

Ministry of Highways

Annual Report for 2021-22

Table of Contents

| | |
|--|----|
| Letters of Transmittal | 3 |
| Ministry of Highways Overview | 4 |
| Progress in 2021-22 | 6 |
| Improved safety and environmental sustainability | 6 |
| Improved road conditions..... | 11 |
| Integrated transportation network | 15 |
| Efficient travel for people and goods..... | 17 |
| Commitment to excellence..... | 20 |
| Financial Summary..... | 23 |
| For More Information | 26 |

Letters of Transmittal

Office of the Lieutenant Governor of Saskatchewan



The Honourable
Jeremy Cockrill
Minister of Highways

I respectfully submit the Annual Report for the Ministry of Highways for the fiscal year ending March 31, 2022.

The Ministry of Highways continues to support *Saskatchewan's Growth Plan: The Next Decade of Growth 2020-30*. With the 2021-22 budget, the ministry achieved significant progress on improving Saskatchewan's transportation infrastructure, with 1,334 km of highways seeing improvements, including over 840 km of pavements receiving treatment, 417 km of combined rural and gravel highways improved, as well as 14 sets of passing lanes completed. The ministry made significant investments to increase highway safety with the third year of the five-year \$65 million intersection safety investment and the second year of the three-year stimulus investment plan to assist in protecting, building and growing Saskatchewan as we recover from the economic impact of the global pandemic.



Honourable Jeremy Cockrill
Minister of Highways

The Honourable Jeremy Cockrill
Minister of Highways



Blair Wagar
Deputy Minister of
Highways

Dear Minister:

I have the honour of submitting the Annual Report of the Ministry of Highways for the fiscal year ending March 31, 2022.

The actions contained in this annual report highlight the ministry's contribution in support of Saskatchewan's Growth Plan. The ministry continues to be focused on building and maintaining a safe, reliable and efficient transportation system to meet the needs of today and collaborate with stakeholders on solutions for the future.



Blair Wagar
Deputy Minister of Highways

Ministry of Highways Overview

Vision

Transportation – Connecting Saskatchewan to the World.

Mission Statement

To provide a safe, reliable transportation system that supports Saskatchewan's growth agenda and quality of life. We strive to deliver innovative, sustainable infrastructure to serve the needs of the people of Saskatchewan.

Mandate Statement

The ministry manages and provides for the future development of an integrated sustainable provincial transportation system, which supports economic growth and prosperity for Saskatchewan. Our infrastructure investments will be guided by strategic transportation policy and incorporate operating and maintenance practices which promote the safe and efficient movement of people and goods.

About the Ministry of Highways

Saskatchewan's road network is the largest in Canada on a per capita basis. The network consists of 26,445 km of provincial highways, including 12,181 km of asphalt concrete pavement, 3,880 km of granular pavement, 4,308 km of thin membrane surface (TMS) highways, 5,797 km of gravel highways and 279 km of ice roads. The ministry also operates and maintains 696 bridges, more than 62,000 culverts, 12 ferries, one barge and 16 northern airports.

The ministry's core lines of business focus on providing transportation infrastructure and services for a growing Saskatchewan by planning, designing and building, maintaining, operating, regulating and developing policies for the transportation system. In everything the ministry does, safety is the top priority.

Planning includes working with stakeholders and partners, forecasting future transportation infrastructure needs and developing plans and prioritizing investments to meet these needs.

Designing and building includes upgrading or new construction of provincial highways, bridges, culverts, airports and ferries. It involves the development of engineering standards, general location and functional planning for new infrastructure, detailed project location determination, design and construction management, as well as providing engineering services for major construction projects and maintenance activities.

Maintaining involves management of the current transportation network, including provincial highways, bridges, culverts, northern airports and ferries. Maintenance activities are focused on ensuring a sustainable transportation system that meets national and provincial standards and is available for the safe, reliable and efficient movement of people and goods.

Operating involves the delivery of a wide range of citizen services to ensure the safe, reliable and efficient movement of people and goods. This includes access control, safety assessments, issuing development permits, pavement marking, signing, lighting, mowing, winter snow and ice control, ferry and airport operations and providing better customer service.

Regulating involves the development and enforcement of transportation legislation and regulation with a specific focus on commercial vehicles, provincial shortline railways, and roadside development.

Developing policies includes working with other jurisdictions, industry stakeholders and shippers to gain local knowledge to create conditions for the safe, reliable, and efficient movement of people and goods, supporting economic and provincial growth and meeting the challenges growth brings.

Responsibilities for carrying out the ministry's mandate are distributed among the ministry's four main divisions, the Safety Branch, the Communications Branch and the Executive Operations and Customer Service Branch.

2021-22 Full Time Equivalent Employees (FTE)

The ministry utilized 1,334.3 FTEs, including students.

The Minister of Highways is responsible for the following Acts and Regulations:

The Highways and Transportation Act, 1997 – except sections 3,4,5,53,54,55 and 56 which are jointly assigned to the Minister of Highways and the Minister of SaskBuilds and Procurement.

- *The Controlled Access Highways Regulations*
- *The Provincial Highway Sign Control Regulations*
- *The Provincial Highways Designation Regulations, 1990*
- *The Highways and Transportation Act Regulations*
- *The Vehicle Weight and Dimension Regulations, 2010*
- *The Security of Loads Regulations*
- *The Trip Inspection Regulations*
- *Railway Line (Short Line) Financial Assistance Regulations*

The Dangerous Goods Transportation Act

- *The Dangerous Goods Transportation Regulations*

The Engineering and Geoscience Professions Act

The Railway Act

- *The Final Offer Arbitration (Railway) Regulations*

The Sand and Gravel Act

The Traffic Safety Act – but only with respect to:

- *The Commercial Vehicle Drivers Hours of Service Regulations*

Public Works and Services Act – Jointly assigned to the Minister of Highways and the Minister of SaskBuilds and Procurement except with respect to clauses 4(2)(a) to (g), (i) to (l), (n) and (o) and section 8, which are jointly assigned to the Minister of SaskBuilds and Procurement, the Minister of Education, the Minister of Health and the Minister of Highways.

The Executive Government Administration Act – the ministry is not responsible for the Act, but the following regulations pursuant to the Act:

1. *The Ministry of Highways and Infrastructure Regulations*; and,
2. *The Railway Line (Short line) Financial Assistance Regulations* (Enacted in June 2004).

The Ministry of Highways 2021-22 Operational Plan:

https://pubsaskdev.blob.core.windows.net/pubsask-prod/126408/HighwaysPlan_2021-22.pdf

Progress in 2021-22

Government Goals



A Strong Economy



Strong Communities



Strong Families

Ministry Goal

Improved safety and environmental sustainability

Strategies

- Target safety improvements and operational services on the transportation system to reduce fatalities and injuries.
- Create a safety culture by implementing an injury prevention strategy in the workplace to achieve Mission Zero.
- Utilize a comprehensive “Three E”s approach (Engineering, Education, and Enforcement) for rail, truck and traffic safety, work zone and snow zone safety.
- Invest in infrastructure that improves its resiliency in the event of extreme weather.
- Provide environmental stewardship on all Ministry of Highways activities and improve operations and services to meet Saskatchewan’s climate change goals.

Key Actions

Deliver the road safety strategy to reduce fatalities and injuries from collisions. The strategy has a focus on intersections, dark driving conditions, and single-vehicles running off the road. Examples of methods to address the focus areas of the strategy are the reflectivity of pavement marking and signing, lighting improvements, and turning lane improvements.

- Invest \$22 million in road safety improvements:
 - ⇒ In 2021-22, the ministry invested \$17.9 million in road safety improvements, including \$10.5 million to enhance intersection safety with projects like rumble strips, lighting and turning lanes, \$6.1 million through the Safety Improvement Program (SIP) on projects like pedestrian crossings, guardrails and channelizing lanes, as well as \$1.3 million on safety improvements associated with major projects such as intersection improvements included in passing lane projects.
- Enhance intersection safety with projects including:
 - ⇒ In 2021-22, the ministry delivered \$10.5 million worth of projects to enhance intersection safety, including:
 - Installing a flashing warning light at the junction of Highway 55 and Highway 240;
 - Completing intersection illumination at the junction of Highway 9 and Highway 18;
 - Delivering intersection rumble strips at the junction of Highway 9 and Highway 22; and,
 - Addressing intersection sight triangles and delivering right of way sight line improvements across the province.
 - ⇒ 61 per cent of obstructed sight triangles have been addressed across the province after three years of the enhanced intersection safety program.

- Reduce the frequency and severity of collisions through the Safety Improvement Program by delivering projects, including:
 - Pedestrian crosswalk at Birch Hills;
 - ⇒ The project was deferred due to outstanding work not completed to prepare for the project.
 - Intersection improvements on Highway 364 at Balgonie; and,
 - ⇒ A right-turn lane and a flare were completed.
 - Intersection improvements at the junction of Highway 11 and North Grid Road north of Dundurn.
 - ⇒ A right turn lane, a right acceleration lane and left turn lane were completed.

Deliver the Pavement Marking Program to provide visible pavement lines for the safe directional flow of traffic.

⇒ In 2021-22, the ministry completed 20,522 km of centre line marking and 28,638 km of edge line marking for a total of 49,160 km. The ministry also completed 33,070 pavement sign units.

Deliver the Signing Stewardship Program to rehabilitate, replace and install new signs to keep the overall condition of the approximately 120,000 regulatory, warning, guide and information signs on the provincial network in good repair.

⇒ In 2021-22, the ministry completed 5,384 single post repairs and installations, 1,950 double post repairs and installations, 1,502 sign face replacements, and 11 I-Beam installations or repairs.

Deliver an enhanced mowing program, which will provide a second cut to many rural highways.

⇒ In 2021-22, the ministry completed 47,223 hectares of mowing, of which 45,952 were completed under mowing contracts and 1,271 were completed under agreements with rural municipalities.

Improve traffic flow and increase safety by delivering the construction and planning of major capacity and safety improvement projects, like twinning and passing lanes, including:

- Multiple stimulus passing lane projects on Highways 2, 3, 12, 14 and 16;
 - ⇒ Twenty-five passing lanes (12.5 sets) were completed across Highways 2, 3, 14, and 16.
- Three sets of passing lanes on Highway 7 – Kindersley to the Alberta border;
 - ⇒ The ministry completed two passing lanes and one turning lane. Four more passing lanes and other intersection treatments are planned for completion in 2022.
- Two sets of passing lanes and widening on Highway 5 – Saskatoon to Highway 2;
 - ⇒ Highway 5 improvements are a multi-year project that will be completed in three phases:
 - Phase One included widening, grade improvements, safety improvements and paving of 10.58 km and was completed in 2021-22.
 - Phase Two includes widening, grade improvements, safety improvements, two sets of passing lanes, and paving of about 30 km. Work was started in 2021 and is planned for completion in 2024.
 - Phase Three includes twinning, grade improvements, safety improvements, and 10 km of paving. Work on the third phase is planned between 2023 and 2025.
- Completing the remaining passing lanes and continuing planning for corridor improvements on Highway 39 - Corrine to Estevan; and,
 - ⇒ The passing lane project from Milestone to Weyburn is complete. Planning for other corridor improvements is continuing, with ongoing design work for three segments of twinning between Regina and Weyburn, as well as some intersection improvements.
- Beginning work on twinning Highway 3 west of Prince Albert.
 - ⇒ The 7.5 km project has been started and is expected to be completed in 2022-23.

Communicate to the public, through the annual Work Zone and Snow Zone campaigns, safe driving practices to reinforce slowing to 60km/h in work zones and driving safely when approaching snowplows.

⇒ The ministry ran the 2021 Work Zone campaign advertisements digitally on online and social media platforms including Facebook, Instagram, Snapchat, TikTok, Google Responsive Display, Spotify, Connected TV,

StackAdapt, and YouTube. Messaging focused on the importance of obeying signs in the work zone. The campaign's online engagement had 11.4 million impressions and almost 54,000 clicks.

- ⇒ The 2021 Snow Zone campaign included digital (Facebook, Instagram, Snapchat, TikTok, Google Responsive Display, Spotify, Connected TV, StackAdapt, and YouTube), radio and billboard ads. The ads had a slogan of "Be aware – drive with care" to encourage drivers to be mindful of snowplows.
 - Highway Hotline social media focused on alerting citizens of major weather events. This included educating people about levels of service. In the event of a storm, the ministry works with its maintenance crews to communicate proactive messaging about any issues they see on the roads.
 - The Snow Zone campaign is used with the intention of reducing the number of incidents where a snowplow or grader is struck by a vehicle. In 2021-22, there were 19 incidents. This unprecedented increase is attributed to the number and severity of storms in the 2022 winter season.

| Year | 2021-22 | 2020-21 | 2019-20 | 2018-19 | 2017-18 | 2016-17 | 2015-16 |
|-----------|---------|---------|---------|---------|---------|---------|---------|
| Incidents | 19 | 4 | 5 | 4 | 3 | 5 | 5 |

Reinforce safe practices and behaviors by conducting work zone audits on construction projects and maintenance activity to improve work zone safety.

- ⇒ The ministry accomplished 217 work zone audits through a combination of contracted audits and site audits completed by the ministry's Safety Branch.

Contribute to the provincial crime reduction strategy by participating in the Protection and Response Team through the Saskatchewan Highway Patrol.

- ⇒ Officers responded to 21 RCMP requests for support, and removed 191 impaired drivers from the road in 2021-22.

Deliver Commercial Vehicle Safety Alliance (CVSA) inspections and strategic enforcement activities to reduce commercial vehicle safety violations including participating in "Road Check" and "Operation Air Brake" annual international safety inspection events.

- ⇒ Road check - Each year, Saskatchewan participates in Road check, a 72-hour concentrated CVSA Level I inspection blitz held across North America (all Canadian provinces, territories, United States (U.S.) and Mexico). The goal is to reduce non-compliance of commercial trucks and improve vehicle and driver safety on the highway. CVSA offers a uniform methodology for inspecting large vehicles and criteria under which unsafe vehicles and drivers are removed from the road. Road check 2021 was held May 4-6 at local detachments.
- ⇒ Operation Air Brake - The purpose of this program is to reduce the number of collisions caused by faulty braking systems on commercial vehicles by conducting roadside inspections and educating drivers, mechanics and others on the importance of proper brake inspection, maintenance and operation. Operation Air Brake Blitz 2021 was held on May 26. Officers completed 90 CVSA inspections with 39 units identified to be Out of Service.
- ⇒ In June 2021, a National Enforcement Operation was conducted at local detachments. 212 CVSA inspections were completed, of which 70 were identified to be Out of Service.

Contribute to the delivery of Prairie Resilience: A Made-in-Saskatchewan Climate Change Strategy, with a focus on infrastructure resiliency.

- ⇒ The ministry has increased network resiliency through culvert upgrades on the National Highway System (NHS). The minimum culvert size has increased from 600mm to 800mm based on the 2014 standard. In 2021-22, 36 culverts were upgraded on the NHS, bringing the total NHS culvert upgrades to 350 since 2014.

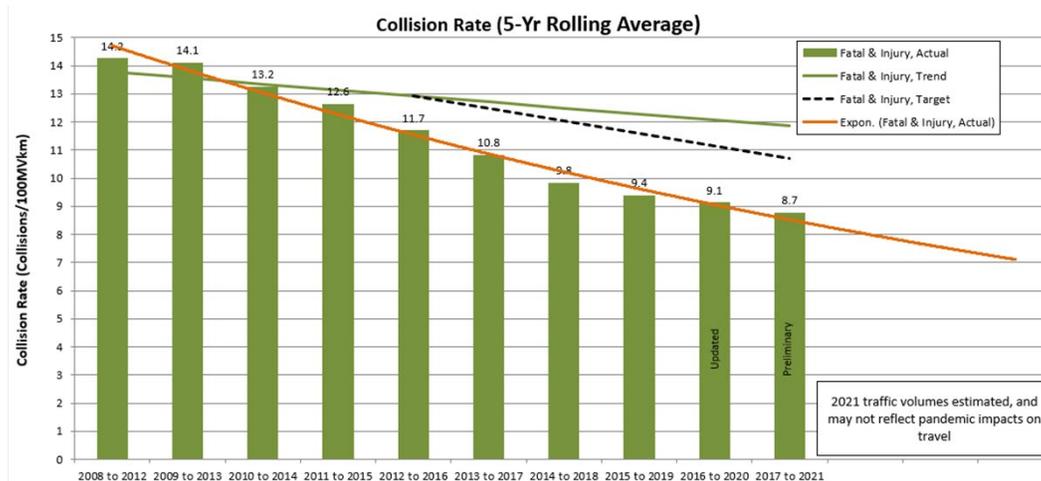
Performance Measure Results

Reduction in fatality and injury collisions rate.

Target = five-year (2021 to 2025) rolling average of 8.9 collisions per 100 million vehicle kilometres traveled; and,

Target = five-year (2017 to 2021) rolling average of 10.7 collisions per 100 million vehicle kilometres traveled.

⇒ The five-year rolling average for each year is the combined total of injury and fatality rates for that year. The result for the five-year average ending in 2020 was 9.1 and the preliminary result for the five-year average ending in 2021 is 8.7.



Source: Saskatchewan Government Insurance (SGI) Traffic Accident Information System database and Ministry of Highways, Operation Standards Branch. Current year data is preliminary as not all claims or police reports for the year may have been submitted at the time of reporting and the true severity of collision are not yet fully conveyed.

This measure uses a five-year rolling average collision rate for fatality and injury collisions to track highway safety over time. The ministry aims to reduce the rate through operations and maintenance practices and infrastructure safety improvements delivered through the road safety strategy. Focus areas of the safety strategy are incidents relating to dark driving conditions, intersections, single vehicles running off the road and wildlife.

Number of safety incidents in work zones and snow zones.

Target = 10 per cent reduction.

⇒ In 2021-22, safety incidents in work zones and snow zones increased. The ministry mitigates the potential for these incidents with signage and information campaigns, but ultimately they are the result of road user non-compliance or mistakes. In 2021-22, there were 20 work zone incidents, an increase from 2020-21 where there were four. In 2021-22, there were 19 snow zone incidents, an increase from 2020-21 where there were four.

Source: Ministry of Highways, Safety Branch

This is a measure of safety incidents occurring in ministry work zones and snow zones. An incident is an unplanned event that results in or has the potential to result in injury or property damage. A work zone is a controlled and marked area where active work is ongoing, typically noted with work zone signage. Snow zone incidents are between the public and snowplows.

Per cent of shortline and industrial rail lines with safety management plans (SMPs).

Target = 100 per cent of plans on file with the ministry by March 31, 2022.

⇒ There are a combined 97 shortline and industrial rail lines that require SMPs. By March 31, 2022, 95 per cent had developed SMPs.

Source: Ministry of Highways, Transportation Policy and Programs Branch

Safety management plans are used by industry and the ministry to ensure that procedures are in place to prevent or address rail incidents. To obtain an operating license from the Highway Traffic Board, it is a requirement of shortline and industrial rail lines to have SMPs.

Per cent of shortline public grade crossings inspected on a four-year cycle.

Target = 100 per cent by March 31, 2022.

⇒ In 2021-22, the ministry completed 350 shortline public grade crossing inspections. After four years, 99.5 per cent (1,213 of 1,219 crossings) of the four-year target was completed.

Source: Ministry of Highways, Transportation Policy and Programs Branch

There are 1,219 shortline public grade crossings. A crossing is where the rail line intersects with a road. The ministry inspects the crossings on a four-year cycle to ensure the safe movement of rail cars and recommends repairs to the shortline companies.

Per cent of shortline rail tracks inspected over a three-year cycle.

Target = 100 per cent by March 31, 2024.

⇒ As of March 31, 2021, 43 per cent (917 of 2,131 km) of the three-year cycle of track inspections was completed.

Source: Ministry of Highways, Transportation Policy and Programs Branch

There are 2,131 km of shortline track in the province. The ministry inspects rail lines on a three-year cycle to ensure the safe movement of rail cars and recommends repairs to the shortline companies.

Number of CVSA inspections on commercial vehicles.

Target 2021-22 = 7,000 inspections.

⇒ 7,037 CVSA inspections on commercial vehicles were completed in 2021-22.

Source: Saskatchewan Highway Patrol

The ministry delivers commercial vehicle enforcement activities all year to influence regulation compliance. The goal is to reduce the non-compliance of commercial trucks through detection and interception of unsafe vehicles. CVSA offers a uniform methodology for inspecting large vehicles and criteria under which unsafe vehicles and drivers are removed from the road.

Government Goals



A Strong Economy



Strong Communities



Strong Families

Ministry Goal

Improved road conditions

Strategies

- Communicate and report level of service standards so the public knows what to expect for highway services.
- Implement innovative repair and upgrade options that result in a well-maintained transportation system.
- Maintain and rehabilitate provincially owned transportation infrastructure to optimize the asset's life cycle.
- Enforce vehicle weight and dimension regulations to reduce damage on the highway network.

Key Actions

Continue to provide accurate, timely and reliable road information for travelers through the Highway Hotline.

⇒ The Highway Hotline is continuously improving information for SGI, rural municipalities, the Saskatchewan Trucking Association, the trucking industry and the traveling public in addition to continuous updating of provincial mapping province wide. The Hotline added six highway cameras in 2021-22. There were 14.3 million visits to the Highway Hotline website, and over 90,000 calls in 2021-22. The ministry is also developing a Highway Hotline App that will be accessible on mobile devices when complete.

Advance the use of field devices and new technologies in project and service delivery through the ministry's Intelligent Transportation System (ITS) plan. The plan is a long-term strategy to continually incorporate the use of ITS devices such as cameras, variable message signs (VMS), road weather information systems, traffic counters, weigh-in-motion as well as emerging technologies.

⇒ The ministry has developed an ITS plan that identifies opportunities to enhance service, data collection and increase road safety through the implementation of devices as well as creating efficiencies in the Traffic Management Centre and Highway Hotline operations. In 2021-22, the ministry installed six cameras that provide information to the Highway Hotline website. In addition, one VMS was fully operationalized south of Yorkton, and two VMS were installed and operationalized on Highway 39. Research continues to be conducted for future improvement options to inform travelers of road conditions, construction and emergency situations.

Deliver on level of service (LOS) standards for summer and winter maintenance program delivery which incorporates the ministry's responsiveness to surface failures and operational requirements.

⇒ The ministry maintained its examination of LOS standards. Testing and tracking of response times contributes to ensuring performance and leading to more consistent experience for the road users. In 2021-22, the ministry improved its reporting methodology to capture winter LOS exceptions. Exception reporting details when a maintenance crew was unable to meet the winter LOS Response Time Targets and the reason why the targets were not met. For the 2021-22 winter season, there were 27 exceptions primarily due to equipment and staff availability because of extreme weather conditions affecting large geographic areas.

Provide pavement treatments to renew or increase the longevity of highway assets to meet life cycle requirements.

- Deliver 250 km of repaving of highways, which renews the pavement's life cycle by restoring it to new condition.
 - ⇒ As part of asset management practices, the ministry endeavors to repave highways in a timely and effective manner, which ensures that existing highway infrastructure remains safe for years to come. In 2021-22, 189 km of capital rehabilitation of paved highways was completed.
- Deliver 225 km of medium pavement treatments like thin lift overlays or micro-surfacing, which primarily mitigate rutting and improve longevity.
 - ⇒ Medium treatments on pavements include work such as thin lift overlays, rut fills with seal coat over top and micro-surfacing. These help to restore skid resistance, eliminate minor surface bumps and level wheel ruts which prevents hydroplaning and further surface deterioration from weather and traffic. In 2021-22, 296 km of medium treatments were completed.
- Deliver 510 km of light pavement treatments like sealcoats, which seal the surface from moisture and increase longevity.
 - ⇒ Light pavement treatments are delivered as seal coats. A sealcoat involves placing hot liquid asphalt and crushed gravel. Seal coats provide a waterproof, non-skid surface that reduces deterioration and cracking and prolongs pavement life by preventing water from entering the roadbed. The ministry completed 328 km of sealcoat treatments in 2021-22.
- Deliver 280 km of upgrades to rural provincial highways including 100 km delivered through stimulus funding.
 - ⇒ In 2021-22, the ministry completed 376 km of low volume highway upgrades, including 176 km delivered through stimulus funding. These upgrades include surface treatment projects on low volume highways, such as:
 - Highway 4, U.S. Border to Grasslands National Park:
 - ⇒ The ministry completed 25 km of road surface work. Installation of erosion control is planned for 2022.
 - Highway 18, west of Lake Alma:
 - ⇒ The ministry completed 28 km of road surface work.
 - Highway 43, Gravelbourg to East of Highway 19 (stimulus):
 - ⇒ This 33 km project was completed.
 - Highway 55, South of Highway 123:
 - ⇒ The project was started, and is expected to be completed in 2022-23.
 - Highway 219 from Highway 15 to Danielson Provincial Park:
 - ⇒ This 31 km project was completed.
 - Highway 322, Glen Harbour to Rowan's Ravine (stimulus):
 - ⇒ This 19 km project was completed.
- Deliver 25 km of gravel surface rehabilitation projects.
 - ⇒ The ministry accomplished 41 km, including:
 - Highway 135, south of Pelican Narrows; and,
 - ⇒ The ministry completed about 50 per cent of the project as road works were delayed due to material shortages. Completion is planned for 2022-23.
 - Highway 905, Cigar Lake access to McClean Lake access.
 - ⇒ The project has been completed.

Extend the service life and ensure the adequacy of bridge and drainage structures:

- Replace 12 short span bridges at end of their service life with new bridges or culverts;
 - ⇒ In 2021-22, the ministry completed the replacement of 21 bridges.
- Complete major repairs on two bridges to extend the service life of large span bridges; and,

- ⇒ Three major repairs were completed in 2021-22.
- Replace 150 culverts.
 - ⇒ Culverts are an important part of the transportation network, allowing water to flow from one side of the highway to the other without eroding the road surface or base and can prevent damage to adjacent landowner’s property. Replacing underperforming or at-risk culverts keeps corridors open and prevents potential road closures, increasing the availability of the highway network. The ministry completed 12 new culvert installations, and the replacement of 461 culverts in 2021-22, of which 184 were delivered through stimulus projects.

Improve roadway safety and infrastructure protection outcomes through weight enforcement activities on commercial vehicles.

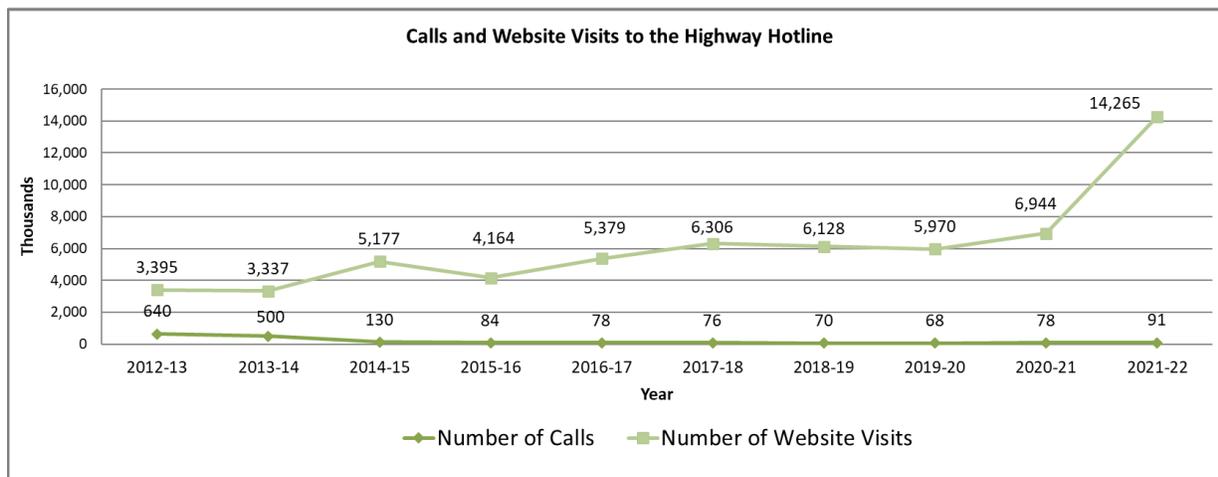
- ⇒ Saskatchewan Highway Patrol attended several Joint Force Operations with the RCMP, Combined Traffic Services unit, municipal police and community safety officers during National Impaired Driver month (December).
- ⇒ In 2021-22, 611 tickets were issued for commercial vehicles overweight.

Performance Measure Results

Number of Highway Hotline website visits and calls.

Target = 7 million website visits and 70 thousand phone calls.

- ⇒ In 2021-22, there were over 14.2 million web site visits and 91 thousand phone calls.



Source: Ministry of Highways, Highway Hotline for Road Information

Measuring website visits and calls illustrates the public’s demand for information on weather-related highway conditions, closures and construction zones.

Per cent of pavements in fair to very good condition on the National Highway System (NHS).

Target = 90 per cent.

- ⇒ Condition results in 2021 based on International Roughness Index (IRI) indicated that 92 per cent of NHS pavements are in fair to very good condition.

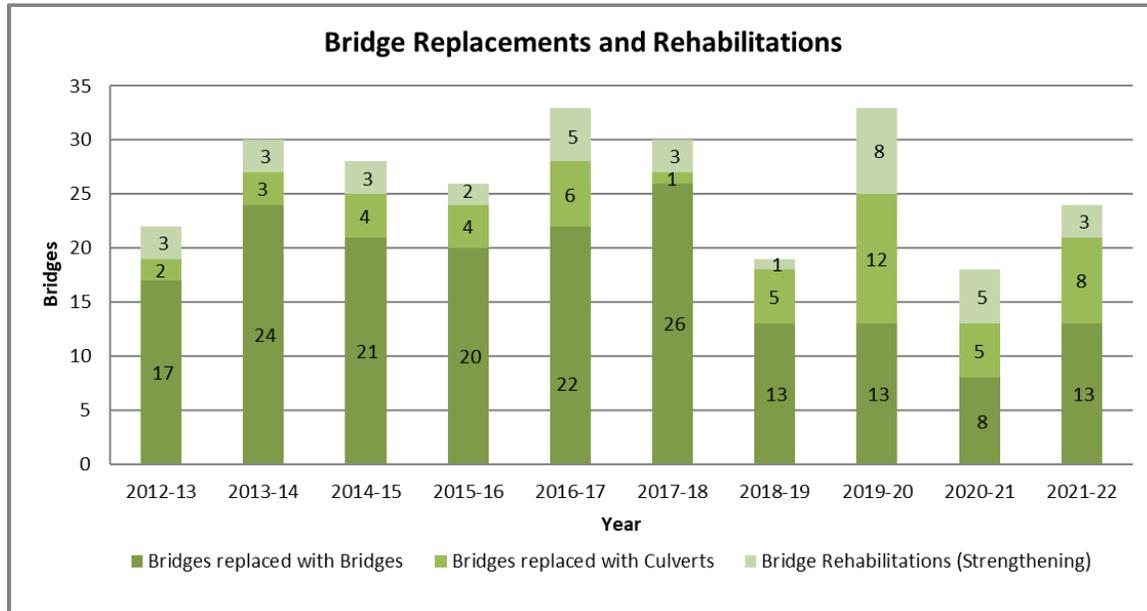
Source: Ministry of Highways, Operation Standards Branch

The ministry maintains over 16,000 kilometres of paved highway, including 3,993 km on the NHS. The ministry uses a measure of roughness to represent the roads condition. This information, when combined with other data, determines when repaving or other pavement preservation treatments are needed.

Number of bridges and drainage structures replaced or rehabilitated.

Target = 14 bridges for 2021-22.

⇒ There are 703 bridges on the provincial transportation network. In 2021-22, the ministry replaced or rehabilitated 24 bridges. This work is allowing the ministry to maintain the safety of its bridge assets.



Source: Ministry of Highways, Bridge Branch

The ministry uses a condition index to rate the state of its bridges. The number of bridges upgraded affects the network average bridge condition index by improving a bridge’s condition or replacing a bridge with a new bridge or culvert.

Number of bridges and large diameter drainage structures inspected.

Target = 100 per cent every two years.

⇒ As of March 31, 2022, the ministry completed 520 out of a planned 523 bridges and large diameter inspections or 99.4 per cent. The ministry carried over two large culvert inspections, and one minor bridge inspection to be used as a training opportunity.

Source: Ministry of Highways, Transportation Policy and Programs Branch

Bridges are an important part of the network’s usability. As the highway network ages, it is important to ensure that bridges are in good condition.

Number of portable weight checks.

Target for 2021-22 = 1,000.

⇒ In 2021-22, 968 portable weight checks were completed.

Source: Saskatchewan Highway Patrol

Axle weight checks delivered by highway patrol officers on commercial vehicles aid in protecting highway infrastructure from damage, specifically weight restricted and thin membrane surface highways. Portable weight checks are a method of monitoring and enforcing compliance with Saskatchewan’s vehicle weight and dimension regulations away from the permanent scale locations.

Government Goals



A Strong Economy



Strong Communities



Strong Families

Ministry Goal

Integrated transportation network

Strategies

- Engage citizens, partners and stakeholders to assess transportation demand and understand the need for future investments.
- Work with municipal and Indigenous community partners to manage traffic demand and improve road conditions on a one network approach.
- Work with the federal government, other provinces and territories to develop a National Transportation Strategy that improves Canadian competitiveness.
- Work with partners to develop multi-modal competitive transportation solutions for Saskatchewan businesses.

Key Actions

Support municipal and provincial transportation system integration to better utilize the existing network to achieve economic growth and quality of life outcomes.

- Invest \$28.0 million through the Rural Integrated Roads for Growth (RIRG) program, which includes \$13.0 million in stimulus funding. RIRG is a partnership agreement with the Saskatchewan Association of Rural Municipalities for municipal road and bridge enhancement and preservation.
 - ⇒ In 2021-22, a total of \$28.57 million was paid, including \$2.47 million for bridges through the Investing in Canada Infrastructure Program (ICIP) program. Through RIRG, 101 road construction projects were approved to proceed and when including ICIP funding with the RIRG investment in bridges, 44 bridge projects were approved.
- Work with rural municipalities and stakeholders to develop new partnerships to preserve the network and optimize the utilization of existing infrastructure.
 - ⇒ In 2021-22, the ministry signed six partnerships to improve highways, including:
 - Unity Bypass Highway 21 – Partnering with Town of Unity, RM of Round Valley, and North West Terminal to build a bypass around the east side of Unity.
 - Highway 26 – Partnering with the RM of Turtle River to upgrade the Vawn Access roadway to a dust-free surface.
 - Highway 56 – Partnering with the District of Katepwa and Ministry of Parks, Culture and Sport to pave Katepwa Avenue and the parking lot to the South, and complete a jurisdictional transfer.
 - Highway 324 – Partnering with the RM of Meeting Lake and RM of Round Hill to upgrade the roadway to a dust-free surface.
 - Highway 378 – Partnering with the RM of North Battleford to upgrade 32 km of roadway to a dust-free surface.
 - Highway 982 – Partnering with Weyerhaeuser to widen, re-gravel, replace culverts, and deliver brushing on various sections of Highway 982 over three years.

Through the Urban Highway Connector Program, invest in urban highway projects to improve efficiency on provincial highways through urban centres including rehabilitation work on:

- Highway 39 in Estevan;
 - ⇒ The rehabilitation of 2 km is complete.
- Highways 4 and 55 in Meadow Lake; and,
 - ⇒ The rehabilitation of 2 km and the reconstruction of the intersection are complete.
- Highway 3 in Prince Albert.
 - ⇒ The rehabilitation of over 1 km is complete.

Support community airports through the Community Airport Partnership (CAP) program with a \$1.5 million investment, including \$650,000 in stimulus funding.

- ⇒ The ministry received 31 applications for CAP funding, with 25 projects approved for funding and 23 projects completed. Two projects were not initiated due to material shortages. The CAP program received \$650,000 in stimulus funding in addition to its \$850,000 base budget. The actual grant spending in 2021-22 was \$961,237, accomplishing more than \$1.9 million of work through this 50/50 cost-shared program.

Support the Shortline rail industry in maintaining and upgrading their rail tracks through delivering the Shortline Rail Infrastructure Program (SRIP).

- ⇒ The ministry received 13 applications for SRIP funding, which contained 32 individual projects. All projects were approved, allocating all planned budget of \$530,000.

Identify and develop options to increase Saskatchewan's export infrastructure by working proactively with the province's export and transportation sector, other western provinces, the federal government and the U.S.

- ⇒ Work is continuing to identify priorities for freight movement and future federal funding investments. The Ministry of Highways, as well as the Ministries of Trade and Export Development and Energy and Resources met with key external stakeholders to explore options for decreased shipping costs and improved service standards.

Performance Measure Results

Per cent of Thin Membrane Surface (TMS) highways managed using partnerships.

Target = 14 per cent.

- ⇒ 737 km (16.2 per cent) of TMS highway is in partnership with RMs to divert traffic to the municipal system through the Strategic Partnership Program.

Source: Ministry of Highways, Operation and Maintenance Division

This measure reflects the strategic partnerships that are assisting the ministry in maintaining reliable access. These partnerships with municipalities involve the utilization of municipal roads to re-route heavy vehicles that would otherwise damage sensitive segments of the provincial highway network.

Per cent availability of provincially operated ferries.

Target = 98 per cent.

- ⇒ Provincial ferries were open and available for use 95.9 per cent of the time. Closures occurred because of high wind, low water levels and mechanical repairs.

Source: Ministry of Highways, Operation and Maintenance Division

This measure shows the reliability of provincially operated ferries. It is a measure of scheduled availability against time lost.

Per cent availability of airport services at the 16 provincial airports.

Target = 98 per cent.

⇒ The provincial airports were open and available for use 99.9 per cent of the year. Short closures were due to ice and snow at various airports.

Source: Ministry of Highways, Operation and Maintenance Division

This measure shows the reliability of the 16 provincially operated airports. It is a measure of scheduled availability against time lost.

Government Goals



A Strong Economy



Strong Communities



Strong Families

Ministry Goal

Efficient travel for people and goods

Strategies

- Promote the efficiency of goods movement by promoting national regulation harmonization.
- Improve reliability and safety for the flow of goods by efficiently managing roads, airports, ferries and railroads.
- Work with partners to increase economic opportunities and trade corridors including improving transportation access for northern communities.

Key Actions

Invest in north-south trade corridors to facilitate the efficient transportation of manufactured goods to the U.S. and Mexico.

- ⇒ The ministry made a \$38.3 million capital investment in the following north-south trade corridors in 2021-22:
- Highway 6 – U.S. to Highway 3
 - Highway 9 – U.S. to Highway 3
 - Highway 39 – U.S. to Highway 1
 - Highway 11 - Regina to Saskatoon
 - Highway 16 - Saskatoon to Alberta
 - Regina Bypass

Increase capacity to move goods to and through the U.S., including examining options to enhance the north-south rail network in Saskatchewan to provide competitive alternatives and broader access to the U.S. rail network, ports and American markets.

- ⇒ The ministry continues to work to identify potential projects to increase efficient north-south trade transportation. The ministry continues to work with railways and shippers to identify and support project applications for federal infrastructure funding for railway projects that will increase capacity and improve rail service for shippers. The ministry also provides guidance and advice to public and private stakeholders to progress through the regulatory and legislative approval process for rail line development and to determine the viability of constructing new railway connections and facilities.

Work with the federal, provincial and territorial (FPT) governments to address barriers to internal trade including reconciling and harmonizing regulations and being co-chair of the national task force on the Pan-Canadian Competitive Trade Corridor (PCCTC) Initiative to facilitate efficient internal and international trade.

- ⇒ Phase One of the PCCTC report was completed in January 2021 and reviewed by the ministers responsible for transport safety. The Phase Two report was finalized by the co-chairs (Ontario and Saskatchewan) in February 2022 and presented to the FPT Ministers of Transportation. Phase Two focused on developing key actions and recommendations under the five areas identified in Phase One:
1. Strengthening coordinated transportation planning to manage future demand;
 2. Promoting regulatory alignment;
 3. Fostering innovation and technology adoption;
 4. A better understanding of causes and solutions to impediments; and,
 5. Enabling effective sharing of data.

Deliver the Transportation Partnership Program to contribute to the commercial vehicle efficiency of partnering companies shipping goods to or from their Saskatchewan facilities.

- ⇒ In 2021-22, the Transportation Partnership Program entered into 29 new agreements and renewed 35 agreements for a total of 128 active agreements across all program types.

Increase access and safety at northern airports through infrastructure improvements, including:

- Delivering the multi-year rehabilitation of the Fond du Lac airport;
 - ⇒ The project was completed and included repairs on the runway, apron and taxiway, installing a turnaround and high intensity lighting.
- Improving the taxiway and apron at the Cumberland House Airport; and,
 - ⇒ The project was completed and included the re-sloping of the apron and taxiway to accommodate drainage.
- Planning for projects to be delivered in future years through the Investing in Canada Infrastructure Program.
 - ⇒ In 2021-22, the ministry secured \$1.45 million in federal funding for northern airport safety improvements.

Improve safety and the seasonal operating season length of access to Wollaston Lake through opening a new winter road in partnership with the Hatchet Lake Denesuline First Nation and the Federal Government.

- ⇒ Substantial completion is planned for 2022, with the road to be used in 2023. The winter road will be an improvement over the ice road as it will be open for additional four to six weeks and will allow travel for heavier trucks.

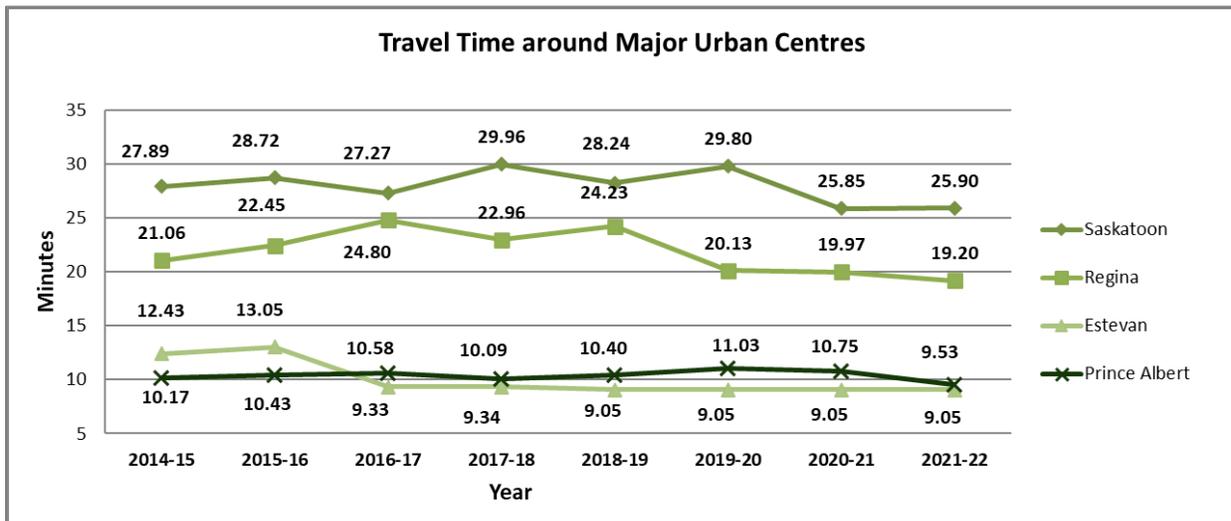
Invest \$67.7 million to improve and maintain infrastructure in northern Saskatchewan.

- ⇒ The ministry invested \$71 million in operations, maintenance and construction of northern roads and airports in 2021-22, including:
- A gravel upgrade on Highway 905 between Cigar Lake and the McClean Lake Access;
 - Runway grading, lengthening and sealing of the Fond du Lac Airport;
 - Clay capping and base stabilization south of Pelican Narrows; and,
 - Multiple spot improvements.

Performance Measure Results

Travel time around major urban congested areas.

- ⇒ The measure shows the average travel time on designated routes through or around four urban centres. To gather this data, the ministry uses specific locations to measure the time it takes to get through or around these urban centres, while moving with the speed of traffic. In Regina and Prince Albert, the travel time decreased in 2021-22 as road improvements were completed.



Source: Ministry of Highways, Operation Standards Branch

Investments around urban centres are important for ensuring the safe free-flow of traffic from commercial carriers and commuters. This measure will establish data to be used as reference for the ministry's efforts, over the long term, in addressing the growth of urban census metropolitan areas. It will establish a baseline for future targets.

Per cent availability of highway network.

Target = 99.99 per cent.

- ⇒ In 2021-22, 99.99 per cent of the highway network was available to road users. Localized closures were mainly due to forest fires in the summer and snowstorm events in the winter.

Source: Ministry of Highways, Operation Standards Branch

This measure is used to determine highway network reliability. It is a measure of kilometres closed for various reasons, including extreme weather and collisions.

Per cent of single trip permits issued within 24 hours.

Target = 98 per cent.

- ⇒ In 2021-22, the 98.7 per cent of single trip permits were issued within 24 hours.

Source: Saskatchewan Government Insurance (SGI)

Single trip permits are required for vehicle configurations that exceed vehicle weight and dimension regulations for a particular route. Permitting is offered to ensure efficient travel for commercial vehicles while protecting road infrastructure assets. This is a measure of the efficiency of the permitting system to ensure that industry and commerce is receiving quality service.

Government Goals

A Strong Economy

Strong Communities

Strong Families

Ministry Goal

Commitment to excellence

Strategies

- Improve technical management and leadership capacity by creating a learning organization and positive workplace culture.
- Deliver an accountable, citizen-centred, inclusive, solution-focused and knowledgeable workforce while enhancing employee engagement.
- Create a process-based organization with effective tools and systems through continuous improvement and innovation.

Key Actions

Continuously improve project delivery through engaging with industry stakeholders and working together to promote innovation, collaboration and solutions in the effective delivery and quality of construction projects.

- ⇒ There has been continued collaboration with industry, stakeholders, the Saskatchewan Heavy Construction Association (SHCA) and the Association of Consulting Engineering Companies - Saskatchewan (ACEC-SK) through tri-party subcommittee meetings held in February and March 2022. The ongoing initiatives include process and document improvements for the development of a specification for granular base course, interim adjusted site occupancy for preparatory work, lime requirements for asphalt concrete mixes and lab testing requirements.
- ⇒ The ministry also worked on and completed an update to the Site Occupancy Specification and related documents and submitted a final report and timeline improvements.

Deliver improved service to citizens through the ministry's Customer Service Centre (CSC).

- ⇒ The CSC has offered citizens a convenient and efficient way to submit their inquiries, complaints and vehicle damage claims online or by phone. Every request submitted is automatically assigned a unique case number a citizen can use to track status on a real-time basis.
- ⇒ The CSC has standardized the way citizen inquiries and complaints are recorded, which allows for the recognition of trends to identify and respond to potential issues proactively.

Continue to support the Enterprise Business Modernization Project to transform government's business processes through an integrated human resource, financial and procurement, cloud-based business system.

- ⇒ The ministry participates in an Enterprise Business Modernization Project (EBMP) to implement a new government-wide solution for an integrated financial, human resource and procurement system. This three-phase project began in October 2020. Phase One and Phase Two led to the completion of a detailed business case in Summer 2021. Phase Three is underway to design, develop, test and deploy the new solution across government in 2023.

Improve employee engagement and maintain corporate knowledge through learning and development activities.

- ⇒ In 2021-22, the ministry worked on initiatives that include inclusion education, culture vision, onboarding, orientation and increasing the use of knowledge sharing sessions to inform others in the workplace of the deliverables of the ministry.
- ⇒ Several internal training courses and online learning modules were developed and offered to ministry employees, including “Crucial Conversations”, “Crucial Accountability” and “Bystander Training”.
- ⇒ Ministry onboarding and orientation improvements were implemented with a video made available for remote locations that cannot attend live or virtual presentations.
- ⇒ The ministry continued running leadership development programs to enhance employee knowledge and skills.

Foster a culture of innovation that empowers employees and stakeholders to collaborate on innovative solutions and opportunities through the use of idea and knowledge management processes.

- ⇒ The ministry’s Business Improvement and Innovation Unit facilitates process mapping and other continuous improvement activities. The documentation of processes is helping create efficiency and knowledge transfer within work units to ensure consistency of service and project delivery.
- ⇒ The ministry uses a software platform that houses a database to run innovation challenges. The challenges pose an opportunity or problem to ministry staff and external participants. The ministry has exceeded industry standard participation rates and received positive feedback from external participants. The ministry continues to evaluate, pilot and implement ideas from innovation challenges.
- ⇒ The ministry tracks many improvement ideas and initiatives, with typically over 100 per year implemented. These include new tools or equipment, process improvements, and new ways to do business.
- ⇒ The ministry has a Student Innovation Program to assist students in developing their creative thinking and networking skills. The ministry had a successful year running this innovation program, where students are given pilot projects or ideas to review and present. This assists students with their workplace skills development and provides the ministry opportunities to research and implement the ideas that were put forward.

Continue work to enhance the ministry’s inclusive and diverse workforce including increasing the employment of people who identify as Indigenous.

- ⇒ The ministry has a Strategic Plan and Work Plan for building an inclusive workplace. The ministry actively uses partnerships to increase employment opportunities for First Nations and Métis people through its Aboriginal Apprenticeship Program and its Roving Crews.
- ⇒ Articles and information surrounding diversity groups, days of celebrations, and training opportunities are regularly posted on the ministry Intranet and sent out as Inclusion Moments to be shared during meetings.
- ⇒ To support employee engagement, workplace culture and shared experiences, the ministry held multiple virtual events, including celebrating Chinese New Year, Black History Month and International Women's Day.

Performance Measure Results

Customer satisfaction in their interaction with the ministry’s Customer Service Centre (CSC).

- ⇒ In 2021-22, customer feedback surveys had a satisfaction rate of 3.4 out of 5 (on a scale of 1 equaling very unsatisfied to 5 being very satisfied).

Source: Ministry of Highways, Customer Service Centre

Citizen-centred service is the primary goal of the ministry’s strategic direction. Delivering quality service to the people of Saskatchewan and assisting them to find the answers they are looking for is important. This is a measure of the CSC’s interaction with people in the delivery of services.

Per cent employee engagement.

⇒ The 2021-22 employee engagement survey result was 61 per cent, an increase of one per cent compared to the 2018-19 results.

Source: Ministry of Highways, Corporate Support Branch

Employee engagement is measured by a survey every two years. This is an important measure as it relates to advancing a value-based culture where employees are excited about and committed to their work delivering citizen-centred service.

Number of innovation ideas implemented by ministry employees.

⇒ In 2021-22, 56 innovation ideas were implemented. Innovations cover a range of improvements, including process improvements, minor or major equipment improvements, material changes and other ideas.

Source: Ministry of Highways, Corporate Support Branch

Developing a culture of innovation will assist the ministry in achieving its goals to provide quality citizen-centred service that is efficient and makes the best use of resources. This measure is a display of the ministry's approach in encouraging innovation in the everyday practices of ministry employees.

Financial Summary

In 2021-22, the ministry received \$829.9 million in funding and invested \$767.8 million. The ministry's expenditures included the second year of a three-year stimulus investment in capital and third-party projects to provide an economic boost through creating jobs and building priority infrastructure projects to serve the citizens of the province.

| Program | (in thousands of dollars) | | | | Variance Explanation |
|--|---------------------------|------------------|------------------|------------------|----------------------|
| | 2020-21 Actual | 2021-22 Budget | 2021-22 Actual | 2021-22 Variance | |
| Vote 16: | | | | | |
| Central Management and Services | 17,238 | 17,514 | 16,961 | (553) | |
| Minister's Salary (Statutory) | 52 | 51 | 51 | 0 | |
| Executive Management | 1,035 | 1,094 | 1,000 | (94) | |
| Central Services | 4,642 | 5,095 | 4,670 | (425) | 1 |
| Accommodation Services | 11,508 | 11,274 | 11,240 | (34) | |
| Strategic Municipal Infrastructure | 54,800 | 41,247 | 39,389 | (1,858) | |
| Rural Integrated Roads for Growth | 39,200 | 28,000 | 28,567 | 567 | 2 |
| Strategic Partnership Program | 3,779 | 4,590 | 2,474 | (2,116) | 3 |
| Urban Connectors | 10,409 | 6,627 | 6,856 | 229 | 4 |
| Community Airport Partnership Program | 1,413 | 1,500 | 961 | (539) | 5 |
| Shortline Rail Improvement Program | - | 530 | 530 | 0 | |
| Operation of Transportation System | 147,675 | 128,658 | 158,176 | 29,518 | |
| Winter Maintenance | 50,622 | 29,737 | 58,945 | 29,208 | 6 |
| Road Safety and Traffic Guidance | 25,301 | 25,901 | 26,442 | 541 | 7 |
| Operational Services | 54,354 | 54,727 | 54,790 | 63 | |
| Saskatchewan Highway Patrol | 5,958 | 6,299 | 6,204 | (95) | |
| Ferry Services | 3,161 | 3,659 | 3,415 | (244) | 8 |
| Airports | 2,269 | 1,966 | 2,516 | 550 | 6 |
| Information Technology Services | 6,011 | 6,369 | 5,865 | (504) | 9 |
| Preservation of Transportation System | 116,031 | 118,862 | 117,897 | (965) | |
| Surface Preservation | 104,446 | 106,591 | 105,888 | (703) | 10 |
| Regional Services | 11,584 | 12,271 | 12,009 | (262) | 1 |
| Transportation Planning and Policy | 3,418 | 3,526 | 3,492 | (34) | |
| Infrastructure and Equipment Capital | 444,834 | 520,050 | 431,921 | (88,129) | |
| Infrastructure Rehabilitation | 143,382 | 149,110 | 115,965 | (33,145) | 11 |
| Infrastructure Enhancement | 290,473 | 361,109 | 298,594 | (62,515) | 11 |
| Accommodations Capital | 2,285 | 2,887 | 4,953 | 2,066 | 12 |
| Machinery and Equipment | 7,100 | 5,476 | 10,322 | 4,846 | 13 |
| Minor Capital | 1,594 | 1,468 | 2,088 | 620 | 14 |
| 16 – Subtotal (Appropriation) | 783,996 | 829,857 | 767,837 | (62,020) | |
| Capital Asset Acquisitions | (444,834) | (520,050) | (431,921) | 88,129 | |
| Capital Asset Amortization | 226,147 | 240,521 | 226,147 | (14,374) | |
| 16 – Total Ministry Expense | 565,309 | 550,328 | 562,062 | 11,734 | |
| Custom Work Net Recovery | (86) | 0 | (5) | (5) | |
| 16 – Total Custom Work Net Recovery | (86) | 0 | (5) | (5) | |
| Total (Appropriation) | 783,910 | 829,857 | 767,832 | (62,025) | |

Explanations of Major Variances:

1. Decrease due to FTE management and other administrative savings.
2. Increase due to advanced payment for projects.
3. Decrease due to federal transfer funding not required.
4. Increase for additional projects.
5. Decrease due to projects not completed.
6. Winter maintenance costs exceeded budgeted levels.
7. Increase in various road safety costs, including lighting, mowing and pavement marking.
8. Decrease due to mechanical work carried over.
9. Decrease due to efficiencies from software improvements and reductions in centralized software costs.
10. Decrease due to planned crushing work not completed.
11. Decrease due to capital projects not completed and carried over to next fiscal year.
12. Increase due to purchase of Estevan Equipment Storage Building.
13. Increase due to purchase of graders and other fleet equipment.
14. Increase due to salt storage facility replacements.

2021-22 Revenues

The ministry collects revenue relating to the sale of Crown lands or material on behalf of the government. The ministry also collects revenue from the federal government to reimburse the provincial government for infrastructure improvements completed under the federal-provincial cost shared infrastructure programs. All revenue collected is deposited in the General Revenue Fund. Below is a summary of the ministry's 2021-22 budgeted revenue compared to actual revenue.

| Revenues | (in thousands of dollars) | | | |
|---|---------------------------|-------------------|----------------|-------------------------|
| | 2021-22 Budget | 2021-22 Actual | Variance | Variance Explanation |
| Sales, Services and Service Fees | 1,686 | 2,416 | 730 | 1 |
| Government | 37,330 | 32,817 | (4,513) | |
| National Trade Corridors Fund | 9,000 | 7,514 | (1,486) | 2 |
| Provincial Territorial Infrastructure Component | 12,837 | 11,742 | (1,095) | 2 |
| Airport Capital Assistance Program | 9,493 | 9,655 | 162 | |
| Disaster Mitigation & Adaptation Fund | 3,600 | 2,260 | (1,340) | 2 |
| Other Federal Programs | 2,400 | 1,646 | (754) | 3 |
| Entities | 7,100 | 11,655 | 4,555 | 4 |
| Total | 46,116 | 46,888 | 772 | |

Explanations of Major Variances:

1. Higher than expected revenue from the sale of assets.
2. Less construction was completed than anticipated resulting in a decrease in revenue.
3. Decrease for the flow through of federal funding for northern air service.
4. Highway construction projects were completed by the Transportation Partnerships Fund (TPF) and transferred to the ministry. There was an increase in the planned highway improvement projects completed.

Transportation Partnerships Fund

The Transportation Partnerships Fund (TPF) was established effective July 1, 1997, pursuant to Section 8 of *The Highways and Transportation Act, 1997*. The purpose of the fund is to generate revenues to be used for highway improvement projects. The TPF generates revenues subject to the terms of trucking partnership agreements, in which the transportation companies pay the TPF a portion of cost savings achieved from being able to haul overweight and/or over-dimension loads. Additional revenues are raised through issuing permits and the marketing of transportation related technology and expertise.

The ministry is responsible for managing the TPF. The ministry's Transportation Partnership Program generated \$8.6 million in revenue and invested \$9.8 million on transportation system improvements in 2021-22. The TPF balance was \$11.2 million on March 31, 2022.

Loan Disclosure

The ministry administers the Shortline Railway Financial Assistance Program. Under this program, the province provided municipalities or local community groups that wanted to preserve rail service in their area with an interest free loan for the capital acquisition of rail infrastructure which was being abandoned. The loan is repayable over 15 years, with a discretionary three-year grace period.

Eight loans were advanced through this program:

- In 1999-2000, investors received a \$177,000 provincial loan and a \$177,000 Canada Agriculture Infrastructure Program (CAIP) grant.
- From 2004-2012 investors received six loans totaling \$6.6 million with funding split equally between the TPF and the General Revenue Fund (GRF).
- In 2015-2016 investors received a loan in the amount of \$551,000 with all funding coming from the TPF.

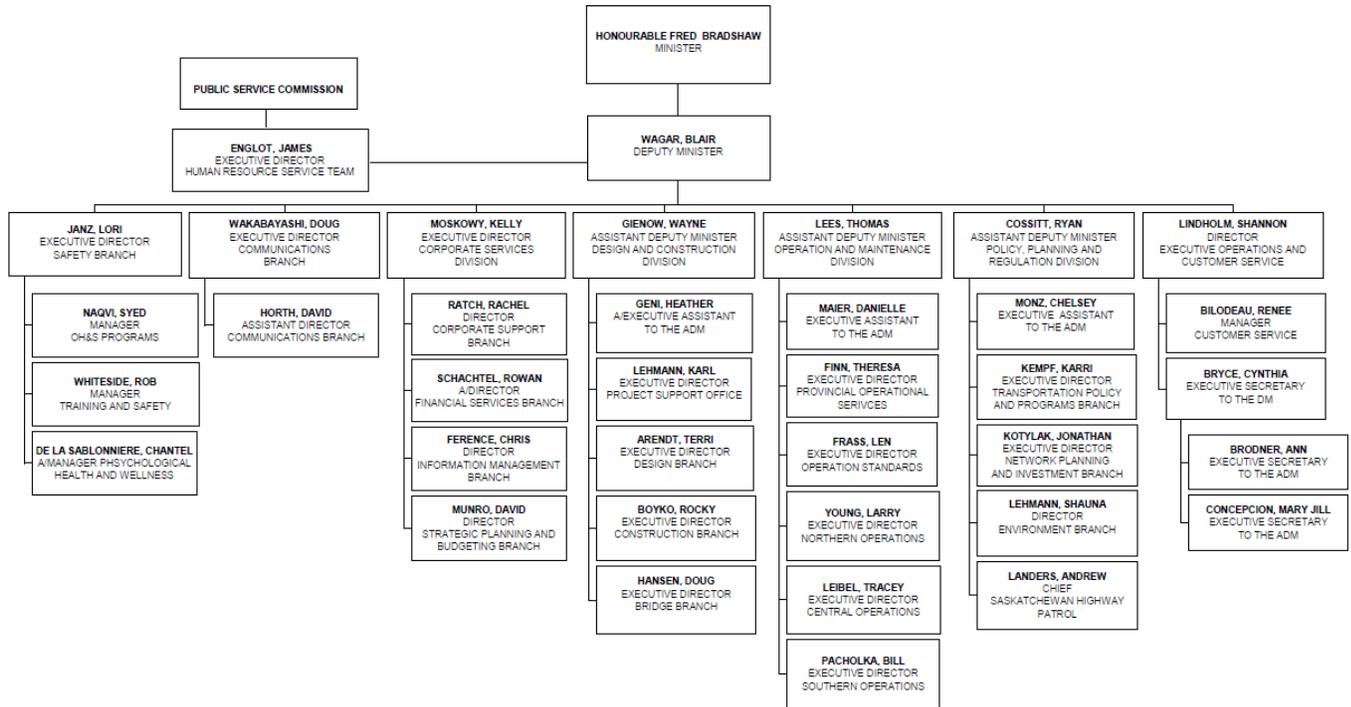
There are three loans outstanding for the fiscal year ending March 31, 2022.

This loan program supported the ministry's objective to invest in multi-modal infrastructure, such as short line rail. A short line railway reduces truck traffic since agricultural products are hauled long distances by rail, rather than by large trucks on the provincial highway system. Reducing the amount of heavy truck traffic helps the ministry sustain the condition of rural TMS highways.

| Short Line Railway Loans | TPF | GRF | Total |
|--------------------------|-------------------|-------------------|------------|
| | 2021-22 Actual | 2021-22 Actual | |
| Beginning Balance | 793 | 380 | 1,173 |
| Additions | - | - | - |
| Reductions | 157 | 112 | 269 |
| Ending Balance | 636 | 268 | 904 |

Additional financial information can be found in the Government of Saskatchewan Public Accounts located at <https://publications.saskatchewan.ca/#/categories/893>

Organizational Chart as of March 31, 2022



For More Information

If you have any questions or comments, we invite you to call 1-844-SKHIWAY (1-844-754-4929), or contact:
 Ministry of Highways - Customer Service Centre
 1200-1855 Victoria Avenue
 Regina, Saskatchewan S4P 3T2

Or send us an email through the Saskatchewan Ministry of Highways website:
[Ministry of Highways | Ministries | Government of Saskatchewan](#)

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