accessing onto and off of the QEII to commercial developments in Leduc.

The \$112 million interchange project will be cost-shared by the Government of Alberta and the City of Leduc, with TEC providing \$96.4 million towards this project. The project includes:

- a new bridge over QEII;
- new on and off ramps connecting 65 Avenue; and
- intersection improvements at 65 Avenue and 50 Street in Leduc.

When complete, the new interchange will also enhance access to Edmonton International Airport, including support for future development of the airport's south lands.

### **Airdrie Interchange**

Construction on the Airdrie interchange commenced in 2021 and completed, opening to traffic on October 13, 2023. TEC invested \$29.7 million toward the project, with the City of Airdrie responsible for delivery of the project. The interchange enables new access onto the QEII Highway at 40 Avenue, supporting ongoing and future residential and commercial development in the area.

### **Terwillegar Drive Expansion**

TEC is providing \$157.5 million support for Edmonton's Terwillegar Drive expansion project to meet current and future needs, funding includes \$3.6 million for 2023-24. This investment will help drive economic growth by moving traffic more efficiently in southwest Edmonton, which is the fastest-growing part of Alberta's capital city and the region.

Construction started in 2021 and will take approximately 5 years to complete in three stages. Stages one and two are underway, with construction for stage three anticipated to begin in 2024. The expansion will enable easier access in and out of the community and help shorten commute times. This work will support about 865 jobs for Albertans.

In fall 2023, the City of Edmonton submitted a request for additional funding which included alternate design options and associated costs. \$34.5 million in additional funding was included in Budget 2024.



## Alternate Procurement Models

Planning and managing the transportation network includes making optimized planning and investment decisions using available resources to meet emerging and future transportation needs. Government explores alternative delivery models and opportunities, including partnerships, collaboration with stakeholders, to ensure transportation infrastructure projects deliver the maximum value for Albertans' investment.

Through the use of industry forums, standing committees and ad-hoc working groups, TEC works closely with industry partners to continuously improve project procurement and delivery processes. TEC held an industry procurement forum in fall 2023 to bring together Government of Alberta, construction, and consulting industry representatives to identify and address challenges in the delivery of transportation infrastructure projects. TEC heard from industry how risk has been shifted to industry over the years and that it was impacting the ability to achieve value for money on TEC projects. TEC has established a committee to review risk allocation to address concerns through the review of contract provisions, project delivery methods, and alternate procurement methodologies.

### 3.2 Develop and maintain critical infrastructure to enhance resilience, such as the Springbank Off-Stream Reservoir (SR1) and Dickson Dam Capacity Enhancement projects.

#### Springbank Off-Stream Reservoir

In 2023-24, \$191.6 million was invested in the Springbank Off-Stream Reservoir (SR1) project. The Springbank Off-Stream Reservoir (SR1) is on track to be operational in spring 2025. This project includes construction of a dry reservoir that will store water temporarily during a flood.

The following construction activities have happened to the end of March 2024:

- Three million cubic metres of earth fill has been placed for the dam;
- Approximately 90 per cent of the concrete has been placed at the diversion inlet and auxiliary spillway structures;
- Reservoir construction is approximately 70 per cent complete;
- The Highway 22 grade raise has been completed and both of the project's roadway bridge structures open to traffic (2023); and
- All major utility relocations have been completed (2023).

The SR1 project will protect Calgary and southern Alberta from a repeat of the devastation from the 2013 floods that caused \$5 billion in damage. This investment is crucial to save lives and protect critical infrastructure in the event of future flooding.

## Dickson Dam

The Dickson Dam Capacity Enhancement Project comprises service spillway upgrades (Phase 1), and auxiliary/emergency spillway upgrades (Phase 2). Phase 1 of this project is now complete, with the improvements supporting flood mitigation in the Red Deer area.

Since October 2023, modifications made to the existing service spillway have increased its capacity from 2,500 cubic metres per second (cms) to about 3,500 cms. To improve the service spillway's ability to safely manage higher peak discharge during extreme flood events, the walls adjacent to the spillway were raised, and key areas were reconfigured with a new design.

Phase 2 construction is scheduled to begin in 2024 and is projected to be completed in 2027.

Completion of this project will help improve flood resiliency, protect Albertans from natural disasters, and support industry. The Dickson Dam is an "extreme" consequence dam, meaning its failure could cause significant economic impact and damage to critical infrastructure and residential areas in the area. The dam's regular upgrades to meet safety standards greatly reduce risks and safeguards communities in central Alberta against future severe flood-related losses.

## Water Management Infrastructure

In 2023-24, \$26.6 million was spent within TEC's Water Management Infrastructure program. The program includes the design, construction, and maintenance of new water management projects, and the rehabilitation and upgrading of existing water management infrastructure. Water management infrastructure covered by the program includes dams, spillways, canals, control structures, lake stabilization structures, erosion abatement works, and flood control dykes.

### **3.3 Implement capital maintenance investments, with a focus on prioritizing rehabilitation, using asset management principles to support strategic decision-making.**

#### Capital Maintenance and Renewal

TEC's Capital Maintenance and Renewal (CMR) funding helps maintain the condition of the highway network and extend the life of existing roads and bridges. There are four main categories of CMR projects: highway rehabilitation (including land slide repairs), bridge construction, major maintenance and P3 maintenance.

TEC spent:

- \$470.1 million on highway rehabilitation projects (excluding P3 rehab projects which is \$33.7 million) Including projects such as Highway 12 and Highway 20 roundabout, intersection upgrading on Highway 560, and multiple overlays throughout the province.
- \$97.2 million spent on bridge construction and repairs, including projects such as the Iosegun River culvert on Highway 947, the Modeste Creek bridge on Highway 39 and the Notikewin River Bridge on Highway 35.
- \$51.6 million spent on major maintenance activities including concrete repair on Highway 2.

To ensure highways remain safe and efficient, the ministry uses a combination of capital pavement rehabilitation, operating maintenance improvements, and innovative approaches in highway maintenance to improve highway surface condition and prolong pavement lifespan. Investing in pavement rehabilitation can extend the lifespan of a highway by about 20 years based on typical design lifespan.

In 2023-24, TEC paved approximately 120 kilometres of new and 1,100 kilometres of existing highway and completed 17 bridge projects. Moving forward, the ministry is prioritizing investments in bridge construction projects on key highways, including our primary trade corridors, to support industry and help get Alberta goods to market.

### **3.4 Ensure highway operations and maintenance programs achieve the best value for investment and most effective results by implementing innovative, cost-effective approaches and technologies to develop and maintain resilient transportation and water management infrastructure.**

#### **Highway Maintenance and Preservation**

The ministry ensures Alberta's provincial highway network is effectively maintained to remain safe and operational through all seasons and weather events. TEC facilitates collaboration with stakeholders and supports partnerships with highway maintenance contractors to respond to highway maintenance needs in a timely manner and help contractors meet or exceed service expectations while minimizing costs.

In 2023-24, TEC spent \$406.7 million on provincial highway maintenance, including:

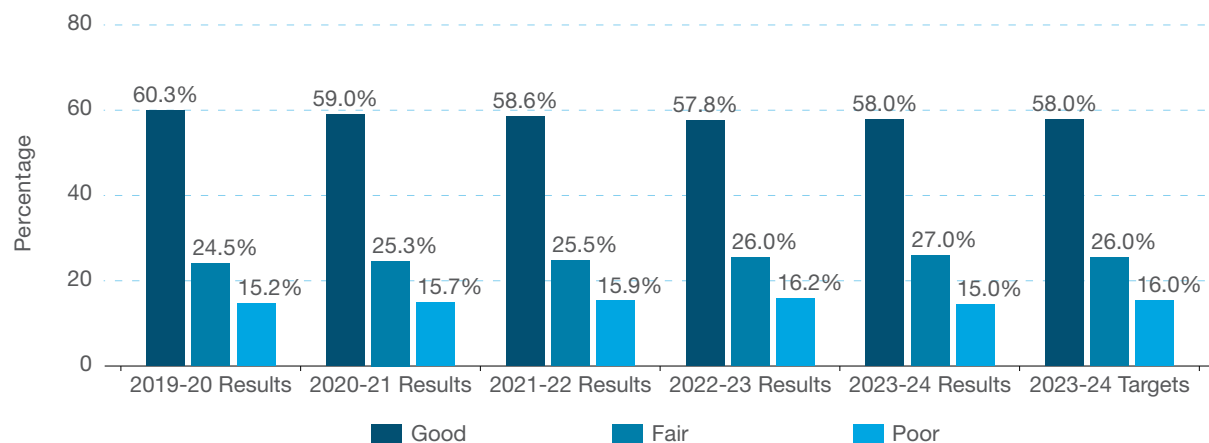
- \$307.6 million for maintenance of provincial highways and bridges; and
- \$99.1 million for P3 maintenance.

There are six private sector contractors (Volker, Emcon, Ledcor, LaPrairie, Mainline, and Carmacks) in 25 contract maintenance areas across the province, and others on the ring roads (including Lafarge and Alberta Highway Services). Highway maintenance contracts (HMCs) are awarded through a competitive bidding process, and proposals are evaluated for best value, capability and performance from both health and safety and environmental perspectives. HMCs in southern Alberta were re-tendered in late 2022 and awarded in 2023. Tenders for the Edmonton and Athabasca areas were underway in 2022-23 and closed in June 2023.

TEC closely monitors highway conditions to implement highway rehabilitation projects for road and bridge construction and repairs, including repairing potholes to maintain road safety. There are also regular reviews on snow and ice control practices to ensure processes meet the ministry's safety goals and environmental priorities, use the latest winter maintenance technologies, and align with North American best practices for maintaining roads.

TEC partners with industry and other governments to address challenges that can impact project delivery, including supply chain issues and increasing costs for commodities such as steel and asphalt needed to build bridges and roads. To mitigate potential project budget increases, TEC is looking at modifying designs where possible to allow alternate projects and work with the construction industry to develop and enhance risk sharing models to mitigate the impacts of cost escalation. In recent years, additional work such as pothole patching, spray patching, crack sealing, and concrete deck repairs reflect the Government's maintenance investments to extend pavement lifespan.

### Performance Measure 3.a: Physical condition of provincial highway surfaces



#### Note:

The targets for physical condition of provincial highways were set and are reported as good, fair, or poor as follows:

**Good:** Adequate for intended use and expected to provide continued service life with average maintenance.

**Fair:** Aging components are nearing the end of their life-cycle and require additional expenditures for renewal or refurbishing.

**Poor:** Upgrading is required and deterioration has reached the point where major repairs or rehabilitation is necessary.

**Description:** This measure defines the percentage of the paved highway network that is in good, fair, or poor condition. International Roughness Index (IRI) is used to measure the roughness of roads and this measure is the only metric used to categorize overall physical condition. Highways in poor condition are generally those that require work now or in the near future but are still safe for travel.

**Rationale:** The measure is used to assess the condition of the paved highway network, in support of efficient movement of commuter, business, personal and commercial traffic. The preservation of pavement condition through regular rehabilitation reduces the total life cycle cost of the highway system.

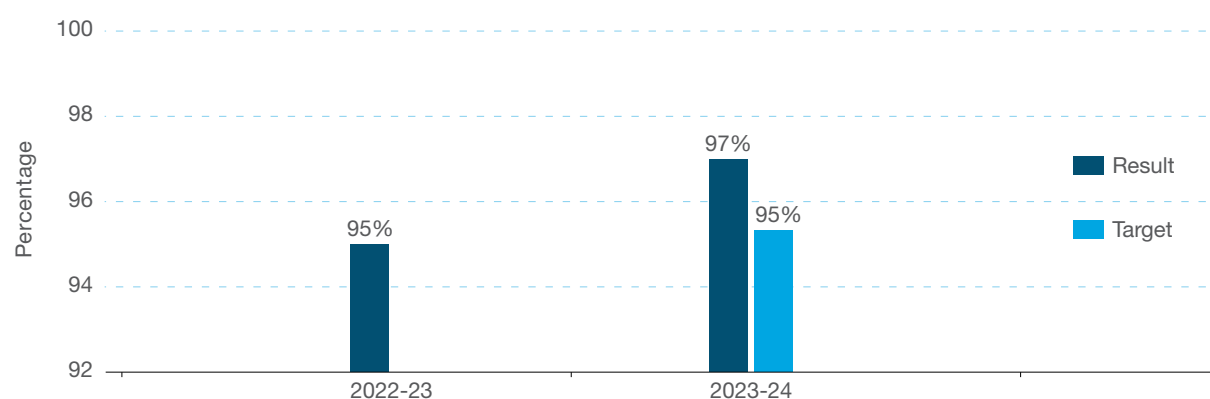
**Results:** Investments in capital pavement rehabilitation and operating maintenance completed this year have continued to sustain provincial highway surface conditions and extend pavement life. This measure effectively assesses the condition of the pavement and is one tool for determining when pavement is nearing the end of service life, which helps identify future investment needs. The ministry has enhanced its asset management practices to optimize highway maintenance under increased traffic flow. These processes also help identify highways with the highest need for repair and prioritize strategies to reduce life cycle costs for maintaining the transportation network. Maintaining similar results over time suggests these investment decisions are appropriate.

In 2023-24, the combined percentage of highways in good and fair condition (requiring average maintenance) increased slightly from 83.8 to 85 per cent in 2023-24, a 1.2 per cent improvement from the previous year and one per cent better than the 84 per cent target for this period. Performance results have generally remained stable between 84 and 85 per cent over the last five years. The percentage of highways in poor condition (requiring major repair or replacement) decreased slightly from 16.2 per cent to 15.0 per cent, also a 1.2 per cent improvement from the previous year and one per cent better than the 16.0 per cent target. This improvement can be attributed to the additional investment in the Provincial Highway Rehabilitation program. The result is also within the typical 15 to 16 per cent fluctuation seen over the past five years.

Pavement condition worsens as it ages, but through strategic investments the ministry continues to maintain overall road conditions across the province, despite aging infrastructure. External factors affecting the results of this performance measure including recent construction costs, which are among the highest in the last decade. Although TEC was able to meet its targets for 2023-24, rising costs have reduced the ministry's ability to complete the same number of projects. Climate factors, such as the number of rainy days during construction season and the number of freeze-thaw cycles over the winter months, also impact pavement performance. To mitigate these challenges, the ministry continues to use preservation and surface treatments. These treatments align with asset management principles to extend service life and potentially reduce long-term maintenance and rehabilitation costs.

### Performance Measure 3.b:

#### Winter maintenance is completed within or above the specified contract requirements



**Description:** This performance measure evaluates the effectiveness of snow and ice control on the highway system. Targets for storm response and returning the highway to good winter driving conditions are defined within the contracts.

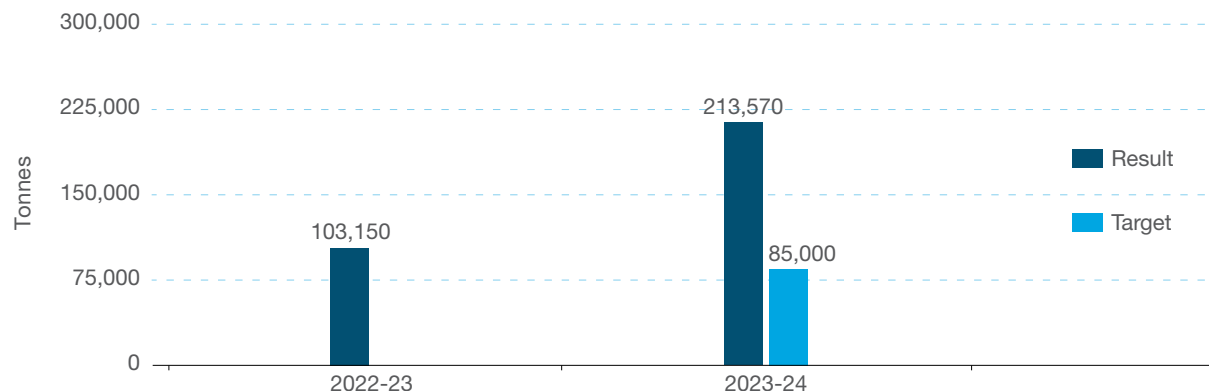
**Rationale:** The measure is used to assess how winter maintenance efforts are being performed provincially, ensuring effective stewardship of Alberta's transportation network.

**Results:** In 2023-24, winter performance of provincial roads was 97 per cent, which slightly exceeded the target of 95 per cent. This result demonstrates that Alberta's transportation network is being maintained effectively and responsibly throughout the winter months. As this is a new performance measure, these metrics will provide a touchstone for future years.

External factors potentially impacting outcomes for this measure include aging snow removal equipment, leading to increased maintenance needs and downtime, challenges in recruiting and retaining Highway Maintenance Contractors (which is an issue of increasing concern in recent years), and winter weather conditions including temperatures, precipitation levels, and the frequency and duration of major weather events. Despite some challenges, TEC was able to meet the performance target for 2023-24, aided by overall mild winter conditions during this period. Ongoing communication and collaboration with Highway Maintenance Contractors enabled the ministry to ensure winter maintenance standards were met.

**Performance Measure 3.c:**

**Summer surface treatments (tonnes of asphalt treatment product) are completed on paved highways to ensure safe and efficient travel**



**Description:** To ensure safe and efficient travel of motorists, maintenance activities are carried out on paved highways such as pot hole filling, paver patching, machine patching, and hand patching. Tonnes of asphalt treatment product is measured and reported annually to ensure appropriate quantities are used to keep highways in a safe driving condition.

**Rationale:** Tracking the amount of patching material used to maintain the provincial highway system during the summer months will assist TEC in assessing the overall condition of Alberta's roads and evaluating the efforts made to ensure their safety for travel.

**Results:** In the 2023-24 a total of 213,570 tonnes of asphalt were used for summer surface treatments. This result significantly exceeds the target of 85,000 tonnes set for this period. This was largely due to the Thin Lift Overlay program added to several maintenance contracts, which had the effect of increasing patching quantities overall. At the same time, 2023-24 saw a 7.5 per cent price adjustment due to inflation, which reduced patching quantities for some projects. This year's result demonstrates effective and responsible maintenance of Alberta's transportation network, ensuring long-term sustainability of these assets.

## Performance Measure and Indicator Methodology

### Performance Measure 1.a:

#### **Percentage of Transportation and Economic Corridors' capital plan allocated to existing or planned economic corridors**

The department has two capital budgets: Roads and Bridges, and Capital Maintenance and Renewal (CMR) that build new infrastructure and maintain existing infrastructure. This measure calculated the percentage of budget allocated to projects on economic corridors to the total capital budgets. Economic Corridors includes the following types of highways.

- National Highway System
- Proposed High Load Corridors
- Strategic Corridors identified by the department as having national and provincial economic importance.

Performance measure results are based on the approved budgets and the list of projects in the construction program on budget day. To maintain existing infrastructure, the department applies asset management principles and the Infrastructure Management Systems identifies projects that require rehabilitation or replacement. These projects are ranked based on user benefits and life cycle rehabilitation and maintenance cost. Regional staff refine the list and create a list of draft projects to executives for review and approval.

New infrastructure projects are ranked and scored using five criteria (economic, safety, social, cost benefit and environmental impact). A peer review group reviews each project to ensure scoring is consistently applied to all projects. Executives then review and approve the project list.

The project selection process is a data driven approach with human inputs to prioritize projects from different perspectives. The final list of projects in the Construction Program is reviewed and approved by multiple levels of management to remove biases.

**Source:** Capital Investment Spreadsheet and construction program.

### Performance Measure 1.b:

#### **Percentage of commercial truck driver job vacancies in relation to the total number of licensed commercial truck drivers**

The targets reflect commercial truck driver vacancies (Class 1 and 3) in Alberta, in relation to the total driver's licence holders for Class 1 and Class 3. This metric demonstrates the department's intent to pursue program development opportunities to reduce the vacancies for commercial truck drivers.

**Formula:** Average commercial truck driver vacancies for Alberta in a calendar year divided by the total number of drivers that hold a Class 1 or Class 3 licence in Alberta in that year.

**Source:** Statistics Canada – Job vacancies and average offered hourly wage by occupation (unit group), quarterly, unadjusted for seasonality. Driver licensing statistics, Ministry of Transportation and Economic Corridors.

**Performance Measure 2.a:****Combined fatal and major injury collision rate per 100,000 population**

Data for this measure was taken from the ministry's eCollision Analytics database. The results for the measure are based on a calendar year. Collisions include those that result in the death of a person within 30 days of the collision or in a major injury (persons with injuries or complaint of pain that went to the hospital and were subsequently admitted even if for observation only) to at least one person involved in the collision. Data is compiled from collision reports completed by attending law enforcement officer where the collision resulted in death or major injury to at least one person. The collision rate reported is based on a rolling three-year average. The following calculation is used to determine the individual collision rate for each year: Number of Combined Fatal and Major Injury Collisions / Population \* 100,000. Rates are then averaged to represent a rolling three-year average using the following calculation: (Year 1 Rate per 100,000 Population + Year 2 Rate per 100,000 Population + Year 3 Rate per 100,000 Population).

**Source:** eCollision Analytics database, Ministry of Transportation and Economic Corridors. Annual population for Alberta: Statistics Canada. Table 17-10-0005-01 Population estimates on July 1st, by age and sex. The collision data for both 2022 and 2023 is based on the best information currently available and is preliminary and subject to change as more information becomes available.

**Performance Measure 3.a:****Physical condition of provincial highway surfaces**

The ministry ensures the objectivity of results by hiring an external consultant to collect International Roughness Index (IRI) data at 50-metre intervals. Highway condition thresholds are established from a 2002 University of Calgary: Road Conditions and Other Performance Measures Study using a proactive life cycle analysis approach. The Study suggested average one-kilometre IRI sections are more responsive to budget changes and relevant to capital improvement projects than 50-metre segments for the condition categories.

The ministry has used the same condition thresholds and the one-kilometre sections since 2002 to track the condition trend over time.

Condition thresholds between good and fair and between fair and poor are set using a proactive life cycle analysis approach.

Condition	Major Divided Highway Corridors			Other Highways		
		Average IRI	<1.5m/km		Average IRI	<1.5m/km
Good		Average IRI	<1.5m/km		Average IRI	<1.5m/km
Fair	≥1.5m/km	Average IRI	<1.9m/km	≥1.5m/km	Average IRI	<2.1m/km
Poor	≥1.9m/km	Average IRI		≥2.1m/km	Average IRI	

Future performance targets are estimated using planned capital improvements and historic pavement deterioration rates.

Starting in 2023-24, the results are rounded to the whole number to match the performance measure targets reporting format.

**Source:** Tetra Tech Inc. collects 50-metre International Roughness Index data. The Ministry of Transportation and Economic Corridors averages these 50-metre records into one-kilometre segments. Highway network, length and construction status is used to update the Transportation Infrastructure Management System, Ministry of Transportation and Economic Corridors.



**Performance Measure 3.b:****Winter maintenance is completed within or above the specified contract requirements**

Districts review completed post storm and response reviews for compliance with time to good winter driving conditions and response requirements. Information is compiled by each District and an average is determined. Districts send their results to the ministry's Regional operations group which then determines the provincial average.

**Source:** PMA Maintenance system and 511 Alberta reporting data, Ministry of Transportation and Economic Corridors.

**Performance Measure 3.c:****Summer surface treatments (tonnes of asphalt treatment product) are completed on paved highways to ensure safe and efficient travel**

Highway Maintenance Contractors complete scheduled road inspections year-round to identify immediate and long-term pavement needs. Ministry staff also complete road inspections at a reduced frequency to supplement and verify pavement needs. Ministry staff issue work orders to the Highway Maintenance Contractors to complete required work. Upon completion of the work department staff review and accept.

**Source:** PMA Maintenance system, Ministry of Transportation and Economic Corridors.

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# Financial Information

## Table of Contents

<b>Ministry Financial Highlights</b> .....	<b>66</b>
Statement of Revenues and Expenses (unaudited) .....	66
Revenue and Expense Highlights .....	67
Expenses – Directly Incurred Detailed by Object (unaudited) .....	68
<b>Supplemental Financial Information</b> .....	<b>70</b>
Tangible Capital Assets (unaudited) .....	70
<b>Other Financial Information</b> .....	<b>71</b>
Statement of Credit or Recovery (unaudited) .....	72
Lapse/Encumbrance (unaudited) .....	73

## Ministry Financial Highlights

### Statement of Revenues and Expenses (unaudited)

Year ended March 31, 2024

	2024		2023	Change from	
	Budget	Actual <i>(in thousands)</i>	Actual	Budget	2023 Actual
<b>Revenues</b>					
Government Transfers - Federal Grants	\$ 473,964	\$ 328,082	\$ 273,094	\$ 145,882	\$ 54,988
Premiums, Fees and Licences	33,479	30,170	30,620	3,309	(450)
Other Revenue	25,826	40,801	29,067	(14,975)	11,734
Ministry Total	533,269	399,053	332,781	134,216	66,272
Inter-ministry consolidation adjustments	-	(3,006)	(1,228)	3,006	(1,778)
Adjusted Ministry Total	533,269	396,047	331,553	137,222	64,494
<b>Expenses - directly incurred</b>					
<b>Program</b>					
Ministry Support Services	9,373	10,654	8,946	1,281	1,708
Program Services and Support	39,455	44,009	41,955	4,554	2,054
Traffic Safety Programs	43,819	54,476	43,479	10,657	10,997
Provincial Highway Maintenance	1,299,785	1,285,450	1,171,303	(14,335)	114,147
Municipal Transit and Transportation Grant Programs	505,829	482,889	250,607	(22,940)	232,282
Municipal Water Infrastructure Grant Programs	190,231	55,864	52,418	(134,367)	3,446
Federal Grant Programs	430,634	280,036	149,317	(150,598)	130,719
Legal Obligations	-	-	113,000	-	(113,000)
Ring Roads - Debt Servicing	100,613	116,241	103,447	15,628	12,794
Transfer of Capital Asset to Other Ministries	38,032	36,449	34,179	(1,583)	2,270
Ministry Total	2,657,771	2,366,068	1,968,651	(291,703)	397,417
Inter-ministry consolidation adjustments	(38,032)	(37,997)	(35,898)	35	(2,099)
Adjusted Ministry Total	2,619,739	2,328,071	1,932,753	(291,668)	395,318
<b>Annual Deficit</b>	<b>\$ (2,086,470)</b>	<b>\$ (1,932,024)</b>	<b>\$ (1,601,200)</b>	<b>\$ 154,446</b>	<b>\$ (330,824)</b>

## Revenue and Expense Highlights

### Revenue

- Revenue was \$134.2 million lower than budget. The primary reason for the variance was due to slower than anticipated progress on projects receiving federal funding, such as the Edmonton and Calgary LRT projects under the Investing in Canada Infrastructure Program (ICIP).
- Revenue totaled \$399.1 million in 2023-24, an increase of \$66.3 million from 2022-23 actuals. The increase was due to more construction progress in 2023-24 for the Calgary and Edmonton LRT projects than in 2022-23. This increase was partially offset due to prior year one-time federal funding of \$79.5 million to provide relief to municipalities for transit operations because of low ridership during the pandemic.

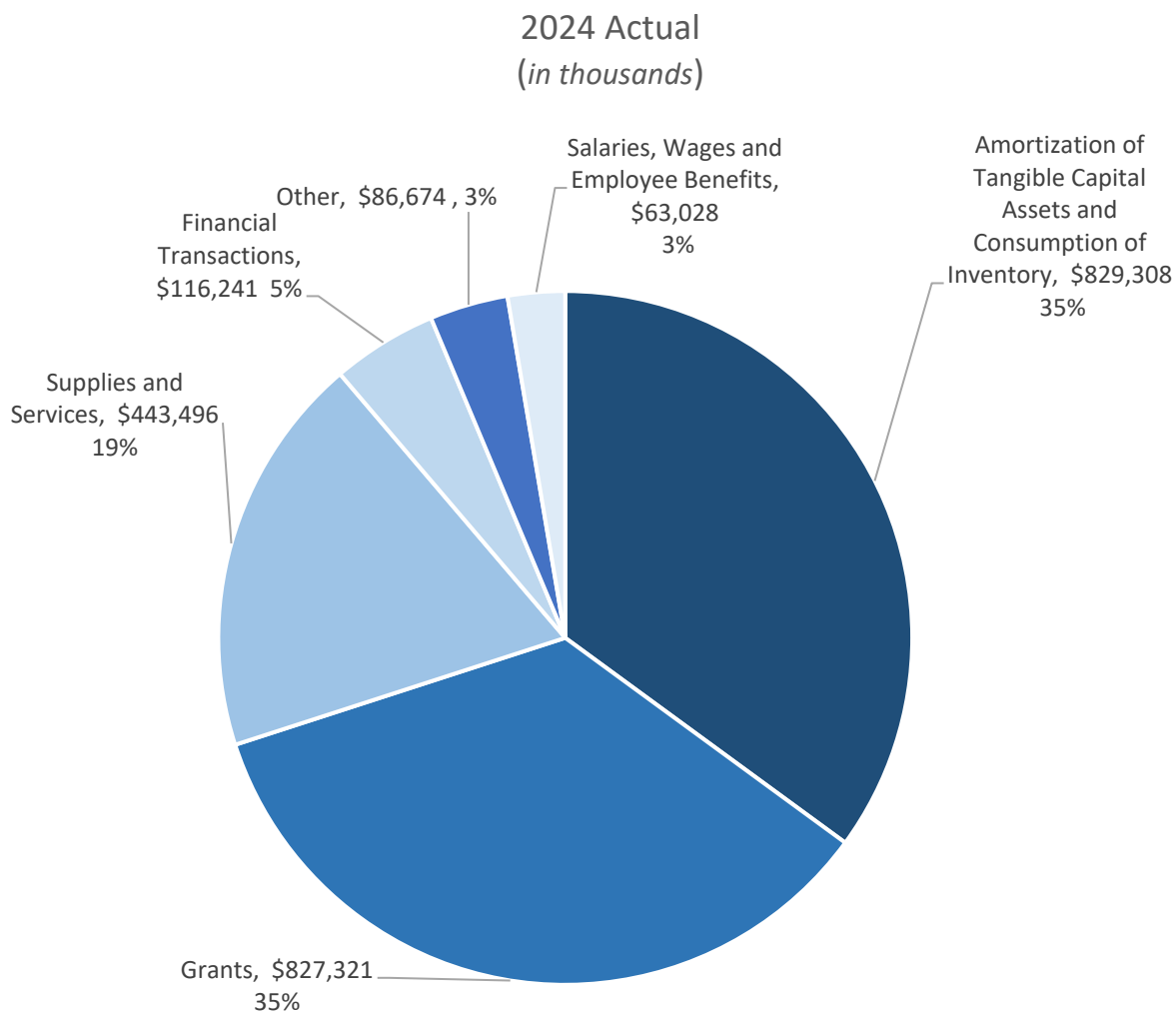
### Expense

- Expense was \$291.7 million lower than budget. The under-expenditure was primarily due to less construction progress than anticipated on the Calgary and Edmonton LRT projects and by municipalities under the Municipal Water Wastewater Program, Water for Life and the First Nations Water Tie-In Program. These under-expenditures were partially offset by more construction progress than anticipated on various projects, such as the Edmonton Yellowhead Trail Project, and new in-year funding received for the Calgary Rivers District and Events Centre project and the Lethbridge Waterline Expansion.
- Expense totaled \$2.4 billion in 2023-24, an increase of \$397.4 million from 2022-23 actuals. The increase was primarily due to more construction progress on the Calgary and Edmonton LRT projects; and the Calgary Rivers District and Events Centre project beginning in 2023-24. Additionally, increases resulted from inflation, environmental liabilities relating to highway maintenance yards, and amortization as a result of more investment in the provincial highway network. These increases were partially offset by Alberta's legal obligation from a court ruling that was recorded in 2022-23.
- \$1.3 billion was spent for Provincial Highway Maintenance in 2023-24, including amortization of tangible capital assets, that supported the structural and operating maintenance of all provincial highways, bridges, and ring roads, and environmental liabilities relating to highway maintenance yards.
- Under grant programs, a total of \$818.8 million was provided to municipalities to assist in the construction of municipal water supply and treatment projects, construction and rehabilitation of local roads and bridges, and regional and inter-municipal public transit.
- The remaining \$263.0 million supported corporate activities undertaken by the Ministry, including leadership and direction in the development and delivery of Transportation and Economic Corridor

safety programs, the interest portion of the debt repayment for agreements under public-private partnerships and the value of capital assets transferred to other ministries.

### Expenses – Directly Incurred Detailed by Object (unaudited)

The following information presents expenses of the ministry that were directly incurred by object. The objective of disclosure of expenses by object is to provide information that is useful in evaluating the economic impact of government acquiring or consuming various types of resources.

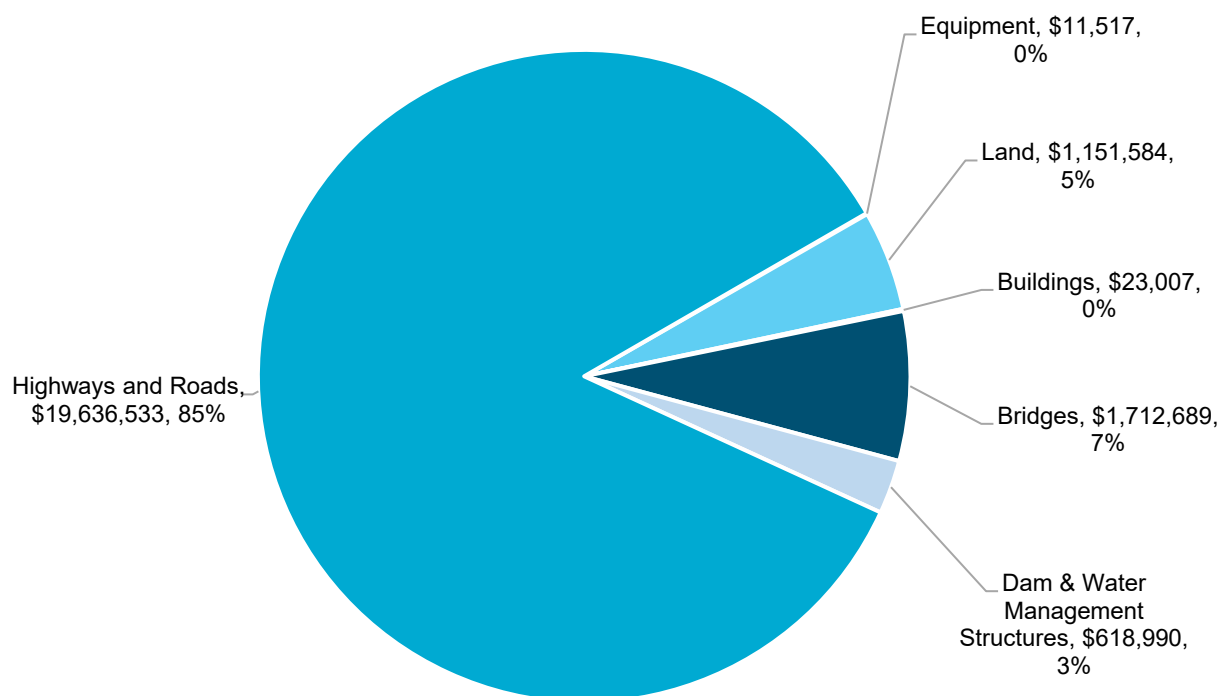


The Ministry’s largest 2023-24 expenses by object were Amortization of Tangible Capital Assets and Consumption of Inventory which made up 35 per cent of the total operating expense. Amortization of \$788.0 million was recorded for tangible capital assets consisting of provincial highways, roads and bridges owned by the Ministry, and consumption of inventory of \$41.3 million was recorded for the salt, sand and gravel used in maintenance activities.

- Salaries, Wages and Employee Benefits totaled \$63 million, or three per cent, and supported corporate support services, construction and maintenance projects, and administration of the Traffic Safety Services program and SafeRoads Alberta.
- Grants, comprising \$827.3 million, or 35 per cent, included municipal transit and water infrastructure support through provincial and federal funding. Grant funding was also provided for traffic safety projects and initiatives including the Driving Back to Work Program.
- Supplies and Services of \$443.5 million, or 19 per cent, was mainly for Provincial Highway Maintenance which provided funding for maintenance contracts and work activities such as snow plowing, salting/sanding, line painting, pothole patching and mowing of grass. In addition, it included ongoing supply requirements for the Ministry (i.e., travel, repairs and maintenance, materials and supplies, other purchased services, and shared services provided by the Ministries of Service Alberta and Red Tape Reduction and Technology and Innovation).
- The remainder of the Ministry expense of \$202.9 million, or eight per cent, was related to Financial Transactions and Other. This captured the interest portion of the debt repayment for agreements under public-private partnerships and the value of capital assets transferred to other ministries.

## Tangible Capital Assets (unaudited)

**Net Book Value as of March 31, 2024**  
(in thousands)



- Highways, roads and bridges make up 92 per cent of the total net book value of \$21.3 billion for all assets owned by the ministry.
- Highways and roads account for the largest category of tangible capital assets which includes original pavement and repaving overlays that represent improvements, roadbed, drainage works, and traffic control devices. The ministry is also committed to finding alternative ways to finance and deliver infrastructure projects. This means using a combination of traditional and innovative financing and delivery models, including public-private partnerships (P3).
- Dams and water management structures are constructed by the ministry and transferred to the Ministry of Agriculture and Irrigation upon their completion. The Ministry of Transportation and Economic Corridors does not amortize these assets.



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## Other Financial Information

### Table of Contents

Statement of Credit or Recovery (unaudited) . . . . .	72
Lapse/Encumbrance (unaudited) . . . . .	73

**Statement of Credit or Recovery (unaudited)**  
**Department of Transportation and Economic Corridors**  
**Year Ended March 31, 2024**

*In thousands*

The following has been prepared pursuant to Section 24(3) of the *Financial Administration Act*.

	<b>Authorized Spending</b>	<b>Actual Revenue Recognized</b>	<b>Deferred Revenue</b>	<b>Total Amount Received/ Receivable</b>	<b>(Shortfall)/ Excess</b>
<b>Expense Amounts</b>					
Motor Transport Permits and Licences	\$ 9,140	\$ 7,220	\$ -	\$ 7,220	\$ (1,920)
Commercial Vehicle Decals	480	133	-	133	(347)
National Safety Code	426	1,555	-	1,555	1,129
	<u>\$ 10,046</u>	<u>\$ 8,908</u>	<u>\$ -</u>	<u>\$ 8,908</u>	<u>\$ (1,138)</u> <sup>(1)</sup>
<b>Capital Investment Amounts</b>					
Highway Construction and Rehabilitation Projects	\$ 3,000	\$ 318	\$ -	\$ 318	\$ (2,682)
Tourism Highway Signage Initiative	1,000	424	-	424	(576)
	<u>\$ 4,000</u>	<u>\$ 742</u>	<u>\$ -</u>	<u>\$ 742</u>	<u>\$ (3,258)</u> <sup>(1)</sup>

(1) Shortfall is deducted from current year's corresponding funding authority.

**Motor Transport Permits and Licences**

A portion of the revenue for Motor Transport Permits and Licences supports the Driver Examiner Road Test Model and the Pre-Entry Program.

**Commercial Vehicle Decals**

Revenue generated from the sale and distribution of commercial vehicle decals.

**National Safety Code**

The National Safety Code is a joint agreement between the federal government and the province to place standards on drivers of buses and freight trucks across the country. The federal government provides \$426 thousand annually towards this initiative. Additional funding was provided by the federal government in the current year.

**Highway Construction and Rehabilitation Projects**

A portion of the revenue from Permits and Licences supports capital traffic safety initiatives, such as vehicle inspection stations.

**Tourism Highway Signage Initiative**

The private sector contributes towards new investments in tourism related highway signs and structures in the province.

**Lapse/Encumbrance (unaudited)**  
**Department of Transportation and Economic Corridors**  
**Year Ended March 31, 2024**  
*In thousands*

	Voted Estimates <sup>(1)</sup>	Adjustments <sup>(2)</sup>	Adjusted Voted Estimate	Voted Actuals <sup>(3)</sup>	Over Expended (Unexpended)
<b>EXPENSE VOTE BY PROGRAM</b>					
1 Ministry Support Services					
1.1 Minister's Office	\$ 755	\$ -	\$ 755	\$ 724	\$ (31)
1.2 Deputy Minister's Office	799	-	799	736	(63)
1.3 Strategic Services	7,819	-	7,819	8,786	967
	<u>9,373</u>	<u>-</u>	<u>9,373</u>	<u>10,246</u>	<u>873</u>
2 Program Services and Support					
2.1 Program Services	21,455	-	21,455	22,392	937
2.2 Assessment and Support Systems	18,000	-	18,000	21,227	3,227
	<u>39,455</u>	<u>-</u>	<u>39,455</u>	<u>43,619</u>	<u>4,164</u>
3 Traffic Safety Programs					
3.1 Traffic Safety Services	22,170	-	22,170	34,461	12,291
3.2 Driver Safety Initiatives	5,731	-	5,731	5,110	(621)
3.3 SafeRoads Alberta	5,918	-	5,918	6,348	430
3.4 Commercial Driver Grants	10,000	-	10,000	8,401	(1,599)
	<u>43,819</u>	<u>-</u>	<u>43,819</u>	<u>54,320</u>	<u>10,501</u>
4 Provincial Highway Maintenance					
4.1 Maintenance	312,810	-	312,810	307,596	(5,214)
4.2 P3 Maintenance	89,384	-	89,384	99,070	9,686
	<u>402,194</u>	<u>-</u>	<u>402,194</u>	<u>406,666</u>	<u>4,472</u>
5 Municipal Transit and Transportation Grant Programs					
5.1 Strategic Transportation Infrastructure Program	43,198	-	43,198	27,371	(15,827)
5.2 Green Transit Incentives Program (GreenTRIP)	1,342	-	1,342	4,500	3,158
5.3 Terwillegar Expansion	36,500	-	36,500	1,816	(34,684)
5.4 City of Edmonton 50th Street Project	14,150	-	14,150	11,833	(2,317)
5.5 Calgary LRT Projects	125,660	-	125,660	172,885	47,225
5.6 Edmonton LRT Projects	213,019	-	213,019	154,839	(58,180)
5.7 Ray Gibbon Drive Upgrade	-	-	-	68	68
5.8 Yellowhead Trail Project	36,960	-	36,960	41,160	4,200
5.9 Red Deer Regional Airport Expansion	30,000	-	30,000	15,666	(14,334)
5.10 YYC Rail Connection Study	5,000	-	5,000	1,250	(3,750)
5.12 Calgary Rivers District and Events Center	-	-	-	51,501	51,501
	<u>505,829</u>	<u>-</u>	<u>505,829</u>	<u>482,889</u>	<u>(22,940)</u>
6 Municipal Water Infrastructure Grant Programs					
6.1 Municipal Water Wastewater Program	85,737	-	85,737	41,138	(44,599)
6.2 Water for Life	69,309	-	69,309	9,188	(60,121)
6.3 First Nations Water Tie-In Program	27,685	-	27,685	498	(27,187)
6.4 Sunde Wastewater Treatment Plant	7,500	-	7,500	-	(7,500)
6.5 Lethbridge Waterline Expansion	-	-	-	5,040	5,040
	<u>190,231</u>	<u>-</u>	<u>190,231</u>	<u>55,864</u>	<u>(134,367)</u>
7 Federal Grant Programs					
7.2 Clean Water Wastewater Fund	-	-	-	979	979
7.3 Investing in Canada Infrastructure - Public Transit	295,866	-	295,866	243,780	(52,086)
7.4 Investing in Canada Infrastructure - Green Infrastructure	95,169	-	95,169	13,220	(81,949)
7.5 Investing in Canada Infrastructure - Rural and Northern Communities	15,271	-	15,271	1,790	(13,481)
7.6 Investing in Canada Infrastructure - COVID-19 Resilience	24,328	-	24,328	20,267	(4,061)
	<u>430,634</u>	<u>-</u>	<u>430,634</u>	<u>280,036</u>	<u>(150,598)</u>
8 Ring Roads					
8.3 Debt Servicing	100,613	-	100,613	116,241	15,628
	<u>100,613</u>	<u>-</u>	<u>100,613</u>	<u>116,241</u>	<u>15,628</u>
Total	1,722,148	-	1,722,148	1,449,881	(272,267)
Credit or Recovery Shortfall <sup>(2)</sup>		(1,138)	(1,138)	-	1,138
	<u>\$ 1,722,148</u>	<u>\$ (1,138)</u>	<u>\$ 1,721,010</u>	<u>\$ 1,449,881</u>	<u>\$ (271,129)</u>
<b>(Lapse)/Encumbrance</b>					<u>\$ (271,129)</u>

**Lapse/Encumbrance (unaudited)**  
**Department of Transportation and Economic Corridors**  
**Year Ended March 31, 2024**  
*In thousands*

	Voted Estimates <sup>(1)</sup>	Adjustments <sup>(2)</sup>	Adjusted Voted Estimate	Voted Actuals <sup>(3)</sup>	Over Expended (Unexpended)
<b>CAPITAL INVESTMENT VOTE BY PROGRAM</b>					
1 Ministry Support Services					
1.3 Strategic Services	\$ 687	\$ -	\$ 687	\$ 258	\$ (429)
	687	-	687	258	(429)
8 Ring Roads					
8.1 Edmonton Ring Road	3,500	-	3,500	7,183	3,683
8.2 Calgary Ring Road	123,461	-	123,461	105,215	(18,246)
	126,961	-	126,961	112,398	(14,563)
9 Provincial Highway Construction Projects					
9.1 Highway Twinning, Widening and Expansion	575,447	-	575,447	301,799	(273,648)
9.2 Deerfoot Trail Upgrades	187,305	-	187,305	83,110	(104,195)
	762,752	-	762,752	384,909	(377,843)
10 Bridge Construction Projects	106,016	-	106,016	97,246	(8,770)
11 Provincial Highway Rehabilitation					
11.1 Highway Rehabilitation Projects	533,426	-	533,426	470,144	(63,282)
11.2 P3 Rehabilitation	33,460	-	33,460	33,744	284
11.3 Major Maintenance	54,000	-	54,000	51,606	(2,394)
	620,886	-	620,886	555,494	(65,392)
12 Water Management Projects					
12.1 Water Management Infrastructure	35,412	-	35,412	26,628	(8,784)
12.2 Springbank Off-Stream Reservoir	184,400	-	184,400	191,611	7,211
	219,812	-	219,812	218,239	(1,573)
Total	1,837,114	-	1,837,114	1,368,544	(468,570)
Credit or Recovery Shortfall <sup>(2)</sup>		(3,258)	(3,258)	-	3,258
	\$ 1,837,114	\$ (3,258)	\$ 1,833,856	\$ 1,368,544	\$ (465,312)
<b>(Lapse)/Encumbrance</b>					<b>\$ (465,312)</b>
<b>FINANCIAL TRANSACTIONS VOTE BY PROGRAM</b>					
4 Provincial Highway Maintenance					
4.3 Salt, Sand and Gravel	\$ 62,130	\$ -	\$ 62,130	\$ 43,913	\$ (18,217)
	62,130	-	62,130	43,913	(18,217)
8 Ring Roads					
8.4 Debt Repayment	72,514	-	72,514	56,886	(15,628)
	72,514	-	72,514	56,886	(15,628)
Total	\$ 134,644	\$ -	\$ 134,644	\$ 100,799	\$ (33,845)
<b>(Lapse)/Encumbrance</b>					<b>\$ (33,845)</b>

(1) As per "Expense Vote by Program", "Capital Investment Vote by Program" and "Financial Transactions Vote by Program" pages 227-229 of 2023-2024 Government Estimates.

(2) Adjustments include encumbrances, capital carry over amounts, transfers between votes, and credit or recovery increases approved by Treasury Board, and credit or recovery shortfalls. An encumbrance is incurred when, on a vote by vote basis, the total of actual disbursements in the prior year exceed the total adjusted estimate. All calculated encumbrances from the prior year are reflected as an adjustment to reduce the corresponding voted estimate in the current year.

(3) Actuals exclude non-voted amounts as no cash disbursement is required (non-cash amounts), or because the Legislative Assembly has already provided the funding authority pursuant to a statute other than an appropriation act. Non-cash amounts (such as amortization, write down or loss or disposal of capital assets, consumption of inventory and valuation adjustments and provisions) are excluded as these amounts do not require any expenditure or payment of public money. Year-end expense accruals & payables which will immediately require a cash outlay (payment of public money) to settle or otherwise extinguish the liabilities are included in Actuals.

# Annual Report Extracts and Other Statutory Reports

## Table of Contents

<i>Public Interest Disclosure (Whistleblower Protection) Act</i> . . . . .	76
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## *Public Interest Disclosure (Whistleblower Protection) Act*

Section 32 of the *Public Interest Disclosure (Whistleblower Protection) Act* reads:

- 32(1) Every chief officer must prepare a report annually on all disclosures that have been made to the designated officer of the department, public entity or office of the Legislature for which the chief officer is responsible.
- (2) The report under subsection (1) must include the following information:
  - (a) the number of disclosures received by the designated officer, the number of disclosures acted on and the number of disclosures not acted on by the designated officer;
  - (b) the number of investigations commenced by the designated officer as a result of disclosures;
  - (c) in the case of an investigation that results in a finding of wrongdoing, a description of the wrongdoing and any recommendations made or corrective measures taken in relation to the wrongdoing or the reasons why no corrective measure was taken.
- (3) The report under subsection (1) must be included in the annual report of the department, public entity or office of the Legislature if the annual report is made publicly available.

There were no disclosures of wrongdoing filed with my office for your department between April 1, 2023 and March 31, 2024.

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