

GOVERNMENT OF ALBERTA

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# Annual Report

## Transportation

### 2021-2022

Transportation, Government of Alberta | Transportation 2021–2022 Annual Report

©2022 Government of Alberta | Published: June 2022

ISBN: 978-1-4601-5400-7 (PDF online)

ISSN: 2368-0482 (PDF online)

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<https://open.alberta.ca/publications/2368-0482>

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## Preface

The Public Accounts of Alberta are prepared in accordance with the *Financial Administration Act* and the *Fiscal Planning and Transparency Act*. The Public Accounts consist of the annual report of the Government of Alberta and the annual reports of each of the 20 ministries.

The Annual Report of the Government of Alberta contains Budget 2021 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 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 *Fiscal Planning and Transparency Act*, as separate reports, to the extent that the ministry has anything to report.**

**Each Ministry Annual Report 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, 2022, was prepared under my direction in accordance with the *Fiscal Planning and Transparency Act* and the government's accounting policies. All of the government's policy decisions as at June 2, 2022 with material economic or fiscal implications of which I am aware have been considered in the preparation of this report.

[Original signed by]

Honourable Rajan Sawhney  
Minister of Transportation

## Message from the Minister



The continuing global pandemic, extreme weather events and supply chain disruptions were major factors that affected our lives and our province's economy during 2021-22. Despite these challenges, I'm proud to say that Alberta Transportation had many successes in keeping people and goods moving and helping our economy recover.

An early success was the overhaul of the road test system that had private examiners assume responsibility for passenger vehicle road tests through Alberta registry agents. Government driver examiners continue to conduct commercial road tests. The backlog for road tests that existed before January 2021 was cleared and more than 294,000 road tests were completed in 2021 - the highest number of road tests completed since at least 2016. In the majority of cases, Albertans were able to book road tests within the next day of applying.

Alberta Transportation continued to support the highly successful Driving Back to Work grant program to cover up to 90 per cent of the cost of the Mandatory Entry-Level Training (MELT) for truck drivers. The Driving Back to Work grant program makes truck training more affordable, and provides the commercial trucking industry with hundreds of new Class 1 drivers to help address the commercial truck driver shortage. A total of 800 individuals have received financial support under the program from November 2020, when the program was introduced, to March 2022.

The department took action to ensure commercial carriers had support and services in place to keep the supply chain functional, and several projects were completed to reduce red tape for the trucking industry. In 2021, unnecessary permits and regulatory requirements were identified to reduce costs and administrative burden for commercial carriers. As well, Alberta's log haul program was modernized with a focus on reducing red tape.

Approximately \$1.4 billion was invested in 172 projects over the 2021 construction season, creating more than 13,000 jobs across the province.

A number of major construction projects were completed, including:

- Opening the remainder of the Southwest Calgary Ring Road to traffic on October 2, 2021. (This represents approx. 20 per cent of the total Calgary Ring Road.)
- Completion of Northeast Stoney Trail widening.
- Completion of paving and improvements on Highway 2 (southbound Veterans Boulevard in the City of Airdrie to Balzac) and Highway 201 (from Deerfoot Trail to west of Deerfoot Trail).
- Completion of the Tofield bypass project in 2021.

Under Budget 2021, a \$31.5 million investment in the Strategic Transportation Infrastructure Program supported 48 municipal road, bridge and community airport projects.

Alberta Transportation also provided \$260.7 million between 2021-22 to 2023-24 to fulfill its funding commitments and support critical water supply and wastewater treatment for residents in smaller communities and regional projects across rural Alberta.

Major milestones were reached on the Springbank Off-Stream Reservoir (SR1) project to protect Calgary and Southern Alberta from future flooding. By July 2021, provincial and federal regulators both ruled SR1 to be in the public interest and all 3,700 acres of land required for the SR1 project were acquired through voluntary land sale agreements in time for construction. The construction contract for SR1 was awarded in February 2022 and preliminary construction activities, including tree clearing, started that same month.

Changes to the use of automated traffic enforcement, also known as photo radar, were made in December 2021 to ensure that photo radar technology is used for traffic safety and to require municipalities that use photo radar to follow consistent rules.

Roadside maintenance workers and snowplow operators will have better protection with the passing of Bill 5, the *Traffic Safety Amendment Act*, on March 30, 2022. The new rules taking effect in 2023 will require all motorists traveling in the same direction to slow down to 60 km/h or the posted speed limit, whichever is lower, when passing a stopped roadside worker vehicle with its lights flashing. Motorists travelling in the opposite direction on single lane highways will also need to slow down to 60 km/h or the posted speed limit, whichever is lower, when passing.

The pandemic saw many Albertans working or attending classes from home and using public transit less. In Calgary, ridership plummeted by 51 per cent, while Edmonton's ridership dropped by 44 per cent. I was happy to announce in March 2022 that Alberta's government would match \$79.5 million in federal funding for transit systems in 26 Alberta municipalities that suffered severe revenue losses caused by the pandemic.

In reflecting on 2021-22, I am pleased to report Alberta Transportation made great progress in serving Albertans and maintaining a safe, efficient and reliable transportation network that we all depend on.

[Original signed by]

Honourable Rajan Sawhney  
Minister of Transportation

## Management's Responsibility for Reporting

The Ministry of Transportation includes the Department of Transportation.

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. 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 2021-24 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 2021.

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 the information needed to fulfill their responsibilities; and
- facilitate preparation of ministry business plans and annual reports required under the *Fiscal Planning and Transparency Act*.

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

[Original signed by]

Rae-Ann Lajeunesse  
Deputy Minister of Transportation  
June 2, 2022



# Results Analysis

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## Ministry Overview

Alberta Transportation supports Alberta's economic, social, and environmental success by building and maintaining a safe and efficient transportation system. The ministry undertakes key maintenance and construction infrastructure projects to improve the movement of people and goods throughout the province's highway system and support the province's economic growth and recovery.

The ministry conducts ongoing monitoring and maintenance of highways to keep the more than 31,400 km clear and safe for drivers throughout the year. Alberta Transportation also coordinates and administers programs to ensure road users, vehicles, and goods travel in compliance with standards, regulations, and legislation in Alberta.

SafeRoads Alberta provides Albertans with access to a fair and efficient process to resolve administrative penalty disputes related to impaired driving charges and vehicle seizures under the *Traffic Safety Act*.

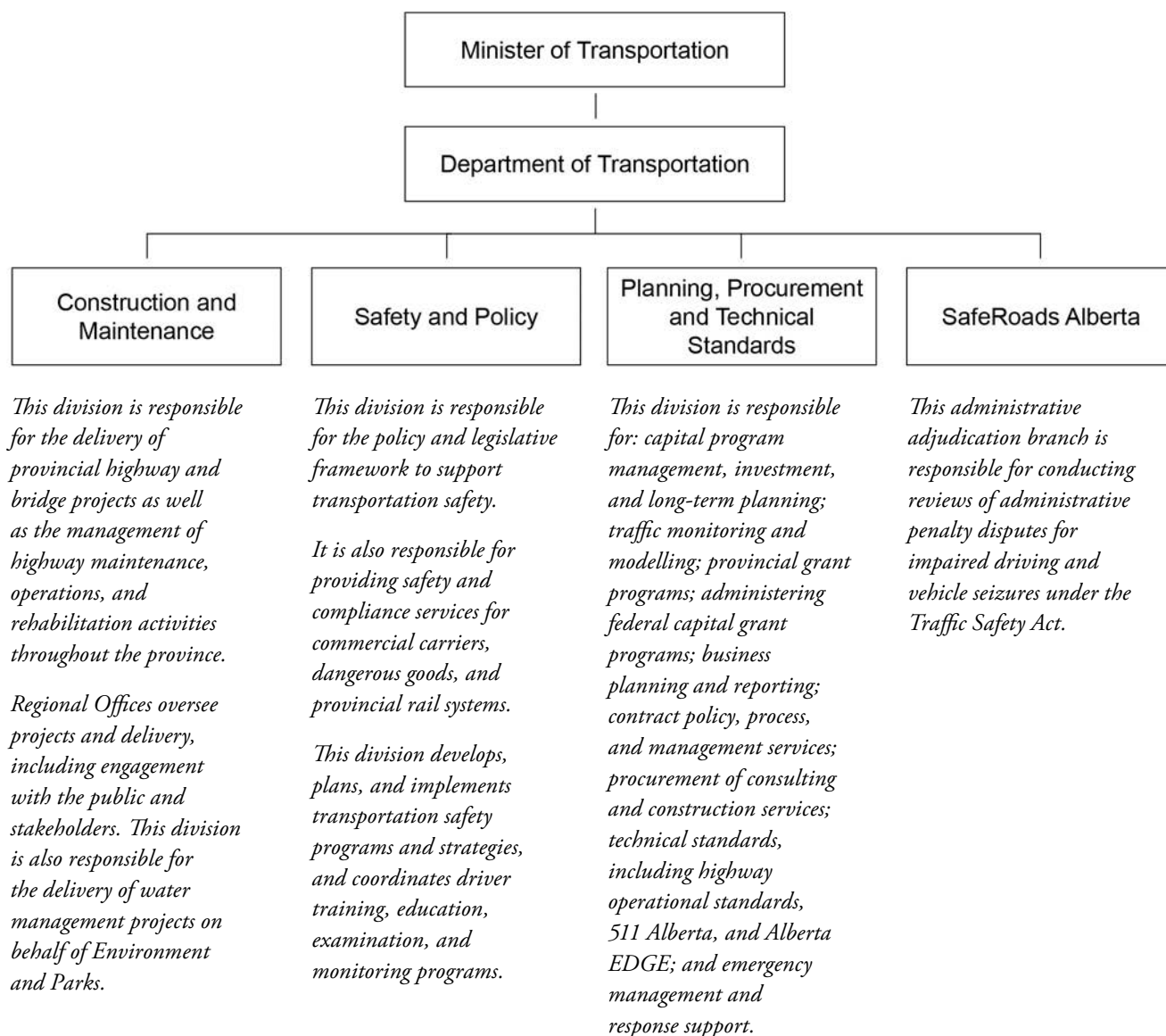
Alberta Transportation administers a number of grant funding programs to help municipalities construct and maintain critical municipal infrastructure, including roads and bridges, as well as water and wastewater infrastructure.

In 2021-22, the ministry worked to achieve the following outcomes:

- **Outcome 1:** Stewardship of the Transportation Network: Alberta enhances and maintains sustainable transportation network and water management infrastructure
- **Outcome 2:** Safety and Security: Transportation enhances safety and security in Alberta through educational, regulatory, technological and infrastructure improvements to protect and save lives
- **Outcome 3:** Strategic Direction and Innovation: Alberta supports economic growth and recovery by investing in strategic infrastructure, supporting an efficient transportation system and enabling opportunities for innovation

## Organizational Structure

As of March 31, 2022



## Operational Overview

Alberta Transportation provides a safe and efficient transportation system to support Alberta's economic, social, and environmental vitality.

Key responsibilities of the Ministry of Transportation include:

- Maintaining and operating a financially sustainable highway network to ensure the safe and efficient movement of people and goods.
- Planning, designing, and constructing key transportation infrastructure that enables economic growth and market access.
- Designing, building, and maintaining Alberta's water management infrastructure for the Ministry of Environment and Parks, to protect Albertans during extreme flood events and enhance and improve water supply.
- Coordinating driver training, education and examination programs, as well as driver fitness monitoring.
- Developing and implementing safety strategies to improve road user, vehicle, and infrastructure safety and reduce transportation-related serious injuries and fatalities on Alberta's roads.
- 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*.
- Managing grant programs to help municipalities develop and maintain local transportation and water/wastewater infrastructure.
- 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 and support supply chain resiliency.
- Regularly reviewing policies, programs, and services to identify opportunities to eliminate unnecessary regulations and processes, reduce costs, and improve service delivery efficiencies.

## Key Highlights in the Past Year

In 2021-22, Alberta Transportation delivered on commitments identified in the ministry's 2021-24 Business Plan, and continued day-to-day operations to support Albertans.

Key achievements toward desired outcomes in the 2021-24 Business Plan and key priorities in the Government of Alberta 2021-24 Strategic Plan include:

Alternative Funding Opportunities	Procurement began on the Deerfoot Trail improvements project in Calgary, which will be delivered through a public-private partnership model.
Building Infrastructure to Enhance Resilience	The construction contract for the Springbank Off-Stream Reservoir was awarded in February 2022, following regulatory approval in summer 2021 and voluntary land sale agreements with landowners to secure all 3,700 acres of land.
Maintaining Provincial Highways and Supporting Alberta's Recovery Plan	Work continued on 109 capital maintenance and renewal projects valued at \$404.5 million. These projects were accelerated as part of Alberta's Recovery Plan to improve existing highways, create jobs, and support economic growth.
Road Test Service Delivery	The new private passenger road test model, initially rolled out in January 2021, was successfully implemented in 2021-22. The backlog for booking road tests was eliminated, allowing most Albertans to access a road test within 24 hours of booking.
Improving MELT Accessibility and Affordability	<p>More than 400 Albertans were approved to take the Experience and Equivalency Class 1 Mandatory Entry Level Training (MELT) Program, which enables experienced commercial drivers to upgrade to a Class 1 licence.</p> <p>Approximately \$5 million in Driving Back to Work Grant funding was allocated to over 500 Albertans to earn their Class 1 licence.</p>
Intersection Safety	A total of 116 intersection improvements were completed in 2021-22 to reduce the risk of injuries and deaths on Alberta's highways.
New Commercial Safety Rest Areas	A Request for Expression of Interest to develop commercial safety rest areas along major highways closed in March 2022.
Photo Radar	Working with Justice and Solicitor General, Transportation released an updated Automated Traffic Enforcement Technology Guideline based on engagement with municipalities. Changes were made to ensure automated traffic enforcement technology, or photo radar, is used to improve traffic safety outcomes and not to generate revenue.

Providing Access to Administrative Justice	In 2021-22, SafeRoads Alberta adjudicators reviewed more than 1,700 impaired driving contraventions, diverting nearly 13 per cent of impaired driving cases from the courts.
Major Construction Projects Completed	<p>The final segment of the Southwest section of the Calgary Ring Road opened in October 2021.</p> <p>Improvements on Highway 40, including 55 kilometres of paving, 30 kilometres of new passing lanes, and seven intersection upgrades were completed in summer 2021.</p> <p>The Tofield Bypass, part of the High Load Corridor, was completed in fall 2021.</p>
Supporting the Aviation Industry	<p>The first eight members of the newly established Strategic Aviation Advisory Council were appointed in August 2021.</p> <p>The advisory Council will recommend strategies to bolster Alberta's aviation industry.</p>
Transportation Innovation	<p>Co-operative Trucking Platooning System trials were completed on the Queen Elizabeth II Highway from Calgary to Edmonton to measure the benefits of driver-assist technology for transport trucks.</p> <p>Enabled by Transportation's work with the City of Calgary, Phase 3 of a pilot project to test an autonomous delivery robot was completed in September 2021, with evaluation underway.</p>

## Discussion and Analysis of Results

### COVID-19/Recovery Plan

As part of the Alberta government response to COVID-19, Transportation continued to adapt and respond to pandemic conditions and mitigate impacts in 2021-22. Transportation took action to deliver core services, invest in the province's highway network, and keep the supply chain open. Highlights of the ministry's COVID-19 activities included:

#### Supporting the Public Health Emergency Response

- Supported the government's cross-ministry public health emergency response and pandemic coordination efforts to manage the pandemic. Transportation participated in Provincial Operations Centre activities and implemented the ministry's pandemic response plan to ensure all public health guidelines in government facilities and worksites were in place.

#### Investing in Stimulus Projects to Create Jobs and Support Economic Recovery

- Advanced new strategic capital construction projects which will create more than 2,400 jobs, including Highway 3 twinning, Highway 11 twinning, and Highway 40 widening, as well as the Leduc interchange, Highway 201 Bow River bridge, and Terwillegar Drive expansion. For additional information on this initiative, please refer to pages 36 and 37.
- Implemented 109 capital maintenance and renewal Recovery Plan stimulus projects, in every region of the province, to maintain or improve the condition of the highway network, extend the life of existing roads and bridges, and create approximately 5,000 jobs. For additional information on this initiative, please refer to page 21.
- Provided Recovery Plan grant funding for municipal infrastructure projects to create jobs and build and upgrade transportation and water infrastructure. These grants supported 40 stimulus projects for local roads, bridges, and community airport projects, and 29 water and wastewater improvement projects. For additional information on this initiative, please refer to pages 41 and 42.
- Led a number of procurement initiatives to support stimulus roll-out, including streamlining the contract award process and reducing processing time by 50 per cent, while increasing the annual volume of contracts awarded.

#### Supporting Industry Stakeholders

- Maintained a COVID-19 Panel to resolve contract issues related to the pandemic, due to industry uncertainties around costs and schedules.
- To maintain supply chain efficiency and ensure the cross-border movement of goods, Transportation supported a voluntary COVID-19 vaccination program for cross-border truckers in Conrad, Montana, between May 10-23, 2021, to vaccinate about 2,000 truckers.

### **Supporting Public Transportation**

- Established two new grants, below, in partnership with the federal government:
  - Processed an additional 91 grant-funded projects as part of the federal Investing in Canada Infrastructure Program (ICIP) COVID-19 Resilience stream. In 2021-22, \$51 million went toward supporting short-term projects such as retrofits, repairs, upgrades, and repurposing infrastructure to support COVID-19 response.
  - The Government of Alberta committed \$79.5 million to Calgary, Edmonton, and 24 other Alberta municipalities under the Alberta Relief for Shortfalls for Transit Operators (RESTOR) program. This provincial funding was matched by \$79.5 million in federal funding, for a total of almost \$159 million. RESTOR will help transit systems recover from revenue shortfalls due to reduced public transit use during the pandemic and rebuild ridership levels.

### **Supporting Government Response to Coutts Protests and Convoy Blockades**

- In January and February 2022, a series of demonstrations, including convoys and blockades, occurred throughout the province to protest, in part, public health measures in place to respond to COVID-19. Participants engaged in sustained protests lasting more than two weeks on Highway 4 near Milk River and the Town of Coutts, close to the Alberta-Montana border. These demonstrations disrupted the trade network, affecting the efficient movement of goods across the Canada-United States border at Coutts, Alberta and Sweetgrass, Montana.
- Transportation regional staff and highway maintenance contractors supported Alberta government response activities by providing signage, implementing traffic management strategies, and conducting safety inspections of the highway to support local law enforcement actions.
- The ministry helped lessen the impact of the blockade on the trucking industry by communicating alternate routes/border crossings and permit information to truckers and working with stakeholders to communicate information through social media. The ministry worked to mitigate issues related to the movement of goods across the Canada-United States border, such as extending hours of operations for alternate border crossings to Coutts. Agricultural goods were allowed to enter the United States through alternative ports of entry, before proceeding to inspection at the Sweetgrass-Coutts border facility.
- Transportation also provided support to Service Alberta, ensuring necessary registrations and Safety Fitness Certificates were in place for equipment used to assist local police with vehicle and debris removal.



## Red Tape Reduction

The Ministry of Transportation continues to remove regulatory barriers and reduce costs for Alberta's job creators, modernize our regulatory systems, and improve the delivery of government services while ensuring effective regulatory oversight over vital consumer, environmental, health and safety protections, and fiscal accountability. The Government of Alberta's ongoing commitment to reduce red tape by one third by 2023 is helping to make the province the most attractive destination for investment and job creation in North America, while strengthening Alberta's competitive advantage.

Transportation continued to streamline processes and reduce unnecessary regulatory requirements in 2021-22 to improve service delivery for stakeholders and support economic growth.

In 2021-22, Transportation achieved a 32.2 per cent reduction from its baseline count of all regulatory requirements, and is on track to meet its red tape reduction target of 33 per cent in advance of the Government of Alberta's March 31, 2023 timeline. Maintaining the safety and security of Alberta's transportation system remained the top priority.

Several time- and cost-saving opportunities for Albertans and Alberta businesses were identified in 2021-22. Major red tape reduction initiatives advanced by the ministry in 2021-22 are listed below. Additional details on each initiative can be found under Key Objective 3.4.

- Highway Vicinity Management Agreements (HVMAs) Pilot Project (page 40)
- Roadside Planning and Application Tracking Hub (RPATH) (page 41)
- Regulations review under the *Traffic Safety Act* (TSA) (page 41)
- Log Haul Program review and modernization (page 41)
- Two-Year All-Terrain Crane Pilot Program (page 41)

## Outcome 1: Stewardship of the Transportation Network: Alberta enhances and maintains sustainable transportation network and water management infrastructure

### Key Objectives

#### 1.1 Investigate alternative funding opportunities to support long-term sustainability of transportation infrastructure.

In 2021-22, Transportation operated within an increasingly complex environment, during a period of fiscal restraint, rising inflation, and growing infrastructure needs and stakeholder demands. Exploring innovative partnerships and leveraging funding opportunities supports the long-term economic sustainability of the transportation network. Alternative funding arrangements advancing infrastructure projects important to local communities will ensure the transportation network meets the needs of Albertans.

#### Deerfoot Trail improvements

Transportation announced in May 2021 that Deerfoot Trail improvements in Calgary will be delivered through a public-private partnership (P3) model, with the contractor responsible for design, construction, partial financing, operations, and maintenance. Procurement for the project began in 2021-22, with construction expected to begin fall 2022. Alberta's P3 model for highways ensures Albertans receive value for money over the asset's life cycle, and allows for additional improvements sooner than through conventional delivery. Using a P3 model for Deerfoot Trail will accelerate construction on this vital north-south trade corridor, the busiest road in Alberta.

#### Cost-sharing partnerships

Transportation is open to partnerships or cost-sharing opportunities where provincial infrastructure can be upgraded or expanded at a reduced cost to the province, particularly when infrastructure improvements are needed or will be required in the near future. Examples of cost-sharing partnerships included:

- Transportation agreed to cost-share a project with Rocky View County to twin four kilometres on Highway 566 in Rocky View County, from Range Road 293 to Range Road 290. The ministry will contribute \$4.1 million toward the project, and construction is expected to begin in 2022.
- Transportation has committed \$15 million to the City of Red Deer to twin a portion of Highway 11A in Red Deer, supporting one of the city's priority road expansion projects. Highway 11A is an important connection between Highway 2 and Highway 2A and will connect to the north highway connector in the City of Red Deer in the future. Engineering design is complete and construction is anticipated to start in 2022.

#### Actions that Support the Priorities of the Government of Alberta Strategic Plan

##### Key Priority Two:

Protecting livelihoods

##### Objective Four:

Building public infrastructure

- In 2021-22, \$5.6 million was spent toward the Deerfoot Trail improvements project, as part of the government's \$210-million commitment.
  - Combined with private sector contributions, the investment is expected to create hundreds of jobs.
  - Using Alberta's public-private partnership model will accelerate construction and double Albertans' investment, enabling twice as many bridges and intersections to be built on this crucial north-south trade corridor.

## National Trade Corridors Fund

In 2021-22, Transportation sought funding from the federal National Trade Corridors Fund (NTCF). NTCF is a merit-based program that funds infrastructure improvements to airports, ports, rail yards, and transportation infrastructure. The program supports efficiency and resiliency of supply chain infrastructure in the province. As of March 31, 2022, the ministry had nine outstanding applications with Transport Canada for consideration, including one in the business case stage.

### *Financing Alberta's Strategic Transportation Act (FAST Act)*

Planning and design began in 2021-22 for the Highway 697 La Crete bridge, the first project in Alberta to collect tolls to finance the cost of construction as well as maintenance and operation during the payback period. The project will build a bridge to replace the winter ice road crossing and aging seasonal ferry, which will reduce travel times and congestion, improve trade movements, and attract investment to the region. A new bridge will provide a safe, reliable transportation connection for businesses and local traffic, cutting down on almost 1.5 hours of driving time to cross the river.

The La Crete bridge project was accelerated by the *Financing Alberta's Strategic Transportation Act* (FAST Act), a law enabling the government to finance new or expanded transportation infrastructure projects by collecting tolls.

## Calgary-Banff Rail

Transportation signed an MOU with the Canada Infrastructure Bank (CIB) in July 2021 to assess the viability of a passenger rail line between the Calgary International Airport, downtown Calgary, and Banff.

The MOU signing followed previous work with the CIB to complete two studies – a business case and strategic impact assessment – to gauge the feasibility and potential benefits of the proposed service.

A revised Unsolicited Proposal for the project was submitted and remained under evaluation, with next steps to be determined in 2022-23.

### 1.2 Develop and maintain critical infrastructure to enhance resilience such as Springbank Off-Stream Reservoir (SR1).

The ministry continued to work proactively toward enhancing the province's resilience to address the possibility of future unpredictable and natural weather events. British Columbia's series of floods in late fall 2021 resulted in multiple highway closures, significantly disrupting the flow of people and goods. The highway closures underscored the critical importance of taking action to mitigate potential transportation disruptions from unpredictable natural and weather events.

In 2021-22, \$178.1 million was invested in the Springbank Off-Stream Reservoir (SR1) project, which was approved in summer 2021 through the provincial and federal regulatory process. The project was determined to be in the public interest and unlikely to cause significant adverse environmental effects. All 3,700 acres of land required for SR1 were secured through voluntary land sale agreements reached with landowners, and the construction contract was awarded in February 2022.

#### Actions that Support the Priorities of the Government of Alberta Strategic Plan

**Key Priority Two:**  
Protecting livelihoods

**Objective Four:**  
Building public infrastructure

- In February 2022, construction began on the Springbank Off-Stream Reservoir project. Once complete, this important project will enhance resilience to future unpredictable weather events, protecting Albertans from the impacts of devastating floods.

Tree clearing began in spring 2022 and construction on the diversion structure for the Elbow River is expected to begin in summer 2022. By spring 2024, the facility will be able to temporarily store flood waters to accommodate a one in 100-year flood event, and all construction is expected to be complete by fall 2025. SR1 will ensure the tragic events of the Alberta floods in 2013 will not be repeated.

To review budget allocations and spending in 2021-22 for the SR1 project, please refer to page 56 in the Other Financial Information section.

### **Water management infrastructure**

In 2021-22, \$16.6 million was invested toward managing new water management infrastructure and rehabilitating and upgrading existing assets. Work included Jensen Dam upgrades to the concrete spillway and construction of an emergency spillway.

Please refer to page 56 in the Other Financial Information section to review budget allocations and spending for water management infrastructure during the past fiscal year.

### **East Clearwater Road Benefits study**

In consideration of the events of the 2016 Horse River wildfire, the East Clearwater Road Benefits study examined an alternate egress route out of Fort McMurray. The study was undertaken by Transportation with the Regional Municipality of Wood Buffalo and completed at the end of 2021. Transportation will now review the results of the study. The results will feed into decision-making on considering potential route options, which could improve regional access and provide an alternate egress from Fort McMurray.

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

Alberta manages more than 31,400 kilometres of roads, including more than 28,000 kilometres paved – among the highest number of kilometres of highways per capita in Canada.

The condition of the existing highway surface is susceptible to deterioration due to a number of factors such as asset age, wear and tear from increased traffic volumes, and weather conditions. Implementing projects to maintain or improve the condition of the highway network extends the life of existing roads and bridges. Preserving the highway network supports a vital economy by enabling safe and efficient travel on key economic corridors and major commuter routes, and ensuring Albertans are connected to vital services, communities, and each other.

In addition to managing existing network needs and service levels, demand for infrastructure expansion is increasing due to population growth and commercial and residential development. Using an asset management approach and strategic decision-making to balance funding between maintaining the existing extensive network and building new infrastructure ensures the transportation network continues to meet the needs of Albertans.

Transportation continued to maintain and preserve Alberta highways to extend the life of existing transportation assets and protect Albertans' investment in the provincial highway network in 2021-22.

Transportation spent \$522.1 million on capital maintenance and renewal (CMR) in 2021-22, including \$24.6 million on slide repairs. Projects underway across the province included bridge construction, slide repairs, safety improvements, road rehabilitation, and major maintenance activities. The ministry completed 134 CMR projects in 2021-22, such as:

- Northeast Stoney Trail widening in Calgary;
- paving in the southern Alberta on Highway 2 between southbound Veterans Boulevard in the City of Airdrie to Balzac; and
- 43 kilometres of paving on Highway 43 between Fox Creek and Valleyview in the Peace Region.

Work continued in 2021-22 on 109 CMR projects that were accelerated as part of Alberta's Recovery Plan to support the creation of approximately 5,000 new jobs and economic recovery across the province. As of March 31, 2022, \$361.9 million of the \$404.5 million in stimulus funding approved for 2020-21, 2021-22, and 2022-23 had been spent, including \$248.7 million spent in 2021-22.

Approximately \$20.5 million in P3 rehabilitation was completed, which included highway pavement restoration on Edmonton and Calgary Ring Roads. In 2021-22, \$50.9 million in major maintenance activities were also completed, including deep mill and fill, paver patching, replacement of delineators on bridge decks, replacement of deck joints, and culvert inlet and outlet replacements.

An asset management approach guides Transportation's capital investment decisions on both new and existing transportation infrastructure.

For new infrastructure, ministry staff validate network deficiencies and consider the results of long-term planning studies to rank projects based on costs and benefits. Five criteria (economic, safety, cost-benefit, social, and environmental impacts), which align with the criteria in the *Infrastructure Accountability Act*, are also assessed, while ensuring emerging regional priorities are addressed and municipal stakeholder needs are considered.

For existing infrastructure, data is collected annually to assess network performance and emerging needs along Alberta's highway network, including:

- assessment of roadway roughness and other condition indicators to help determine paving and road maintenance needs;
- bridge inspections to help determine bridge rehabilitation and replacement needs;
- geohazard inspections to help prioritize sites for repair (including unstable slopes, embankments, retaining walls, and subgrade issues);
- analysis of collisions to indicate where safety improvements may be required; and
- evaluation of highway operation efficiency to determine the need for twinning, widening, and intersection reconfiguration.

#### **Actions that Support the Priorities of the Government of Alberta Strategic Plan**

##### **Key Priority Two:**

Protecting livelihoods

##### **Objective Four:**

Building public infrastructure

- Transportation continued to prioritize maintenance of the highway network, spending \$520.3 million of the \$570.8 million allocated in Budget 2021.
  - Capital maintenance and renewal projects were underway across the province, in Peace Region, North Central and Fort McMurray Region, Central Alberta, and Southern Alberta.
  - 134 capital maintenance and renewal projects were completed in 2021-22.
- Prioritization of transportation network maintenance preserves and extends the useful life of highway assets, mitigating the need for extensive rehabilitation or rebuilding later in the asset's life cycle.

The ministry then ranks existing CMR infrastructure projects based on Treasury Board and Finance's six criteria (plan for asset, importance of asset functionality, condition of system, reason for work, and impact of failure) to determine value and benefits of proposed investments.

Highest priority projects for new and existing infrastructure are brought forward for consideration as part of the budget process where government-wide needs and priorities are taken into account.

Transportation continues to improve its asset management practices to ensure financial sustainability. This includes using asset condition metrics to measure and improve asset performance over time, thereby preserving assets and minimizing their whole life cost, managing risk, and developing capital and maintenance investment strategies.

#### **1.4 Implement flexible, cost-effective approaches and energy-efficient technologies to ensure highway operations and maintenance programs achieve the best value for investment and the most effective results for Albertans.**

In 2021-22, the ministry continued to explore innovative approaches and technologies that are cost-effective and reduce Transportation's impact on the environment.

A trial bridge project on Highway 22 south of Black Diamond using Portland Limestone Cement was designed and tendered in 2021-22. The bridge is expected to be built in 2022 using the innovative product, expected to produce fewer harmful greenhouse gas emissions during the production stage.

Transportation explored ways to improve asphalt mix performance by testing different ratios of asphalt mixes and durability. Continuing to seek improvements to asphalt mix characteristics will improve the durability, life, and cost-effectiveness of asphalt pavements.

The ministry also tested intelligent compaction technology on Highway 679 in 2021-22. Intelligent compaction uses an integrated measurement system to prepare the roadway for paving and has the potential to improve quality monitoring.

Transportation investigated and evaluated alternative roadway surface seals to ensure the best seal type is selected for future pavement preservation projects on highways.

#### **LED retrofits**

The ministry installed energy-efficient light emitting diode (LED) highway lighting to reduce emissions and associated costs by reducing electricity use and long-term maintenance needs.

In 2021-22, 3,905 high pressure sodium bulbs were replaced with LED technology. This work included 563 bulbs replaced in Edson, 1,168 in Red Deer, 586 in Hanna, 126 in Medicine Hat, 564 between Edmonton and Hinton, and 898 in North Central Region, which includes northeast Alberta and Fort McMurray.

LED technology improves road safety through increased illumination and reduced glare for drivers, while creating less light pollution due to less light scatter. LED bulbs installed in 2021-22 reduced annual greenhouse gas emissions by approximately 1,753 tonnes of carbon dioxide equivalent per year.

## Highway maintenance

In 2021-22, Transportation ensured highway infrastructure remained safe and operational through effective maintenance.

Transportation spent just above \$316.4 million on provincial highway maintenance and preservation in 2021-22, including:

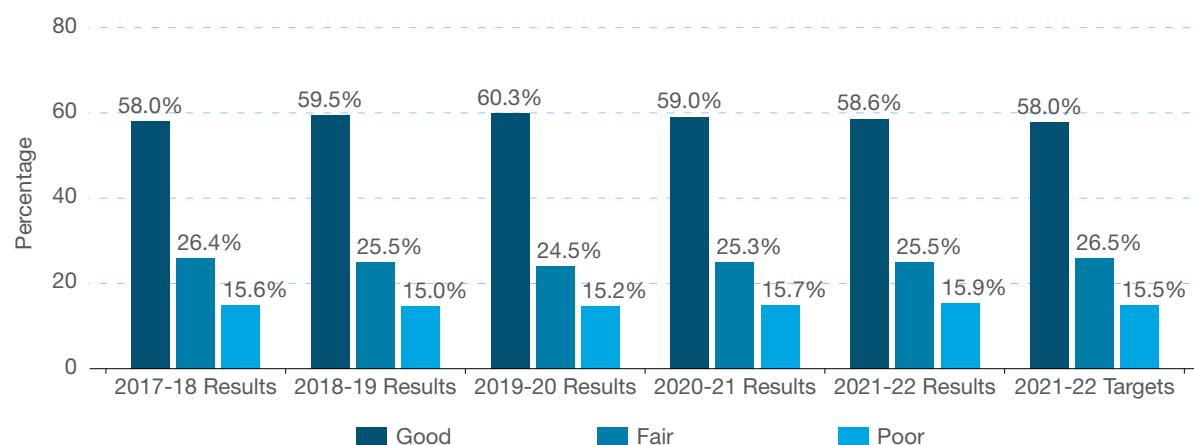
- \$232 million for operational maintenance of all provincial highways and bridges, such as snow and ice removal in the winter and pothole repairs, line painting, and grass cutting in the summer;
- \$11.5 million for other infrastructure maintenance that included ferries, park roads, vehicles inspection stations, and public roads on First Nations land; and
- \$73 million for maintenance on segments of the Edmonton and Calgary ring roads, delivered under a P3 model.

In addition, the ministry spent \$54.3 million on the purchase of salt, sand, and gravel, used to maintain the roads and keep them safe in the winter.

Please refer to page 55 in the Other Financial Information section to review budget allocations and spending for provincial highway maintenance and preservation in 2021-22.

### Performance Measure 1.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, improving return on investment for Albertans.

**Results:** Investments in capital pavement rehabilitation and operating maintenance improvements completed this year continued to sustain provincial highway surface condition and prolong the life of pavement. The ministry continues to enhance asset management practices to optimize maintenance of the highways under increased traffic flow. The ministry uses these new processes to identify highways with the highest need for repair and apply strategies to reduce life-cycle cost for maintaining the highway network.

The combined percentage of highways in good and fair condition (adequate for intended use and expected to require average maintenance) decreased slightly to 84.1 per cent, which is lower than the previous year by 0.2 per cent and 0.4 per cent below this year's combined targets. The percentage change; however, is minimal and the performance results have remained stable between 84 and 85 per cent for the last five years. The amount of poor highway surfaces (those that have reached the point that major repairs or replacement is necessary) is slightly higher, from 15.7 per cent last year to 15.9 per cent and slightly above this year's 15.5 per cent target, with poor percentage fluctuating between 15 and 16 per cent over the last 10 years. In 2021-22, the ministry continued to invest in highway surface improvements to maintain a sustainable transportation network such as surface protecting pavement preservation treatments, which reduce long-term maintenance and rehabilitation costs over the entire pavement service life.

The provincial highway system plays a key role in supporting the economy and connecting communities. The improvements to pavement quality help to enhance product movement and efficient travel for all road users.



## **Outcome 2: Safety and Security: Transportation enhances safety and security in Alberta through educational, regulatory, technological and infrastructure improvements to protect and save lives**

### **Key Objectives**

Alberta's transportation system is affected by complex and dynamic interrelated elements, such as road user behaviours, infrastructure, vehicles, and increased demand, as well as hazards such as adverse weather events. These factors, alone or in combination, have the potential to impact the safety and security of road users on the network, and may result in new, unexpected, rapidly-emerging issues.

The ministry works to identify emerging issues related to the safety and security of Albertans and quickly respond, using a robust, coordinated delivery approach.

Please refer to page 55 in the Other Financial Information section to review budget allocations and spending for the Traffic Safety Services portion of the Traffic Safety Program, which includes leadership and direction in the development and delivery of transportation safety programs.

### **2.1 Enhance the province's driver examination system to ensure high standards for reliable and cost-effective services across Alberta, including improved road test wait times, safety and service delivery.**

In 2021-22, 9,829 commercial driver road tests for Class 1, 2, and 3 licences were conducted. Throughout the province, commercial road test clients were able to find appointments within the same week of attempting to book the appointment or the week immediately following.

The roll out of the new private passenger road test model in 2021 was highly successful. Passenger road test delivery stabilized, and the backlog that existed before January 2021 was addressed. Road test availability remained higher than in the previous years, with road tests available the next day for the vast majority of road test takers. More than 243,873 road tests were completed between April 1, 2021 and March 31, 2022, the highest number of road tests completed in recent years.

### **2.2 Continue to provide oversight and monitoring, including mandatory entry-level training for Class 1 and Class 2 driver's licence applicants and pre-entry requirements to support commercial carrier industry safety, to ensure Alberta's highway network remains one of the safest in the country.**

The ministry continued to implement Mandatory Entry Level Training (MELT) for commercial drivers in 2021-22. MELT came into force for new Class 1 (tractor-trailer) and Class 2 (bus) drivers in Alberta in March 2019, in line with National Safety Code (NSC) best practices. MELT teaches crucial driving knowledge and skills and fosters the development of safe, positive driving attitudes and behaviours. Analysis of reports of motor vehicle collisions from enforcement agencies across Alberta indicates that truck-tractor collisions were down 20 per cent and school bus collisions were down 13 per cent following the introduction of MELT in 2019, compared to 2018 collision data.

Transportation is responsible for licensing and regulating approximately 350 driver training schools and 1,300 driving instructors. Between April 1, 2021 and March 31, 2022, the ministry followed up on complaints and concerns and issued more than 30 administrative penalties, or training licence suspensions or cancellations, or charges under the Driver Training and Driver Examination Regulation.

## **Experience and Equivalency and Driving Back to Work programs**

It is estimated that by 2023 there will be a shortage of approximately 3,600 commercial truck drivers in Alberta, based on 2019 data. The Experience and Equivalency Class 1 MELT Program and Driving Back to Work Grant help address labour shortages, strengthening the resilience of the supply chain and ensuring drivers have the skills to maintain safety on the roads.

The Experience and Equivalency Class 1 MELT Program continued in 2021-22, offering lower cost, 40-hour training for experienced drivers of three-axle vehicles. The program's training is condensed, compared to standard MELT training for new Class 1 drivers, which takes 113 hours to complete.

In December 2021, eligibility for the program was expanded beyond Class 3 drivers to include experienced Class 1 and 2 drivers. Between November 26, 2020 and March 31, 2022, more than 400 Albertans were approved to take the Experience and Equivalency Class 1 MELT Program, saving them more than \$2 million in tuition costs and 25,000 hours of instructional time.

The Driving Back to Work Grant was first introduced in November 2020 to make Class 1 training and testing more affordable for unemployed Albertans. Since November 2020, Alberta has invested \$7.1 million in the program, including \$4.8 million spent in 2021-22, helping 800 Albertans complete MELT to obtain a Class 1 licence. The successful grant program has been extended for the next three years, and an additional 600 grants will be available to Albertans in 2022-23.

To further support Albertans taking MELT training, the provincial government worked to ensure training is eligible for federal tuition tax credits in partnership with the Government of Canada and driver training schools. Transportation also supported businesses seeking licences to deliver MELT to their employees at a lower in-house cost.

## **Virtual reality simulators**

Transportation is working with industry to explore virtual reality simulators as a viable option to improve access to training and reduce costs for MELT while maintaining safety outcomes.

Transportation provided \$2.3 million in grant funding in 2021-22 toward an industry-led Class 1 MELT Virtual Reality Simulator Pilot project. Transportation is one of several partners, including Transport Canada, Emissions Reduction Alberta, and the private sector, working with the Alberta Motor Transport Association on the project. Development of online and virtual reality simulator training will continue in 2022-23.

## **Pre-Entry Program and Safety Fitness Certificates**

The ministry continued to implement the Pre-Entry Program in 2021-22, first introduced in March 2019. The program enables better oversight of commercial carriers by ensuring new carriers entering the industry are able to demonstrate understanding of all regulatory requirements through an online knowledge test before beginning operations. All commercial carriers must also undergo a review of operations within the first year of business. The online Safety Fitness Certificate (SFC) compliance course, accessible through the 511 Alberta application, has had 9,203 total client users since March 1, 2019, with 8,469 users completing the course.

Transportation ensures carrier compliance through active monitoring, audits, and investigations, and applying administrative penalties for non-compliance. Penalties range in severity and may include suspending a carrier's SFC, which removes their authority to operate. Previously SFCs had no expiry date, but existing carriers are now required to renew their SFC three years.

Renewal every three years improves oversight by requiring carriers to provide current and accurate information such as insurance coverage, vehicle registration, and identify individuals in charge of

safety and maintenance programs. Between the start of the pre-entry program on March 1, 2019 and March 31, 2022, 6,036 SFC applications were submitted, 2,002 of which were received in the 2021-22 fiscal year. As of March 31, 2022, 11,935 SFC renewal applications were submitted.

The deadline for carriers who obtained their certificate prior to March 1, 2019 was extended to June 28, 2022 to allow commercial carriers more time to comply with the SFC requirements.

### **2.3 Continue to implement transportation safety strategies and infrastructure enhancements to improve road safety, supporting Alberta and Indigenous communities to promote traffic safety and prevent transportation-related deaths and serious injuries on Alberta's roads.**

#### **Traffic safety promotion**

In 2021-22, the ministry continued to promote safe driving habits through cost-effective methods. These activities included using ministry social media accounts to communicate traffic safety messages and working closely with traffic safety advocacy organizations. Transportation also employed two traffic safety outreach consultants who supported municipalities and community organizations operating local traffic safety campaigns and initiatives.

Transportation collaborated with stakeholders to develop and update the annual Traffic Safety Calendar. The ministry uses a province-wide approach to highlight important traffic safety issues each month, such as impaired driving, speeding, distracted driving, and school safety. The calendar is used by the Government of Alberta, law enforcement agencies, and traffic safety stakeholders to align enforcement activities with education initiatives across the province.

The ministry also continued to provide grant funding to organizations dedicated to the prevention of impaired driving, including Students Against Drinking and Driving (SADD) and Mothers Against Drunk Driving (MADD) in 2021-22.

#### **Infrastructure improvements**

Construction on safety and roadway improvements on 37.6 kilometres of Highway 881 between Lac La Biche and Anzac began in 2021-22. Adding 14 climbing/passing lanes, improving intersections, building a new staging/rest area, and upgrading roadside turnouts will make the drive north and south along the highway safer for all users. Improving travel to and from this region will also help attract more investment, bolstering the province's energy sector.

The ministry implemented infrastructure improvements to high collision intersections throughout the province. Improvements best suited to each high collision location are identified using the most recent collision data available and are based on safety and operational reviews of intersections conducted by Transportation. Examples of improvements include converting intersections to roundabouts, extending or adding turning lanes, upgrading lighting, and making adjustments to signage.

Transportation completed 116 intersection improvements in 2021 under the dedicated capital intersection improvement budget, including the following 16 projects:

- Highway 1 and Eagle Butte Road in Dunmore
- Highway 2A and Springbrook access
- Highway 3 and Highway 40 in Coleman
- Highway 3 and Bellevue and Hillcrest Access
- Highway 3 intersection in Frank
- Highway 11A and Range Road 73A west of Rocky Mountain House

- Highway 12 and 52 Street west of Bentley
- Highway 12 and 67 Street in Stettler
- Highway 15 and Highway 28A
- Highway 16 and 55 Street in Edson
- Highway 20 and Township Road 391 north of Sylvan Lake
- Highway 22 and Highway 758 in Bragg Creek
- Highway 28 and Highway 831 west of Waskatenau
- Highway 42 and Township Road 370A east of Penhold
- Highway 42 intersection east of Penhold
- Highway 566 and Range Road 11 north of Calgary

### **Reducing wildlife-vehicle collisions**

In 2021-22, Transportation continued efforts to reduce animal-vehicle collisions, especially in the natural/park areas of the foothills and Rocky Mountains, by:

- identifying animal-vehicle collision-prone areas across the province;
- assessing the best ways to redirect wildlife or alert drivers to problem areas; and
- designing and installing mitigation measures, such as fencing, underpasses/overpasses, and wildlife detection systems, across Alberta.

Transportation began construction on a wildlife overpass on Highway 1 east of Canmore near Lac Des Arcs, the first wildlife overpass to be built outside a national park in Alberta on the provincial highway system. The overpass will provide a safe, natural crossing for wildlife and decrease the high number of animal-vehicle collisions in the area. There is an average of 69 animal-vehicle collisions annually on the Trans-Canada Highway between Banff National Park and Highway 40. The \$17.5-million project, which will include 12 kilometres of wildlife fencing along the highway to help guide wildlife toward safe crossing points, began construction in March 2022 and is expected to be complete in fall 2023.

Detailed engineering for the Highway 3 Rock Creek wildlife underpass was also completed in 2021-22. The underpass will help protect all forms of wildlife by allowing safe passage in one of the highest wildlife-vehicle collision areas in southern Alberta.

Planning began in 2021-22 for another Transportation first – implementation of the first animal detection system in Alberta on Highway 22. Once complete, the system will detect large animals such as deer, elk, or moose as they approach the highway and activate signs to warn drivers that wildlife may be present on or near the road.

Transportation also began exploring the potential application of artificial intelligence technology to enhance the ability to identify and prevent animal-vehicle collisions in 2021-22.

### **Commercial safety rest areas**

Following extensive feedback from municipalities and the trucking industry over the past 18 months, Transportation identified land suitable to lease long-term for private development. The ministry posted a Request for Expression of Interest in February 2022 to develop up to 18 commercial safety rest areas along major highways.

Encouraging the development of new commercial safety rest areas is expected to result in new, high-quality services and facilities for highway users. More safety rest areas will enhance safety and convenience for drivers, support local economic development, and create jobs.

## Photo radar

Following engagement with municipalities and law enforcement agencies, changes to how automated traffic enforcement, or photo radar, is used in Alberta under the Automated Traffic Enforcement Technology Guideline, were announced in December 2021 and include:

- restrictions on the use of photo radar in transition zones and on residential streets with less than 50 kilometres an hour speed limits (not including school, playground, or construction zones);
- eliminating double ticketing within five minutes;
- mandating photo radar vehicles be clearly visible; and
- removing photo radar sites that do not have clearly established rationale that supports traffic safety.

The freeze on automated traffic enforcement instituted on December 1, 2019 was extended until December 1, 2022. The extension gives municipalities and their law enforcement agencies time to implement the Guideline changes, which also include meeting new requirements to report data to government.

## Dangerous Goods

Transportation worked with government agencies, industry, municipalities, fire departments, and Indigenous communities to ensure the safe and secure transportation of dangerous goods through communities. The ministry delivered the Dangerous Goods and Rail Safety program, focusing on commercial carrier enforcement, compliance issues, and rail safety.

Transportation attended or assisted in 110 road and 10 rail incidents involving dangerous goods in 2021-22. To mitigate COVID-19 health risks, the ministry incorporated virtual inspection procedures to assist with oversight monitoring.

To ensure dangerous goods were handled and transported safely and securely through communities and on Alberta highways and provincial railways, the ministry conducted 395 facility inspections, 32 highway tank facility audits, and 117 railway inspections. Transportation also issued 117 renewal and nine new railway operating authority certificates to provincially regulated railway facilities, and reviewed 52 companies that were issued provincial dangerous goods exemption permits. The ministry responded to more than 3,000 telephone inquiries related to road or rail transportation in 2021-22.

The ministry collaborated with railways and provincial and federal jurisdictions to identify efficiencies related to managing dangerous goods:

- Transportation worked with Transport Canada to help establish new provincial agreements that more closely resemble Alberta's MOU with Transport Canada, which clearly identifies the responsibilities, oversight, and enforcement activities of provincial and federal government agencies. New provincial agreements will improve the oversight of handling, transporting, and importing dangerous goods in Canada.
- The ministry assisted with Transport Canada's with oversight of a dangerous goods electronic (paperless) shipping document project by ensuring two participating Alberta transport carriers complied with regulations to operate and transport dangerous goods.

Transportation operated Alberta Environmental and Dangerous Goods Emergencies, or Alberta EDGE, a 24-hour cross-ministry hazard-specific emergency response centre acting as a single point of contact for spills and dangerous goods emergencies.

In 2021-22, the ministry responded to more than 18,000 telephone inquiries and incidents, of which approximately 3,000 related to dangerous goods road or rail transportation and 10,500 related to releases to the environment.

## 511 Alberta

The Transportation Management Centre's (TMC) 511 Alberta 24-hour road reporting service continued to be widely used by the general public, commercial drivers, and visitors to Alberta. In 2021-22, 511 Alberta had more than 1.5 million users and received more than 6.7 million website views. The service provides transportation users with reliable and timely travel and road condition information to ensure the safe and efficient movement of people and goods within the province.

A new road condition category was introduced to the 511 Alberta platform in February 2022 to provide a more accurate picture of highway conditions. The new condition, "Travel Not Recommended", falls between "Covered Snow/Ice" and "Closed" in order of severity.

The new category, identified by colour on a map, identifies when highway travel is unsafe due to conditions such as severe weather, wildfire, flood, or other natural disaster. Adding the "Travel not Recommended" status helps address the challenge of closing long stretches of road with multiple access points, as physically blocking all access points is often not practical.

Transportation's 511 Alberta uses a wide range of data from different sources and systems to inform analysis, decision-making, and response. The ministry continues to work on enhancing access to and coordination of accurate, reliable, timely data to ensure consistent, efficient, and high-quality service.

### Oversight and monitoring

Transportation provided oversight and monitoring through inspections and investigations of approximately 3,787 inspection facilities and 11,292 technicians in 2021-22. Under Alberta's *Traffic Safety Act*, non-compliant inspection facilities and technicians can face administrative penalties of up to \$10,000 per offence. Currently, the majority of penalties issued range from \$500 to \$5,000 per offence. Non-compliant inspection facilities and technicians can face an immediate 14-day suspension or an extended suspension until they are in compliance. Failure to be in compliance after 14 days may result in a cancellation of the licence. Careful oversight and monitoring of these facilities and technicians ensures vehicles on Alberta roads are safe, helping prevent transportation-related deaths and serious injuries.

### 2.4 Continue to update transportation-related legislation and regulations to align with best practices, including those for alternative vehicles such as e-scooters, to enhance the safety of transportation users.

Amendments to the *Traffic Safety Act* were brought forward in 2022 to improve protections for roadside workers, such as highway maintenance workers and snowplow operators, following consultation with Albertans and industry. Bill 5, the *Traffic Safety Amendment Act* was passed on March 30, 2022, with new rules taking effect in 2023. All motorists travelling in the same direction will be required to slow down to at least 60 kilometres an hour or the posted speed limit, whichever is lower, when passing a stopped roadside worker vehicle with its lights flashing. All motorists travelling in the opposite direction on single lane highways will also need to slow down to 60 kilometres an hour or the posted speed limit, whichever is lower, when passing.

Work to update the Highways Development and Protection Regulation also began, to allow Transportation to enter into long-term lease agreements with private parties to construct and operate commercial safety rest areas with enhanced facilities.

Permit exemptions allowing e-scooter use in municipalities were renewed for Edmonton and Calgary in 2021-22 as part of the e-scooter pilot program. Additional permits were issued to Red Deer, Lethbridge, Cochrane, Okotoks, and St. Albert as the program continued to expand. Transportation continues to monitor issues arising from e-scooter pilots to determine the best approach for future legislation.



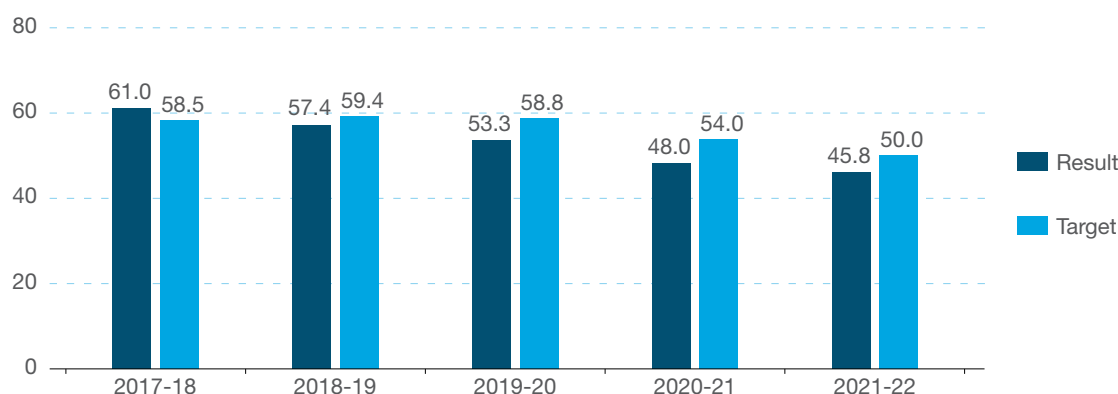
## 2.5 Continue to implement SafeRoads, setting standards for timely reviews and enhancing future performance.

Impaired driving is one of the leading causes of serious injuries or death as a result of collisions. The creation of the Immediate Roadside Sanctions (IRS) program and shift from the courts to SafeRoads established Alberta as having the strongest impaired driving program in the country. The issuance of IRS has increased by 46.8 per cent between December 1, 2020 to December 31, 2021. More offenders have been detected, sanctioned, and deterred since implementation of SafeRoads, improving traffic safety for all Albertans.

Between December 1, 2020 and December 31, 2021, SafeRoads Alberta adjudicators reviewed more than 1,700 impaired driving contraventions. This represents 13 per cent of all SafeRoads contraventions issued. Close to 90 per cent of impaired driving cases were diverted from the courts to SafeRoads Alberta.

### 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 combined fatal and major injury collision rate per 100,000 population was 45.8, which is 4.2 lower than the target of 50.0 that the ministry aims not to exceed. This decrease in the collision rate cannot be attributed to a single factor, as many factors have the potential to affect outcomes. These include enforcement, engineering initiatives, community mobilization, strategic communication, and education initiatives.

Many traffic safety initiatives, such as reducing impaired driving or increasing occupant restraint use, focus on changing attitudes and behaviours. These types of changes can take several years, if not decades, to achieve. When determining the target, long-term goals are taken into consideration and the target aligns with the ministry's transportation safety strategies. Transportation safety strategies and programs continue to be a focus for the ministry.

Some external factors that are not directly influenced by the ministry may also have an effect on achieving target, including changing population demographics, economic activity in the province, and increases in the number of drivers and registered vehicles. Other emerging contributing factors include newer vehicles being safer and having more technology options for safety, such as lane warning systems, back-up cameras, adaptive cruise control, and emergency braking sensors. The COVID-19 pandemic has now had an impact spanning two years and contributed to lower traffic counts in 2021-22, which in turn reduced the potential for collisions to happen. Traffic volumes observed by Transportation's 387 Automated Traffic Recorder Sites increased by 7.9 per cent compared to 2020 levels. In future years, as traffic volumes continue to rebound, the pandemic impacts will have less influence on potential future collision rate results.

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 within the three-year range. Overall, fatal and major injury collisions have decreased every year since 2017, after a plateau period from 2010 to 2017. The 2021-22 target for the measure was based on a 2017-19 baseline when plateaued results were higher, which contributed to the result 4.2 decrease from target being more substantial. This year's result still continues to indicate the cumulative effect of transportation safety initiatives in contributing to protecting and saving lives. Taking into account these continuing enhancements to safety and improving results since 2017, the ministry has continued to set aggressive targets to further reduce casualties and collisions in the 2022-25 Transportation Business Plan.



### **Outcome 3: Strategic Direction and Innovation: Alberta supports economic growth and recovery by investing in strategic infrastructure, supporting an efficient transportation system and enabling opportunities for innovation**

#### **Key Objectives**

#### **3.1 Work with partners to support innovative, cost-effective transportation mobility options for Albertans.**

The Government of Alberta is committed to providing \$3 billion over the next decade to advance light rail transit (LRT) projects in the province, with the majority of provincial funding to be provided after 2022-23. More than \$1.5 billion will be provided for the Calgary Green Line and nearly \$1.5 billion for Edmonton's West Valley Line and Metro Line Expansion and Capital Line South Extension.

In 2021-22, a total of \$114 million was spent on the Calgary LRT and \$118 million on the Edmonton LRT. This includes provincial funding as well as federal government funding as part of the Investing in Canada Infrastructure Program (ICIP) administered by Transportation. For additional information on ICIP, please refer to page 34. The Edmonton and Calgary LRT projects will improve accessibility and connectivity, while reducing traffic congestion and greenhouse gas emissions within the two cities and creating more than 90,000 jobs.

The province approved Calgary's revised Green Line business case in June 2021, which was then submitted to the federal government on June 24, 2021. Revised grant agreements are expected to be finalized in 2022-23, once the federal government approves the business case.

Work on the Edmonton Valley Line and Metro Line was underway in 2021-22, with construction preparation beginning on the Capital Line South Extension in spring 2022.

In 2021-22, just under \$26.2 million was invested in the Green Transit Incentives Program, or GreenTRIP. GreenTRIP provides funding support for local, regional, and inter-municipal public transit projects throughout Alberta, aiming to reduce the number of vehicles on Alberta roads and lower greenhouse gas emissions. The program, first introduced in 2016, will wind down in 2023, with funding for projects fully allocated. In 2021-22, funding supported transit infrastructure expansion and new bus purchases for the City of Spruce Grove, and bus stop and transit bus GPS tracking enhancements in the City of Cold Lake.

To review budget allocations and spending in 2021-22 for GreenTRIP, please refer to page 55 in the Other Financial Information section.

#### **Actions that Support the Priorities of the Government of Alberta Strategic Plan**

##### **Key Priority Two:**

Protecting livelihoods

##### **Objective Four:**

Building public infrastructure

- In 2021-22, just above \$280 million was spent on public transportation grant funding for capital projects to improve transit service, increase ridership, and support jobs and economic growth.
- RESTOR, a new \$79.5-million provincial grant program with a matching \$79.5-million federal component, was introduced in 2021-22 to assist 26 municipal transit systems recover from severe revenue losses during the pandemic due to reduced ridership. Low ridership resulted in fewer fares collected and reduced operating revenue.
  - Public transit ridership in Calgary during the pandemic dropped by 51 per cent, and Edmonton's ridership decreased by 44 per cent.

Transportation also continued to work with the Government of Canada to invest in municipal transportation projects through several federal grant programs, sharing costs to achieve maximum value for Albertans.

The ministry administered the Public Transit Infrastructure Fund (PTIF) on behalf of the federal government. The program provides federal funding to help accelerate municipal investments to support the rehabilitation of transit systems, new capital projects, and planning and studies for future transit expansion to encourage long-term transit plans. In 2021-22, \$13.3 million was invested in PTIF projects, such as purchasing new buses, expanding LRT, and improving access to transit and transit stations. The federal program will wind down in 2023.

Transportation also continued to administer the Investing in Canada Infrastructure Program (ICIP) in 2021-22 on behalf of the Government of Canada, delivering funding across four streams:

- **Public Transit:** \$83.6 million was provided to municipalities with regional transit systems to expand or retrofit their public transit infrastructure, including Calgary and Edmonton LRT funding;
- **Green Infrastructure:** \$28.3 million was provided to smaller municipalities to help construct water supply and treatment facilities and support the development of new regional water and wastewater systems, such as the new Lloydminster Mechanical Wastewater Treatment Facility and the Capital Region Waste Gas Burner Facility;
- **Rural and Northern Communities:** \$103,000 was provided to small, rural, and remote communities to improve local infrastructure, including the Saddle Hills County Central Peace Regional Water Project and the Town of Rocky Mountain House Regional Wastewater Treatment Facility Project;
- **COVID-19 Resilience:** \$51 million was provided toward projects supporting pandemic response and public health measures as well as disaster mitigation, adaptation, and remediation.

For all projects receiving ICIP funding, the province also contributed at least one third of the total project cost.

Alberta's government committed \$79.5 million to Alberta municipal transit systems under a new program called Alberta Relief for Shortfalls for Transit Operators (RESTOR) to help offset losses to transit revenue brought on by the pandemic. The federal government matched provincial contributions, for a total of almost \$159 million for transit systems in Calgary, Edmonton, and 24 other Alberta municipalities.

As of 2021-22, six e-scooter companies operated in Alberta, as part of an e-scooter pilot program that first began in 2019. The pilot program operates in conjunction with municipalities, allowing companies to rent e-scooters in dedicated areas. Currently the use of e-scooters is restricted to third-party providers by permit. E-scooters operate within seven municipalities in Alberta: Calgary, Cochrane, Edmonton, Lethbridge, Okotoks, Red Deer, and St. Albert. Transportation continues to monitor the pilot program, and outcomes will inform possible future regulation of micro-mobility devices such as e-scooters.

### 3.2 Implement transportation initiatives across multiple modes to promote economic growth and recovery in Alberta and support opportunities in multiple sectors.

Transportation spent close to \$1.4 billion in 172 projects in the 2021-22 construction season, creating more than 13,000 jobs across the province in the short-term and laying the groundwork for Alberta's future prosperity. These critical projects bolstered Alberta's transportation network by improving the safe and efficient flow of industrial, commercial, and commuter traffic. Improved reliability, quality, and access to the highway network will encourage future investment and ensure the province's economy remains competitive for years to come.

Please refer to page 56 in the Other Financial Information section to review budget allocations and spending in 2021-22 for ring roads, highway twinning, widening, and expansion of provincial highways.

#### Ring roads

Work on Alberta's ring roads continued in 2021-22:

- **Calgary Ring Road:** A major milestone in the Calgary Ring Road project was reached in October 2021 with the opening of the remainder of the \$1.4-billion, 31-kilometre southwest segment, connecting Highway 8 to Macleod Trail Southeast. Together with the West Calgary Ring Road, more than \$384.6 million in work was completed in 2021-22, which includes contributions from the private sector.

Construction continued on the remaining west segment of the Ring Road. The West Bow River bridge, north section, and a portion of the south section are scheduled for completion in fall 2023, followed by the remaining south section in fall 2024.

Once the Calgary Ring Road is complete, 101 kilometres of free flow traffic around the Calgary region will bring much-needed traffic relief to the highly populated areas of southwest Calgary. The Ring Road will form part of a larger east-west trade corridor in Alberta, benefitting all industries, including oil and gas, agriculture, and tourism, and improving access to markets in and out of the province.

- **Edmonton Ring Road:** Work continued on widening and rehabilitating Southwest Anthony Henday Drive, the oldest and most congested segment of the Edmonton Ring Road. Just above \$30.9 million in work to expand the four lanes to six was undertaken in 2021-22. The southwest segment is expected to be open to the benefit of industrial, commercial, and commuter traffic in fall 2022.

#### Highway twinning, widening and expansion

In 2021-22, \$221.3 million was spent on twinning, widening, and expanding Alberta highways, including work underway on the following projects:

- **Airdrie interchange:** Construction was ongoing on the Airdrie interchange, a project that will improve traffic flow onto the Queen Elizabeth II (QEII) highway at 40 Avenue and support ongoing and future residential and commercial development. The City of Airdrie is responsible for the delivery of this project, and Transportation has committed up to \$21.1 million toward the estimated \$83-million project.

#### Actions that Support the Priorities of the Government of Alberta Strategic Plan

**Key Priority Two:**  
Protecting livelihoods

**Objective Four:**  
Building public infrastructure

- In 2021-22, \$636.8 million was spent on ring roads and highway twinning, widening, and expansion construction projects. Infrastructure investments that create jobs and increase the economy's productive capacity were prioritized.
- Projects underway in 2021-22 supported key economic sectors, including recreation and tourism, agriculture, forestry, oil and gas, and sand and gravel.
- The remainder of the southwest Calgary Ring Road opened to traffic in fall 2021, a major milestone in a project expected to be fully complete in fall 2024.

- **Highway 1A expansion:** Engineering and regulatory permitting work continued in 2021-22 on the estimated \$76.5-million Highway 1A expansion project. The Government of Alberta and Stoney Nakoda First Nation signed an agreement for the transfer of lands needed for Highway 1A. The construction start date will be determined on the timing of the land transfer with Canada. Once the land transfer is complete, required pre-construction work, including archeological work, may take up to a year to complete. Highway 1A is becoming an important link between Cochrane and Canmore and the Trans-Canada Highway and is also an access point to the popular Ghost Lake Recreation area.
- **Highway 40 projects:** Highway 40 project work was ongoing in 2021-22 to improve safety, create jobs, and stimulate economic development and investment in the Grande Prairie area, as well as northwestern Alberta. The heavily-used highway serves local residents and businesses, recreation and tourism, and the forestry, oil and gas, and sand and gravel sectors.

Improvements on Highway 40 between the Kakwa River and Canfor intersection, which included 55 kilometres of paving, construction of 30 kilometres of passing lanes, and seven intersection improvements, were completed in summer 2021.

A 19-kilometre segment between the City of Grande Prairie to south of Township Road 700 was being twinned, where traffic has increased by approximately 30 per cent over the last 10 years. Approximately 8,000 vehicles travel this segment daily – double the provincial average of heavy truck traffic.

The first phase of this project, which includes twinning the highway from the City of Grande Prairie to south of the Wapiti River, commenced in spring 2021 and is expected to be complete in fall 2023. Tendering for the second twinning phase, south of the Wapiti River to south of Township Road 700, began in spring 2022.

Planning for the third phase of the Highway 40 twinning from Township Road 700 to Canfor Road was ongoing and anticipated to be complete by summer 2022.

### Alberta's Recovery Plan

Work was also underway in 2021-22 on several major economic stimulus transportation infrastructure projects announced in 2020-21 to support Alberta's Recovery Plan. These critical, targeted investments will create more than 2,400 jobs, reduce bottlenecks, and accelerate economic diversification.

- **Highway 3 twinning:** Preconstruction work on the \$150-million Recovery Plan project to twin 46 kilometres of Highway 3 between Taber and Burdett began in 2020-21, and construction is expected to begin in 2023.

Highway 3 is a vital east-west link and major connector between Saskatchewan and British Columbia south of the Trans-Canada Highway. The highway became a key route to the lower mainland of the province after the British Columbia floods in November 2021. Highway 3 kept the supply chain open, ensuring continued flow of essential goods and services.

Once complete, the twinned highway will drive economic recovery and diversification in southern Alberta. A cost-benefit analysis study completed in 2017 identified a nearly three-dollar economic return to the region for every dollar spent on building and maintaining Highway 3. Twinning this major economic corridor will support increased traffic from the agriculture/agri-business sector and new developments in southeastern Alberta, ensuring long-term economic growth and improving safety related to truck traffic accessing the highway.

- **Highway 11 twinning:** Twinning 66 kilometres on Highway 11, the David Thompson Highway, from west Red Deer to Rocky Mountain House, will improve traffic flow for tourists and industry along this important recreation corridor. The \$120-million project will encourage future investment and ensure continued growth of the tourism industry in the Sylvan Lake and David Thompson region, supporting the province's tourism sector recovery and growth priorities. Construction on Phase 1 of the Recovery Plan project began in 2022. Subsequent phases will be constructed as land acquisition progresses.
- **Highway 40 widening:** The \$50-million Highway 40 project includes widening a 36-kilometre stretch of Highway 40 between Wildhay River and Pinto Creek, and north and south of the Berland River. Construction on the Recovery Plan project is expected to begin in 2023. Widening the highway will address safety issues associated with narrow segments along the busy corridor and support expanding natural gas developments, increasing forestry activity, and tourism and recreation activities.
- **Leduc interchange:** As of 2021-22, the detailed design for the estimated \$96-million 65 Avenue and QEII interchange project in Leduc, supported by Alberta's Recovery Plan, was complete. The project, expected to begin in summer 2022, will be cost-shared by the Government of Alberta and the City of Leduc, with the province investing nearly \$80 million. The new interchange will reduce congestion on the busy north-south freeway corridor, providing a major new connection to developments in Leduc and an alternate route to the west end of Leduc and to the Edmonton International Airport (EIA). Commercial carriers will have improved access to the growing cargo hub at the EIA. The improved access will support increased exports for agri-food products, consumer products, e-commerce goods, and oil and gas supply and service, including equipment. The improvements to traffic operations and access to developments around EIA is also anticipated to attract long-term investment to the region.
- **Highway 201 Bow River bridge:** The estimated \$60-million Recovery Plan project includes replacing the existing eastbound Stoney Trail bridge with a new, wider bridge over the Bow River, widening the westbound bridge, and building a new stand-alone pedestrian bridge. Stoney Trail is a major trade corridor for the movement of goods in Calgary and the southern Alberta region, with more than 50,000 vehicles travelling over the South Bow River bridge daily. Replacing the bridge will support important business sectors in Calgary, including aerospace and logistics, financial, energy, agri-business, technology, and tourism. Construction is expected to be complete in late 2023.
- **Terwillegar Drive expansion:** Construction on Terwillegar Drive began in 2021-22 and is expected to be completed in 2025. Transportation is providing a capital grant of \$120 million toward the economic stimulus project to the City of Edmonton. The City of Edmonton is responsible for designing and delivering the work. Work on the key north-south corridor will include widening the road to four lanes in each direction from Rabbit Hill Road to Anthony Henday Drive and across to Windermere Boulevard, and building a new second overpass over Anthony Henday Drive. The expansion investment will help drive the economic recovery in the province by moving traffic more efficiently in southwest Edmonton, the fastest-growing area of Alberta's capital.

#### **Actions that Support the Priorities of the Government of Alberta Strategic Plan**

**Key Priority Two:**  
Protecting livelihoods

**Objective Four:**  
Building public infrastructure

- Planning, design, and construction continued in 2021-22 on projects supported by Alberta's Recovery Plan, valued at just above \$590 million. Six economic stimulus projects were prioritized to promote economic growth and recovery:
  - Highway 3 twinning;
  - Highway 11 twinning;
  - Highway 40 widening;
  - Highway 201 Bow River bridge;
  - Leduc interchange; and
  - Terwillegar Drive expansion.



## Aviation

Alberta's airports, through the movement of people and goods and other services that take place at airports, are key assets. In 2021-22, the aviation sector continued to recover from the impacts of the pandemic.

Transportation appointed eight members to the newly established Strategic Aviation Advisory Council (SAAC) in August 2021. SAAC is an advisory body that will provide recommendations to government on how aviation and aerospace-related services, infrastructure, and activities can support economic growth in Alberta beyond post-pandemic recovery.

### 3.3 Investigate opportunities to enhance market access and mobility for transportation users, and support routes connecting major industrial, manufacturing and high-load corridors and hubs.

Transportation continued to move forward with critical work on existing major trade and industrial/over-dimensional corridors that are part of the provincial highway network.

The High Load Corridor (HLC) consists of designated highways where utility lines have been buried or raised to allow uninterrupted movement of over-height loads up to nine metres high and loads as high as 12.8 metres along some highways. Currently there are about 5,100 kilometres of HLC along provincial highways.

The HLC is a credit recovery program and fees are charged for hauling loads greater than six metres high along the corridor. Every year, Transportation collects HLC fees and undertakes several projects to extend the HLC by burying or raising power lines and modifying traffic signals along the future corridor.

Developing key transportation corridors that can more seamlessly move goods and products is crucial in supporting economic growth. The following work on HLCs took place in 2021-22, to enhance Alberta's competitiveness and expand access to new markets within and outside the province:

- **Highway 15 twinning:** Twinning Highway 15 is expected to be complete in fall 2022. The \$14-million construction project to twin three kilometres of Highway 15 through Fort Saskatchewan and build a new bridge began in summer 2019 and continued in 2021-22. Twinning three kilometres of Highway 15 between east of Highway 28A and west of Highway 37 was completed in fall 2019. The estimated \$108-million investment in this trade corridor will improve access for industries, agricultural producers, and businesses in the region. Economic development will also be supported by improving the connection between Fort Saskatchewan, Sturgeon County, and the Industrial Heartland.
- **Highway 19 twinning:** Twinning the 3.5 kilometre west segment of Highway 19 between Range Road 261 and Highway 60 began in 2021 and is expected to be complete by fall 2022. This second phase of the project is estimated at \$79 million, with the Government of Alberta providing \$48.9 million and the Government of Canada and Town of Devon funding the remaining balance.

#### Actions that Support the Priorities of the Government of Alberta Strategic Plan

**Key Priority Two:**  
Protecting livelihoods

**Objective Four:**  
Building public infrastructure

- Work to enhance the High Load Corridor, clear transportation bottlenecks, and reduce congestion in key trade and industrial corridors in 2021-22 included:
  - Highway 15 twinning;
  - Highway 19 twinning;
  - Highway 60 improvements; and
  - the Highway 834 Tofield Bypass, which was completed in fall 2021.

Detailed design, utility relocation, land acquisition, and environmental permitting activities occurred in 2021-22. The first phase of the project, the east segment between the QEII and Range Road 253, was completed in September 2019.

Highway 19 serves an important commercial and industrial region of Alberta, several area communities and the EIA. The highway connects to the QEII, part of the busiest transportation corridor in Alberta. Once complete, the twinning project will improve travel for commercial and passenger vehicles and enhance safety for all road users.

- **Highway 60 improvements – Acheson:** Design rework began in 2021-22 to update the design to current standards and accommodate a request from the Canadian National Railway Company (CN) for a second set of tracks under the bridge. Land acquisition and utility relocations were also ongoing. Improvements on Highway 60 include twinning Highway 60 between Highways 16 and 16A and construction of an overpass over the CN railway tracks. The estimated \$96-million project will address growth-related pressures and bottlenecks on the province's economic corridors. Highway 60 is an important transportation and logistics corridor with major linkages to the Trans-Canada Highway, EIA, and Highway 2 corridor. Improved operations on this segment of the HLC will also attract new and increased development in the area.
- **Highway 834 Tofield bypass:** The \$20-million Tofield bypass project realigned the highway to the east and upgraded sections of Highway 834 and Highway 14. This portion of the HLC carries more than 900 oversize loads a year. Completion of the bypass in fall 2021 reduced congestion and delays, safely separating industrial and other large vehicle traffic from Tofield-area residents.

## Planning Studies

Planning studies help determine the best way to enhance the highway network through new connections, accommodate traffic growth, improve safety, and enhance efficiency by reducing congestion. The studies help shape future capital investment decisions by identifying the impacts of population and economic growth on infrastructure.

Planning studies that were approved, underway, or completed in 2021-22 include:

- Calgary Area Network Study
- Edmonton Area Network Study
- Highway 2 and Highway 12 interchange expansion
- Highway 2 and 338 Avenue interchange and access management at Okotoks
- Twinning of Highway 3 from Pincher Creek to Fort Macleod
- Enhancing the twinned Highway 11 from Red Deer to Eckville
- Twinning Highway 11 from Eckville to Rocky Mountain House
- Highway 16 expansion from Edmonton to Stony Plain
- Enhancing Highway 20 between Highway 11 and Highway 12
- Twinning Highway 21 from Highway 625 to Highway 628
- Twinning Highway 39 from Calmar to Leduc
- Highway 40 transportation network review south of the Wapiti River near Grande Prairie
- Highway 64 Clear River slide repair
- Highway 666 business case to review existing highway alignment due to geotechnical concerns
- Highway 744 realignment study

## Advancing Alberta's market access and supply chain resiliency

Alberta's access to markets is supported by multi-modal transportation infrastructure and services. Efficient market access depends on well-functioning infrastructure, carriers, and logistics both within and outside the province (for example, rail and west coast ports) to move products to market and bring products to Albertans. In 2021-22, the country experienced supply chain challenges, resulting from shipping container shortages, weather events, COVID-19, and labour shortages.

Alberta worked with federal/provincial/territorial counterparts and industry stakeholders to support an efficient transportation network:

- Alberta served as co-chair, along with the federal government, of the Council of Ministers Responsible for Transportation and Highway Safety.
- The province served as chair of the Western Transportation Advisory Council, an organization that supports the movement of goods across Western Canada by providing opportunities for strategic discussions on transportation's role in supporting the economy.
- Alberta hosted discussions with western counterparts to consider shared priorities among the western provinces.
- On January 31, 2022, the province participated in a National Supply Chain Summit organized by the federal government to discuss challenges facing Canada's supply chain and work towards ensuring a well-functioning supply chain.

### 3.4 Focus Red Tape Reduction efforts on streamlining processes, enhancing harmonization and other measures that will provide time and cost savings to Albertans, commercial carriers and the construction industry, without compromising the safety of Alberta's transportation system, to support economic growth and job creation.

Fast-paced change and complex, competing demands can affect Transportation's ability to deliver services efficiently and continue to meet the needs of Albertans. To mitigate this potential risk, over the past several years the ministry reviewed processes and identified opportunities for efficiencies that meet stakeholder needs and stimulate economic recovery and growth in Alberta.

Transportation led a number of procurement initiatives in 2021-22 to support the roll-out of economic stimulus capital projects accelerated as part of Alberta's Recovery Plan. The ministry streamlined the contract award process and reduced processing time by 50 per cent, while increasing the annual volume of contracts awarded.

Transportation began working with municipalities on highway vicinity management agreements (HVMAs) in 2021-22. An HVMA is a one-time agreement between Transportation and a municipality that sets the stage for exemptions from formal permits or approvals for roadside developments. The implementation of HVMAs is expected to result in faster and more efficient permit approval times, benefiting industry and municipalities. The HVMA pilot project was launched in spring 2021, with the participation of 19 municipalities. If the pilot is successful, HVMAs could be offered to all interested municipalities across the province by spring 2022.

#### Actions that Support the Priorities of the Government of Alberta Strategic Plan

**Key Priority Two:**  
Protecting livelihoods

**Objective Two:**  
Reducing red tape

- Transportation achieved a 32.2 per cent reduction in red tape from its baseline count as of March 31, 2022.
- The ministry is on track to cut ministry red tape by one-third ahead of the Government of Alberta's March 31, 2023 deadline.



In parallel with HVMAs, an electronic system for development permit applications was developed, under the acronym RPATH (Roadside Planning and Application Tracking Hub). RPATH will be launched in 2022 to support roadside planning activities such as subdivision referrals, developments, highway access, utilities, and related permits. The new system will streamline the roadside planning process, reducing processing time, and improving communication with municipalities and developers.

Transportation reviewed key regulations under the *Traffic Safety Act* in 2021-22 to identify regulations that contained outdated requirements. These regulations will be updated to reduce red tape, save time, and save money for industry and commercial carriers. Additionally, Transportation is committed to updating six commercial carrier related regulations; which will come into force on December 1, 2022.

A comprehensive review of the Log Haul Program in 2021-22 resulted in new efficiencies and time savings for the forestry industry. The review led to simplified application forms, removal of specific permit conditions, the extension of agreements from one year to five years, and the creation of an interactive route map for winter weight carriers.

In March 2022, a pilot program allowing increased weights under single trip permits for all-terrain cranes operating without booms was expanded to allow more cranes to participate. Increased participation in the pilot will provide a more robust dataset for program evaluation and subsequent decision-making. The pilot program, launched by Transportation and the Crane Rental Association of Canada in September 2020, increased all-terrain crane axle weights, reducing the time required to prepare equipment for the road and the amount of equipment needed to transport cranes. The pilot program is expected to save mobile crane companies significant time and money. It is also expected to benefit industries such as oil and gas, construction, mining, and forestry.

### **3.5 Support reliable access to clean and safe drinking water and water/wastewater treatment for communities, including encouraging adoption of capital replacement plans and investigation of new sustainable technology.**

In 2021-22, the ministry invested in three water grants programs that provide funding to municipalities to ensure Albertans have access to clean drinking water and improved wastewater facilities.

The programs leverage federal contributions, such as ICIP and the Clean Water and Wastewater Fund (CWWF), to allow more municipal water projects to be funded.

- **Alberta Municipal Water/Wastewater Partnership (AMWWP):** In 2021-22, \$40.4 million was invested in 34 regular and 28 economic stimulus AMWWP projects. The AMWWP program provides project-specific grants to municipalities with fewer than 45,000 residents to construct high priority water supply and treatment and wastewater treatment and disposal projects.

#### **Actions that Support the Priorities of the Government of Alberta Strategic Plan**

##### **Key Priority Two:**

Protecting livelihoods

##### **Objective Four:**

Building public infrastructure

- Transportation spent just under \$61 million in 2021-22 on capital grant programs to fund critical municipal water and wastewater projects. The programs helped leverage federal contributions, such as the Investing in Canada Infrastructure Program and Clean Water Wastewater Fund, enabling more water projects to be funded and achieving better value for Albertans.
- As of March 31, 2022, \$91 million was spent of the \$150 million in Recovery Plan funding allocated in 2020 over three years to 2023, including \$22 million in 2021-22. The economic stimulus investment is supporting an additional 55 water and wastewater improvement projects and 1,300 jobs.
- Capital water and wastewater projects funded by these programs contribute to the resilience of local economies in smaller and rural Alberta communities, supporting job creation and enhancing quality of life.

Upgrades to two wastewater treatment plants were complete in August 2021 with financial support from the AMWWP. Transportation contributed \$3.4 million to the Town of Vermilion project and \$3.3 million to the Town of St. Paul. The investments extended the life cycle of the treatment plants by 25 years, upgrading both plants to meet current environment standards and offer increased capacity for future growth in the communities.

- **Water for Life (W4L):** In 2021-22, \$10.6 million funded 11 W4L projects across the province. The program provides project-specific grants to all regional commissions or groups of two or more municipalities for large regional water systems. W4L assists larger communities in the construction of high priority municipal water supply and treatment and wastewater treatment and disposal projects. Major W4L projects included: a Sylvan Lake Regional Wastewater Commission wastewater line from Town of Sylvan Lake to City of Red Deer, Capital Region Parkland Water Services Commission waterline twinning from Acheson to Spruce Grove, and a West InterLake District Regional Water Commission waterline from Wabamum to Entwistle.
- **First Nations Water Tie-In (FNWTI):** The FNWTI program spent \$9.9 million in 2021-22 toward a \$13-million Recovery Plan project by North Red Deer River Water Services to extend the regional pipeline from Ponoka to Maskwacis First Nation. The FNWTI program is delivered in coordination with Indigenous Relations and provides First Nations communities with access to safe, reliable drinking water, funding waterline connections between First Nations and regional water systems.

In 2021-22, the ministry conducted a review of the AMWWP and W4L programs. Administrative changes to the programs encourage innovation, alternate procurement methods such as P3s, and consideration of full life-cycle costs by developing asset management plans.

Transportation also worked with Municipal Affairs in 2021-22 to encourage municipalities to increase asset management capacity related to water treatment systems. Effective asset management helps lower the total cost of owning and operating water assets, and long-range planning ensures money is available for repairs, replacements, and upgrades.

In 2021-22, Transportation also administered \$705,000 for Clean Water Wastewater Fund (CWWF) projects on behalf of the federal government. The fund is now substantially complete. Water projects underway in 2021-22 in Consort, Myrnam, and Westlock are expected to be complete in 2022-23.

Please refer to page 55 in the Other Financial Information section to review budget allocations and spending in 2021-22 for the provincial AMWWP, W4L, and FNWTI programs as well as the federal CWWF program.

### 3.6 Promote critical municipal road and bridge infrastructure that contributes to the resilience of local economies.

Transportation invested \$33.6 million in 2021-22 of the \$43.4 million allocated toward the Strategic Transportation Infrastructure Program (STIP). Funding included 35 regular STIP projects and 40 Recovery Plan economic stimulus projects.

#### Actions that Support the Priorities of the Government of Alberta Strategic Plan

**Key Priority Two:**  
Protecting livelihoods

**Objective Four:**  
Building public infrastructure

- In 2021-22, \$33.6 million went toward Strategic Transportation Infrastructure Program capital construction projects, including \$9.1 million for economic stimulus projects.
- As of March 31, 2022, Transportation has invested \$28.3 million of the \$50 million in Recovery Plan Strategic Transportation Infrastructure Program funding allocated in 2020 for spending through to 2023. The economic stimulus investment is funding 70 projects and creating about 480 jobs.
- Strategic Transportation Infrastructure Program projects help improve accessibility and the movement of goods and people in rural and small urban municipalities, contributing to the sustained growth of local economies.

STIP funds bridge improvements, upgrades to roads and community airports, and other municipal transportation initiatives.

Major STIP work completed in 2021-22 included:

- bridge culvert replacements in the Municipal District of Willow Creek;
- bridge girder maintenance in the County of Barrhead;
- resource road improvements in the County of Grande Prairie;
- access road construction in Peavine Metis Settlement; and
- airport runway paving in Wetaskiwin.

To review budget allocations and spending in 2021-22 for STIP, please refer to page 55 in the Other Financial Information section.

### **3.7 Investigate and facilitate research and development of innovative approaches and technologies, such as alternative fuel technologies and automated vehicles, to improve mobility choices, create jobs and attract investment.**

In 2021-22, Transportation continued to support innovative transportation approaches and technologies that can be developed, implemented, and funded by the private sector. Monitoring emerging trends and technologies and encouraging private sector research and investment will ensure Alberta's transportation system is well positioned to meet emerging and future needs.

#### **Co-operative trucking platooning**

Co-operative Trucking Platooning System (CTPS) trials were conducted on the QEII from Calgary to Edmonton during 2021-22, as a result of Transportation working with Transport Canada to approve the pilot project. The CTPS Trial tested the commercial applications of connected and autonomous vehicle technologies in semi-trucks. Data collected will be analyzed by the Alberta Motor Transport Association and industry partners to assess the potential benefits of platooning technologies.

Platooning uses wireless communication and automated driving technologies to create a convoy or "platoon" of two or more trucks following closely behind one another on the road. The technology has the potential to reduce the fuel consumption and greenhouse gas emissions from long-haul heavy-duty trucks in the future.

#### **Autonomous delivery robot testing**

Transportation worked with the City of Calgary to approve testing of an autonomous delivery robot on Calgary public roads by the local private sector company Dianomix. The delivery robot provides a last-mile delivery solution for consumers by travelling on sidewalks at walking speed and completes up to 10 separate deliveries to different addresses in one trip. Phase 3 was completed in September 2021, following Phase 1 and 2 testing which was completed in 2020. The project continued to be evaluated.

#### **High-speed transportation**

In June 2021, the Government of Alberta signed an information-sharing MOU with Prairie Link. Prairie Link is a business partnership proposing to build a high-speed rail system between Calgary and Edmonton. A similar MOU with TransPod, a private company proposing to build a hyperloop system between Calgary and Edmonton, was signed in August 2020. The Government of Alberta continues to work with both proponents; however, it has not committed any funding for these projects.

## Wide-spread tandem axles

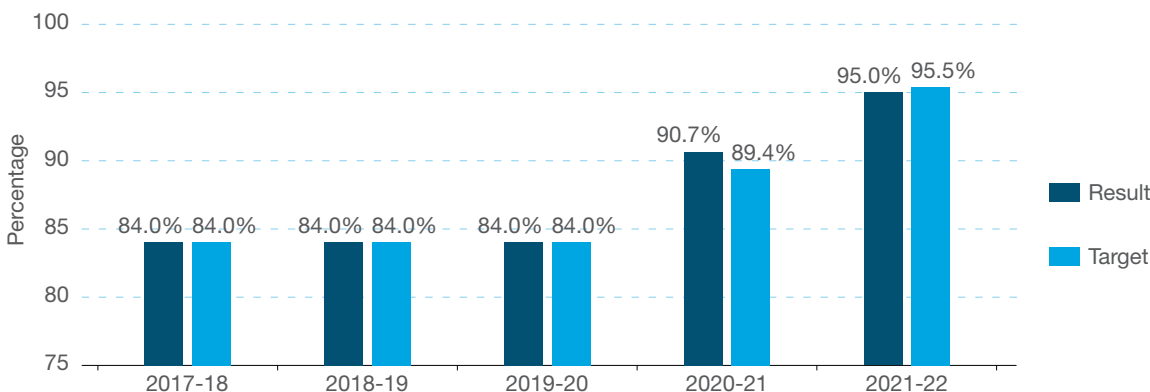
A study in partnership with the University of Alberta to evaluate the pavement impacts as well as economic and environmental benefits of increasing the axle weights on wide-spread tandem axles continued. The study is expected to be completed in fall 2022.

## Innovation partnerships

The province is continuing to partner with industry to explore innovation opportunities and encourage investment. Transportation is working with the City of Beaumont and Alberta Motor Transport Association (AMTA) on an Innovation Park, which will feature a new AMTA campus. The campus would provide commercial driver and law enforcement training and include classrooms, firearms facilities, and a driving track. The facilities would establish a center of excellence, helping to develop a robust supply of skilled drivers.

### Performance Measure 3.a:

#### Percentage of combined ring roads in Calgary and Edmonton open to travel



**Description:** This measure indicates the percentage of ring roads in Calgary and Edmonton open to multi-lane travel. The total corridor length when completed will be approximately 101 kilometres in Calgary and approximately 78 kilometres in Edmonton.

**Rationale:** The development of ring roads around the province's two major metropolitan areas is critical to the economic development of the province. While accommodating traffic growth in the Edmonton and Calgary regions, the ring roads also enable the efficient movement of goods and people into, out of and around the two metropolitan areas, improving access from the cities to the rest of Alberta and vice versa.

**Results:** At the end of fiscal year 2021-22, 95 per cent of combined ring road kilometres were open to travel. This result reflects approximately 19 kilometres completed and opened to traffic for the remaining roadway north from Sarcee Trail to Lott Creek Boulevard and south from Fish Creek Boulevard to 500 metres east of Macleod Trail. The 95 per cent result is 0.5 per cent lower than the 95.5 per cent target. This slight variance equates to approximately 900 metres of roadway, which can be accounted for by the lane closures on the Bow River bridge in south Calgary along Stoney Trail. This bridge is currently being reconstructed as the previous bridge was at the end of its useful life.

## Performance Measure Methodology

### Performance Measure 1.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. Highway condition categories are based on a 2002 University of Calgary study on road conditions and other performance measures.

The ministry uses the same condition thresholds in the 2002 study 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		
<b>Good</b>		Average IRI	<1.5m/km		Average IRI	<1.5m/km
<b>Fair</b>	≥1.5m/km	Average IRI	<1.9m/km	≥1.5m/km	Average IRI	<2.1m/km
<b>Poor</b>	≥1.9m/km	Average IRI		≥2.1m/km	Average IRI	

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

The external consultant calculates the average IRI value over every 50-metre segment. The ministry then averages the 50-metre segment into one-kilometre sections. This provides the condition assessment in longer segments that are more sensitive and relevant to capital improvement projects.

Detailed explanation of the one-kilometre segmentation is provided in the 2002 University of Calgary study.

**Source:** Tetra Tech Inc. collects 50-metre International Roughness Index data. Ministry of Transportation averages these 50-metre records into one-kilometre segments.

Highway network, length and construction data. Transportation Infrastructure Management System, Ministry of Transportation.

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

The 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 those that result in a major injury to at least one person involved in the collision (an injury is defined as major when persons with injuries or complaints of pain that went to the hospital and were subsequently admitted, even if only for observation). Data is compiled from collision reports completed by the attending law enforcement officer where the collision resulted in death or major injury to at least one person. The reported collision rate is based on a rolling three-year average. The following calculation is used to determine the collision rate for each year:  $\text{Number of Combined Fatal and Major Injury Collisions} / \text{Population} * 100,000$ . Rates are then averaged to represent a rolling three-year average using the following calculation:  $(\text{Year 1 Rate per 100,000 Population} + \text{Year 2 Rate per 100,000 Population} + \text{Year 3 Rate per 100,000 Population}) / 3$ .

**Source:** eCollision Analytics database, Ministry of Transportation.

Annual population for Alberta: Statistics Canada. Table 17-10-0005-01 Population estimates on July 1<sup>st</sup>, by age and sex.

The collision data for both 2020 and 2021 is based on the best information currently available and is preliminary and subject to change as more information becomes available.

**Performance Measure 3.a:****Percentage of combined ring roads in Calgary and Edmonton open to travel**

The measure is based on construction project data supplied by the engineering consultants supervising the ring road construction. The percentage is calculated by totalling the number of kilometres of multi-lane roadway opened to travel versus the total kilometres of ring road (179 kilometres). Length of Calgary and Edmonton ring roads is estimated based on information from planning studies. When the highway is built and open to travel, the completion length is calculated using As-Built data. This could cause a small variation between the target and the result.

**Source:** Construction project data is supplied by the engineering consultants supervising the ring road construction. The constructors provide monthly reports. Edmonton is fully complete (100%) and Calgary is completed except for the West Calgary Ring Road. Southwest Calgary Ring Road Contractor – Mountain View Partners provided a monthly report which is averaged into the completed total. Completion length of the project is based on contract or data in Transportation Infrastructure Management System, Ministry of Transportation.

# Financial Information

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## Ministry Financial Highlights

### Statement of Revenues and Expenses (unaudited)

Year ended March 31, 2022

	2022		2021	Change from	
	Budget	Actual	Actual	Budget	2021 Actual
	<i>(in thousands)</i>				
<b>Revenues</b>					
Government Transfers - Federal Grants	\$ 688,678	\$ 216,751	\$ 118,379	\$ (471,927)	\$ 98,372
Premiums, Fees and Licences	33,254	28,281	28,613	(4,973)	(332)
Other Revenue	24,566	23,831	23,497	(735)	334
Ministry Total	746,498	268,863	170,489	(477,635)	98,374
Inter-ministry consolidation adjustments	-	(320)	(29)	(320)	(291)
Adjusted Ministry Total	746,498	268,543	170,460	(477,955)	98,083
<b>Expenses - directly incurred</b>					
<b>Program</b>					
Ministry Support Services	9,490	9,105	9,892	(385)	(787)
Program Services and Support	39,186	36,938	35,100	(2,248)	1,838
Traffic Safety Programs	45,858	40,057	45,877	(5,801)	(5,820)
Alberta Transportation Safety Board	-	-	2,699	-	(2,699)
Provincial Highway Maintenance and Preservation	1,073,479	1,110,880	1,082,364	37,401	28,516
Municipal Transit and Transportation Grant Programs	119,910	313,401	68,272	193,491	245,129
Municipal Water Infrastructure Grant Programs	124,400	60,954	160,752	(63,446)	(99,798)
Federal Grant Programs	656,829	256,482	88,969	(400,347)	167,513
Debt Servicing	102,668	102,668	94,540	-	8,128
Transfer of Capital Asset to Other Ministries	29,132	12,612	31,266	(16,520)	(18,654)
Ministry Total	2,200,952	1,943,096	1,619,731	(257,856)	323,365
Inter-ministry consolidation adjustments	(29,132)	(12,677)	(33,293)	16,455	20,616
Adjusted Ministry Total	2,171,820	1,930,419	1,586,438	(241,401)	343,981
<b>Annual Deficit</b>	<u>\$ (1,425,322)</u>	<u>\$ (1,661,876)</u>	<u>\$ (1,415,978)</u>	<u>\$ (236,554)</u>	<u>\$ (245,898)</u>



## Revenue and Expense Highlights

### Revenue

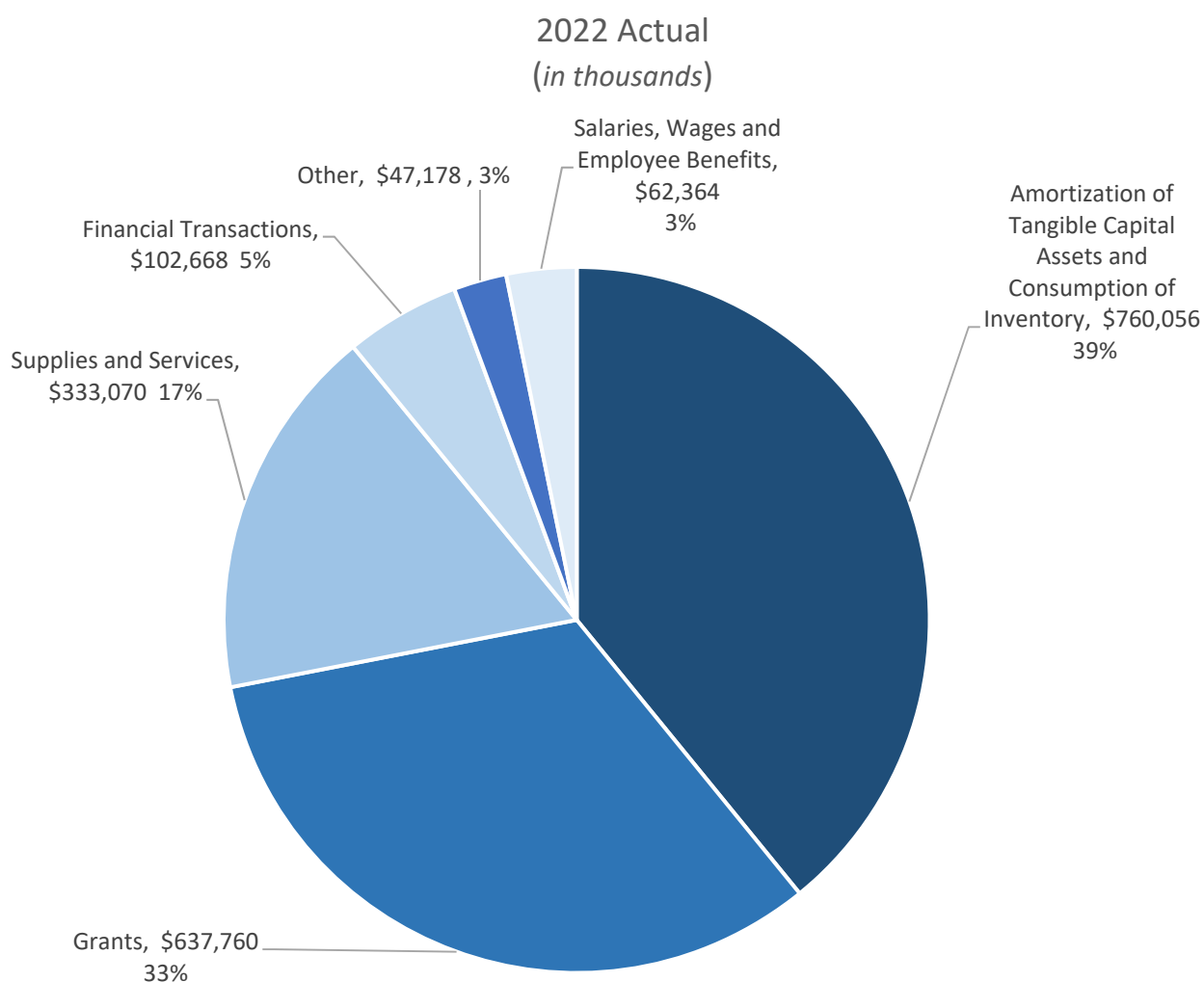
- Revenue was \$477.6 million lower than budget. The primary reason for the variance was due to slower than anticipated progress on projects receiving federal funding such as Edmonton and Calgary LRT projects under the Investing in Canada Infrastructure Program (ICIP).
- Revenue totaled \$268.9 million in 2021-22, an increase of \$98.4 million from 2020-21 actuals. The increase was primarily to match construction progress on projects receiving federal funding under ICIP, including the new ICIP COVID-19 Resilience stream which commenced in 2021-22; offset by less federal funding under the Public Transit Infrastructure Fund and Clean Water Wastewater Fund as these programs are winding down and were substantially complete in 2021-22.
- Premiums, Fees and Licences totaled \$28.3 million in 2021-22, representing a decrease of \$5 million from budget. This was primarily due to the reduced collection of fees related to overweight and over-dimensional vehicles as a result of the COVID-19 pandemic.

### Expense

- Expense totaled \$1.9 billion in 2021-22, an increase of \$323 million from 2020-21 actuals. The increase was primarily due to a one-time commitment from the federal government matched by the provincial government to provide relief to municipalities for transit operations as a result of low ridership, continued progress on the Investing in Canada Infrastructure - Public Transit projects and a new federal flow through grant program that commenced in 2021-22 in response to the impacts of COVID-19.
- Expense was \$257.9 million lower than budget. This was primarily due to slower than anticipated progress on projects receiving federal funding such as the Calgary and Edmonton LRTs under the Investing in Canada Infrastructure Program.
- \$1.1 billion was spent for Provincial Highway Maintenance and Preservation in 2021-22, including provision for future remediation of highway maintenance yards, amortization of tangible capital assets, supporting the structural and operating maintenance of all provincial highways, bridges, and ring roads.
- Under grant programs, a total of \$630.8 million, including funding under the Alberta Recovery Plan was provided to municipalities to assist in the construction of high priority municipal water supply and treatment projects; construction and rehabilitation of local roads and bridges; and regional and inter-municipal public transit, in response to the impacts of COVID-19 and to provide relief to transit operators resulting from low ridership.
- The remaining \$201.4 million supported corporate activities undertaken by the Ministry, leadership and direction in the development and delivery of Transportation 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 2021-22 expenses by object were Amortization of Tangible Capital Assets and Consumption of Inventory, which made up 39 per cent of total operating expense. Amortization of \$700.4 million was recorded for tangible capital assets consisting of provincial highways, roads and bridges owned by the Ministry, and consumption of inventory of \$59.7 million was recorded for the salt, sand and gravel used in maintenance activities.

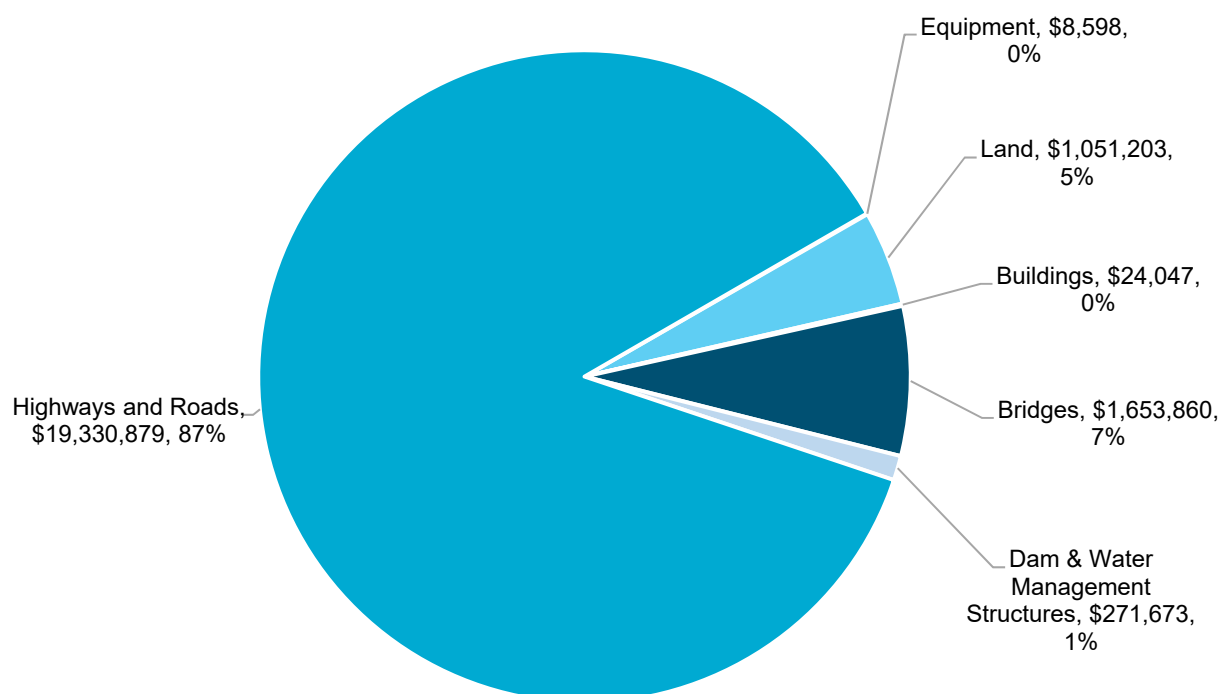
- Salaries, Wages and Employee Benefits totaled \$62.4 million, or 3 per cent, and supported corporate support services, construction and maintenance projects, and administration of the Traffic Safety Services program, including SafeRoads Alberta.
- Grants, comprising \$637.8 million or 33 per cent, includes municipal transit and water infrastructure support through provincial and federal funding; and support to transit operators as a result of low ridership. Grant funding was also provided for traffic safety projects and initiatives including the Driving Back to Work Program.
- Supplies and Services of \$333.1 million, or 17 per cent, was mainly for Provincial Highway Maintenance and Preservation, 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 Ministry of Service Alberta).
- The remainder of Ministry expense of \$149.8 million or 8 per cent is related to Financial Transactions and Other. This captures the interest portion of the debt repayment for agreements under public private partnerships and the value of capital assets transferred to other ministries.

## Supplemental Financial Information

### Tangible Capital Assets (unaudited)

**Net Book Value as of March 31, 2022**

(in thousands)



- Highways, roads and bridges make up 94 per cent of the total net book value of \$22.3 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 Environment and Parks upon their completion. The Ministry of Transportation does not amortize these assets.

## Other Financial Information

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**Statement of Credit or Recovery (unaudited)****Department of Transportation****Year Ended March 31, 2022***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>Actual Cash/ Donation Received/ Receivable</b>	<b>(Shortfall)/ Excess</b>
<b>Operational</b>					
Motor Transport Permits and Licences	\$ 9,140	\$ 6,147	-	\$ 6,147	\$ (2,993)
Commercial Vehicle Decals	480	111	-	111	(369)
	<u>\$ 9,620</u>	<u>\$ 6,258</u>	<u>\$ -</u>	<u>\$ 6,258</u>	<u>\$ (3,362)</u> <sup>(1)</sup>
<b>Capital - Voted</b>					
Highway Rehabilitation Projects	\$ 3,000	\$ 1,297	\$ -	\$ 1,297	\$ (1,703)
Tourism Highway Signage Initiative	1,000	415	-	415	(585)
	<u>\$ 4,000</u>	<u>\$ 1,711</u>	<u>\$ -</u>	<u>\$ 1,711</u>	<u>\$ (2,289)</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 Alberta's traffic volumes, 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.

**Highway Rehabilitation Projects**

Various agreements exist whereby the private sector and municipalities make contributions towards capital maintenance and renewal projects.

**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****Year Ended March 31, 2022***In thousands*

	Voted Estimates <sup>(1)</sup>	Supplementary Estimate	Adjustments <sup>(2)</sup>	Adjusted Voted Estimate	Voted Actuals <sup>(3)</sup>	Over Expended (Unexpended) <sup>(4)</sup>
<b>EXPENSE VOTE BY PROGRAM</b>						
1 Ministry Support Services						
1.1 Minister's Office	\$ 740	\$ -	\$ -	\$ 740	\$ 822	\$ 82
1.2 Deputy Minister's Office	780	-	-	780	774	(6)
1.3 Strategic Services	7,970	-	-	7,970	7,531	(439)
	9,490	-	-	9,490	9,127	(363)
2 Program Services and Support						
2.1 Program Services	21,186	-	-	21,186	19,884	(1,302)
2.2 Assessment and Support Systems	18,000	-	-	18,000	17,186	(814)
	39,186	-	-	39,186	37,070	(2,116)
3 Traffic Safety Programs						
3.1 Traffic Safety Services	21,539	-	-	21,539	20,194	(1,345)
3.2 Driver Safety Initiatives	5,600	-	-	5,600	5,030	(570)
3.3 SafeRoads Alberta	8,719	-	-	8,719	7,623	(1,096)
3.4 Commercial Driver Grants	10,000	-	-	10,000	7,102	(2,898)
	45,858	-	-	45,858	39,949	(5,909)
5 Provincial Highway Maintenance and Preservation						
5.1 Maintenance	231,377	-	-	231,377	231,960	583
5.2 P3 Maintenance	76,661	-	-	76,661	72,954	(3,707)
5.4 Other Infrastructure Maintenance	5,773	-	-	5,773	11,520	5,747
	313,811	-	-	313,811	316,434	2,623
6 Municipal Transit and Transportation Grant Programs						
6.1 Strategic Transportation Infrastructure Program	43,433	-	-	43,433	33,640	(9,793)
6.2 Green Transit Incentives Program (GreenTRIP)	29,977	-	-	29,977	26,188	(3,789)
6.3 Terwillegar Expansion	21,500	-	-	21,500	24,500	3,000
6.4 Calgary LRT Projects	25,000	-	-	25,000	68,596	43,596
6.5 Edmonton LRT Projects	-	-	-	-	80,981	80,981
	119,910	-	-	119,910	233,905	113,995
7 Municipal Water Infrastructure Grant Programs						
7.1 Municipal Water Wastewater Program	75,000	-	-	75,000	40,442	(34,558)
7.2 Water for Life	42,000	-	(4,255)	37,745	10,597	(27,148)
7.3 First Nations Water Tie-In Program	7,400	-	-	7,400	9,915	2,515
	124,400	-	(4,255)	120,145	60,954	(59,191)
8 Federal Grant Programs						
8.1 Public Transit Infrastructure Fund	20,984	-	-	20,984	13,306	(7,678)
8.2 Clean Water Wastewater Fund	2,040	-	-	2,040	705	(1,335)
8.3 Investing in Canada Infrastructure - Public Transit	476,299	-	-	476,299	83,563	(392,736)
8.4 Investing in Canada Infrastructure - Green Infrastructure	36,683	-	-	36,683	28,304	(8,379)
8.5 Investing in Canada Infrastructure - Rural and Northern	8,356	-	-	8,356	103	(8,253)
8.6 Investing in Canada Infrastructure - COVID-19 Resilience	112,467	-	-	112,467	51,005	(61,462)
	656,829	-	-	656,829	176,986	(479,843)
9 Ring Roads						
9.3 Debt Servicing	102,668	-	-	102,668	102,668	-
	102,668	-	-	102,668	102,668	-
Total	1,412,152	-	(4,255)	1,407,897	977,093	(430,804)
Credit or Recovery Shortfall <sup>(2)</sup>			(3,362)	(3,362)	-	3,362
	\$ 1,412,152	\$ -	\$ (7,617)	\$ 1,404,535	\$ 977,093	\$ (427,442)
<b>(Lapse)/Encumbrance</b>						<b>\$ (427,442)</b>

**Lapse/Encumbrance (unaudited)**  
**Department of Transportation**  
**Year Ended March 31, 2022**  
*In thousands*

	Voted Estimates <sup>(1)</sup>	Supplementary Estimate	Adjustments <sup>(2)</sup>	Adjusted Voted Estimate	Voted Actuals <sup>(3)</sup>	Over Expended (Unexpended) <sup>(4)</sup>
<b>CAPITAL INVESTMENT VOTE BY PROGRAM</b>						
1 Ministry Support Services						
1.3 Strategic Services	\$ 687	-	2,376	3,063	3,882	819
	687	-	2,376	3,063	3,882	819
9 Ring Roads						
9.1 Edmonton Ring Road	87,297	-	(53,324)	33,973	30,856	(3,117)
9.2 Calgary Ring Road	380,807	-	(19,598)	361,209	354,004	(7,205)
	468,104	-	(72,922)	395,182	384,860	(10,322)
10 Provincial Highway Construction Projects						
10.1 Highway Twinning, Widening and Expansion	330,646	-	(22,052)	308,594	221,316	(87,278)
10.2 Deerfoot Trail Upgrades	33,200	-	(2,301)	30,899	5,594	(25,305)
	363,846	-	(24,353)	339,493	226,910	(112,583)
11 Bridge Construction Projects	100,000	-	21,532	121,532	80,218	(41,314)
12 Provincial Highway Rehabilitation						
12.1 Highway Rehabilitation Projects	425,753	-	111,279	537,032	389,208	(147,824)
12.2 P3 Rehabilitation	22,055	-	-	22,055	20,483	(1,572)
12.3 Major Maintenance	45,000	-	-	45,000	50,896	5,896
	492,808	-	111,279	604,087	460,587	(143,500)
13 Water Management Projects						
13.1 Water Management Infrastructure	30,000	-	1,030	31,030	16,618	(14,412)
13.2 Springbank Off-Stream Reservoir	78,400	-	54,354	132,754	178,142	45,388
	108,400	-	55,384	163,784	194,760	30,976
Total	1,533,845	-	93,296	1,627,141	1,351,217	(275,924)
Credit or Recovery Shortfall <sup>(2)</sup>			(2,282)	(2,282)	-	2,282
	\$ 1,533,845	\$ -	\$ 91,014	\$ 1,624,859	\$ 1,351,217	\$ (273,642)
<b>(Lapse)/Encumbrance</b>						<b>\$ (273,642)</b>
<b>FINANCIAL TRANSACTIONS VOTE BY PROGRAM</b>						
5 Provincial Highway Maintenance and Preservation						
5.5 Salt, Sand and Gravel	\$ 50,000	-	-	50,000	54,278	4,278
	50,000	-	-	50,000	54,278	4,278
9 Ring Roads						
9.4 Debt Repayment	64,679	-	-	64,679	64,679	-
	64,679	-	-	64,679	64,679	-
Total	\$ 114,679	\$ -	\$ -	\$ 114,679	\$ 118,957	\$ 4,278
<b>(Lapse)/Encumbrance</b>						<b>\$ 4,278</b>
<b>CONTINGENCY <sup>(3)</sup></b>						
6 Municipal Transit and Transportation Grant Programs						
6.5 Transit Ridership Support	\$ -	-	79,496	79,496	79,496	-
	-	-	79,496	79,496	79,496	-
8 Federal Grant Programs						
8.7 Support for Municipalities - Transit	-	-	79,496	79,496	79,496	-
	-	-	79,496	79,496	79,496	-
Total	\$ -	\$ -	\$ 158,992	\$ 158,992	\$ 158,992	\$ -
<b>(Lapse)/Encumbrance</b>						<b>\$ -</b>

(1) As per "Expense Vote by Program", "Capital Investment Vote by Program" and "Financial Transactions Vote by Program" pages 205-207 of 2021-2022 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. Salt, Sand and Gravel of the Financial Transactions vote was encumbered in the current year by \$4,255 due to an over expenditure in the prior year (2020-21). To address this shortfall \$4,255 was transferred from element 7.2, Water for Life of the Expense vote to element 5.5, Salt, Sand and Gravel of the Financial Transactions vote for enhanced safety on the provincial highway system. The contingency supply vote is transferred over to the Minister of Transportation for the purpose of funding municipalities to support transit operating shortfalls from lower ridership due to COVID-19. This related to specific Order in Council 075/2022 for \$158,992

(3) Actuals exclude non-voted amounts such as amortization, write down or loss on disposal of capital assets, consumption of inventory and valuation adjustments and provisions.

(4) The over-expenditure is due to increased unit rates for purchases of salt, sand and gravel.



# Annual Report Extracts and Other Statutory Reports

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*Public Interest Disclosure (Whistleblower Protection) Act* . . . . . 58

## *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, 2021 and March 31, 2022.



