

1. Mr. Brian Malkinson

Question: Since 2005, Transportation has invested more than \$1 billion on Highway 63, including improvements to Highway 881. What is the breakdown between Highway 63 and Highway 881 within this amount? (Page PA-355)

Answer:

Since 2005, Alberta Transportation has invested more than \$1 billion on Highway 63 twinning (from junction Highway 55 to south of junction Highway 69), including improvements on Highway 881. The breakdown is as follows:

- within the urban service area of Fort McMurray, we have invested \$755 million;
- on Highway 63, north of Fort McMurray, we have spent an additional \$177 million; and
- \$102 million was invested on Hwy 881 (from junction Highway 55 to junction Highway 63).

2. Mr. Rick Fraser

Question: Are there any projects currently approved and/or currently being built that involve cost sharing with other municipalities and private business? (Page PA-356)

Answer:

Alberta Transportation enters into cost-shared agreements with municipalities and the private sector. Some examples include:

- an agreement with Saddle Hills County for the base paving of Highway 680 and second-stage paving of Highway 727;
- an agreement between the province and Japan Canada Oils Sands Limited (JACOS) for funding to raise the roadway elevation of Highway 63 to accommodate a concrete box structure underneath, allowing certain pipelines to cross;
- an agreement with Suncor for a new bridge across Chalmers Creek on Highway 33;
- an agreement with the City of Calgary to build right-in/right-out ramps on the north side of Stoney Trail at 14 Street;
- an agreement with the Special Areas Board to provide reliable, good-quality water from the Red Deer River to the Special Areas region in east central Alberta and parts of the counties of Stettler and Paintearth; and
- an agreement with Canadian Forest Products Ltd. to provide funding for maintenance on the Dunvegan Bridge over Peace River on Highway 2.

3. Mr. Drew Barnes

Question: Highway 61 down south between Foremost and Etzikom: work started on it this year to do some improvements and I believe it got shut down because...a little bit of water pooled. Is this accurate? Does a slight pool of water shut down a big project, and who bears the cost of that? (Page PA-357)

Answer:

The project was not shut down due to a pool of water. When the project was tendered, environmental regulations had changed and our design required wetland approvals through Alberta Environment and Parks' *Water Act*.

We will be working with the contractor to extend the required completion date in the contract as we work with Alberta Environment and Parks to obtain approvals, with the plan to resume construction this summer. At this time, no additional cost has been incurred.

4. Mr. Drew Barnes

Question: On page 60 of the 2015-16 Annual Report you have 97 claims made against Alberta Transportation, a possible \$5.6 billion in claimants. That's an average of \$58 million per claim. What do we have for risk management? What do we have for looking at these? Where does the legal liability, where does the risk mitigation fit into this? (Page PA-357)

Answer:

All of Alberta Transportation's legal claims are managed by Alberta Justice and Solicitor General with each claim assigned a lead lawyer. Further, Risk Management and Insurance (a division of Alberta Treasury Board and Finance) reviews and assesses each claim for overall risk and the possibility of potential liability coverage by the Alberta Risk Management Fund.

An assessment of the outcome of all legal claims is provided by Alberta Justice and Solicitor General. The outcome of the \$5.6 billion in claims noted in the 2015-16 Annual Report is not determinable, which means the probability of the outcome of the claim cannot be determined. Of the \$5.6 billion, there is one claim for \$5 billion and 96 claims totalling approximately \$600 million. Details of claims cannot be disclosed due to potential litigation.

The amount disclosed reflects all claims made against Alberta Transportation. Claims may be dismissed or settled at reasonable amounts.

5. Mr. Richard Gotfried

***Question: What strategy, if any, do you have to protect our air passenger services network?
(Page PA-358)***

Answer:

Within the province, Alberta Transportation is responsible for overseeing the implementation of the *Regional Airport Authorities Act* and Regulation, which defines the creation, organization, and structure of airport authorities. There are four airport authorities in Alberta: Edmonton, Calgary, Red Deer, and Fort McMurray.

Alberta Transportation maintains constructive working relations with airports, airlines and air industry stakeholders, as well as other Government of Alberta departments—such as Economic Development and Trade and Culture and Tourism — so that Alberta Transportation can be informed when making decisions with regard to air sector policies. One of the recent decisions to protect the province’s air passenger services network was to revive and expand the Community Airport Program under the Strategic Transportation Infrastructure Program (STIP). This program will provide \$2 million in 2017-18 to sustain and enhance Alberta’s small, community airports.

6. Mr. Richard Gotfried

Question: What is being done within your department to monitor the status of (air cargo) services here, any that may be at risk, and what may we be doing in terms of addressing the economic downturn and risk to services that may exist there as well? (Page PA-358)

Answer:

Alberta's economy relies in part on exports and imports, including those moved by air. Alberta Transportation does not track annual data on air cargo. However, market access for goods and efforts to secure new shipping routes are discussed in meetings with airports, airlines, and air industry stakeholders as well as other Government of Alberta departments. Alberta Transportation is informed by these discussions so that it can bring these industry concerns to counterparts in Transport Canada.

7. Mr. Richard Gotfried

Question: What is Alberta Transportation doing in concert with other ministries to ensure that not only are we supporting (multi-modal transportation -- rail, trucking and air services) infrastructure but also protecting it and about the risk that may come from an economic downturn in terms of operators we may have attracted during busier and more robust times in the economy? What are we doing to protect that infrastructure going forward? (Page PA-358)

Answer:

Alberta's multi-modal transportation system is relied on to move products efficiently both within the province and to other markets outside Alberta. By taking a longer view of future transportation needs, we are highlighting the importance of working with other governments and stakeholders that own, operate, and/or regulate other modes of transportation in order to ensure there are seamless connections between modes. A co-ordinated approach within government will inform policy development and infrastructure investments that help Alberta businesses maintain or enhance their access to other markets. This includes businesses in sectors such as agriculture, forestry, petrochemicals, oil and gas, tourism, and manufacturing.

The railways are responsible for their own infrastructure. In recent years, Canadian National Railway has invested in its Edmonton-Winnipeg main line corridor, installing sections of double track, extending sidings to accommodate longer trains, and improving major rail yards. Canadian Pacific Railway is investing in new sidings and siding extensions in western Canada to improve efficiency and support long-train operations, and upgrading its Edmonton and Calgary terminals.

8. Mr. Richard Gotfried

Question: Does your department engage with the logistics industry through organizations like Calgary Economic Development and Edmonton Economic Development to ensure that the logistics sector is well-serviced and addressed in terms of access to roadways and things like that, that are often barriers to their success and their viability? (Page PA-359)

Answer:

Alberta Transportation connects several times a year with Edmonton and Calgary Economic Development and other transportation logistic stakeholders through meetings, as well as through the Port Alberta Single Window Task Force. The Task Force is a group of government and industry representatives, working to improve international trade in the province.

Alberta Transportation works closely with development sectors, including the logistics sector, in order to ensure that safe and efficient transportation occurs as new developments are planned and constructed, in order to minimize impact to the highway network.

9. Mr. Prasad Panda

Question: In 2012 Deputy Minister Tim Grant indicated that Alberta Transportation statistically needed to rebuild 1,350 kilometres of road each year but was only able to do 1,200 kilometres. What do you statistically have to repave now, and what are you actually accomplishing, and what is the dollar amount to bridge that delta? (Page PA-360)

Answer:

Statistically, we currently estimate repaving needs of about 1,300 kilometres of road each year.

The 1,200 kilometres noted in the question was achieved in 2010-11. In 2015-16, 780 kilometres of repaving was achieved and have increased to 1,160 kilometres for 2016-17. Based on the Budget 2016 funding profile for Highway Rehabilitation and continuing on through Budget 2017, it is estimated the paving work will achieve the required approximate amount of 1,300 kilometres in 2019-20.

10. Mr. Richard Gotfried

***Question: I'd just like to ask the department if they can disclose to us in the future any of the information that they've received around the economic impact or perhaps the barriers to future economic activity around the Deerfoot – 212th Avenue interchange in Calgary?
(Page PA-360)***

Answer:

Alberta Transportation has received a request from the City of Calgary and Brookfield Residential to partner on this project. This request is currently under review.

11. Mr. Prasad Panda

Question: In 2005 Premier Klein promised Premier Calvert of Saskatchewan as a provincial centennial gift to build an Alberta road connecting Fort McMurray to La Loche. Saskatchewan has their side of the road built to the border, but, 12 years on, nothing from Alberta. We made a promise to Saskatchewan. Why is this interprovincial highway not a priority? (Page PA-360)

Answer:

The department continues to review the Alberta road connecting Fort McMurray to La Loche along with all other department priorities.