

Spring 2023 HPW SESSION BRIEFING NOTES
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Session Briefing Note

TAB#2

Corporate Note – Fin/HPW 2022-23

Spring 2023

Supplementary Overview

Embargoed until day of budget tabling

Recommended response:

- Overall, the changes outlined in the Supplementary Estimates #2 show a government that continues to make sure Yukoners and our economy remain healthy as we emerge from the pandemic while also responding to new and emerging challenges.
- Inflation continues to have an impact on Yukoners, as well as an impact on government projects. Several changes included as part of this Supplementary Estimates are in response to higher costs or work progressing faster than planned.
- The capital budget has no overall gross change in this Supplementary Estimates, but this is not because no adjustments were made. Major projects are still getting the resources they need to reach completion, but other projects were decreased to reflect timelines and funds were reallocated accordingly.
- The increase of \$37.5 million for the Department of Highways and Public Works is being offset by deferrals and offsets in other projects.

Session Briefing Note

TAB#2

Corporate Note – Fin/HPW 2022-23

Spring 2023

Supplementary Overview

Embargoed until day of budget tabling

Additional response:

- The largest expenditures are on three important capital projects, accounting for \$53.8 million altogether.
- The first is the replacement of the Nisutlin Bay Bridge. This increase covers higher costs and an accelerated schedule. The additional work on this project results in an increase of \$35.8 million as part of this Supplementary Estimate.
- We also provided additional funding for building the Carmacks Bypass, which is part of the Yukon Resource Gateway Program. Work in this area makes up \$11.8 million of the Capital increase.
- The third project is the construction of the Dempster Fibre Line, which will open a second fibre optic link instead of relying just on one, and so give Yukoners more reliable access to the internet as well as necessary redundancy. This project includes a proposed increase of \$5.7 million.

Session Briefing Note

TAB#2

Corporate Note – Fin/HPW 2022-23

Spring 2023

Supplementary Overview

Embargoed until day of budget tabling

- These increases are offset by decreases in capital. The most significant reductions can be seen in the Yukon Housing Corporation. This is largely the result of revised timelines for various projects and initiatives as well as lower uptake in application-based programs, but also accounts for the housing and building cycle as Normandy Living, Cornerstone and the 47-unit 4th and Jeckell facility are all ready and taking in clients and we are now shifting towards building new relationships for potential future projects.
-

Context—this may be an issue because:

- The 2022-23 Supplementary Estimates #2 is tabled in the spring session and will be the subject of debate.
-

Background:

- Opposition may request an explanation for the changes included as part of the Supplementary Estimates #2.


Approved by:



a/Deputy Minister, Finance

March 02, 2023

Approved



Deputy Minister, HPW

March 2, 2023

Approved

Session Briefing Note**SPRING 2023****FTEs and Auxiliary On-call
Employees at Highways and Public
Works**Highways and
Public Works**Recommended response: FTEs**

- In the face of a national labour shortage, the department continues to deploy a variety of recruitment strategies such as hiring permanent and term employees, auxiliary on-call, casuals, students and underfills.
- For positions and locations that are particularly difficult to recruit for, the department determines the best methods to attract candidates locally and from outside of the Yukon.
- The department has also invested heavily in leadership development and onboarding to attract and retain talent and reduce employee turnover.
- We have evaluated our spending patterns and adjusted our budget to best allocate the resources we have.
- As of March 24, 2023, the Department of Highways and Public Works has 935 budgeted FTEs in a variety of tenures, part-time and full-time. 126 of these employees are auxiliary on-call.

Recommended response: Auxiliary On-call

- Auxiliary on-call employees are a critical part of our workforce and are employed to ensure continued service delivery for Yukoners.
- They are used to fill short-term vacancies, such as sick leave or parental and maternity leave, or to fill urgent needs – for example, increased service delivery requirements due to abnormal weather events, such as floods and avalanches.
- Auxiliary on-calls are often hired because they bring experience and specific skills that are needed in the interim to keep the work of the department moving.

Session Briefing Note

SPRING 2023

FTEs and Auxiliary On-call Employees at Highways and Public Works

Highways and
Public Works

- Some auxiliary on-calls prefer this status as it offers them increased flexibility to work on a schedule that supports their work-life balance.

Additional response: Auxiliary On-call

- The department conducts regular reviews of the number of hours auxiliary on-calls are working and, in cases where they are consistently working close to full-time hours, we explore the option of hiring them as a regular employee – either on a permanent or term basis.
- An auxiliary on-call role can prepare an employee for a regular position. In the past 12 months, 15 auxiliary on-calls at Highways and Public Works were hired as permanent or term employees.

Context—this may be an issue because:

- Concerns have been raised about the number and use of auxiliary on-call employees.

Background:

- The department requests additional FTEs to increase our capacity to deliver services when critically needed.

Approved by:



April 4, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

Spring 2023

Housing Issues

Yukon Housing Corporation

Recommended response:

- As we are aware, homelessness has far-reaching consequences that impact Yukoners. The substance use health emergency and the COVID-19 pandemic have only intensified these issues.
- Meanwhile, rental options are too few and often too expensive. Vacancy rates in the rental market have dropped to 0.8% - the lowest in years –a reality that influences the Yukon Housing growing waitlist.
- Down payment costs remain out of reach for many Yukoners, and homeownership may be less affordable as interest rates rise.
- Across government, we are working with stakeholders to develop new land parcels, increase housing stock, and rapidly increase housing supply while also responding to the findings of the 2022 Office of the Auditor General Report on Housing.

Additional response:

- We continue to enhance our Community Housing stock to support a full housing continuum - 47 new affordable units at 401 Jeckell, 10 units of affordable and supportive housing for seniors through Normandy Living and three new triplexes in Watson Lake, Mayo and Whitehorse demonstrate how we are responding to the 2022 Office of the Auditor General of Canada recommendations on housing.
- Partnership with Da Daghay Development Corporation for the construction of 98 new units is one of numerous housing examples that further support vulnerable Yukoners.
- Through our new approach to housing YG employees in communities, we aim to decrease the housing cost disparities in communities, further incentivize private sector investment in housing, and prioritize

Session Briefing Note

Spring 2023

Housing Issues

Yukon Housing Corporation

allocations of the government's existing staff housing units to meet critical needs for community well-being.

- Finally, as part of the response to the 2022 Office of the Auditor General of Canada recommendations on housing, we have expanded capital incentive programs to include land development for residential housing, while also enhancing our Community Housing stock.

Context—this may be an issue because:

- Since COVID-19, Yukoners have faced additional housing challenges including increased housing prices and low vacancy rates.
- The recently declared substance use health emergency in the Yukon and closure of Chilkoot Trail Inn have added strain on the housing crisis.

Background:

Recent interest rate hikes

- The Bank of Canada raised interest rates for an eighth time in January, bringing the Bank rate to 4.50%. At the start of 2022, that rate was 0.25 %. Rising debt costs will make it more challenging for homeowners to qualify for a mortgage and will increase monthly debt costs for existing homeowners and developers.

Housing Action Plan and Safe at Home Plan

- The 10-year Housing Action Plan (HAP) for Yukon was launched in 2015 and provides guidance on housing priorities for the territory.
 - A Housing Action Plan Implementation Committee (HAP – IC) made up of key housing stakeholders and partners from across the territory oversees its implementation.
- The Safe at Home community-based Action Plan to End and Prevent Homelessness (Safe at Home) was launched in November 2017.
- The Safe at Home plan was developed by the Government of Yukon, the City of Whitehorse, Kwanlin Dün First Nation, the Ta'an Kwäch'än Council and a number of local NGOs.

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Housing Issues

Yukon Housing Corporation

- The Safe at Home Society was awarded \$10 million under the Northern Carve-Out of the National Housing Co-Investment Fund, \$5 million in funding under the federal Rapid Housing Initiative 2.0, and \$1.02 million in funding from YHC's Housing Initiatives Fund - for a supportive housing project proposal.

Land Development

- The Government of Yukon continues to support new land development to increase the supply of land available for housing development. This includes:
 - Government-led land initiatives in Whistle bend, as well initiatives to sell the 5th and Rogers site (See TAB #34) and old Macaulay Lodge site (See TAB #37);
 - First Nations land development projects – KDFN's Copper Ridge West (See TAB #35) and Range Point projects;
 - Private Sector land development project initiatives – the Tank Farm (See TAB #40).
- Community Services estimates an additional 1,476 new housing lots will come online by 2026, enough to accommodate 2,713 additional housing units.

New Housing Construction and partnerships with the Private Sector

- Yukon Housing Corporation offers several loans and grants programs (See TAB #4) to incentivize new housing construction – namely, the *Housing Initiative Fund* (See TAB #63), the *Developer Build Loan* (See TAB #59), and the *Municipal Matching Rental Construction Program* (MMRCP).
- These territorial-based programs complement new housing construction incentive programs under the National Housing Strategy, including the *National Housing Co-investment Fund* and the *Rapid Housing Initiative*.
- Finally, we provide subsidies to households living in private market housing through the *Canada Yukon Housing Benefit* (See TAB #57) and the *Rent Supplement* program.

Community Housing and the Most Vulnerable

- Yukon Housing Corporation and its partners continue to implement the new Community Housing Program, which aims to improve better client outcomes and fiscal resiliency (See TAB #58)
- Currently, YHC offers over 700 units through the Community Housing program in which eligible Yukoners pay 25% of their income for rent (rent-geared-to-income), we provide

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Spring 2023

Housing Issues

Yukon Housing Corporation

support to more than 80 households through our rent supplement program and more than 130 Yukoners through the Canada-Yukon Housing Benefit.

- Starting in early 2023, YHC is introducing a mixed-income and mixed-use tenant's allocation policy to its Whitehorse buildings while providing tenants with appropriate partner supports to help them maintain housing.
- Work continues with the Safe at Home Society with the intent of allocating a percentage of units to individuals on the By-Name List.
- YHC is working to implement the Aging in Place Action Plan, which includes broadening programming to include Senior Supportive Housing Program as an option for seniors who require additional supports.
- Finally, YHC and housing providers have recently completed or are currently making significant capital investments to expand the community housing stock, including:
 - The 401 Jeckell – 47-unit building (See TAB #19);
 - Three new triplexes in Mayo, Watson and Whitehorse (See TAB #21);
 - A new Housing First building in Watson Lake (See TAB #25);
 - A new 10-plex in Old Crow (See TAB #23);
 - Duplexes in Carmacks, Dawson, Faro and Mayo (See TAB #20); and
 - New emergency shelters in Dawson and Whitehorse (See TAB #42).

Major investments in housing include:

- The Canada Yukon Housing Benefit, an eight-year rent subsidy program to support low to moderate income Yukoners renting private market rental housing (See TAB #57).
- \$3.5M for Normandy Living, a private senior's residence with supports (See TAB #38)
- \$21.7M for the design and construction of the 4th and Jeckell, a 47-unit mixed-income housing development in Whitehorse (See TAB #19).
- \$2.4M over 2021-2022 for the construction of three triplexes in Mayo, Watson Lake, and Whitehorse in addition to \$3M in federal funding under the Rapid Housing Initiative - contributing nine units of housing options. (See TAB #21)
- \$400K in 2021-2022 for the design of the Watson Lake Housing First project which will be tendered in the Fall 2023 (See TAB #25).
- Design work to support the housing needs in the communities of Teslin, Carcross and Dawson in 2022-2023.
- \$5.7M annually under the Housing Initiatives Fund (See TAB #63).
- \$2.4M to Yukon through a Northern Housing Fund under the National Housing Strategy.

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Housing Issues

Yukon Housing Corporation

- \$6.9M for First Nation Energy Efficiency Program and \$8.4M for Community Housing retrofits under the Low Carbon Economy Fund (LCEF) provided on a 75% (Canada) - 25% (territory) cost-matching ratio between 2019 and 2024. (See TAB #60 & #61)
- \$4.1M for the construction of a Housing First residence for vulnerable individuals (5th and Wood St.) in Whitehorse
- Continued commitment by Government of Yukon toward the Municipal Matching Rental Construction program for new rental units.

Affordable rental housing incentives (in partnership with the private market):

- Since its inception in 2019, the Housing Initiatives Fund (HIF) intakes have brought on line 361 units and 159 are under construction. (See Tab #63).
 - The sixth intake of the Housing Initiative Fund was launched in November 2022. The deadline to submit an application February 3, 2023.
- The Municipal Matching Rental Construction Grant has supported the construction of over 126 new rental homes throughout the Yukon, ten of which are in progress.
- Since 2020, our homeownership loan program that focuses on providing financial support for the purchase and construction of building projects in rural Yukon, has helped 21 Yukoners to buy or build their first homes. 14 of these projects are completed.

Approved by:



Justin Ferbey
President, Yukon Housing Corporation

January 31, 2023

Date approved

Joint Corporate Note Inflation and affordability

Finance
Executive Council Office

Recommended:

- All Yukon households are seeing their budgets stretched by elevated levels of inflation, with lower-income households often feeling the effects more than others.
- The government continues to assess how inflation is impacting Yukoners and several measures included in the 2023-24 Budget will help make life more affordable for Yukoners.
- In 2023–24, the government is extending the Inflation Relief Rebate Program, which provides a \$50 per month rebate on ATCO Electric and Yukon Energy utility bills for the April and May billing periods, along with an additional three months later in the year.
- Other measures in the 2023-24 Budget to help make life more affordable to Yukoners include funding for food in Yukon schools, the timber harvesting incentive to boost fuelwood supply, a quarterly top-up of \$150 to eligible recipients of the Yukon Senior Income Supplement, and a \$100 monthly increase to eligible Social Assistance recipients.

Additional response:

- This government already established a strong record of making life more affordable for Yukoners with almost \$10 million-worth of inflation relief made available in last year's budget.

Joint Corporate Note Inflation and affordability

Finance
Executive Council Office

- This included more funding for Food Network Yukon, a 10 per cent top up to the Pioneer Utility Grant and rebates on the purchase of firewood.
- Yukoners are also receiving inflation relief from the federal government. This includes the accelerated Canada Workers' Benefit, the elimination of interest on student loans, a doubling of the GST tax credit, dental care and the Canada Housing Benefit for renters.

Context—this may be an issue because:

- Inflation has increased to decade highs in many countries, including Canada, which is experiencing the highest inflation in almost 40 years.
- Energy prices have been a significant driver and these prices are more obvious to consumers.
- Housing affordability has been a concern in the Yukon for several years.
- [March's rate of inflation in Yukon was the highest in Canada at 5.5 per cent vs 4.3 per cent nationally according to the Whitehorse Consumer Price Index.](#)

Background:

Key government initiatives addressing affordability in Yukon

Highlight of affordability spending in Budget 2023-24

- \$5.3 million to extend the Inflation Relief Rebate. Yukoners will receive a \$50 credit on their power bill in April and May and for an additional three months later in the year.

Joint Corporate Note Inflation and affordability

Finance
Executive Council Office

- \$300,000 for the Timber Harvesting Incentive program.
- \$1.5 million to increase monthly social assistance payments by \$100.
- Over \$800,000 to recipients of the Yukon Seniors Income Supplement.
- \$500,000 for food in schools.

This builds on previous programs to protect the affordability of Yukoners including

- Last year, the Government of Yukon announced almost \$10 million in new inflation relief measures targeted at vulnerable groups.
- The inflation relief rebate covered seven months at a total cost to Government of \$7.6 million. The inflation relief rebate automatically applied a \$50 credit to all residential and commercial ATCO Electric Yukon and Yukon Energy electricity bills.
- Yukoners on social assistance received a one-time payment of \$150.
- Seniors were supported by a 10 per cent top up in the Pioneer Utility grant and a one-time payment of \$150 to recipients of the Yukon Seniors Income Supplement.
- Yukoners who heat their homes with wood are eligible for a \$50 rebate per cord of fuel wood, this program is retroactive to April 1, 2022. Yukon also introduced the Timber Harvesting Incentive that gives commercial timber harvesters \$10 per cubic metre.
- The pilot program giving an extra \$500 per month to Extended Family Caregiver agreement caregivers and foster caregivers was extended to the end of the fiscal year.
- In June 2022, the Yukon government extended the Tourism Accommodation Sector Supplement and Tourism Non-Accommodation Sector Supplement programs, administered through Economic Development.

Yukoners are also supported by Federal Government affordability programs

Joint Corporate Note Inflation and affordability

Finance
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- Accelerated Canada Workers Benefit payments and new minimum entitlement starting in July 2023 (\$4 billion over six years, starting in 2022-23).
- Making all Canada Student Loans and Canada Apprentice Loans permanently interest-free, starting in April 2023 (\$2.7 billion over five years and \$556.3 million ongoing).
- **GST Tax Credit:** The GST tax credit will be doubled for six months in current benefit year. Additional payment will be provided in one lump-sum, before the end of the benefit year. Targeted to individuals and families with low incomes (below \$39,826, and gradually phased out above that level). Single Canadians without children would receive up to an extra \$234 and couples with two children would receive up to an extra \$467 this year. Seniors would receive an extra \$225 on average.

Inflation outlook

- The inflation rate in Whitehorse was 5.5 per cent in March, down from 7.0 in February, but 1.2 percentage points higher than the national inflation rate of 4.3 per cent. Whitehorse's inflation rate was the highest in Canada for fourth consecutive month.
- This ranking is a reversal from earlier in 2022 when Whitehorse had the lowest inflation in Canada. For 2022 as a whole, the relatively lower inflation at the beginning of the year and higher inflation at the end of the year cancelled out, and so, the annual inflation rate in Whitehorse was the same as the national rate: 6.8 per cent.
- It is natural that relatively lower inflation in Whitehorse is eventually followed by relatively higher inflation as prices in Whitehorse follow the national trend over the long term.

Joint Corporate Note Inflation and affordability

Finance
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- The Bank of Canada has started to take a more aggressive approach to battling inflation by raising interest rates 4.25 percentage points since March 2022. The Bank's increase of 0.25 percentage point on January 25 brought the overnight rate to 4.5 per cent, the highest rate since early 2008. [This rate was maintained at the April rate announcement.](#)
- The housing market in the Yukon has stayed resilient the face of higher interest rates that have cooled markets in most other parts of Canada. Yukon was the only Canadian jurisdiction that saw residential sales in 2022 increase over 2021
- It wasn't until the fourth quarter until signs of cooling showed in the Yukon data, with average sales prices falling across all housing type. Compared with the end of 2021, prices were down by 1.2 per cent for single-detached, 3.9 per cent for duplexes, 11.4 per cent for condos, and 1.6 per cent for mobile homes.
- Most forecasters expect inflation in Canada will move towards historic norms over the next couple of years as supply chain problems subside and the effect of higher interest rates move through the economy. Canadian inflation is expected to decline from near 7 per cent in 2022, to between 3.5-4.0 per cent in 2023. Inflation in 2024 is expected to return to the midpoint of the Bank of Canada's target range of 1-3 per cent.
- Inflation in Whitehorse follows the national trend and therefore expected to fall to 3.8 per cent in 2023 and to 2.5 per cent in 2024.

INFLATION RELIEF ACROSS GOVERNMENT

Tourism and Culture:

COVID-19 Business Relief Programs

- In response to the COVID-19 pandemic, the Government of Yukon acted quickly and decisively by implementing one of the most robust business relief programs in the country, beginning with the Yukon Business Relief Program (YBRP) in

Joint Corporate Note Inflation and affordability

Finance
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2020, which was open to any business from any sector that experienced at least a 30% revenue loss due to the pandemic.

- In that same year, Tourism and Culture (T&C) also launched the Tourism Relief and Recovery Plan (TRRP), which was reviewed and endorsed by the Yukon Tourism Advisory Board (YTAB) and industry.
- The TRRP committed \$15 million over three years to support the tourism sector and was focused on four key themes:
 - Providing tourism sector leadership;
 - Rebuilding confidence and capabilities for tourism;
 - Supporting the recovery of tourism industry operators; and
 - Refining the brand and inspiring travelers to visit.
- Through the TRRP, various financial support programs were rolled out during the course of the pandemic to sustain the tourism industry and prepare it for the eventual reopening of borders, including:
 - Tourism Accommodation Sector Supplement (TASS);
 - Tourism Non-Accommodation Sector Supplement (TNASS);
 - Culture and Tourism Non-profit Sector Supplement;
 - Great Yukon Summer (GYS) program;
 - Great Yukon Summer Freeze program;
 - ELEVATE program; and
 - A top-up to the Tourism Cooperative Marketing Fund (TCMF).

Community Tourism Destination Development Fund

Joint Corporate Note Inflation and affordability

Finance
Executive Council Office

- In October 2022, the Department of Tourism and Culture announced the creation of the new Community Tourism Destination Development Fund, which is slated to run for an initial three-year term.
- The new annual funding program is available to local businesses, First Nations governments, First Nation Development entities, municipalities and not-for-profit organizations for projects that will improve tourism-related services and infrastructure.
- Projects can focus on infrastructure like accommodations, attractions, activities and amenities, and special consideration will be given to umbrella projects, where multiple organizations are working together.

Creative and Cultural Industries

- In November 2021, the Department of Tourism and Culture released *Creative Potential; Advancing the Yukon's Creative and Cultural Industries*, a 10-year strategy to support the growth and development of the creative and cultural industries in the Yukon.
- The CCIS identifies 4 strategic objectives and 22 key actions, which reflect input gathered through extensive public and sector engagement.
- We have identified 10 actions in support of pandemic recovery to be completed over three years as Phase 1 implementation, which includes:
 - Modernizing existing funding;
 - Offering new funding streams;
 - Industry branding and promotion;
 - Marketing and export strategies;
 - Workshops; and

Joint Corporate Note Inflation and affordability

Finance
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- Labour market supports.

In 2023-24, three new funding programs will provide \$450,000 annually to the creative and cultural sectors, including:

- Express Micro-grant;
- Indigenous Artists and Cultural Carriers Micro-grant; and
- Creative and Cultural Career Advancement Fund.

Additional Funding Programs

- Tourism and Culture also provides annual supports to the tourism and culture sectors through Transfer Payment Agreements (TPAs) with many NGOs across the Yukon and through a number of regular funding programs, including:
 - Advanced Artist Award;
 - Arts Fund;
 - Arts Operating Funds;
 - Cultural Industries Training Funds;
 - Culture Quest;
 - New Canadian Events Fund;
 - Touring Artist Fund;
 - Historic Properties Assistance Program;
 - Historic Resources Fund;
 - Museums Contribution Program;
 - Special Projects Capital Assistance Program (SPCAP); and

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- Tourism Cooperative Marketing Fund;

Yukon Development Corporation:

Inflation Relief Rebate

- The Inflation Relief Rebate provides \$50 per month to all non-government residential and commercial electricity customers to help ease the impacts of rising inflation.
- The IRR initially covered June, July, and August 2022, and was extended to cover October, November, and December 2022. The budgets for these were included in 2022-23 Supplementary Estimates.
- The IRR was subsequently extended for March, April, and May 2023. The budget in 2023-24 is comprised of:
 - \$2,056,000 for program costs in April and May 2023 (costs for March 2023 are included in the 2022-23 Supplementary Estimates #2).
 - \$3,246,000 for a further three additional months. We will continue to monitor inflation and costs of living, and we anticipate this will show on electricity bills next winter when electricity bills are typically higher.

Economic Development:

- Economic Development is in the process of developing a temporary paid sick leave program. Program criteria, including eligibility and duration, are currently being developed.

Energy, Mines and Resources:

Energy retrofits and funding to improve efficiency and offset costs

Joint Corporate Note Inflation and affordability

Finance
Executive Council Office

- Our energy programs are successfully encouraging Yukon residents and local businesses to reduce their energy use, save money and choose low carbon options to live and move.
- Energy efficiency programs are available for the transportation sector, renewable heating sector, and the construction sector focusing on high efficiency buildings.
- For existing homes, the Energy Branch offers the Good Energy rebate program for high performance heating systems and upgrades to thermal enclosures including insulation and windows and high performance new homes. Taking these measures will save homeowners money on their energy costs.
- For commercial and institutional buildings, the Energy Branch offers rebates for greenhouse gas-reducing retrofits and renewable heating.
- For First Nation and municipal buildings, the Energy Branch offers retrofit and funding support through its Community Institutional Energy Efficiency Program.
- There are two current incentives for wood, one for harvesters and one to offset fuelwood costs:
 - In October 2022 we launched the timber harvesting incentive to provide registered Yukon timber harvesting businesses an incentive of \$10 per cubic metre of timber harvested or sold between April 1, 2022 and March 31, 2023. We have paid out \$163,000 to industry so far.
 - In September 2022, we launched a new firewood rebate to offset the increased costs of firewood for home heating. The rebate provides \$50 for each cord of firewood purchased, up to a maximum of 10 cords. As of February 14, 2023 we processed 586 applications, and paid out approximately \$69,850 in rebates for 1,389 cords of firewood.

Yukon Housing Corporation:

Projects under the Five-Year Capital Plan which support housing affordability and those in need include:

Joint Corporate Note Inflation and affordability

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Executive Council Office

- The 47-unit housing complex at 401 Jeckell Street in Whitehorse opened in January 2023. The building provides new homes to Yukoners, including 5 three-bedroom, 12 two-bedroom, 16 one-bedroom and 14 bachelor units;
- The Opportunities Yukon 45-unit Cornerstone Development in Whitehorse opened in summer 2022 and is providing supportive living and accessible housing;
- Triplex housing units in Watson Lake, Mayo and Whitehorse were completed in spring 2022 and are providing affordable homes to families in each of these communities;
- In Old Crow, the 10-Plex Mixed-Use Housing complex is under construction with expected completion in summer 2023; and
- The 10-Plex Housing First Project in Watson Lake is included in the Northern Carve-Out. Construction is anticipated to begin in 2023-24.

Other highlights from the plan

- More homes will be created for Yukon families in rural communities through the construction of three duplexes in Dawson City, Mayo, and Carmacks. These homes are on track for completion in summer 2023.
- The demolition of Macaulay Lodge in Whitehorse was completed in October 2022. Planning for the redevelopment of the site to support mixed commercial and residential use is underway.

Health and Social Services:

For 2022-23:

Joint Corporate Note Inflation and affordability

Finance
Executive Council Office

- a one-time \$150 payment to social assistance recipients;
- a one-time payment of \$150 to Yukon Seniors Income Supplement recipients;
- a one-time 10 per cent additional payment to Pioneer Utility Grant recipients;
- a six-month extension of \$500 per month to caregivers of children in out of home care; and
- Committed \$100,000 to Yukon Anti-Poverty Coalition to continue to support food security across the territory.

For 2023-24:

- a quarterly top-up of \$150 to eligible Yukon Senior Income Supplement recipients; and
- a \$100 monthly increase to eligible Social Assistance recipients.

Public Service Commission: *(no change from Fall BN)*

Remote work policy in support of employees working in communities

- In fall 2021, the Yukon government introduced a new remote work policy to support employees to continue working remotely in the long term.
- Implementing the new remote work policy is an action in the Our Clean Future strategy, as people are supported to work from home and reduce their emissions by commuting less.
- The new remote work policy also enables employees to work remotely from Yukon communities outside of Whitehorse, in some circumstances.
- The Public Service Commission will strive to support more long-term remote work arrangements throughout the Yukon government where it makes sense, and will track data on long-term arrangements going forward.

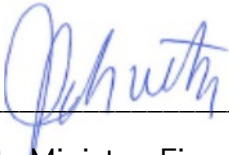
Session Briefing Note

FIN TAB #26
ECO TAB #73
Spring 2023

Joint Corporate Note Inflation and affordability

Finance
Executive Council Office

Approved by:



April 24, 2023

a/Deputy Minister, Finance

Approved

2023 04 21



Deputy Minister, Executive Council Office

Approved

Session Briefing Note**Our Clean Future Annual Report**Environment
Energy, Mines and Resources

Recommended response:

- We continue to make significant progress in the implementation of *Our Clean Future*.
- In September 2022, we released our second annual report. It outlines the progress we made in taking action on climate change in 2021.
 - Notably, in 2021, the Yukon Climate Risk Assessment was released and we saw a 12% decrease in our emissions when compared to 2020.
- Through this report we introduced five new actions and revised 13 existing actions to better meet our goals.
- *Our Clean Future* is an adaptive strategy, which means that we assess and adjust the actions we are taking year-over-year to stay on track to meet our long-term goals.
- We will continue to track and report our progress annually.

Additional response:

- Over the past year, we have advanced several key actions, such as:
 - Legislated greenhouse gas emissions reduction targets and associated reporting through the *Clean Energy Act*;
 - Received and analyzed the recommendations from the Yukon Climate Leadership Council ([Ref ENV #24 / EMR #34](#));
 - Established a standard method for determining the health of wetland ecosystems, and tracking baseline conditions to understand future changes;
 - Established a geohazard mapping program to understand risks to the Yukon's transportation corridors; and,
 - Enacted the single-use paper bag ban on January 1, 2023.

Session Briefing Note

Our Clean Future Annual Report

Environment
Energy, Mines and Resources

Third response:

- Although we have made progress on many of our commitments, there is still significant work required to meet our 45 per cent greenhouse gas emissions target reduction by 2030.
- We will continue to build on *Our Clean Future* as we learn more about climate change and introduce more actions. This will be reflected in future annual reports.
- We will also continue to work with experts, stakeholders and partner governments across the territory and beyond, to identify opportunities for new actions and to accelerate and intensify existing actions to reach our ambitious target.

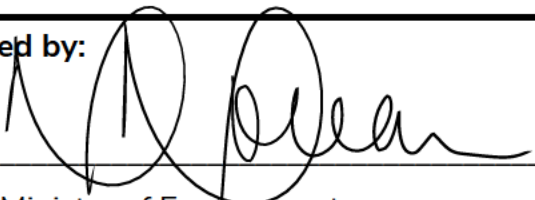
Context — this may be an issue because:

- Climate change is of high interest to Yukoners; they will want to know the government's progress in delivering on *Our Clean Future* commitments.

Background:

- *Our Clean Future* was released in September 2020 and is a 10-year strategy.
- *Our Clean Future* contains 136 actions to reduce greenhouse gas emissions by 2030 and supports the Yukon to be highly resilient to the impacts of climate change.

Approved by:



Deputy Minister of Environment

2023-02-01

Date approved



Deputy Minister of Energy, Mines and Resources

Feb. 1, 2023

Date approved

Session Briefing Note**SPRING 2023****Our Clean Future – HPW Actions**Highways and
Public Works

Recommended Response:

- Highways and Public Works is working hard to meet the goals outlined in *Our Clean Future*.
- The department is undertaking several action items that will improve energy efficiency, reduce greenhouse gas emissions and strengthen our resilience to the ongoing impacts of climate change. Some of the actions include:
 - energy retrofit projects and renewable energy projects in government buildings;
 - increasing the number of electric vehicles in the current fleet;
 - project specific climate risk assessments and permafrost monitoring to improve climate resilience of infrastructure construction projects;
 - developing procurement guidance to better support sustainable practices and local businesses; and
 - modernizing the heavy equipment in the government fleet.
- Our government is committed to taking action on climate change including those outlined in the 2023 Confidence and Supply Agreement between the Yukon Liberal Caucus and the Yukon NDP Caucus. We will continue to make progress moving forward.

Additional Response:

- The Yukon government as a whole is making substantial progress on meeting the goals of *Our Clean Future*.
- When *Our Clean Future* launched in 2020, Highways and Public Works had 23 specific actions. I am happy to report that many of

Session Briefing Note**SPRING 2023****Our Clean Future – HPW Actions**Highways and
Public Works

these are progressing ahead of schedule or have already been completed.

- Last year, the department refined and added several new actions including:
 - creating a new system to promote the reuse of government assets throughout the Yukon government;
 - implementing new guidelines for addressing climate change hazards in all major infrastructure projects by 2024;
 - implementing a framework to incorporate greenhouse gas emissions and climate risks into government infrastructure investments by 2024; and
 - aligning the Yukon government's energy management program with international standards by 2025.
- Highways and Public Works is now tracking 29 actions in Our Clean Future.

Additional Response: (Green Investment and Planning)

- In 2020, Highways and Public Works created the Green Infrastructure Program, a multi-year investment program that aims to reduce carbon emissions and improve the climate resiliency of Yukon government buildings and assets.
- 51 energy assessments were completed in 2021 to identify opportunities for building energy retrofits in Yukon government buildings.
- We are conducting a large feasibility study to evaluate biomass, geothermal, and other renewable heating options at over 50 sites

Session Briefing Note**SPRING 2023****Our Clean Future – HPW Actions**Highways and
Public Works

across the territory. These assessments will identify several renewable energy projects that could be constructed over the next several years.

- The first project from these assessments will be a biomass heating system in Haines Junction. Engineering design work will begin this spring.
- The department has completed feasibility studies to install solar power systems at eight highway camps powered by diesel-generated electricity.
- Four of these sites are located in off-grid, isolated locations.
- Construction of solar power systems at two of these sites will be completed in 2023-24. We are planning for the other two solar power systems to be constructed in 2024-25.

Additional Response: (Key Accomplishments)

- We are working to exceed commitments for incorporating zero emission vehicles into our fleet. Through the addition of electric cars, plug-in hybrid SUVs, hybrid pick-up trucks and battery electric cargo vans, we are reducing the carbon footprint of fleet vehicles.
- We are coordinating with Energy Branch of the Department of Energy, Mines, and Resources to install 20 public charging stations at the Jim Smith Building starting in 2023-24.
- Climate change adaptation pilot projects are underway. For example, thermosyphons have been installed at Dry Creek along the Alaska Highway. These could stabilize permafrost thaw by running cool air beneath the surface of the road.
- Climate risk assessments will be conducted on an ongoing basis for major building and road infrastructure projects. We are partnering

Session Briefing Note

SPRING 2023

Our Clean Future – HPW Actions

Highways and
Public Works

with Yukon University to develop tools that improve the Yukon’s capability to evaluate climate change hazards in buildings.

- We recently launched the Yukon Green Infrastructure Program Blog to publicly share information about what we’re doing to address climate change in our buildings, highways, and other infrastructure. The blog can be found on Yukon.ca.

Context—this may be an issue because:

- Climate action is a high-profile topic that is a priority for governments and businesses across the country.

Background:

- The majority of a building’s greenhouse gas emissions come from the combustion of heating fuels such as heating oil and propane.
- Heating oil has the highest environmental impact compared to other heating fuels. Highways and Public Works is reducing heating oil consumption with cleaner fuels such as propane and renewable energies such as biomass.
- The Yukon government and the Government of Canada have worked together through the Northern Transportation Adaptation Initiative to invest in climate change adaptation projects in Yukon.

Approved by:



February 3, 2023

Deputy Minister, Highways and Public Works

Date Approved

**Truth and Reconciliation Commission
– Update on Calls to Action**

Executive Council
Office

Recommended response:

- Reconciliation is an ongoing process, and the Government of Yukon is continuing our work to respond to the Truth and Reconciliation Commission's Calls to Action.
- We are working collaboratively with First Nations to advance progress in key areas including health and social services, education, justice and heritage, through the Yukon Forum Joint Priority Action Plan.
- We are also working with Yukon First Nations to implement Yukon's *Missing and Murdered Indigenous Women, Girls and 2-Spirit+ People Strategy*, which will further advance reconciliation and address the Calls to Action.

Additional response:

- The Government of Yukon and Yukon First Nations governments are leaders in demonstrating a collaborative approach to reconciliation.
- At the Yukon Forum in November 2022, we discussed the approach to implementing and reporting on the Calls to Action with Yukon First Nations.
- We will continue our collaborative work to implement and report on the Calls to Action, including implementing the *Putting People First* recommendations for health and social services.

Context—this may be an issue because:

- The Yukon government (YG) previously made public its intention to fulfill its commitments to the Truth and Reconciliation Commission's (TRC) Calls to Action.
- The Calls to Action were a topic at the November 29, 2022 Yukon Forum.

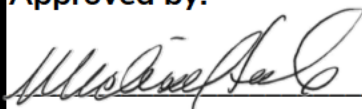
Background:

- The TRC report, *Honouring the Truth, Reconciling for the Future*, was released in June 2015. It contains 94 Calls to Action focused on redressing the harms resulting

**Truth and Reconciliation Commission
– Update on Calls to Action**Executive Council
Office

from Residential Schools and creating better relations between the federal, provincial and territorial governments and Indigenous Peoples. Thirty-two of the Calls to Action relate directly to YG.

- YG and Yukon First Nations (YFNs) collaborate on addressing the Calls to Action through the Yukon Forum Joint Priority Action Plan.
- YG has taken steps to address the Calls to Action, including:
 - establishing the position of Assistant Deputy Minister of First Nations Initiatives at the Department of Education, signing an agreement to establish a YFN School Board, and entering into education agreements with all YFNs (speaks to Calls 7 and 10 directed to the Federal government);
 - supporting Indigenous athletes and the North American Indigenous Games (Call 88);
 - implementing the YFN Procurement Policy (relates to Call 92) and the Representative Public Service Plan: *Breaking Trail Together* (relates to Call 7);
 - working with YFNs and Yukon Indigenous women's groups to implement Yukon's *Missing and Murdered Indigenous Women, Girls and 2-Spirit+ People Strategy* (MMIWG2S+ Strategy) (relates to Call 41);
 - participating at the Trilateral Table on the Wellbeing of YFN Children and Families to address gaps for culturally appropriate parenting programs (Call 5); and
 - receiving input from YFNs on Health and Social Services programming through the Mental Health Advisory Committee (relates to Call 19).

Approved by:

Deputy Minister, Executive Council Office

February 6, 2023

Date

Session Briefing Note**SPRING 2023****Workcamp Culture**Highways and
Public Works

Recommended response:

- Highways and Public Works is committed to providing a safe and respectful environment at all worksites we oversee throughout the Yukon.
- All contractors are expected to comply with safety regulations and follow the Yukon government's safe-work related policies and practices in our workplaces.

Additional response: Contractors

- Highways and Public Works contractors are required to hold a Certificate of Recognition from the Northern Safety Network or equivalent for all work under the contract, including the provision and operation of any workcamps.
- Contractors are also required to develop and adhere to anti-harassment and drug and alcohol policies, as well as other inclusive practices for the workforce.
- The Yukon government conducts on-site field reviews regularly, monitoring the safety and culture for any potential issues, as well as to ensure the contractor is following the policies in place.
- The contractor also engages with the First Nation in whose territory the camp is located to ensure their needs and suggestions are incorporated into site-specific rules and guidelines.
- And there is an expectation for ongoing dialogue to ensure respectful conduct in all interactions with citizens during and outside of work hours.

Additional Response: Nisutlin Bay Bridge Replacement Project example

- Contractors that are based in communities doing government projects often have additional specific requirements unique to their contract.

Session Briefing Note**SPRING 2023****Workcamp Culture**Highways and
Public Works

-
- For instance, the Nisutlin Bay Bridge replacement project has a requirement for the contractor to implement and staff a community wellness team. This includes one liaison for workers to contact, and another liaison for community members to contact.
 - The community wellness team provides a safe and confidential resource for workers and community members to raise any health and wellness issues pertaining to the project.
 - The contractor is responsible for developing a drug and alcohol policy that includes the delivery of education programs to their workers and describes available counselling and treatment resources.
 - In the case of the Nisutlin Bay project, the work camp will be substance free throughout all phases of the project to help ensure community safety.
 - In consultation with a qualified expert, the contractor is also responsible for developing gender-and-sexuality-specific policies and processes, which promote a safe, respectful and inclusive workcamp culture for women and gender minorities.
 - Last, the contractor is required to provide harassment prevention training and an anti-harassment and bullying policy to inform all employees of specific processes and actions to address any harassment or bullying that may take place within the project's scope.

Fourth response: Old Crow example

- Another example are the projects currently under construction in Old Crow, the Health and Wellness Centre and 10-Plex that is being developed by Ketza TSL Construction. The contract terms ensure the community remains substance free.
- The contractor is responsible for monitoring behaviour in camp.

Session Briefing Note

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Workcamp Culture

Highways and
Public Works

- Rules of conduct and a “zero tolerance” policy are in place and enforced.
- The contractor provides orientation for their workers to ensure respect and cooperation are emphasized in day-to-day work, as well as outside of work hours.
- There is ongoing dialogue between the Yukon government, the contractor and the Vuntut Gwitchin Government which provides an avenue for issues or complaints to be brought forward.

Context—this may be an issue because:

- There could be questions regarding gender inclusive and workplace safety more broadly across the Yukon government.

Background:

Nisutlin Bay Bridge

- Highways and Public Works hosted many community engagements throughout the Nisutlin Bay Bridge replacement project planning phase and heard lots of feedback about the importance of community safety to the residents of Teslin and the Citizens of the Teslin Tlingit Council.
- Teslin Tlingit Council, the Yukon government and the contractor engage monthly to discuss and address concerns that any party may have, including safety concerns.
- All workers on the project are set to receive cultural awareness training, developed collaboratively between Teslin Tlingit Council, the Yukon government and the contractor.

Approved by:

C. Hamwood

March 2, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****General Messaging - Aviation**Highways and
Public Works**Recommended response:**

- The Yukon's aviation system is essential for connecting our communities, building our economy and linking the Yukon with the rest of the world.
- The Yukon has twenty-three registered aerodromes and five certified airports.
- Our government has been making significant investments in aviation over the past few years, including upgrades to equipment and facilities.
- We prioritize operations, maintenance and capital spending based on a number of factors, with safety being the most important. In addition, regulatory requirements, costs, traffic volumes, impact to communities and impact to industry are also considered.

Context—this may be an issue because:

- Our local aviation industry includes a number of stakeholders who are interested in our aviation investments and maintenance standards.

Background:

- The *Public Airports Act* was proclaimed in 2018. The regulations came into force on April 1, 2021. The regulations enable significant improvements to airport operations, which also benefit stakeholders, including leasing and licensing.
- Some aerodromes in the territory are not owned and operated by the government, as well there are registered water aerodromes that are managed by other parties (e.g., Schwatka Lake aerodrome is managed by the City of Whitehorse).

Approved by:



March 1, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

SPRING 2023

Carcross Aerodrome

Highways and
Public Works

Recommended response:

- The Carcross Aerodrome is a registered aerodrome owned and operated by the Yukon government.
- The Department of Highways and Public Works installed temporary fencing at the Carcross Aerodrome in 2017, following safety concerns raised by community members about uncontrolled human and animal access to the runway.
- The temporary fence continues to be in place while the Yukon government considers options to address stakeholder concerns.
- We continue to work with the Carcross/Tagish First Nation and aviation stakeholders regarding their interests in the Carcross Aerodrome.

Context—this may be an issue because:

- The Carcross Aerodrome Society has advocated for a fence around the Carcross Aerodrome and further development of the site.

Background:

- The Carcross Aerodrome is a registered aerodrome primarily used for recreational purposes.
- The Carcross Aerodrome Society was established in 2015. It has advocated for a fence around the Carcross Aerodrome.

Approved by:

January 24, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Dawson City, Mayo and Watson
Lake Airports**Highways and
Public Works

Recommended response: General

- Yukon's aviation system is essential for connecting our communities, building our economy and linking the Yukon with the rest of the world.
- The Yukon government continues to make strategic investments to keep our aerodromes and airports safe and open for business.
- Our government has made significant investments in aviation over the past few years, including upgrades to equipment and facilities.
- However, we know there is more work to be done in the future to help grow and develop Yukon's aviation system.

Dawson City Airport**Recommended response: Improvements to the Dawson Airport**

- The Dawson City airport is a gateway for many important operations including medevac, mineral exploration, tourism and outfitting.
- Over the last number of years, the Department of Highways and Public Works has made several improvements to the Dawson City Airport including: paving the runway, building a second apron, constructing a new maintenance facility, upgrading operational areas and relocating the Canadian Border Services Agency building to better support operations.

Additional response: Scheduled Service to Dawson

- Transport Canada does not allow larger aircraft (such as a Boeing 737-500) to conduct scheduled service at the Dawson City Airport.
- Larger aircraft can only operate as a charter service.

Session Briefing Note**SPRING 2023****Dawson City, Mayo and Watson
Lake Airports**Highways and
Public Works

Mayo Airport**Recommended response: Improvements to the Mayo Airport**

- The Mayo Airport is a certified airport and provides a transportation link for important services such as medevac and mineral exploration.
- The Yukon government has made a number of important investments at the airport including runway reconstruction, lighting upgrades, installation of a heated equipment storage facility and purchase of maintenance equipment.
- Air North currently provides charter service to the Mayo Airport.

Watson Lake Airport**Recommended response:**

- In 2021 and 2022 our government invested \$4 million at the Watson Lake Airport to resurface the runway and portions of the taxiway.
- We work closely with departments and agencies providing essential services to ensure the continued availability of emergency services throughout construction.
- These investments are being made to maintain the critical aviation infrastructure that serves the community in Watson Lake.

Context—this may be an issue because:

- Highways and Public Works has made a number of significant upgrades and investments in the last few years to the Dawson City Airport, Watson Lake and Mayo Airport.
-

Background:**Dawson City Airport:**

- The Dawson City airport was built in the 1930s.
-

Session Briefing Note**SPRING 2023****Dawson City, Mayo and Watson
Lake Airports**Highways and
Public Works

- Currently, under Transport Canada rules, only aircraft like the ATR 42-300 or smaller are permitted to offer scheduled service at the airport. Aircraft such as the Boeing 737-500 are only able to operate at the airport for charter service under Transport Canada.

Mayo Airport:

- A \$2.7 million runway lighting upgrade project was completed in August 2021.
- On November 1, 2019, the Mayo Airport was certified by Transport Canada and became the fifth certified airport in the territory.
- There was a spike in activity at Mayo Airport from 2017 to 2019. Aircraft movements increased 14 by per cent from 2017 to 2018, and by another 35 per cent from 2018 to 2019.

Watson Lake Airport:

- Watson Lake Airport was originally slated for critical improvements starting in 2022. This project was advanced by a year in order to ensure construction was completed prior to the Erik Nielsen Whitehorse International Airport (ENWIA) reconstruction projects. The Watson Lake Airport supports ENWIA by providing redundancy and backup should it be needed.
- We prioritize operations, maintenance and capital spending based on a number of different factors, with safety being the most important. In addition, regulatory requirements, costs, traffic volumes, impact to communities and impact to industry are also considered.

Approved by:

March 1, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Faro Aerodrome
Backup Generator**Highways and
Public Works

Recommended response:

- Yukon's aviation system is essential for connecting our communities and linking Yukoners with the rest of the world.
- Highways and Public Works became aware of an issue with the backup generator at the Faro Aerodrome in January 2022.
- The department worked with airport technical staff to diagnose the issue, obtain the required part and make the repair.
- Ongoing assessment, maintenance and repair services have been put in place to support operation of the generator at Faro Aerodrome, and all other airports and aerodromes.
- We take emergency preparedness seriously, and if for any reason the Faro aerodrome was not available during an emergency due to weather or a power failure – there is an alternate medevac location in Ross River.

Additional response:

- Although Transport Canada regulations do not require it, the Yukon government provides a backup generator at the Faro Aerodrome to support emergency operations in case of a power outage.
- The generator is a backup to the main power supply at the aerodrome. It is only triggered in the event that the main power source is disrupted, and lighting is needed for night operations.
- A multi-year contract was put in place after this incident so that we can reliably service back-up generators when issues arise.

Context—this may be an issue because:

- On November 16, 2023, media reported the issue, and it may be raised during the Legislative Assembly.

Session Briefing Note**SPRING 2023****Faro Aerodrome
Backup Generator**Highways and
Public Works**Background:**

- A new generator was delivered to Faro aerodrome in 2014.
- Highways and Public Works was made aware that the backup generator at the Faro Aerodrome was out of service. Parts were ordered and the repair took place on November 24, 2022.
- A multi-year contract for ongoing maintenance and repair is in place with a Yukon-based service provider.

Approved by:



March 1, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Whitehorse Airport Airside Improvements**Highways and
Public Works**Recommended response:**

- The Government of Yukon is making crucial investments to ensure we can continue to meet the needs of Yukoners with safe and reliable aviation infrastructure for years to come.
- A number of improvements to the airside of Erik Nielsen Whitehorse International Airport are needed to replace aging infrastructure and keep the airport up to standard.
- This work will ensure the airport can support the current and future airport operations.
- The improvements include work on the main runway, upgrading the parallel runway, developing airport land for commercial uses and replacing the apron panels.
- While bidders are still awaiting the outcome of the tender to reconstruct the main runway, we expect to be able to provide an update shortly.

Additional response: Taxiway upgrades

- The reconstruction of the apron concrete panels is complete.
- Upgrades to the parallel runway will be substantially complete in 2023. In addition, the realignment, paving and lighting of Taxiway G is also expected to be completed in 2023.
- During this construction, Highways and Public Works will continue to work with our aviation partners to ensure that arriving international flights will continue and receive the best service possible.

Session Briefing Note**SPRING 2023****Whitehorse Airport Airside Improvements**Highways and
Public Works**Additional Response: YG v. Norcope Enterprises Ltd. Judgement**

- The previous apron replacement project completed in 2014 has been the subject of legal proceedings between the Yukon government and the constructor, Norcope Enterprises Ltd. since 2017.
- On November 14, 2022, the Supreme Court of Yukon released its decision that Norcope has been ordered to pay the Yukon government \$2.3 million in damages.

Additional Response: Maintenance Facility

- Planning work is underway for the replacement of the airport maintenance facility, which is critical to the operation of the airport.
- The new facility is being considered in a location that maximizes the land available for commercial aviation operators at the airport.

Additional Response: Airport Runway Tender

- The tender to reconstruct the main runway was advertised on October 12, 2022, and closed on February 22, 2023.
- The department is still working through the evaluation process and, as such, cannot provide additional information at this time.
- The three qualified bidders have been sent notices to extend the irrevocability period by an additional thirty days.
- For projects generally, our standard tender review and award practices are that we notify the successful respondent that they are the top ranked bidder and at the same time, we notify the other respondents that were not successful.
- After we notify the successful bidder, we have a few steps to take.

Session Briefing Note**SPRING 2023****Whitehorse Airport Airside Improvements**Highways and
Public Works

- Typically,
 - We schedule and hold a post-tender meeting with the successful bidder.
 - We make sure the procurement conditions of award are fulfilled (such as proof of WCB clearance, COR certification and bonding).
 - And then we prepare and sign an award letter for the successful bidder.
- In the meantime, a debrief for unsuccessful bidders is offered, to go over their submissions.
- And for this project, unsuccessful respondents will get an honorarium for participating in the tender process.
- Our government is guided by fair, open and transparent procurement practices while considering the interests of Yukon businesses and ensuring best value-for-money.
- We are committed to balancing the need to execute tenders swiftly with the need to maintain the integrity of our procurement process and we look forward to moving forward with this tender as quickly as possible.
- We will update the parties involved, including Kwanlin Dün First Nation and Ta'an Kwäch'än Council, once we have information we can share on this project.

Additional Response: General

- Yukon's aviation system is essential for connecting our communities, building our economy and linking the Yukon with the rest of the world.
- The Yukon government continues to make strategic investments to keep our aerodromes and airports safe and open for business.

Session Briefing Note

SPRING 2023

Whitehorse Airport Airside Improvements

Highways and
Public Works

Context—this may be an issue because:

- There are numerous airside projects happening at the Whitehorse Airport over the coming years.

Background:

- A major patching program was undertaken in 2017 for the main runway, which was primarily aimed at reducing potential foreign object debris.
- A Hot-In-Place asphalt recycling rehabilitation was completed in 2018, which was estimated to extend runway life by an additional five years. This allowed time for the options analysis and planning of a more robust surface treatment, including subsurface drainage and lighting.
- The construction tender for the realignment, paving and lighting of Taxiway G, and associated improvements to lease parcel servicing was awarded, and work started in spring 2022.
- The construction tender to upgrade the parallel runway was awarded to Terus Construction Ltd and Skookum Asphalt for approximately \$21 million. Construction began last spring. It is now substantially complete with a few seasonal deficiencies.
- Planning for work on the main runway is currently underway.
- In summer 2022, pavement friction results for the main runway began to decline to levels which triggered remedial action.
- In 2022, a surface texturing treatment was performed to restore the main runway to an acceptable condition.

Approved by:



April 18, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

SPRING 2023

Whitehorse Airport Food Services

Highways and
Public Works

Recommended response:

- Provision of new food services at Erik Nielsen Whitehorse International Airport was put on hold in March 2020, due to restrictions stemming from the COVID-19 pandemic.
- The department resumed engagement with the highest ranked proponent in the Negotiated Request for Proposals process in March of 2022.
- Highways and Public Works and the highest ranked proponent are aiming to provide food services starting in spring 2023.
- Until then, food and beverage options will continue being available within the airport gift shop, vending machines and at nearby hotel restaurants.

Context—this may be an issue because:

- Airport users may ask about food service providers in the airport.

Background:

- Active negotiations for the primary food services agreement were paused in March 2020 due to pandemic-related public health directives, a decrease in passenger traffic and a decrease in airport terminal use in general.

Approved by:



March 1, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Whitehorse Airport - Snow Clearing
and Drainage**Highways and
Public Works

Recommended response:

- The Department of Highways and Public Works carefully manages snow and drainage at the Erik Nielsen Whitehorse International Airport.
- Snow that is cleared from runways is moved to the western side of the airport.
- Highways and Public Works has initiated water management planning for the airport site.
- The department is working with the City of Whitehorse to help inform discussions regarding escarpment slope stability.

Additional response:

- The Yukon is seeing increased precipitation and potentially higher drainage flow rates in the coming years due to climate change.
- To prepare for this possibility, Highways and Public Works is planning to upgrade surface water drainage infrastructure over the next four years and make further improvements to overall drainage at the airport for the long term.
- The department is working closely with the City of Whitehorse on these plans and will continue to collaborate on these issues moving forward.

Context—this may be an issue because:

- Slope instability on the escarpment adjacent to ENWIA caused a large slide that closed Robert Service Way for a month in the spring of 2022.

Session Briefing Note**SPRING 2023****Whitehorse Airport - Snow Clearing
and Drainage**Highways and
Public Works

Background:

- Changes in historic ground and surface water levels due to increased precipitation have been observed at the regional level in recent years and are expected to continue in the medium-to long-term due to climate change.

Approved by:



March 28, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

SPRING 2023

Accessibility and Inclusive Building Design

Highways and
Public Works

Recommended response:

- Highways and Public Works is committed to providing safe, and respectful spaces that are inclusive and accessible to people of all ages, genders, and abilities.
- The Government of Yukon released a new *Building Design Requirements and Technical Standards Manual* that contains standards for inclusive and accessible buildings.
- These standards are now being used for all new buildings and major renovations.

Additional response: Accessibility Design Requirements

- All new Government of Yukon buildings are designed to meet or exceed the National Building Code barrier-free requirements and standards for accessibility.
- The *Building Design Requirements and Technical Standards Manual* is referenced in all project tender documents, and must be followed. The manual includes mandatory accessibility provisions such as:
 - corridor handrails are required in senior and health care facilities to provide wall protection and greater accessibility;
 - elevators or lifts are required in all multi-story buildings, unless an upper floor is used only for storage; and
 - parking lots and walkways must not have grades of more than five per cent to maintain accessibility.

Third response: Gender Inclusivity in HPW Buildings

- The Yukon government is working to improve gender inclusivity and safety in all of our buildings.

Session Briefing Note**SPRING 2023****Accessibility and Inclusive Building Design**Highways and
Public Works

- Highways and Public Works sought input from the LGBTQ2S+ community to inform the Design Requirements and Building Standards Manual.
- The manual includes gender-inclusive washroom and change room design standards and requirements for gender-inclusive signage.
- We have converted many single user washrooms to meet gender inclusive standards and have begun a multi-year program to renovate gender-inclusive washrooms in our buildings.

Fourth response: Snow Clearing

- Highways and Public Works is responsible for clearing snow and ice at the majority of Yukon government-owned buildings.
- We prioritize which buildings are cleared based on a tiered system. For example, the first tier includes continuing care facilities, schools and emergency response centres.
- At each of our buildings, we first ensure the clearing of accessible parking spots, main entrances, main walkways and fire exits.

Context—this may be an issue because:

- Bill C-81, the Accessible Canada Act was introduced in 2018, highlighting the need for more accessible buildings.
- CSA C-81 goes above and beyond the National Building Code in its application. Not all jurisdictions are adopting this standard, BC for example has decided not to. We have not adopted this standard either.
- The LGBTQ2S+ *Inclusion Action Plan* was released in July 2021, and included a commitment to provide access to gender-inclusive washrooms in Yukon government buildings within five years.

Session Briefing Note**SPRING 2023****Accessibility and Inclusive Building Design**Highways and
Public Works**Background:**

- The national building code includes requirements for barrier free designs, the new Design Requirements and Technical Standards Manual goes above and beyond the code in its application and requirements.
- There are certain government programs that manage their own snow and ice clearing contracts due to specific operational requirements, such as 24/7 facilities, group homes and Yukon Housing facilities.

Approved by:



January 30, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Beaver Creek Community Hall**Highways and
Public Works

Recommended response:

- We recognize that the Beaver Creek Community Hall has been an important piece of infrastructure for many years. The central part of the building is almost 60 years old and in poor condition and has reached the end of its useful life.
- In May 2022, Highways and Public Works was notified of mould in the building. We remediated the affected areas; however, the roof is in critical condition and continues to leak water.
- In late November 2022, Highways and Public Works received a full building condition assessment that identified a list of health and safety issues, as well as maintenance and building code issues, that cannot be addressed in an economical manner. When Highways and Public Works received the report it was shared with the White River First Nation.
- Highways and Public Works is currently conducting a second building condition assessment to help identify options to address the issues with the building. When complete, this report will also be shared with White River First Nation.
- In January 2023, follow-up testing has confirmed the ongoing presence of mold in the space currently occupied by the Post Office and bank.
- The departments of Highways and Public Works and Community Services are working to keep the building open for the next few months while we work with the White River First Nation to discuss a longer-term plan for the community.

Session Briefing Note**SPRING 2023****Beaver Creek Community Hall**Highways and
Public Works**Context—this may be an issue because:**

- There has been interest in the status of repairs at Beaver Creek's Community Hall.

Background:

- The Beaver Creek Community Hall was formerly known as the community club. Although owned by the Yukon government, it was managed and maintained by a local recreation society for many years.
- In 2020, the White River First Nation became the local recreation authority in Beaver Creek and the building became Highways and Public Works' responsibility to maintain.
- Highways and Public Works has contacted the White River First Nation to provide information and has begun discussions about the building and the impacts on community recreation programming.
- Highways and Public Works has notified other occupants of the building that they will need to relocate and is working with the White River First Nation to identify potential options in the community to relocate the public library, bank and post office.
- Community Services is scheduled to complete the construction of a new White River Community Centre in April 2023, that the White River First Nation will own and manage. However, the new community centre will not replace the need for the community hall and some of the services the hall currently provides.

Approved by:

March 2, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Chateau Jomini in Faro**Highways and
Public Works

Recommended response:

- The Chateau Jomini is a four-building complex previously used as housing for workers at the Faro mine.
- Since the Yukon government acquired the property in the late 1980s there have been several proposals to use or sell the building, but none have come to fruition.
- The building is almost 50 years old, in poor condition and has now been vacant for over 30 years.
- Highways and Public Works last assessed the Chateau Jomini building in 2017 and plans to demolish the building within the next five years.

Additional response:

- The Chateau Jomini building is not energy efficient and was built using hazardous building materials. Due to these factors, it is not financially viable to renovate this building.
- Remediation and demolition will follow all regulations to ensure that all hazardous materials are handled and disposed of safely.
- All of the hazardous building materials are benign unless disturbed.
- The Yukon government will work with the Town of Faro to ensure all waste is properly disposed of and to consider development options for the land that will benefit the community after demolition.

Context—this may be an issue because:

- Media raised questions about the building in fall 2022, and it may be raised in the Legislative Assembly. Housing supply is a popular topic of discussion.

Session Briefing Note

SPRING 2023

Chateau Jomini in Faro

Highways and
Public Works

Background:

- Highways and Public Works completed demolition planning in 2016. At the time the total estimated cost was \$1.6 million for hazardous materials abatement and demolition. The department currently expects the cost to be in the \$4-8 million range if the project proceeds in 2026.
- Highways and Public Works reached an agreement with the Town of Faro in 2016 to accept solid waste and hazardous materials at the municipal solid waste facility. These discussions will be revisited when this project moves forward.
- At the request of the Town of Faro the department has periodically completed brushing work to clean up the site, most recently in 2022.
- The complex is comprised of three apartment buildings plus a dining and recreation facility totaling approximately 45,000 square feet of space on a 3.59 acre site in downtown Faro.
- For comparison the Chateau Jomini is close in size to Elijah Smith Elementary School.

Approved by:



January 24, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Contractor Engagement on the Old Crow Project**Highways and
Public Works

Recommended response:

- Conflicts of interest are handled by the Conflict of Interest Commissioner.
- As part of our government's commitment to openness and transparency, the Yukon government passed the *Lobbyists Registration Act* that sets out clear rules for how these activities are governed.
- It is the responsibility of lobbyists to register under the Act, to understand the rules, and act in accordance with the law.

Additional response: Letter

- In December of 2021, the design-builder wrote a letter to a select number of Cabinet Ministers asking for a meeting on this project. The former Minister was copied in this email.
- The contents of this letter are confidential in nature, as identified by the design-builder, and cannot be shared under the *Access to Information and Protection of Privacy Act*.
- The requested meeting did not take place and no other meetings with the design-builder or the former Minister took place. We instead directed them to work with the Department of Highways and Public Works.
- Once the design-builder was directed to the operational level, the former Minister, along with the design-build team, met with Highways and Public Works staff on a number of occasions.
- These types of meetings are a part of routine project administration.

Session Briefing Note

SPRING 2023

Contractor Engagement on the Old Crow Project

Highways and
Public Works

Context—this may be an issue because:

- The public may be interested in the lobbying process.

Background:

- Further information on lobbying activities can be found by contacting the Conflict of Interest Commissioner who serves as the Registrar under the *Lobbyists Registration Act*.
- The *Lobbyists Registration Act* came into effect on October 15, 2020, making registry mandatory for those who meet the criteria set out in the Act.
- The Yukon Lobbyist Registry contains information for the public about who is lobbying the Government of Yukon and what issues they bring forward. The purpose is to make lobbying in Yukon more transparent for the public.
- Registration is mandatory for all lobbyists as identified in the *Lobbyist Registration Act*.
- The Conflict of Interest Commissioner serves as the registrar in order to oversee and monitor the lobbyist registry.
 - As per Ketza TSL, the former Minister is no longer employed by Ketza TSL and has not been since the former Minister announced her nomination for VGG leadership election.

Approved by:



February 1, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Dawson City Museum (Old
Territorial Administration Building)**Highways and
Public Works

Recommended response:

- The Yukon government is supporting the revitalization of the Old Territorial Administration Building in Dawson City, a designated National Historic Site of Canada.
- This project will improve the energy performance of the building and will assist in extending the life of this important asset.
- The Dawson City Museum Society has received federal funding to upgrade its exhibits. The Departments of Highways and Public Works and Tourism and Culture are working collaboratively with the society to plan the project and expand exhibit space to the second floor.

Additional response:

- The project is progressing in phases to minimize disruptions to the museum's operations.
- Phase 1 of the work is now complete. This included flooring and structural work that allowed the Dawson City Museum to install new display cabinetry.
- Phase 2 was awarded in May 2022 to Wildstone Construction Ltd. and is currently underway with the work expected to be complete by summer 2023. There have been no change orders to date. Phase 2 includes a new roof, a new sprinkler system, exterior painting and structural upgrades in the attic.
- Phase 3 is planned to start in summer 2023 which will include a re-constructed and heated crawlspace, exterior ramps and stairs, landscaping, drainage work, a revitalized parking lot and a new water service.

Session Briefing Note

SPRING 2023

Dawson City Museum (Old Territorial Administration Building)

Highways and
Public Works

Context—this may be an issue because:

- The Old Territorial Administration Building is a well-known historic landmark in Dawson City.

Background:

- The Old Territorial Administration Building is a historically significant property both for its architecture and because it was the territory's administrative building from 1901 to 1952. It is also the oldest insured Yukon government building.
- The building currently houses the Dawson City Museum, Dawson City Court and Environment Yukon offices.
- The government purchased the property in 1976 and undertook a major renovation including some exterior work in the 1980s.
- There is a co-management agreement in place between Highways and Public Works and Tourism and Culture to preserve heritage properties such as this one.
- Projects scheduled for this building include:
 - a roof upgrade and exterior painting;
 - structural enhancements to the second floor;
 - retrofits to enhance the building's energy performance; and
 - upgrades to the building's fire protection systems.
- In the 2021-2022 fiscal year, the department spent \$1.365 million on design work and building rehabilitation.
- Future work packages are required to complete the remaining improvements which will include mechanical and electrical system replacements, new windows and interior renovations.

Approved by:

C. Hamwood

March 20, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Marwell Grader Station - Relocation**Highways and
Public Works

Recommended response:

- The Marwell Grader Station in Whitehorse is approximately 60 years old, is in poor condition, and no longer meets the needs of the Department of Highways and Public Works.
- In addition, the current buildings have high energy use and maintenance costs.
- Replacing the Marwell Grader Station is the most economical long-term option and will free up valuable land that may be better suited to other types of development.
- We are still determining where the new grader station may be located before moving this project forward. There are several possible sites, and a final decision will be part of the next phase of planning.

Additional response: Kwanlin Dün First Nation

- Under the Kwanlin Dün First Nations Final Agreement, Kwanlin Dün First Nation has first right of refusal to purchase, lease or otherwise acquire or use the land of the existing site in Marwell.
- The Yukon government will work with the Kwanlin Dün First Nation as this project moves forward.

Additional response: Energy use and GHG emissions

- Last year, the Marwell Grader Station emitted approximately 188 tonnes of CO₂. In terms of energy consumption, the building uses mainly electricity and propane, as well as some oil.

Session Briefing Note

SPRING 2023

Marwell Grader Station - Relocation

Highways and
Public Works

- Replacing the grader station with a modern facility has the potential to reduce the energy consumption of the building by up to 75 per cent.

Context—this may be an issue because:

- Minister Clarke’s July 5, 2021 mandate letter includes: “begin the process of relocating the Grader Station in the Marwell area, working with the Kwanlin Dün First Nation.”

Background:

- In 2015, Highways and Public Works completed initial planning for a replacement grader station. These plans were updated with new cost estimates in 2021.
- The future planned site is located at Robert Service Way and the Alaska Highway. If water and sewer services are available at the time of construction, this is where the new grader station will be located. The Yukon government has been working with the City of Whitehorse and Kwanlin Dün First Nation to promote development of the area.
- The current site in Marwell is known to be heavily contaminated and will require significant remediation before it can be used for any new development, particularly if it will be used for any type of non-industrial use.

Approved by:



February 28, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

Spring 2023

Old Crow Mixed Use Housing Project

Yukon Housing Corporation

Recommended response:

- The 10-unit Community Housing project in Old Crow will provide a range of housing options and improve our ability to respond to the community's changing housing needs. (See TAB #24)
- The Department of Highways and Public Works is leading this construction project in conjunction with Yukon Housing Corporation, and the Department of Health and Social Services' health and wellness centre.
 - Coordinating the construction of both projects is maximizing efficiencies while minimizing the negative impacts on the community during construction.
- We continue to work in partnership with Vuntut Gwitch'in First Nation to ensure the project meets the needs of the community.

Additional response:

- This 10-unit Community Housing building is currently scheduled for completion in June 2023.
- This project will boost the economy, generate construction jobs, and help meet the need for additional housing in Old Crow.

Context—this may be an issue because:

- The mixed-use building is a significant investment in housing in the Old Crow community.

Session Briefing Note

Spring 2023

**Old Crow Mixed Use
Housing Project**

Yukon Housing Corporation

Background:

- Yukon Housing Corporation owns and operates 4 buildings (made up of 7 housing units) in Old Crow. These units are used for staff housing.
- One unit in the 10-plex will be provided to Vuntut Gwitch'in First Nation for their exclusive use.
- The new community health and wellness centre, which is also currently under construction, will add pressures to the existing need for suitable housing for Yukon government employees in the community.
- Work to date includes site preparation, thermopile foundations installed, steel superstructure and framing, rough in of electrical and mechanical with drywall installation progressing.

Approved by:



January 31, 2023

Justin Ferbey
President, Yukon Housing Corporation

Date approved

Session Briefing Note**Spring 2023****Old Crow Health and Wellness Centre**Health and Social
Services

Government priority:

- The Old Crow Health and Wellness Centre will support the recommendations of the *Putting People First* report by providing a setting for residents to access holistic, person-centered care with an integrated, interdisciplinary team.

Key messages:

- Our government is working to connect Yukoners to integrated and coordinated health and wellness services in their home communities.
- To support this work, we are building a new Health and Wellness Centre in Old Crow.
- Once completed, the new Health and Wellness Centre will allow us to better support the community's health and wellness needs in a collaborative care environment.
- We are working closely with Vuntut Gwitchin First Nation to meet community health and wellness needs.

Key facts:

- The existing Old Crow Health Centre was built in the 1970s.
- Ketza TSL Construction has been awarded as the contractor for the Old Crow Health and Wellness Centre.
- Construction on the new Centre began in early-spring 2022 and construction is expected to be completed in late 2023.
- Work will continue once construction is complete to outfit and prepare the facility for service delivery.

Session Briefing Note**Spring 2023****Old Crow Health and Wellness
Centre**Health and Social
Services

Conflict of interest:

- Conflicts of interest are handled by the Conflicts of Interest Commissioner.
- As part of our government's commitment to openness and transparency, our government passed the *Lobbyists Registration Act*.
- Lobbyists are responsible for registering under the Act, understanding the rules, and acting in accordance with the law.

Health and Wellness Centre:

- The Health and Wellness Centre will include Health Services programs, allied Health and Social Services programs, administration and support spaces, and a Wellness Room.
- We are working with Vuntut Gwitchin First Nation on the design of a healing room in the health and wellness centre, as well as gathering other cultural and First Nations input into the overall design.

10-plex housing unit:

- Along with the Health and Wellness Centre, a 10-plex housing unit is being built in Old Crow.
- The 10-plex will include four one-bedroom units, one of which will be a barrier-free suite; and six two-bedroom units, two of which will be barrier-free suites

Session Briefing Note

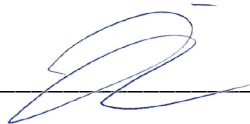
Spring 2023

**Old Crow Health and Wellness
Centre**

Health and Social
Services

- This project will replace Health and Social Services staff housing, increase the number of affordable housing units, and create jobs in the community.

Approved by:



Deputy Minister, Health and Social Services

February 2, 2023

[Date approved]

Session Briefing Note**SPRING 2023****Old Crow Health and Wellness
Centre and 10-Plex**Highways and
Public Works

Recommended response:

- The Yukon government is making investments across the territory to build healthy and vibrant communities.
- We are excited to be working with Vuntut Gwitchin Government on a new health and wellness centre and 10-plex housing unit in Old Crow.
- This project will replace the aging health centre in Old Crow, increase the number of affordable housing units and create jobs for the community.
- The department expects to complete the 10-plex in June 2023, and the health and wellness centre in late 2023.

Additional Response: Construction Work

- Design work took place in summer 2021 and preliminary construction work started in August 2021.
- The buildings are currently under construction and significant progress has been made onsite.
- A winter road was constructed this winter and last winter from Eagle Plains to Old Crow to help ship materials for a number of projects in the community.
- The total project budget for both facilities of \$56 million for all years has not changed.
- Vuntut Gwitchin First Nation community benefits of about \$8.1 million have been realized through employment, training and business opportunities from March 2021 to February 2023.

Session Briefing Note**SPRING 2023****Old Crow Health and Wellness
Centre and 10-Plex**Highways and
Public Works

Additional Response: Construction Change Orders

- The design-build contract for the project was awarded to Ketza TSL Construction in March 2021 for \$44.8 million, and has since increased to \$53.5 million.
- Most of the contract increase is due to the materials that need to be shipped by both air and ground from Whitehorse to Old Crow. There are more loads of material than originally estimated and an increase in freight rates has significantly increased shipping costs. This is primarily due to inflation and changes to market conditions.
- We structured the tender with an allowance to the contractor for shipping. This ensures that the Government of Yukon only pays for the actual costs in shipping.
- Unanticipated events may occur in any major project that result in a change order. These are subject to departmental oversight to ensure due process is followed.
- This year, the effects of supply chain disruptions, inflation and changes in market conditions have resulted in higher costs for most projects.

Context—this may be an issue because:

- The health and wellness centre and 10-plex housing unit is an important project for the community of Old Crow.

Background:

- Highways and Public Works is responsible for the procurement and management of the Health and Wellness Centre and the 10-plex housing unit.

Session Briefing Note**SPRING 2023****Old Crow Health and Wellness
Centre and 10-Plex**Highways and
Public Works

- A combined procurement was used for the two facilities to simplify construction resource demands and decrease the cost of both projects by realizing the benefits of economies of scale and shared resources.
- Stantec Architecture and Engineering completed the conceptual design and will stay engaged during the final design and construction of both facilities.
- Ketzia TSL was awarded the design-build contract.
- The design-build procurement was value-driven. Value-driven procurements look beyond the price to make sure the project brings as much value as possible to the community and to the territory. In this case, the winning proponent received points for the schedule, training plans, subcontracting plans, northern experience, and First Nations participation.
- A 60-year land lease was signed in spring 2021 with the Vuntut Gwitchin Government.

Shipping

- In 2022, a total of 67 truckloads transported material to and from Old Crow.
- In 2023, a total of 54 truckloads were shipped to Old Crow on the winter road, including:
 - 41 for Vuntut Gwitchin Government; and
 - 13 for the Yukon government and other parties.
- The first loads arrived in the community on February 22 and the last convoy left Old Crow on March 13.
- The winter road was used to haul 13 loads out of the community on behalf of Yukon government and other parties.
- These loads included construction equipment, old and outdated machinery, vehicles and equipment no longer needed in the community, waste oil and batteries and other miscellaneous materials.
- Decommissioning of the 2023 winter road began on March 14, and the road is now officially closed.

Session Briefing Note

SPRING 2023

Old Crow Health and Wellness Centre and 10-Plex

Highways and
Public Works

- Air North Partnership has been hired to transport materials by air for the Old Crow Health and Wellness Center and 10 Plex project. Air North is a Yukon company, partly owned by the Vuntut Development Corporation, and is helping to keep benefits of this project flowing within the Yukon.
- The winter roads in 2022 and 2023 were fully utilized. However, there is still a need to transport material by air, as there is a significant amount of work happening in Old Crow.

Cost Increases: Shipping

- The shipping costs to get materials to Old Crow has increased, which has led to the need to increase the Ketz TSL contract from \$44.8 million to \$53.5 million (\$8.7 million increase), due mainly to the increase in the shipping cash allowance.
- Shipping costs on the 2022 winter road increased by about 130 per cent from the original estimate during the conceptual design phase and increased again in 2023.
- Hercules freight costs increased by about 250 per cent from the conceptual design estimate to current rates.
- The shipping of materials in the contract is structured as a cash allowance and the contractor is paid on actual invoices for the shipping needed.

Approved by:



March 27, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Parking Lot at the Jim Smith Building (MAB)**Highways and
Public Works**Recommended response:**

- Grading, drainage, and resurfacing improvements to the south parking lot at the Jim Smith Building have addressed flooding and pooling previously experienced during heavy rainfall and spring snow melt.
- Often after a heavy rain, flooding and pooling would occur, limiting full use of the lot and making it challenging for people with mobility issues to access the building.
- This is the first major regrading and repaving of the parking lot since its initial construction in 1976, 46 years ago.
- These improvements have made the Jim Smith building a more inclusive and welcoming environment for both the staff who work here and the public.
- Resurfacing of the parking lot was completed in October 2022. Electrical work and the bike shelter construction will be completed in spring 2023.

Additional response: Assessment

- The main defect with the old parking lot was the consistent flooding after large rain events and fast snow melts.
- To address this issue, the department removed the old asphalt, added gravel, and regraded the parking area.
- It should also be noted that the concrete curbs were deteriorating and needed to be remade.
- While doing this work the department also included needed safety upgrades such as removing trees so that sight lines were clear, both

Session Briefing Note**SPRING 2023****Parking Lot at the Jim Smith Building (MAB)**Highways and
Public Works

for vehicles and security. Also, the leaves from the trees blocked the storm drain and caused ponding to occur.

- In addition, we upgraded the lighting for the parking lot to eliminate low lighting or dark sections and improve energy efficiency and security.
- Last, this project also had sustainability features including a new bicycle shelter to support active transportation and ensuring that certain areas of the new lot could support the future installation of electric vehicle chargers, including two in the near future.

Third response:

- There are several other benefits to these improvements:
 - new energy efficient LED light fixtures have been installed in the parking lot to increase visibility and improve pedestrian safety and security;
 - a covered bicycle shelter will be built to encourage active transportation throughout the entire year;
 - we have included options for the future installation of charging stations for electric vehicles, adding to what's already on site; and
 - improvements also replaced the concrete curbs which were degraded and needed to be replaced.
- Some trees needed to be removed during the construction. The trees closest to Rotary Park have been replaced, while the trees that were in the middle of the parking lot have been replaced with planter boxes. This allows a higher level of maintenance to be provided.

Session Briefing Note

SPRING 2023

Parking Lot at the Jim Smith Building (MAB)

Highways and
Public Works

Context—this may be an issue because:

- The parking lot construction at the Jim Smith building has high public visibility, and questions have been raised as to whether these improvements should be prioritized.

Background:

- Norcope Enterprises Ltd. was awarded the construction contract for \$2.7 million.
- EMR has indicated that they will install electric vehicle charging stations in the south parking lot.

Approved by:



March 8, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**Spring Session 2023****Mice at Elijah Smith Elementary School****Education**

Value

- The health, safety, and well-being of students and staff is our first priority.

Recommended response:

- Pest control mitigations are put in place when signs of pests are discovered in Yukon government workplaces.
- The Department of Education was advised of a mice issue at Elijah Smith School this past fall and employed additional custodial and pest control services immediately.
- Following an inspection in October, Environmental Health issued a report containing recommendations or mitigations, which have all been followed.

Additional response:

- The presence of mice has not been fully remediated and efforts continue to ensure the school remains a safe place to work and learn.
- The department continues to coordinate any necessary additional custodial services and deep cleaning of target areas as required.
- Staff and families will continue to receive updates.
- The department has entered into a six-month monitoring contract with a pest control company, which included an initial site inspection to identify and address any potential nesting sites, as well as weekly site visits.

Context—this may be an issue because:

- Concerns regarding health and safety have been brought to Yukon Association of Education Professionals by staff. Parents are contacting the school administration with concerns.
- Many schools have food and nutrition programs and there is often increased mouse activity in the fall season.
- Concerns are often raised regarding exposure to the hantavirus.

Session Briefing Note**Spring Session 2023****Mice at Elijah Smith Elementary School****Education****Background:**

- We are working with the school staff, Health and Safety Management Coordinator, Facilities Services Director and Environmental Health Services on response, prevention and remediation.
- There has been an increase in food and nutrition programs being delivered at schools. This has resulted in more food being stored in the schools and classrooms and increased the amount of compost. Both of which are attractants for pests.
- Environmental Health inspected Elijah Smith on October 18, 2022 and provided recommendations. The school was not ordered to close.
- Recommendations from Environmental Health included:
 - Increase custodial resources;
 - Limit food storage and preparation;
 - Ensure all food is stored in mouse proof containers;
 - Cease cooking in classrooms;
 - Increase the frequency of site inspections by a pest control technician; and
 - Seal mice access points.
- Staff met on October 19th to discuss the situation and learn how classroom practices will be altered. We will support staff with these measures.
- Communications were initially sent to families on October 20 and will be ongoing as we have more updates to provide.
- An Environmental Health Officer collected a specimen from the school on Friday October 28th and the Chief Veterinary Officer confirmed that specimen was a "house mouse."
- The risk of hantavirus from that species remains low.

Approved by:**Mary Cameron****2/2/2023**_____
Deputy Minister, Department of Education_____
Date approved

Session Briefing Note**SPRING 2023****Pest Control**Highways and
Public Works

Recommended response:

- The health and safety of building occupants is a top priority for our government.
- The Yukon government's response to pests is multi-faceted. If pests are discovered in a leased building, the response is coordinated through the landlord.
- If pests are discovered in a Yukon government owned building, the Department of Highways and Public Works coordinates an immediate response.
- The department takes immediate action on any pest issues by working with building occupants to address the issue, and if necessary makes changes to their program.
- Highways and Public Works collaborates with clients to identify potential improvements to buildings, such as installing new door sweeps or patching holes that might help address pest issues in the longer term.

Additional response: Elijah Smith Elementary School

- Last fall there were mice discovered in Elijah Smith Elementary School. As soon as Highways and Public Works found out, they immediately issued a pest control contract to address the situation.
- Working with their colleagues in the Department of Education to ensure the school remained safe, the department hired a professional pest control technician to inspect and evaluate what type of pest control measures would address the situation as soon as possible.
- The issue was delt with quickly and effectively and there have been no major issues since.

Session Briefing Note**SPRING 2023****Pest Control**Highways and
Public Works**Context—this may be an issue because:**

- There were signs of mice at Elijah Smith Elementary School, and there could be questions regarding pest control services more broadly across the Yukon government.

Background:

- During the school year building occupants may have concerns regarding pests potentially entering buildings.

Approved by:



January 26, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Seismic and Schools**Education &
Highways and
Public Works

Recommended response:

- Safety at our schools is a top priority and we work to proactively address safety issues whenever possible.
- Schools are regularly inspected to ensure that they are safe.
- If structural issues are identified, precautionary action is taken and mitigation work is prioritized based on a risk assessment.
- Given the evolution in seismic research, the Government of Yukon conducted studies on all Yukon schools to identify potential seismic risks and the likelihood of seismic events.
- The cross territory seismic assessments were undertaken in 2013-14. The Yukon government continues to perform seismic and structural assessments on Yukon schools as required, to ensure the safety of staff and students.
- As a result of these studies, our government has undertaken several mitigation measures.
- To date, we have addressed several structural issues – for example, repairs on roofs, floors, and walls – and many non-structural issues such as duct work, furniture upgrades and shelving.
- Yukon's last major seismic event was in 2017 and the mitigations we had in place proved effective during that event.

Additional response:

- Every school was built to the standard of the day and inspected to ensure they meet all relevant codes at the time of construction.

Session Briefing Note

SPRING 2023

Seismic and Schools

Education &
Highways and
Public Works

- The Departments of Highways and Public Works and Education are reviewing all Yukon school facilities and planning for the future of those facilities.
- Seismic issues are one of the many factors considered in new school design.

Context—this may be an issue because:

- The public is interested in seismic mitigation in Yukon schools.

Background:

- Yukon schools were built to the building code in place at the time of construction and modern building code requirements contain increasingly stringent structural requirements.
- The type and severity of seismic issues varies from building to building and can be categorized into:
 - structural components - roof, floors, walls, foundations; or
 - non-structural components - suspended ceilings, water piping, ductwork, furniture upgrades and shelving units.

Approved by:



February 3, 2023

Deputy Minister, Highways and Public Works

Date Approved

Approved by:

Nicole Morgan

February 3, 2023

Deputy Minister, Education

Date Approved

Session Briefing Note**SPRING 2023****Burwash Landing School
(Kêts'ádañ Kù)**Highways and
Public Works

Recommended Response:

- The Yukon government is working closely with Kluane First Nation to plan the design and construction of a new school in Burwash Landing.
- The new school will be called Kêts'ádañ Kù (Kay-et-zah-Done-coo) - which means “house of learning” in Southern Tutchone.
- The school will provide a new learning and community space that meets the needs of residents in the surrounding area.
- A site for the new school has been selected by the project team. This team includes representatives from Highways and Public Works, the Department of Education and the Kluane First Nation.
- Funding has been allocated to support the planning and construction of the school. We look forward to working together – government to government – on this important project.

Additional response: General

- The education of children today is the foundation of our future. The Department of Highways and Public Works creates and maintains the infrastructure that children need to learn and grow.
- Highways and Public Works ensures the school buildings and their systems are always up and running for teachers and students.
- The spaces in which children learn need to be safe, comfortable and functional and we make it a priority to ensure schools deliver on this expectation.
- The department also ensures that schools are welcoming and a true reflection of our communities.

Session Briefing Note**SPRING 2023****Burwash Landing School
(Kêts'ádań Kù)**Highways and
Public Works

- The physical space of a classroom and a school is an important element in creating a positive learning environment.

Third response: General

- The department maintains 32 schools across the Yukon. Construction of a new school in Whistle Bend is underway and the design for the replacement of another in Burwash Landing is advancing.
 - As we continue to see an increase in population here in the territory, we are also seeing an increased demand on school space.
 - Over the past few years, our government has been working on building new schools and upgrading existing ones to meet the needs of Yukon's students.
 - In doing so, we have been working with local communities and Yukon First Nations to identify where new schools and modular extensions are needed.
-

Context—this may be an issue because:

- This project is important to the Kluane First Nation and is a high-profile school project that is mentioned in the Minister's mandate letter.
-

Background:

- Kluane First Nation (KFN) has long requested a new K-12 school in Burwash Landing.
 - In July 2022, a Yukon Asset Construction Agreement (YACA) was signed with KFN that will provide benefits to the community from the construction of the school.
 - Funding is provided in part by both the Government of Yukon and Infrastructure Canada's Investing in Canada Infrastructure Program (ICIP).
-

Session Briefing Note**SPRING 2023****Burwash Landing School
(Kêts'ádañ Kù)**Highways and
Public Works

- The project is currently in the design phase.
- The Department of Education signed a Memorandum of Understanding with Kluane First Nation in June 2020, committing to build a school and to establish an Oversight Committee.
- The contract for Consultant Services was awarded in April 2021.
- The construction tender date and the project completion date will be confirmed subject to additional project planning.
- Officials have been meeting regularly with the Kluane First Nation to discuss the design and construction of the school.
- The community was consulted on the conceptual design in 2022 and the best options were moved forward.

Approved by:



January 24, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

Spring Session 2023

Burwash - KLUANE Lake School - Kêts'ádań Kù

Education

NOTE: Questions about tendering and build are for HPW.

Value:

- As part of our commitment to reconciliation and long-term capital planning for Yukon schools, we are pleased to be working in partnership with Kluane First Nation on Kêts'ádań Kù [Kêht-sah-dun KOO]-.

Recommended response:

- Moving the current Kluane Lake School from Destruction Bay to Burwash Landing has been a longstanding request of Kluane First Nation.
- The Governments of Yukon and Kluane First Nation continue to uphold the Memorandum of Understanding, which outlines a shared commitment to plan and construct a new school in Burwash Landing, to be known as Kêts'ádań Kù - meaning "House of Learning".
- Kêts'ádań Kù is a priority as it will support Kluane First Nation citizens to learn and thrive in their community.
- Regular meetings of the bipartite oversight committee and the project management team continue.

Additional response:

- In July 2022, a Yukon Asset Construction Agreement was signed with Kluane First Nation that will provide benefits to the community through the construction of the school.

Session Briefing Note**Spring Session 2023****Burwash - KLUANE Lake School - Kêts'ádań Kù**Education

- I was delighted to travel to Burwash Landing for the Infrastructure Canada's Investing in Canada Infrastructure Program announcement in September 2022 and visit the new school site with Chief Dickson.
- The construction tender date and the project completion date will be confirmed as we move forward with the project planning process.

Background:

- Kluane Lake School has been located in Destruction Bay since 1961. Most of the students reside in or around Burwash Landing and Destruction Bay.
- Kluane First Nation (KFN) has requested the school be located in Burwash Landing, and they have made this request several times over the past 100 years.
- In YG's 2022-23 Five-Year Capital Plan an estimated budget of \$20 – 28 million was included for a new school in Burwash Landing. The 2022-23 Main Estimates include \$1.275 million in planning and design work for this project.
- The construction tender date and the project completion date will be confirmed subject to additional project planning.
- The school is a priority for renovation or replacement on the government's School's Seismic Mitigation Program.
- On November 13, 2015, the Department of Education and KFN entered an 'Agreement Respecting the Provision of the Public School Education Program in Destruction Bay and Burwash Landing' to identify and implement a three-year plan to provide options and planning for the establishment of a school in the community of Burwash Landing.
- In April 2016, the department began working with KFN on the planning of a new school in Burwash Landing, including site visits to determine suitable locations on non-settlement land.
- In October 2016, the firm Urban Arts was contracted by Yukon government, in consultation with KFN, to develop a Functional Plan for a new school in Burwash Landing. Work to revise this functional plan was undertaken in 2018.

Session Briefing Note**Spring Session 2023****Burwash - KLUANE Lake School - Kêts'ádañ Kù****Education**

- In January 2019, the Minister of Education met with the Chief to discuss next steps on the school and discuss the budget / project scope. On Jan 18, 2019, the joint working group met, led by the Deputy Minister of Education, and determined the three options for further exploration: retrofit, lease, build.
- In November 2019, the Minister met with the Chief to confirm a school would be built in Burwash Landing. Since then technical officials have been meeting to move this project forward, including signing an MOU in June 2019 outlining a commitment to plan and construct a new school in Burwash Landing.
- The MOU includes provisions to establish a KFN/YG Oversight Committee to oversee the implementation of the MOU with a commitment for the Minister of Education and Chief to meet quarterly to ensure the goals are being met and help move items forward as required.
- In January 2021, a tender for an Owner's Advisor to provide expertise and guidance on this new school project was posted. Taylor Architecture Group (TAG) was the successful proponent.
- In August 2022, KFN provided a submission to YG for naming the Burwash School. At the General Assembly in July 2022, Kêts'ádañ Kù meaning "House of Learning" was selected by KFN citizens as the name for the new school. Education will advance a formal request for Cabinet approval as per the corporate building naming policy and will honor KFN's request in the interim.
- The site selected for the school is KFN settlement land, and lease negotiations with KFN are ongoing. These discussions are being led by Justice.

Approved by:**Mary Cameron****2/2/2023**_____
Deputy Minister, Department of Education_____
Date approved

Session Briefing Note**SPRING 2023****Ross River School**Highways and
Public Works

Recommended response:

- The health and safety of students across the territory is a top priority for the Yukon government.
- The school in Ross River is built on changing permafrost, as is much of the community.
- Changing permafrost has contributed to the need for structural assessments and repairs over the years, but we continue to ensure the school is kept safe by mitigating structural movement through upgrades like the releveling system and by performing repairs to lessen the effects of building movement.
- The Ross River School is inspected quarterly by a multi-disciplinary team that includes an architect, a structural engineer, a geotechnical engineer and a surveyor.
- The latest building condition inspection report, received on February 22, confirmed the school remains safe for occupancy. The next inspection report is expected to be received in May 2023.

Additional response: upcoming work

- We are currently building a releveling system at the school that will mitigate the effects of further permafrost deterioration.
- We are also building a new modular mechanical room to replace the existing mechanical plant. The heat emitted from the mechanical plant was contributing to the deterioration of permafrost under the school.
- Work for both of these projects is currently underway. The new modular mechanical room was completed during spring break. The releveling system is scheduled to be completed this summer.

Session Briefing Note**SPRING 2023****Ross River School**Highways and
Public Works

- Upcoming summer projects include lighting upgrades in the gymnasium and library.

Additional response: General

- The Department of Highways and Public Works creates and maintains the infrastructure that children need to learn and grow.
- Highways and Public Works ensures the school buildings and their systems are always up and running for teachers and students.
- The spaces in which children learn need to be safe, comfortable and functional and we make it a priority to ensure schools deliver on this expectation.
- The department also ensures that schools are welcoming and a true reflection of our communities.
- The physical space of a classroom and a school is an important element in creating a positive learning environment.

Third response: General

- The department maintains 32 schools across the Yukon. Work is underway for construction of a new school in Whistle Bend and design for the replacement of another in Burwash Landing.
- As we continue to see an increase in population in the territory, we are also seeing an increased demand on schools.
- Over the past few years, our government has been working on building new schools and upgrading existing ones to meet the needs of Yukon's students.

Session Briefing Note

SPRING 2023

Ross River School

Highways and
Public Works

- In doing so, we have been working with local communities and Yukon First Nations to identify where new schools and modular extensions are needed.

Context—this may be an issue because:

- The Ross River School has been undergoing quarterly inspections to monitor for any structural issues because of changing permafrost.

Background:

- Permafrost conditions at the school have resulted in many structural assessments and repairs over the years.
- The contract for the installation of the releveled system, awarded to T. Moon Construction in July 2022, is \$3.55 million.
- The contract for the new mechanical room, awarded to Cube Construction in June 2022, is \$1.29 million.
- The mechanical room project will see the construction of a new modular mechanical room, which will be located beside the existing school. The existing mechanical plant located in the basement of the school will be turned off and left as a back-up. The heat emitted from the existing mechanical plant was determined to be a contributor to deterioration of the permafrost under the school.

Approved by:



April 3, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Selkirk Elementary School**Highways and
Public Works

Recommended response: Parking Lot

- The Yukon government is committed to providing safe learning environments for all students.
- Over the last few years, the Department of Highways and Public Works has upgraded four school parking lots: Holy Family, Golden Horn, Christ the King and Hidden Valley School.
- A new staff parking area located behind Selkirk Elementary School is also planned for construction in summer of 2023.
- The proposed new parking lot was submitted to YESAB in fall 2022 for adequacy review and public consultation.
- Until the new parking lot is designed and constructed, Selkirk staff parking will remain at the front of the school along with visitor parking, as well as the school bus and parent drop off areas.
- Design work for the new parking lot and drop-off area is scheduled to be completed in April 2023.
- The design has allowed for the future installation of electric vehicle charging stations at all parking stalls. The design is also considering expanded bike parking stalls for active transportation users.
- The parking lot work will be tendered after design and final approvals.

Additional response: School Addition

- Construction of an addition to the school is scheduled to be completed in April 2023.

Session Briefing Note**SPRING 2023****Selkirk Elementary School**Highways and
Public Works

- This addition has allowed for the expansion of the French Immersion Program and freed up a classroom for Grade 7 students.
- Two modular classrooms were previously completed for Selkirk Elementary School in 2020 and 2021.

Third Response: Selkirk Storm Water project

- The tender for the storm sewer replacement and connection and road improvements was awarded to Norcope Enterprises in 2022. This project has been managed through Community Services.
- The project will see the installation of a new storm water line that will carry run-off from the future parking lot offsite.
- The installation needs to happen to minimize the risk of flooding in Riverdale and protect the drinking water aquifer in the area.
- The installation of the new storm water infrastructure is targeted for completion in Summer 2023.

Additional response: General

- The Department of Highways and Public Works creates and maintains the infrastructure that children need to learn and grow.
- Highways and Public Works ensures the school buildings and their systems are always up and running for teachers and students.
- The spaces in which children learn need to be safe, comfortable and functional and we make it a priority to ensure schools meet this expectation.

Session Briefing Note**SPRING 2023****Selkirk Elementary School**Highways and
Public Works

- The department also ensures that schools are welcoming and a true reflection of our communities.
- The physical space of a classroom and a school is an important element in creating a positive learning environment.

Third response: General

- The department maintains 32 schools across the Yukon. Construction is underway of a new school in Whistle Bend and design for the replacement of another in Burwash Landing has begun.
- As we continue to see an increase in population in the territory, we are also seeing an increased demand on schools.
- Over the past few years, our government has been working on building new schools and upgrading existing ones to meet the needs of Yukon's students.
- In doing so, we have been working with local communities and Yukon First Nations to identify where new schools and modular extensions are needed.

Context—this may be an issue because:

- The Selkirk Elementary School parking lot project has been deferred since 2019, as the City of Whitehorse identified a need to install new storm water infrastructure to carry run-off from the future parking lot offsite.

Background:

- The proposed parking lot is within the City of Whitehorse's aquifer protection zone, and existing storm water infrastructure in the area is at capacity. The new

Session Briefing Note**SPRING 2023****Selkirk Elementary School**Highways and
Public Works

storm water infrastructure was required before any further construction in the area.

- The City of Whitehorse has developed an Active School Travel design for Selkirk Street to encourage active transportation, enhance road safety, and improve air quality by reducing greenhouse gasses made by vehicles.

Approved by:

April 6, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**Spring Session 2023****WHISTLE BEND School**Education

Questions about tendering and build are for HPW.

Whistle Bend School Council: refer to TAB EP03

Value:

- We are building the first new Whitehorse elementary school in over 20 years in Whistle Bend. This will provide students a modern learning environment and support a thriving and growing community.

Recommended response:

- Construction is underway and is expected to be completed in the winter of 2023-24.
- In preparation for the new school, a new Whistle Bend School attendance area has been created.
- This attendance area is based on the city boundaries for the subdivision, plus portions of the previous Takhini Elementary School area, which is now being governed by the First Nation School Board.
- I welcome the members of the newly established Whistle Bend Elementary School Council.
- The school council will have a role guiding aspects of the school build and will assume regular school council duties, such as hiring a principal, once the school is closer to completion.

Additional response:

- The Whistle Bend School is a key investment, with construction scheduled to be completed during the 2023-24 school year.
- A \$42.8 million design-build contract was awarded to Ketza Construction Corporation.
- The 2022-23 Main Estimates include \$25.2 million for construction of the school, with a total capital requirement budgeted at \$52.8 million.

Session Briefing Note**Spring Session 2023****WHISTLE BEND School****Education**

Context—this may be an issue because:

- Throughout this project, questions have been raised about overall project delays and budget increases.
-

Background:

- As part of the capital planning process, Education, the Project Advisory Committee, EMR's Land Management Branch and Highways and Public Works identified Lot 333 as a suitable location in Whistle Bend for the school.
- A contract for Owner's Advisor services was awarded to Colliers Project Leaders.
- The Design-Build tender was published March 2021 and closed on May 19, 2021.
- Education established a Project Advisory Committee (PAC), which met regularly throughout the design phase of the project.
- Members of the PAC included: Whistle Bend Community Association, Ta'an Kwäch'än Council, Kwanlin Dün First Nation, and City of Whitehorse; as well as Yukon government representatives from Education, Community Services, and Highways and Public Works. It was co-chaired by a Department of Education representative and a nominated representative of the PAC.
- The design builder completed the design and it followed the design and intent of the design that was tendered out.
- The design includes gender-neutral washrooms.
- A tender for the supply and delivery of classroom furniture closed on January 24th.
- An attendance area has been established and an election for the Whistle Bend School Council took place in November to align with the First Nation School Board trustee elections conducted by Elections Yukon.

Approved by:

Mary Cameron

2/2/2023

Deputy Minister, Department of Education

Date approved

Session Briefing Note**SPRING 2023****Whistle Bend Elementary School**Highways and
Public Works

Recommended response:

- Building a new school for the community of Whistle Bend is a great addition to a fast growing neighbourhood.
- Highways and Public Works has worked with the Department of Education and the Project Advisory Committee throughout the project to ensure the school design incorporates important community elements.
- The construction is well underway and there is a lot of activity on the site as the new school is going up.
- The construction of the school is expected to be completed in the winter of 2023-24.

Additional response: Cost increase

- Inflation, supply chain issues and price increases in lumber, wood products, steel and labour have led to cost increases in projects across the territory.
- A contract was awarded to Ketza Construction Corporation for \$42.8 million.
- Eight change orders to the design-build contract have been issued to date, adjusting design requirements and details as needed to finalize the design, bringing the cost up to \$43.9 million.
- The design-build tender closed at a time of near-peak prices for lumber and steel, which are key materials for the project.
- Despite these challenges and impacts, the project is moving forward and is currently on schedule to be completed next winter.

Session Briefing Note**SPRING 2023****Whistle Bend Elementary School**Highways and
Public Works

Additional response: Active transportation

- Active transportation infrastructure is an important component of reducing emissions and healthy communities. We're investing more in active transportation by widening the sidewalk to safely accommodate cyclist traffic in front of the school.
- In addition, trails behind the school will be integrated into the Whistle Bend trail system to allow for students to safely commute to school.
- We will also include pedestrian traffic lights at Olive May Way and Casca Boulevard to make it safer for pedestrians and cyclists.

Additional response: General

- The Department of Highways and Public Works creates and maintains the infrastructure that children need to learn and grow.
- Highways and Public Works ensures the school buildings and their systems are always up and running for teachers and students.
- The spaces in which children learn need to be safe, comfortable and functional and we make it a priority to ensure that schools deliver on this expectation.
- The department also ensures that schools are welcoming and a true reflection of our communities.
- The physical space of a classroom and a school is an important element in creating a positive learning environment.

Third response: General

- The department maintains 32 schools across the Yukon. Work is underway for construction of a new school in Whistle Bend and design for the replacement of another in Burwash Landing.

Session Briefing Note**SPRING 2023****Whistle Bend Elementary School**Highways and
Public Works

- As we continue to see an increase in population in the territory, we are also seeing an increased demand on schools.
 - Over the past few years, our government has been working on building new schools and upgrading existing ones to meet the needs of Yukon's students.
 - In doing so, we have been working with local communities and Yukon First Nations to identify where new schools and modular extensions are needed.
-

Context—this may be an issue because:

- This will be the first school in the Whistle Bend community.
-

Background:

- The design-build contract was originally awarded to Ketza Construction Corporation for \$42.8 million. The current total, including the change orders, is now \$43.9 million.
 - The contract amount reflects increased costs for building materials like lumber and steel.
 - The design-build contract was a value-driven procurement. Value driven procurements help ensure that the project brings as much value as possible to the community and the territory. In this case, the winning bidder earned points for their schedule, training plans, subcontracting plans, northern experience, and First Nations participation.
 - A contract for Owner's Advisor services was awarded to Colliers Project Leaders in January 2020.
 - A Project Advisory Committee was established in summer 2019, as a commitment made by Education to the Whistle Bend Community Association. Members include: Ta'an Kwäch'än Council, Kwanlin Dün First Nation, City of
-

Session Briefing Note**SPRING 2023****Whistle Bend Elementary School**Highways and
Public Works

Whitehorse and the departments of Community Services, Education and
Highways and Public Works.

Approved by:



March 20, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****École Whitehorse Elementary
Replacement School**Highways and
Public Works

Recommended response:

- Our government is investing in the Yukon's education system by building new schools or renovating existing ones so that they meet the needs of Yukon students for years to come.
- In addition to new schools like the one in Whistle Bend and the replacement of Kluane Lake School in Burwash Landing, we will continue to replace or renovate existing schools on a priority basis.
- École Whitehorse Elementary is the highest priority for replacement because of the age and condition of the building, its energy use and greenhouse gas emissions and the need for significant seismic upgrades.
- The new school will be much more energy efficient and could see a reduction of up to 260 tonnes of greenhouse gas emissions per year compared to the current school.

Additional response:

- The new school is currently in the early planning phase, being led by the Department of Education.
- The exact location of the new school on the Takhini Education Land Reserve has not yet been determined.
- Education and Highways and Public Works will be working with the First Nation School Board to determine the best plan moving forward on the site.
- Education and Highways and Public Works will also be working with Softball Yukon on the planning of the site.

Session Briefing Note**SPRING 2023****École Whitehorse Elementary
Replacement School**Highways and
Public Works

- The Yukon government will be working with the Project Advisory Committee and the community to determine the best way to use the site.
- The Project Advisory Committee includes representatives from:
 - Whitehorse Elementary School Council and school community;
 - Ta'an Kwäch'än Council;
 - Kwanlin Dün First Nation;
 - City of Whitehorse; and
 - Government of Yukon.
- The Project Advisory Committee will provide us with input on key aspects of the school's planning and design, including ways the school can help meet community needs in terms of functionality, cultural components, and community space.

Additional response: Seismic and current École Whitehorse Elementary School

- École Whitehorse Elementary School was built in 1950 with the building codes and best construction practices of the day.
- Highways and Public Works regularly assesses schools and if any potential structural issues identified, we work to expediently rectify them.
- We have taken important mitigation measures at École Whitehorse Elementary School to properly secure the building and its contents.
- Until École Whitehorse Elementary School is replaced, we will continue to ensure the current school is safe.

Session Briefing Note**SPRING 2023****École Whitehorse Elementary
Replacement School**Highways and
Public Works

Additional response: General

- The Department of Highways and Public Works creates and maintains the infrastructure that children need to learn and grow.
- Highways and Public Works ensures the school buildings and their systems are always up and running for teachers and students.
- The spaces in which children learn need to be safe, comfortable and functional and we make it a priority to ensure schools deliver on this expectation.
- The department also ensures that schools are welcoming and a true reflection of our communities.
- The physical space of a classroom and a school is an important element in creating a positive learning environment.

Third response: General

- The department maintains 32 schools across the Yukon. Work is underway for construction of a new school in Whistle Bend and design for the replacement of another in Burwash Landing.
- As we continue to see an increase in population in the territory, we are also seeing an increased demand on schools.
- Over the past few years, our government has been working on building new schools and upgrading existing ones to meet the needs of Yukon's students.
- In doing so, we have been working with local communities and Yukon First Nations to identify where new schools and modular extensions are needed.

Session Briefing Note

SPRING 2023

École Whitehorse Elementary Replacement School

Highways and
Public Works

Context—this may be an issue because:

- The announcement to replace École Whitehorse Elementary School has received significant media attention.

Background:

- The building itself is over 70 years old and nearing the end of its useful life.
- The Takhini Educational Land Reserve will be ideal to accommodate French Immersion students from around the city and has a number of other advantages, including better access to green space.
- We will have plans in place to manage noise, traffic and dust during construction.
- Costs to renovate the existing school would be roughly 1.4 times more than building a new identically-sized school, in large part due to \$15-20 million estimate to complete seismic upgrades.
- The existing school will be demolished once construction of the new school is complete, and it is ready for students.

Approved by:



March 15, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

Spring Session 2023

Whitehorse Elementary Replacement Project Education

Whitehorse School Replacements Long-Term Capital Planning: refer to TAB SO15

Value:

- Our government is investing in school infrastructure.
- École Whitehorse Elementary School has been identified for replacement with a new, modern facility that will meet the needs of the community for years to come.

Recommended response:

- École Whitehorse Elementary School was originally built in the 1950s and is the top priority for replacement among Whitehorse schools.
- The current facility is not able to meet current and future programming and community needs, including access to spaces for innovative, inclusive, and experiential learning.
- The Takhini Educational Land Reserve is a central location that can accommodate French Immersion students from around Whitehorse.
- The Department of Education has established a Project Advisory Committee to facilitate collaboration and the exchange of ideas between key partners, stakeholders and the Government of Yukon. This group meets regularly.
- Project timelines will be determined as further planning work is undertaken.

Additional response:

- The government has Educational Land Reserves identified for schools.
- The Takhini Educational Land Reserve is a large parcel of land, serviced, appropriately zoned and provides a central location that has better access to green space desired for modern learning.

Session Briefing Note**Spring Session 2023****Whitehorse Elementary Replacement Project**

- An initial step in this work is to identify potential locations for the future school on the Takhini educational reserve, at which point engagement with the First Nation School Board and Softball Yukon will occur.
- Engagement with the broader Whitehorse community and partners will inform the long-term plan for replacing and renovating aging Whitehorse schools.
- The public can participate in this engagement by completing the online survey between Tuesday, March 14 to Monday, May 15, 2023, or by attending any of the public open houses in Whitehorse throughout April. A link to the survey and details for the open houses can be found at Yukon.ca/engagements.
- In October 2022, I met with downtown residents who are concerned about having an elementary school in the downtown core. This information will feed into the spring engagement, and will be considered as the long-term plan is developed.
- The Project Advisory Committee has designated seats for the following:
 - Whitehorse Elementary School Council
 - Whitehorse Elementary School Administration
 - City of Whitehorse
 - Government of Yukon
 - Ta'an Kwäch'än Council
 - Kwanlin Dün First Nation

Context—this may be an issue because:

- MLAs have been vocal about the need to keep a school in the downtown core. The Minister met with concerned downtown residents on October 21, 2022.
- Softball Yukon is concerned about impact to ball diamonds located on the Takhini education reserve.

Session Briefing Note**Spring Session 2023****Whitehorse Elementary Replacement Project**

Background:

- École Whitehorse Elementary School was originally built in the 1950s and is the oldest currently operated school in the Yukon.
- The Takhini Educational Land Reserve is one of the largest in Whitehorse and has enough room for two schools.
- Renovating or replacing the current facility on site are not viable options.
- There have been issues raised with the current École Whitehorse Elementary School regarding the capacity of the gymnasium and its egress, the number of washrooms available on the main floor, IT infrastructure, energy efficiency, lack of modern learning spaces, seismic rating, needed build code upgrades and overall accessibility.
- Among other concerns such as lot size and suitability, building on the same downtown site would require costly and prohibitive decanting strategies (moving students) for 2-3 years minimum to accommodate build.
- The Project Advisory Committee meetings have occurred on October 3rd, November 10th, and December 9th 2022, and on February 6th, 2023.
- The Project Advisory Committee will provide the department with input on key aspects of the school's planning and design, including ways the school can help to meet community needs in terms of functionality, cultural components, and community space.
- The School Community, Takhini area residents, Association franco-yukonnaise, Canadian Parents for French, other relevant organizations and the general public will be encouraged to provide feedback on the project at key milestones in the project's design.
- Site selection on Takhini Education Reserve.
 - There are not a lot of other sites that are centrally located and would meet the needs of the school; there is not a lot of vacant land in general.
 - To look at a different site would be a long planning process that would have to go through territorial and municipal zoning processes and then have to be serviced (sewer, electricity etc.); this is not a viable option given the need to replace school infrastructure.

Approved by:**Mary Cameron****03/07/2023**

Deputy Minister, Department of Education

Date approved

Session Briefing Note

SPRING 2023

Yukon University Polaris Project (Science Building)

Highways and
Public Works

Recommended response:

- Yukon University is managing the new science building project, also known as the Polaris Project, on campus.
- At present, Yukon University is working on the building design.
- Deputy Ministers of Highways and Public Works and Education met with Yukon University leadership on March 14, 2023, to receive a project update and discuss next steps.
- The Yukon government remains supportive of the Yukon University's Polaris Project and will continue to engage with and support Yukon University moving forward.

Context—this may be an issue because:

- Questions around this project may be raised in the Legislative Assembly.

Background:

- In March 2019, Crown Indigenous Relations and Northern Affairs Canada (CIRNAC) announced \$26 million in funding for Yukon University to construct a new science building to be completed in 2024.

Approved by:

C. Harwood

March 15, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

Child Development Centre

SPRING 2023Highways and
Public Works

Recommended response:

- The Department of Highways and Public works ensures that all government buildings are safe and suitable for use.
 - In spring 2021, mould was discovered in the Child Development Centre, and it was immediately closed to staff and the public.
 - After a thorough assessment, we determined that the building was no longer suitable for use and could not be economically repaired.
 - The building is currently planned for demolition in 2025.
 - Our government will be considering appropriate options for the site given its high-value location.
-

Context—this may be an issue because:

- Questions around the future use of the building site may be raised.
-

Background:

- In spring 2021, the Child Development Centre experienced leaking from the snowfall over the winter leading to water damage in the building.
- During remediation work in July 2021, the walls and ceilings were opened, and mould was discovered. Upon discovering mould, the building was immediately closed to staff and the public.
- The original building was constructed in 1963 and repurposed for the Child Development Centre program in 1989.
- The Child Development Centre is an addition to the Education building but has a separate ventilation system.
- A significant amount of work would be required to the building to remediate hazardous building materials, replace the entire roof, and deal with a long list of

Session Briefing Note
Child Development Centre

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 Highways and
 Public Works

other deficiencies in the building. This is why we decided to demolish the building instead.

- The cost estimate for the demolition and hazardous materials abatement was \$2.6 million when it was tendered in 2022. The tender was cancelled after additional underground utilities were discovered and it is now currently planned for 2025.
- The CDC will be moving into the former Peacock Sales building at 206 Hanson Street this summer.

Approved by:



March 20, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

Spring Session 2023

Child Development Centre Funding

Education

Highways and Public Works will respond to building and lease questions.

Value:

- Education and Health and Social Services work collaboratively with partners including the Child Development Centre to improve ways to provide the best services and supports to Yukon children and families.

Recommended response:

- We acknowledge and very much appreciate the Child Development Centre's (CDC) important work helping families and young children access inclusive early learning and therapeutic services.
- This also includes providing support to educators working with children with diverse developmental needs in licensed early learning and child care centres.
- I was happy to meet with the executive director and board members of the CDC in August 2022 to discuss their annual report, their plans for renewal, and how we could support them going forward. In addition to my meeting with the CDC, department officials meet with the CDC regularly.
- Previously, we provided the Child Development Centre with funds to undertake an organizational review to look at their current structure and develop a plan on how they might change things to better serve Yukon children.
- The implementation of the CDC's renewal plan to better serve Yukon children will occur over three stages and will better align therapists'

Session Briefing Note**Spring Session 2023****Child Development Centre Funding****Education**

time to help alleviate the current waitlists. We are providing the necessary funding to support this plan.

Additional Response – Funding:

- In 2022-23 we provided approximately \$3.4 million in operational funding for the CDC. In 2023-24 we will provide Approximately \$4.3 million in funding. The additional funding will enable the CDC to provide additional supports to Yukon families, address the waiting list and move forward with their renewal plans.
- Additionally, the Yukon government is funding the renovations and lease for the CDC's new space that will be ready in summer 2023. This new location will better accommodate all of the CDC programs, clients and staff in one location.
- Funding allows the CDC to provide services to children and families in every Yukon community, including onsite therapeutic services at Dusk'a Head Start Early Learning Centre located at Kwanlin Dün First Nation.
- It is unfortunate the CDC had to relocate, and we appreciate their flexibility and ability to move and quickly resume their service delivery, including the therapeutic pre-school.
- Education will continue to work with Highways and Public Works, Health and Social Services and the CDC on solutions for their interim space requirements until they are in their permanent space.

Context – this may be an issue because:

- The CDC continues to operate out of temporary spaces until they move into their permanent home in summer 2023.

Session Briefing Note**Spring Session 2023****Child Development Centre Funding****Education**

Background:Space

- The CDC is temporarily located out of three spaces (Waterfront Place, Industrial Road and Alexander Street) until their new space is ready.
- As of December 2022, the CDC had moved out of Copper Ridge Place and into a temporary location at Waterfront Place (the former COVID Assessment Centre). The therapeutic pre-school continues to operate out of a temporary space on Alexander Street. Additionally, they have office space on Industrial Road.
- It is anticipated that the CDC will move into its new space, identified as the “Peacock Sales building,” located at 206 Hanson Street in June 2023. The move has been postponed from October 2022 due to delays in construction.

Anticipated costs

- Total cost of fit up/furnishings \$2,685,005 (includes \$125,000 in fit up costs).
- Renovations:
 - Original request \$1,268,979 for 8,057 sq. ft. at a cost of \$150 + GST per sq. ft.).
 - Revised request \$2,560,005 for increase in space to 10,836 sq. ft. at a cost of \$225 + GST per sq. ft., which will accommodate the whole program immediately. An additional 1,667 sq. ft. of storage space will be provided without a renovation charge.
 - Lease cost for first three years: \$501,058 annually or \$39.50 sq. ft. (prorated for 2023-24) which includes 10,836 square feet for program space and an additional 1,667 sq. ft. for storage and other use.
 - The renovation/fit up cost is a one-time expense whereas the lease cost is an annual expense. The lease will increase by 2.25% annually starting in year 4.
 - The original estimates increased due to construction costs and more space becoming available.

Organizational review

- In 2021-22, the department funded the CDC to undertake a review of services and they have since shared two reports: Yukon Child Development Centre Strategic

Session Briefing Note

Spring Session 2023

Child Development Centre Funding

Education

Planning and Structural Renewal report and Summary of Funding Requests:
Structural Renewal and Collective Bargaining.

- The ELCC unit continues to work with and support the CDC in identifying their future needs.
- In 2023-24, additional funding will be provided for administrative and program support, and to pilot a family partners project.

Approved by:

Mary Cameron

02/02/2023

Deputy Minister, Department of Education

Date approved

Session Briefing Note**SPRING 2023****Climate Resilience in Infrastructure**Highways and
Public Works

Recommended response:

- The impacts of climate change on the Yukon are being felt everywhere.
- Whether it be wildfires, flooding, increased precipitation, permafrost thaw or more avalanches – our territory is changing quickly, and we need to be prepared for more changes to come.
- That is why it is so important that the infrastructure we are building today will withstand the climate impacts of tomorrow.
- To support our understanding of how climate change is impacting our infrastructure, the Yukon government recently released the first Yukon Climate Risk Assessment.
 - This report will help guide our actions so that we are more resilient to the impacts of climate change.
- Furthermore, our government is conducting climate risk assessments of all major transportation infrastructure and major building projects worth more than \$10 million.
- A framework for climate hazard assessments is also being developed for capital projects that fall under this threshold.

Additional response:

- Climate risk assessments evaluate the infrastructure's vulnerability to climate change and use that information to incorporate adaptation measures into the design to mitigate climate change impacts.
- The assessment considers the potential damage, how likely it is to occur, and what options exist to mitigate that threat.

Session Briefing Note

Signature Building Leasing

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Spring 2023
Highways and
Public Works

Recommended response:

- Signature buildings are an important part of Yukon's history and heritage.
- When the Yukon government leases space in these buildings, it is done in a manner that enhances the economic, social, and cultural well-being of Yukoners, which includes enabling some degree of public access and appreciation of the heritage values.
- The departments of Highways and Public Works and Tourism and Culture are working on a strategy and criteria that will be used to select tenants for these spaces and ensure we meet that commitment.
- We expect to issue a call for applications from potential tenants within the next six months for some of the signature buildings.

Additional response: Existing tenants

- We understand that this new approach has created some questions from existing tenants in these buildings.
- We are committed to keeping existing tenants informed and providing them with an opportunity to apply for leases. We have promised a minimum of six months' notice to relocate if they are not successful.

Context—this may be an issue because:

- Questions have been raised during the Legislative Assembly.

Background:

- The Yukon government has 15 signature heritage buildings in the portfolio, although some have long-term tenants or are not suitable for occupancy.

Session Briefing Note

Signature Building Leasing

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Spring 2023
Highways and
Public Works

- The main buildings of concern are the TC Richards and White Pass buildings in downtown Whitehorse, which currently occupy a range of tenants who pay less than market rates for office space.
- The departments of Tourism and Culture and Highways and Public Works have jointly developed a strategy and selection criteria that is in the final stages of review and approval.
- Commercial and non-commercial organizations will be welcome to apply.
- Prospective tenants for a given building will be evaluated based on their suitability for that building and on their social, cultural, and economic impact. The evaluation committee will be comprised of Highways and Public Works and Tourism and Culture staff.
- Commercial tenants will pay fair value for the space to avoid competition with the private sector. Non-commercial tenants are currently paying a range of rates, sometimes less than market rates. We are considering options for future rates for non-commercial tenants, such as non-governmental organizations.

Approved by:



March 29, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Climate Resilience in Infrastructure**Highways and
Public Works

- Highways and Public Works completed climate risk assessments for five major construction projects in recent years: Dempster Fibre Line, Carmacks Bypass, North Klondike Highway Reconstruction, Whitehorse Airport Airfield Upgrades, and the Kêts'ádań Kù (Burwash Landing School).
- The department is finalizing climate risk assessments for the Alaska Highway safety improvements through Whitehorse, and the Alaska Highway realignment at the Takhini River thaw slump. We will use the information from these assessments to help us build safer and more resilient infrastructure for years to come.

Third response:

- We are also partnering with Yukon University on a project to improve the Yukon's capacity for assessing and managing the impacts of climate change in buildings.
- This project will develop tools to help us protect our buildings from climate change hazards such as floods, wildfires, and thawing permafrost.
- Incorporating climate resiliency right from the conceptual design stage for all infrastructure projects is important in ensuring that we build infrastructure that accounts for future climate events.

Context—this may be an issue because:

- Climate change impacts continue to be felt throughout the territory.
-

Background:

- Climate risk assessments may focus on determining risk for permafrost, fire, flood, and other environmental factors.
-

Session Briefing Note**SPRING 2023****Climate Resilience in Infrastructure**Highways and
Public Works

- We continue to build on the findings of the Climate Risk Assessment report. The report was published in 2022 and is a summary of the input received from First Nations, municipalities, various departments, and subject matter experts.
- We are also working with the Government of Northwest Territories and the Government of Nunavut to inform best practices and lessons learned from each other's projects.

Approved by:



January 30, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Dempster Fibre Line**Highways and
Public Works

Recommended response:

- Work is progressing on the Dempster Fibre Line, extending 800-kilometres along the Dempster Highway from Dawson City, Yukon, to Inuvik, Northwest Territories.
- The project will benefit communities in the Yukon and Northwest Territories by providing a backup line in the event of a service disruption.
- Construction of the new line began in summer 2021 and is scheduled to be completed in 2024. The new line will connect to the existing Mackenzie Valley Fibre Link in Inuvik.
- Approximately half of the installation has been completed, including the installations under the three major rivers – the Mackenzie, the Peel and the Arctic Red.
- The work on the fibre line is seasonal, and crews have demobilized for the winter.
- Installation work will be resuming in the spring, with the aim of installing the remaining 400 kilometre of conduit between Eagle Plains and Inuvik this summer.
- This construction work is taking place in challenging terrain which requires the use of specialized equipment and construction methods to minimize impacts to the environment.

Additional response:

- ROHL Global Networks, in partnership with Dagoo Services, was awarded the construction contract in May 2021. The construction contract total is \$94 million, including change orders.

Session Briefing Note**SPRING 2023****Dempster Fibre Line**Highways and
Public Works

- Input from Yukon University scientists, as well as First Nations traditional knowledge keepers was incorporated to inform various environmental components during the design of the project.
- Environmental protection is a key value of this project. Stantec and Tetrattech are subcontracted to mitigate the impacts of this project on the environment, particularly on permafrost.
- The contractor follows an environmental plan with specific directions that were approved through the Yukon Environmental and Socio-economic Assessment Board process to protect values such as flora and fauna, wetlands and water bodies, and other sensitive environments.
- Fuel spills are treated immediately by removing the contaminated soil and remediating the location as per regulatory requirements.

Third response: First Nation Participation

- First Nation participation was a large component of this value-driven, negotiated tendering process.
- The Government of Yukon is actively engaged on the project with three Yukon First Nations and five Indigenous groups in the Northwest Territories.
- 20 per cent of the construction contract amount is dedicated to a First Nations and Indigenous Participation Plan for Yukon First Nations and Indigenous communities in the Northwest Territories.
- This is providing opportunities for First Nation businesses and subcontractors, in the form of direct employment benefits, and training and capacity development.

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Public Works

Fourth response: Engagement

- We continue engaging with First Nations and Indigenous governments to ensure the success of this project. We regularly meet to ensure that economic opportunities are made available to local businesses and Citizens.
- Most recently we supported the contractor in holding open houses and job fairs in the communities of Dawson City, Old Crow, Inuvik, Tsiigehtchic, Aklavik, and Fort McPherson. The events were advertised on social media and printed flyers were mailed to all households in these communities. The events were well attended.
- We encourage all First Nation businesses and citizens to apply for contracts and positions available through the Dempster Fibre Line Project.

Fifth Response: Heritage Disturbance Incident

- In June 2022, the department informed the Tr'ondëk Hwëch'in and First Nation of Na-Cho Nyak Dun governments about a heritage disturbance incident that occurred in the highway right of way during the construction work last year.
- Work stopped immediately and equipment was removed from the site. The department also commissioned an assessment of the impact and shared a report with the affected First Nation governments.
- The department has been working closely with each First Nation's heritage department and is looking forward to working on next steps.

Context—this may be an issue because:

- This is a major infrastructure investment that is critical for the Yukon's backup fibre connection for the territory.

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Dempster Fibre Line

Highways and
Public Works

Background:

General

- Construction of the project will be complete in 2024. It is likely that residual warranty work and clean up activities will be required, which could take an additional year. For this reason, a 2025 timeline was submitted to the regulatory boards.
- Regulatory permits for the project were issued after approval by the Mackenzie Valley Land and Water Board in the Northwest Territories and a recommendation was received from the Yukon Socio-Economic Assessment Board in the Yukon.
- Scientists and highway engineers from Yukon University, and the governments of Yukon and Northwest Territories have participated in several design reviews.

Budget

- Over \$30 million was spent on construction of the Dempster Fibre Line in 2022-23.
- The federal government is contributing \$59 million to the project.
- Northwestel is contributing \$15 million as an upfront payment on a 20-year lease with exclusive rights to operate the line.

Relationship with Tr'ondëk Hwëch'in

- In October 2022, Tr'ondëk Hwëch'in issued a press release withdrawing support for the project.
- In December 2022, Tr'ondëk Hwëch'in Chief said in a radio interview that talks with the government were productive.
- Project teams from both governments continue to work collaboratively to resolve remaining issues and continue a positive relationship on the project.

Approved by:

C. Hamwood

April 12, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Five-Year Capital Plan**Highways and
Public Works

Recommended response:

- The Five-Year Capital Plan for 2023-24 builds on the Yukon government's commitment to communicate capital spending intentions to Yukoners, municipalities, the private sector and First Nation governments.
- It provides greater certainty and promotes a strategic approach to the forecasting and timing of procurement.
- The Five-Year Capital Plan continues to evolve as priorities, circumstances and needs change over time.
- Our government will continue to provide Yukoners with updated information on the government's planned capital investments over the next five years.

Additional response:

- The Yukon government will continue to advertise seasonal tenders as early as possible to support vendors to better prepare and plan for these projects, and so that the government is building at the best times of the year for construction.
- As capital plans change and mature, our government will work to meet both project and vendor needs. For example, departments may spread out major projects that have several components, such as bridge projects, rather than tender them all at the same time.
- The Five-Year Capital Plan also supports the implementation of the Yukon First Nations Procurement Policy through information sharing on capital spending and through direct engagement with Yukon First Nations.

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Five-Year Capital Plan

Highways and
Public Works

Additional Response: Sharing the Capital Plan with Yukon First Nations

- Every year the Department of Highways and Public Works reaches out to every Yukon First Nation to share the current capital plan and discuss upcoming procurement opportunities.
- If a First Nation government is interested in meeting or hearing more, the department sets up in-person meetings during the spring to discuss the capital plan and look for opportunities for synergy.
- The department reached out to all Yukon First Nations to discuss this year's capital plan on March 21.

Context—this may be an issue because:

- The 2023-24 Five-Year Capital Plan lays out the Yukon government's long-term capital investment strategy.

Background:

- 2023-24 marks the sixth year that a detailed Five-Year Capital Plan has been tabled in the Legislative Assembly.
- This marks the fifth year that Highways and Public Works led the update of the Five-Year Capital Plan. The department has worked closely with the Department of Finance and all other departments to develop the plan.
- By combining more detailed and comprehensive Five-Year Capital Plans with tendering forecasts, the Yukon government is working to meet the commitment made to Yukoners to have major, seasonally-dependent construction contracts tendered at the right time.

Approved by:



March 23, 2023

Deputy Minister, Highways and Public Works

Date Approved



Message box on Capital Plan – Budget Debate

Subject: 2023-24 Five-Year Capital Plan

Lead department: HPW

Spokesperson: Minister of Highways and Public Works

Key messages

- The five-year capital plan provides Yukoners a transparent view into the Government of Yukon's priorities. Within the plan, we lay out the funds allocated for capital projects over the long-term.
- Since the last five-year capital plan, our government has completed many projects. These projects have increased capacity at schools, created new housing opportunities and provided Yukoners with more healthcare options.
- Each year the five-year capital plan is updated to reflect the current economic conditions, priorities and opportunities.
- Early in the COVID-19 pandemic, governments and central banks increased public spending and kept interest rates low to ensure economic stability. This protected people and businesses, but it also came at a high price socially and economically.
- Today, global economic conditions like constrained supply chains and labour shortages have resulted in a rapid and broad-based increase in inflation worldwide. As a result, our government has placed an emphasis on sustainable spending.
- Our government is committed to balancing the spending necessary to maintain our existing assets while ensuring that the long-term infrastructure needs of Yukoners are met.
- This year's five-year capital plan continues to advance essential infrastructure projects such as the Nisutlin Bay Bridge, Whistle Bend Elementary School, the Dempster Fibre Line and many others.

Green Economy

- The Yukon's infrastructure remains an area of focus as we continue to invest in the infrastructure deficit from previous decades.
- Part of that investment means putting the infrastructure in place to transition the territory towards a new, green economy.
- As part of that investment, we are including \$5 million in renewable energy infrastructure projects. This includes:
 - \$3 million for the Whitehorse Battery Project; and
 - \$2 million for the Whitehorse Correctional Centre biomass expansion.

Questions and Answers

General questions about the plan

What is the budget for the 2023–24 five-year capital plan?

- The Government of Yukon's 2023-24 five-year capital plan includes approximately \$2.15 billion in planned spending.
- This year, our capital budget is \$484 million. This is the second highest expenditure commitment in Yukon's history after the 2022-23 fiscal year.

How is the five-year capital plan different from the budget?

- The budget lays the groundwork for government spending one year at a time. The five-year capital plan looks into the future and focuses on the long-term infrastructure and capital priorities of the government.

What can you tell us about project XXXXX?

- For information on individual projects, you can reach out to the sponsoring department who can provide more details.

Are any new projects or initiatives introduced in the 2023–24 capital plan?

- The capital plan has evolved over the last year and the Yukon government continues to make important capital investments in priority areas such as housing, health and education with the goal of preserving the government's strong fiscal standing over the long term.
- No new major projects were added to the plan over the last year. The priority was to remain consistent and deliver on the priorities outlined in previous years.

Questions about reduction in spending

How much are you reducing the five-year capital plan by?

- The Government of Yukon's 2023–24 five-year capital plan includes approximately \$2.1 billion in spending over the next 5-years.
- Last year, the Government of Yukon approved the territory's largest ever capital budget at \$547 million. This year, our capital budget is \$484 million. This is the second highest expenditure commitment in Yukon's history after the 2022-23 fiscal year.

Why is the capital budget for this year less than the \$572 million estimated in the previous capital plan?

- Early in the COVID-19 pandemic, governments and central banks increased public spending and kept interest rates low to ensure economic stability. This protected people and businesses, but it also came at a high price socially and economically.
- Today, global economic conditions like constrained supply chains and labour shortages have resulted in a rapid and broad-based increase in inflation worldwide.
- As a result, current economic conditions have required many governments to change their spending plans while central banks increase interest rates in response to inflation.
- Our government is committed to balancing practical short-term decisions with the longer-term work that was undertaken in establishing the five-year capital plan.
- This plan reflects the continued implementation of the many priority strategies developed in consultation with all Yukoners.

Does this reduction mean projects will be cut?

- No, this does not mean projects are cut.
- Instead of cutting projects, we used different methods to achieve our financial targets. These included deferrals and replanning of projects that would benefit from further planning, design development or stakeholder engagement.

What was the strategy for reducing the capital plan?

- Through the five-year capital planning process, a thorough analysis of the status of project progress is undertaken annually.
- This allows government to defer projects that would benefit from further planning, design development or stakeholder engagement.
- Furthermore, some projects were sent back to the planning stage to explore other options for delivering the project. For example, some projects are likely to benefit by partnering with municipalities or First Nations governments.
- One example of a partnership is where an outside entity funds and constructs a building and leases it to government.

What is the overall goal of reducing capital spending?

- Currently, global economic conditions like constrained supply chains and labour shortages have resulted in a rapid and broad-based increase in inflation worldwide.

- As a result, current economic conditions have required many governments to change their spending plans while central banks increase interest rates in response to inflation.
- Our government is committed to balancing practical short-term decisions with the longer-term work that was undertaken in establishing the five-year capital plan.
- This plan reflects the continued implementation of the many priority strategies developed in consultation with all Yukoners.

What does the reduction mean for the government's priorities?

- The Government of Yukon will continue to advance our priorities through the five-year capital plan.
- For example, we have increased our Green Infrastructure Program to \$64 million over the next five years. This will allow us to address our commitments under *Our Clean Future*.

Will this affect local businesses and contractors?

- Capital planning is a well-established part of the government's budgeting process.
- The Government of Yukon is aware that the five-year capital plan is a valuable tool in helping our partners in the public and private sectors make plans for the future.
- It provides greater certainty and promotes a strategic approach to the forecasting and timing of procurement.
- Each year when we release the five-year capital plan, businesses and contractors are provided with an updated timeline for projects.
- While some projects have been moved to later dates, we are continuing work on all ongoing projects and do not anticipate any impacts to businesses or contractors.

What projects are affected by the reduction?

- No projects have been cancelled as a result of the reduction, but some have been deferred and some capital spending programs have been reduced.
- If you have specific questions on a particular project, please reach out to the sponsoring department.

Will any Government of Yukon jobs be cut from these reductions?

- No permanent Government of Yukon jobs will be impacted by these reductions.

Session Briefing Note**SPRING 2023****Information Technology Strategy**Highways and
Public Works

Recommended response:

- The Yukon government is always looking for ways to improve our information technology services.
- Highways and Public Works is reviewing the ways in which we deliver and support IT services and technologies as part of the overall IT strategy.
- There are five strategic pillars that are informing this review and the work underway. These include:
 - using a citizen-centric approach to connecting communities;
 - ensuring decision-making is informed and effective;
 - securing citizen's personal information;
 - building productive and flexible work places; and
 - building a culture of innovation and sustainability.
- The review of our current IT organization will allow for the best use of our existing tools.
- The review could guide that the Yukon government:
 - improve the security of information across government;
 - reduce inefficiencies; and
 - enhance the consistency and reliability of IT services.
- We will continue to develop materials to communicate more detailed information on our programs and our specific roadmap initiatives within those programs throughout the spring.

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Information Technology Strategy

Highways and
Public Works

Additional response:

- In March 2023, we issued a Request for Information seeking feedback from potential consultants who will review the current state of information management and technology within the organization, and make recommendations to better align the organization with the Service and Technology Initiatives.
- This feedback will be used to inform the Request for Proposal that is anticipated to be issued in **spring** 2023.
- In late 2023, we will review the recommendations on the IT analysis and produce the government's plan for implementation as part of the overall IT Strategy.

Context—this may be an issue because:

- The Premier's 2021 mandate letter to Minister Clarke included direction to create an IT Strategy for Yukon government that is focused on integration, collaboration and leveraging existing platforms.

Background:

- Several high-profile information security incidents in other public and private organizations (e.g., Government of Nunavut) have demonstrated the importance of continually evaluating and improving Yukon government's IT infrastructure and operations.
- The development of the strategy is expected to cost \$1 million-\$1.4million.

Approved by:



March 1, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Renewable Energy Projects
(Biomass and Solar)**Highways and
Public Works

Recommended response: General

- Investing in renewable fuel sources, such as solar and biomass, is key to reducing our greenhouse gas emissions.
- Our solar and biomass projects are part of the many initiatives that the Yukon government is taking to meet the goals of *Our Clean Future*.
- We are excited to be moving forward with two biomass and two solar projects that will offset 780 tonnes of greenhouse gas emissions each year.
- This is just the start of where our government can go with renewable energy projects. Additional feasibility studies are also underway to identify other projects and we are excited for what the future will bring.

Additional response: Biomass**Biomass systems**

- For biomass, we began installing a new biomass heating system at Elijah Smith Elementary School in Whitehorse and are also expanding the biomass heating system at the Whitehorse Corrections Centre.
- These two systems alone will reduce emissions by 500 tonnes each year.

Biomass – Elijah Smith Elementary School

- In July 2021, we engaged with biomass contractors to discuss our plans for the Elijah Smith School biomass project and to listen to their suggestions and feedback.

Session Briefing Note**SPRING 2023****Renewable Energy Projects
(Biomass and Solar)**Highways and
Public Works

-
- Construction of the Elijah Smith biomass system is being completed by Budget Plumbing and Heating for \$2.3 million.
 - Construction is currently underway and is anticipated to be complete this spring.
 - Upon completion, the contractor will also provide operations and maintenance services for the system.

Biomass – Whitehorse Correction Centre

- In November 2022, a design-bid-build contract was awarded for the Whitehorse Correction Center biomass expansion project to connect underground piping from Takhini Haven and the Young Offenders Facility to the Whitehorse Corrections Centre where there is an operational biomass boiler that has additional capacity. Completion is anticipated by winter 2023-24.
- This project will reduce greenhouse gas emissions by 271 tonnes per year.
- The system currently uses low-carbon wood pellets made from the waste of a sawmill in Northern Alberta.
- The number of wood pellet deliveries will increase from 5 to 10 per year for this project. The emissions from these trips will be primarily offset by the corresponding reduction in heating oil and propane deliveries from Northern BC and Alaska.

Additional response: Solar**Solar – HPW Grader Stations**

- We also began constructing two solar array systems at the Klondike and Ogilvie grader stations that will offset more than 100,000 of litres

Session Briefing Note

SPRING 2023

Renewable Energy Projects (Biomass and Solar)

Highways and
Public Works

of diesel fuel each year and reduce emissions by 280 tonnes. These are anticipated to be completed in fall 2023.

- We are also moving forward with solar energy projects at the Tuchitua and Blanchard grader stations, which will be tendered at a later date.
- YESAB has reviewed these projects and has recommended to proceed with all four solar energy projects.
- Once these four solar array systems are installed, they will offset approximately 200,000 litres of diesel fuel each year, which is a reduction of 530 tonnes of greenhouse gases.

Context—this may be an issue because:

- We are aiming to reduce greenhouse gas emissions in Government of Yukon buildings by 30% below 2010 levels by 2030.
- Renewable energy systems are an important way for the Yukon government to reduce emissions from its buildings.

Background:

General:

- In 2020, Highways and Public Works created the Yukon Green Infrastructure Program to oversee climate change efforts for Yukon government assets.
- Projects include energy retrofits to improve building envelopes, lighting, heating and ventilation equipment, and the integration of renewable energy systems such as biomass and solar.
- Renewable energy systems are a significant component of the department's strategy to meet the greenhouse gas reduction targets in *Our Clean Future*.
- In 2021, a feasibility study was performed to look at the value of installing solar arrays at diesel powered grader stations.

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Renewable Energy Projects (Biomass and Solar)

Highways and
Public Works

- We continue to work with Teslin Tlingit Council for a heat purchase agreement at Khàtinas.àxh Community School that is fair to both parties.

Biomass systems:

- We have listened to the Yukon's biomass industry. We have numerous biomass projects in design and construction stages.
- Our systems are designed to be dual-fuel, meaning they can use either wood chips or wood pellets to operate. This provides the service provider with the flexibility to ensure reliable and sustainable operations of the biomass heating system.
- Highways and Public Works has completed a thorough analysis of greenhouse gas emission impacts from various fuel sources to help factor into decision making.
- A conversation on transportation often comes up when the topic about transporting biomass to the Yukon from forestry and sawmill operations in British Columbia and Alberta is raised.
 - Wood pellets are sourced 100 per cent from waste wood or from a byproduct of lumber mills that is diverted from landfills. In other words, the greenhouse gas emission cost of these pellets is nearly zero. Switching to a zero or low-carbon fuel source directly reduces the territory's greenhouse gas emissions.
 - In comparison, fossil fuels have a very high carbon footprint. Exploration, extraction, processing, refining, storing – each of these steps in making fossil fuels is highly carbon-intensive and the environmental impacts are well known.
 - The dual-fuel system will be able to adopt locally available chips or until then, we have an option to import pellets from British Columbia or Alberta. Comparatively speaking, this transportation has less carbon impact than transporting fossil fuel to the Yukon. This fossil fuel could come from other parts of the continent or even other parts of the world.

Session Briefing Note**SPRING 2023****Renewable Energy Projects
(Biomass and Solar)**Highways and
Public Works

- o In addition to these benefits, the biomass systems also provide energy security.

Approved by:

April 13, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****General Messaging – Information
Technology**Highways and
Public Works

Recommended response:

- Highways and Public Works is making improvements to digital infrastructure in order to make it easier for the public and businesses to access government services online, as well as for government employees to do their work in serving the public.
- We work with other departments to provide a number of services such as the contract registry, Yukon 511 road condition reports, camping permits, business entity searches and so much more. We are regularly expanding our digital offerings to Yukoners.
- For example, we recently updated the online services available to Yukoners through the Motor Vehicles branch. Yukoners can now renew their vehicle registration online and businesses can apply for commercial carrier permits online. This is allowing citizens and businesses to access these services without taking time out of their day or travelling to do so in-person.
- The department is also continually improving the way government functions. We have introduced the ability for 1500 employees to work from anywhere in the Yukon, creating opportunities for teams to re-think where and how they work, while also introducing more modern tools for collaboration and communication.
- We are focused on reducing barriers to government services, improving the efficiency of government operations and being nimble enough to respond to the challenges that arise.

Context—this may be an issue because:

- Information technology is an increasingly important part of how government functions. Citizens are expecting their government to adopt similar digital

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General Messaging – Information Technology

Highways and Public Works

strategies as the private sector, including making more government services available online, and innovating internally.

Background: Specific Projects

Some other projects to mention include:

- **MyYukon (Digital Identity):** In January 2023, the Yukon government launched a new service called MyYukon – a new way to access online government services through one single login. This is the government's first step to modernize how people access digital services.
- **Open Information Portal:** In 2019, we launched the open data portal. In spring 2021, we added the Open Information portal. These online tools make more government information available to be freely accessed, used and shared by anyone, anywhere.
- **New Low Earth Orbit satellite services:** We have and continue to offer our support to these services with Innovation, Science and Economic Development Canada through the regulatory approval process.
- **eProcurement:** We introduced digital procurement to improve the way we manage procurement internally, to create a better way to remain informed and submit bids.
- **Mobile Radio Network:** In November 2020, we launched a four-year, \$4 million project to update the mobile radio network to improve overall performance. We also partnered with the RCMP to make improvements to our Yukon-wide Mobile Radio system improving coverage and safety for both first responders and our highway maintenance staff.

Approved by:



March 21, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Cyber Security**Highways and
Public Works

Recommended response:

- Keeping our information systems and government-held information secure is a key objective of our government.
- Over the last decade the number of cyber attacks around the world affecting both governments and private companies has been increasing.
- This trend is consistent for the Yukon. In recent years, the Yukon government has also experienced an increase in cyber attacks.
- We take cyber security seriously, and in an effort to counter cyber threats, Highways and Public Works is:
 - continuously evolving our security threat and detection solutions to repel attacks;
 - improving the government's resiliency by taking new approaches to the ways in which we protect information;
 - conducting security threat risk assessments on systems and regularly updating servers, and;
 - retaining a security operations centre service contractor to monitor our IT infrastructure 24 hours a day, seven days a week.

Additional response:

- The Yukon government is an active member of the Canadian Centre for cyber security. This means we receive all security alerts and information about actions being taken.
- We are also active members of the Federal, Provincial, Territorial Committee on cyber security, where governments share information about threats, advice and best practices.

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Cyber Security

Highways and
Public Works

Context—this may be an issue because:

- The Yukon government collects and retains sensitive personal information on citizens and confidential information from other governments (including First Nations), and businesses.
- People are aware of significant security breaches in other governments and in the private sector, and that the number of breaches is on the rise.

Background:

- The Government of Nunavut had a significant ransomware attack that crippled the government's services for weeks. While capabilities were re-built and re-deployed, ultimately some data was never recovered.
- Newfoundland and Labrador's Health Authority experienced a significant attack in 2021 that exposed sensitive personal information for ransom resulting in impacts to delivering health care.

Approved by:



January 20, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****MyYukon (Digital Identity)**Highways and
Public Works

Recommended response:

- We are advancing our ability to deliver a wide range of highly secure government services online by developing a digital trust program, known as MyYukon.
- The MyYukon service was incorporated into several public online services in January 2023, to provide a single Yukon government login for those online services.
- More services and additional capabilities will be added over time.
- Once fully implemented, Yukoners will be able to use MyYukon to validate who they are online, receive government services, and carry out government transactions with trust and confidence.
- Yukoners and businesses will use one secure log-in, similar to online banking, to access a wide range of government services online. This will reduce the number of passwords and logins citizens require.
- Future steps include establishing a verified account that will provide enhanced convenience for citizens and businesses through their ability to access more services.

Additional response:

- MyYukon does not store any information about the specific services a citizen may receive from the Yukon government. It does not track where, when, or why the citizen makes use of the credential.
- We are taking all the necessary steps to ensure the protection of Yukoner's personal information. An extensive privacy impact assessment **was** completed for the launch of this service.

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MyYukon (Digital Identity)

Highways and
Public Works

- Highways and Public Works explicitly listed this type of service in its new *Access to Information and Protection of Privacy Act* to ensure the highest degree of transparency and considerations for privacy were built into this service.
 - Highways and Public Works continues to engage with the Information and Privacy Commissioner to ensure that an independent assessment continues to confirm our goals for privacy and citizen's control over the use of their personal information.
-

Context—this may be an issue because:

- Some Yukoners may be worried about their personal information being misused or hacked. They may also be concerned that their access to in-person services will be replaced with an online alternative.
-

Background:

- Historically, governments have issued paper or plastic cards or certificates for citizens to prove who they are.
 - Most provinces and territories in Canada are working on digital identity services for their citizens.
 - The goal is to create a service which ensures the citizen is in control of the use of their personal information for their needs.
 - The Yukon is an active contributor to the Pan-Canadian Trust Framework, which maintains a set of standards to ensure consistency of digital identities across Canada.
 - The Yukon government will continue to invest in updating systems to provide the highest level of functionality, security and privacy while increasing efficiencies and providing better ways for citizens and businesses to interact with us.
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Session Briefing Note
MyYukon (Digital Identity)**SPRING 2023**Highways and
Public Works

- The **Digital Identification Regulation** was approved in September 2022 under the new Access to Information and Protection of Privacy Act.

Approved by:



March 22, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Privacy Breaches**Highways and
Public Works

Recommended response:

- Protecting the personal information of Yukoners is important to our government.
- The *Access to Information and Protection of Privacy Act* contains provisions that outline what personal information may be collected, how it is managed, who has access and how privacy breaches must be reported.
- The Department of Highways and Public Works has created Government of Yukon wide employee and contractor privacy training, a breach reporting process and privacy impact assessment tools and guidelines to foster awareness and understanding of personal information and its protection in the public service.
- The department has also created a corporate privacy advice and oversight resource for departments and has ensured that all government departments have a designated privacy officer.

Additional response:

- Privacy breaches include issues such as loss of paper or digital records, inadvertently providing information to the wrong person, inappropriate accessing of information by employees, as well as things like phishing or hacking.
- All privacy breaches with a risk of significant harm must be reported to the Corporate Privacy Office in the Department of Highways and Public Works.

Session Briefing Note**SPRING 2023****Privacy Breaches**Highways and
Public Works

- Privacy breaches with a risk of significant harm are also reported to the Information and Privacy Commissioner by the department where the significant breach occurred.
- For privacy breaches of this nature, we notify those individuals who may have been subject to a privacy breach so that they are aware and can take further action to mitigate any potential impacts of the breach.

Third response:

- The Yukon government has procedures in place to mitigate the impact of a privacy breach on people whose personal information has been compromised.
- Each department has its own designated privacy officer who will take immediate action when there is a suspected breach.
- If there is a suspected privacy breach, staff have the following resources to use:
 - a privacy officer toolkit;
 - a privacy breach assessment form for the designated privacy officer of each public body;
 - a privacy breach reporting form for employees; and
 - privacy breach procedures to follow.
- The privacy breach procedures and resources listed above are found on Yukon.ca.

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Privacy Breaches

SPRING 2023

Highways and
Public Works

Context—this may be an issue because:

- Handling privacy or security breaches appropriately is an important activity to contain the breach, make any appropriate changes to reduce or eliminate the change of it occurring again as the public's trust in government can be impacted.

Background:

- Significant harm includes bodily harm, humiliation, damage to reputation or relationships, loss of employment, business or professional opportunities, financial loss, identity theft, negative effects on their credit record, and damage to or loss of property.

Approved by:



January 26, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Xplore and Starlink**Highways and
Public Works

Recommended response:

- Our government understands the importance of having access to affordable, robust, and dependable internet for Yukoners.
- For the past number of years, the Xplornet satellite service has provided an important way for more than 280 rural Yukoners to access the internet.
- Xplornet, now known as Xplore, is a Canadian rural internet service provider and mobile network operator. It is also the largest rural fixed wireless broadband service provider in Canada.
- The services historically provided by Xplore are quickly deteriorating due to issues with their satellite network.
- The service will cease to be available to Yukoners this coming September and it is likely that customers will experience issues between now and September 2023.
- Yukoners should be aware of the risk that Xplore's services could fail before September; we are encouraging all Yukoners to switch to a new provider such as Starlink or OneWeb as soon as they are able to.

Additional response:

- Xplore first announced their intention to shut down services in December 2020, however, this deadline was extended until December 31, 2022.
- We advocated in 2022 on behalf of Yukoners to find a commercial solution to this important issue and expressed our concerns to the President and CEO of Xplore.

Session Briefing Note**SPRING 2023****Xplore and Starlink**Highways and
Public Works

- An agreement between Telesat and Xplore was announced on November 10, 2022, to extend service in the Yukon until September 2023.
- However, this extension of service is based on the increasingly degraded performance of the Anik F2 satellite.

Third response:

- We recommend that Yukoners who are Xplore customers look to Starlink as a replacement satellite service.
- Starlink started offering service to Yukoners in a 'beta' mode as of January 2023, while it continues to launch more satellites to fill out its Polar orbit.
- Once Starlink is fully deployed and operational, Yukoners located in remote regions will have access to continuous connectivity.
- Starlink offers improved service options that are faster and with significantly reduced interruption over current Xplore service.

Context—this may be an issue because:

- Xplore services are scheduled to end across Canada in September 2023, impacting 280 Yukon customer accounts.

Background:

- Telecommunications services in Canada are regulated by the Canadian Radio-television and Telecommunications Commission. Ultimately, the responsibility for managing, regulating, and providing satellite services rests with the Government of Canada.

Session Briefing Note**SPRING 2023****Xplore and Starlink**Highways and
Public Works

- Innovation, Science and Economic Development is the lead department for broadband initiatives in Canada, with a mandate to improve rural Canadians' access to broadband.
- Xplornet rebranded to Xplore in September 2022.
- The Telesat satellite (Anik F2), is past the end of its operational life and will experience increasing availability issues for satellite users starting in January 2023, with a best estimate of availability until September 2023.

Approved by:



January 20, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

SPRING 2023

Motor Vehicles Act Rewrite

Highways and
Public Works

Recommended response:

- Highways and Public Works is rewriting the *Motor Vehicles Act* to improve road safety across the Yukon.
- The new, modernized Act will address longstanding safety and administrative issues and fill gaps that have arisen in the time since the existing Act was proclaimed in 1977.
- There are many outstanding issues with the existing Act and Regulations. Updates are required to:
 - improve road user and vehicle safety;
 - accommodate advances in technology;
 - adopt best practices; and
 - ensure consistency with other jurisdictions across Canada.
- Work on both the new legislation and its accompanying regulations is ongoing. We are aiming to table the revised Act in the spring of 2024 with the accompanying regulations to follow after.
- I have directed the department to do everything they can to expedite this timeline, while ensuring that we get it right for the current and future needs of Yukoners.

Context—this may be an issue because:

- The rewrite of the *Motor Vehicles Act* is a mandate letter item.

Background:

General

- Yukon's *Motor Vehicles Act* has not been significantly updated since it was first written in the late 1970's.

Session Briefing Note

SPRING 2023

Motor Vehicles Act Rewrite

Highways and
Public Works

- This large, complex piece of legislation touches on a wide range of issues important to Yukoners.
- The government is working with stakeholders, municipalities and First Nations to ensure their interests are taken into consideration.

Timeline

- Public engagement took place in 2019, and more than 2,800 responses were received.
- Highways and Public Works has continued to engage with targeted stakeholders on specific issues to ensure the new Act will meet the needs of Yukoners.
- The current timeline is for the Act to be tabled in spring 2024 with the Regulations to follow.

Approved by:



January 16, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****General Messaging –
Procurement**Highways and
Public Works

Recommended response:

- Our government is committed to the fair, open and transparent procurement of goods and services while balancing the interests of Yukon businesses, ensuring best value-for-money and adhering to trade agreement obligations.
- Government procurement is a significant contributor to the local economy and getting value-for-money is more than simply considering the price paid.
- We recognize the strategic role and importance of our spending.

Additional Response: Yukon Bids and Tenders Website

- We have made it easier for businesses to work with the Yukon government through our e-procurement system.
- Yukon Bids and Tenders is a modern solution that allows for online bid submissions and helps businesses to bid on government contracts.
- Since January 2021, all bids have been submitted through *Yukon Bids and Tenders*.

Context—this may be an issue because:

- Government procurement is a significant driver of the Yukon economy.
-

Background:

- In 2021, our government was a recipient of the Achievement of Excellence in Procurement Award from the National Procurement Institute in the United States that recognizes a commitment to procurement excellence.
 - The award is given to organizations that can demonstrate excellence in areas like ethics, continuous improvement, organizational structure, education and training.
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Session Briefing Note**SPRING 2023****General Messaging –
Procurement**Highways and
Public Works

- The Yukon government was also on the 2021 Indigenomics 'Ten to Watch List' for the Yukon First Nations Procurement Policy.
- The annual list recognizes leadership in furthering reconciliation, increasing inclusion and designing business relationships to support the growth of the Indigenous economy.

Approved by:



January 24, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Agreements in place with Yukon First Nations**Highways and
Public Works

Recommended response:

- Maintaining strong working relationships with First Nations for the benefit of all Yukoners is a key priority of the Yukon government.
- In keeping with our commitment to reconciliation and honouring the spirit and intent of the Final and Self-Government Agreements, we are fully committed to working with First Nation governments to create a brighter future for the territory.
- As such, Highways and Public Works has several types of agreements with Yukon First Nations.

Yukon Resource Gateway Program Project Agreements:

- The Yukon government committed to having project agreements with all Yukon First Nations with Traditional Territory that are affected by the Yukon Resource Gateway Program.
- The agreements are designed to support meaningful and beneficial participation by Yukon First Nations citizens and businesses in the program.
- To date, six project agreements have been signed.

Yukon First Nation Community Development Agreements:

- The framework for Yukon First Nation Community Development Agreements was developed as part of the Yukon First Nations Procurement Policy (YFNPP).
- They are designed to be flexible and collaborative, maximizing business and employment benefits for Yukon First Nation citizens and communities.
- A Yukon First Nation may formally request a Community Development Agreement at any time, for any size or type of project.

Session Briefing Note**SPRING 2023****Agreements in place with Yukon First Nations**Highways and
Public Works

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- To date, Community Development Agreements have been created with three First Nations for two projects: one with Kwanlin Dün First Nation, one with Ta'an Kwäch'än Council and one with Liard First Nation.

Yukon Asset Construction Agreements:

- A Yukon Asset Construction Agreement is a legal obligation that the Yukon government must fulfill under Chapter 22 of the Final Agreements.
- It is an agreement between a Yukon First Nation and the Yukon government about a major construction project happening in a Yukon First Nation Traditional Territory.
- The purpose is to provide business, employment and training opportunities to First Nation citizens and businesses for a specific construction project.
- Currently, Yukon Asset Construction Agreements only apply to Kluane First Nation and Carcross/Tagish First Nation.
- A Yukon Asset Construction Agreement is in place with Kluane First Nation for the construction of Kêts'ádań Kù (Burwash Landing School).
- If a Yukon Asset Construction Agreement obligation is triggered, the First Nation has the option to also request a Community Development Agreement on the same project.

Nisutlin Bay Bridge Project Charter

- Currently the Yukon government has a signed project charter with Teslin Tlingit Council for the Nisutlin Bay Bridge replacement.

Session Briefing Note**SPRING 2023****Agreements in place with Yukon First Nations**Highways and
Public Works

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- The project charter is a unique type of agreement, and outlines the objectives of the process, and the roles and responsibilities of the Yukon government and Teslin Tlingit Council in implementing the bridge replacement project.
 - The implementation plan elements were developed collaboratively and served as a model for Community Development Agreements under the Yukon First Nation Procurement Policy. Now that YFNPP is in place, it is unlikely that project charter agreements such as this will be needed in the future.
-

Context—this may be an issue because:

- The public may be interested in agreements with Yukon First Nations.
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Background:

- Yukon Resource Gateway Program Project Agreements:
 - First Nation of Na-Cho Nyäk Dun
 - Silver Trail – February 2021
 - Liard First Nation
 - Nahanni Range Road Phase 1- January 2020
 - Robert Campbell Highway kilometer 114 to 171 - June 2020
 - Little Salmon/Carmacks First Nation
 - Carmacks Bypass – March 2019
 - Freegold Road Phase II – November 2020
 - Ross River Dena Council
 - North Canol Phase I - April 2020
 - Robert Campbell Highway kilometer 354.9 to 414.4 – April 2020
 - Yukon Asset Construction Agreements
-

Session Briefing Note

SPRING 2023

Agreements in place with Yukon First Nations

Highways and Public Works

- The ability for the Carcross/Tagish First Nation to request a YACA under their Final Agreement expires in 2026
- The ability for Kluane First Nation to request a YACA under their Final Agreement expires in 2024
- Community Development Agreements
 - Kwanlin Dün First Nation – CDA created October 2022 for Erik Nielsen Whitehorse International Airport project.
 - Ta'an Kwäch'än Council – CDA created October 2022 for Erik Nielsen Whitehorse International Airport project.
 - Liard First Nation – CDA created with Yukon Housing Corporation February 2023 for Watson Lake Housing First Project.
- Nisutlin Bay Bridge Project Charter
 - Project Charter signed in spring, 2019

Approved by:



February 28, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Contract Management**Highways and
Public Works

Recommended response:

- The Yukon government strives to create tender and contract documents that clearly outline the requirements and deliverables for contractors.
- When a contractor bids on a tender, their bid will include certain commitments.
- Commitments include pricing and delivery of the project but can also include other commitments such as Yukon First Nation participation.
- Our government expects that contractors fulfill all commitments they make in the tendering process during contract performance.

Additional response:

- During the tender period, contractors have the ability to ask for clarification of expectations in the tender documents.
- Once the tender closes, a post-tender review meeting is often held where the contractor who is eligible for award confirms that they will meet the commitments in their tender.
- After the contract is awarded, the Yukon government's role during contract performance is to actively manage contracts to ensure that all deliverables and commitments are being met. This can include the schedule, the price or Yukon First Nation commitments.
- Contract management requires continuous communication between the government and the contractor.
- If there is poor performance, there are both informal and formal mechanisms for engaging with the contractor.
- It is important to note that these mechanisms are also available to the contractor if they feel they are not being treated appropriately.

Session Briefing Note

SPRING 2023

Contract Management

Highways and
Public Works

Third response:

- Contract management starts with clear, regular communication with the contractor and the contract manager.
- When issues cannot be resolved through these conversations, the dispute resolution processes outlined in the contract documents are triggered. Depending on the type of contract, this can include mediation or arbitration.
- If the Yukon government and the contractor cannot resolve the performance issues, legal action may be required.

Context—this may be an issue because:

- It is important for the Yukon government to ensure contract commitments are met.

Background:

- With the approval of the Yukon First Nation Procurement Policy, the Yukon government can ask contractors to make commitments around Yukon First Nation participation that form part of their contractual responsibilities.
- Through the bid value reduction process, there is an incentive for contractors to make commitments in the tendering process around Yukon First Nation participation, as these commitments can impact the bid rankings and change award outcomes.
- Yukon First Nation participation commitments are contract deliverables in government contracts and are being managed as any other deliverable would be.

Approved by:



January 16, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

Electric Fleet Vehicles

SPRING 2023Highways and
Public Works

Recommended response:

- The Yukon government is committed to electrifying its vehicle fleet to reduce greenhouse gas emissions.
- The Department of Highways and Public Works is leading by example by adding zero-emission vehicles to the fleet and promoting sustainable and suitable vehicle options that meet requirements while embracing new vehicle technology.
- The department will be tendering for electric trucks, vans, and SUVs to replace gasoline vehicles wherever fit for purpose. This goes well beyond the target originally set in *Our Clean Future*.
- These tenders show climate leadership by signaling the government's intended direction for emission reductions and clean transportation options.

Additional response:

- One of the new actions for Highways and Public Works under *Our Clean Future*, is to develop and implement a system to prioritize and purchase zero emissions vehicles for all new Yukon government fleet acquisitions, where available and suitable.
- As a part of this commitment, in early 2021, the Yukon government purchased two zero-emission passenger cars from local dealerships. The cars were delivered in April 2021.
- In late 2021, 12 plug-in hybrid SUVs were ordered and were delivered in 2022.
- In fall 2022, the Yukon government tendered and awarded a contract for 2 full battery electric cargo vans and 10 hybrid gasoline trucks that are anticipated to be delivered later this year.

Session Briefing Note**SPRING 2023****Electric Fleet Vehicles**Highways and
Public Works

- The procurement of electric vehicles is one component of the Yukon government's commitment to reducing emissions across government.
- Highways and Public Works continues to meet with local dealerships to build relationships and understand market conditions so that we can maximize getting electric vehicles into the government fleet.

Third Response:

- The Yukon government has committed to making it possible to travel by electric vehicle to all road-accessible Yukon communities by 2027. Planning is underway to develop the network of charging stations across the territory.
- Highways and Public Works is working with Energy Mines and Resources to add charging stations to government buildings and parking lots to support the general uptake of electric vehicles by the public.
- The department is also ensuring all parking lot projects incorporate the potential for future Level 2 charger installations moving forward. This will help ensure we have the ability to meet future demand.

Context—this may be an issue because:

- This is a commitment in *Our Clean Future*, the Yukon government climate change strategy.

Background:

- Market supply chains continue to experience delays and disruptions in the motor vehicle sector.
- Two Chevy Bolt electric vehicle cars and twelve Ford Escape electric hybrid SUVs are available for government use from Fleet Vehicle services.

Session Briefing Note
Electric Fleet Vehicles

SPRING 2023
Highways and
Public Works

- In 2016, the Government of Yukon purchased its first zero-emission vehicle as a pilot project: a Chevrolet Spark compact passenger car that is currently used by the Energy Solutions Centre.
- Zero-emissions vehicles include both battery electric vehicles and plug-in hybrid electric vehicles.
- Procurement for zero-emissions vehicles will follow the federal rebate standards set by Natural Resources Canada to determine vehicle eligibility.
- Local dealerships can currently supply both battery electric vehicles and plug-in hybrid electric vehicles in the compact, mid-size car and mid-size SUV categories. HPW is staying in touch with local dealerships about supply and demand.
- Federal rebates will be applied to Yukon government purchases through the procurement process.

Approved by:



March 28, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Posting Tender Bid Prices**Highways and
Public Works

Recommended response:

- The Yukon government posts construction tender bid prices as quickly as possible.
- Once a tender closes, the department reviews the bids for compliance, confirms that the project can proceed within the budget, and then posts the bids. This usually takes between four to five days.
- When there is a delay, it is often because bids come in over budget and it is necessary to determine if additional project funding would still represent value for money.
- We are committed to transparency and we post bid prices publicly online on *Yukon Bids and Tenders*.
- All bidders have the same access to the results at the same time in a virtual publication that is convenient and modern.

Additional response: Compliance, Retendering and Cancellation

- Highways and Public Works ensures consistency and integrity of the procurement process by reviewing all public tenders for compliance before sharing bid prices. This protects supplier pricing and ensures effective competition.
- All bids and proposals are electronic. The prices are posted once we have done our due diligence.
- If a tender is cancelled and the bid prices have not been posted, the Yukon government can re-tender as needed.
- If a tender must be cancelled and the bid prices have already been posted, the government cannot re-tender the same project with the

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Posting Tender Bid Prices

Highways and
Public Works

same scope right away. Doing so would undermine competition as bidders would know what low price to beat in the re-tender.

- Highways and Public Works connects regularly with the Yukon Contractors Association and has shared information about the timelines for posting prices with them.

Context—this may be an issue because:

- The procedure of posting tender bid prices following compliance reviews was adopted in April 2019.

Background:

- Since April 1, 2019, bid prices must go through a compliance review and be verified before they can be posted. Bid prices do not get posted in situations where all bid responses are non-compliant or the project has been cancelled.

Approved by:



March 15, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Procurement Dispute Resolution
Process**Highways and
Public Works

Recommended response:

- The Yukon government focuses on fairness and competition when procuring goods and services.
- We have a dedicated team of professionals who follow procurement procedures and processes, which ensures fairness for all bidders.
- Occasionally, situations arise where a supplier does not believe a procurement is proceeding in accordance with either the tender documents or the procurement policy.
- In those situations, we recommend suppliers follow the dispute resolution processes that are available to them. There are both informal and formal processes that can be used to resolve disputes.

Additional response:

- Procurement disputes can often be resolved through an informal process with the department project manager.
- As a first step in the informal process, suppliers are urged to reach out to the department responsible for the procurement.
- If an issue is still unresolved, suppliers can continue with the informal process by moving up the chain of command with their issue ending at the Deputy Minister's office.
- Finally, suppliers can use the formal process and submit their complaints to the Bid Challenge Committee. If the complaint is found to be valid, compensation may be recommended.

Session Briefing Note**SPRING 2023****Procurement Dispute Resolution
Process**Highways and
Public Works

Third response:

- If the supplier is still not satisfied, they may choose to pursue legal avenues to resolve their issue.
 - Once legal remedies are pursued, it changes the ability of the government to engage with a supplier on their issue.
 - Resolving supplier issues before they become a legal matter is always the goal for the Yukon government.
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Context—this may be an issue because:

- It is important that suppliers in dispute with the Yukon government over procurements understand the remedies available to them.
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Background

- The procurement policy requires departments to offer supplier debriefs to share information about the process and how a supplier scored in the tender evaluation.
- The Bid Challenge Committee is an independent group of business representatives that review and sometimes call hearings about challenges.

Approved by:



January 16, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Regional Economic Development
Exceptions (10x\$1M)**Highways and
Public Works

Recommended response:

- The Yukon government is helping boost economic development across the territory through the use of trade agreement exceptions.
- The exceptions allow us to restrict procurement competitions exclusively to qualified Yukon businesses ten times per year in order to keep government dollars in the territory and support local businesses.
- Over the past five years, manufacturing, construction, and consulting contracts have been awarded for work in communities across the Yukon.
- Since 2018, Yukon businesses have competed for and secured 53 Yukon-exclusive government contracts worth \$ 27 million.

Additional response: This year's projects

- For the 2022-23 fiscal year, we have awarded 8 projects to Yukon businesses, totaling \$4.3 million.
- The criteria for selecting Regional Economic Development Exceptions includes how much of the money spent on the project will create economic opportunities in the Yukon, and whether the project supports the territory's industries and suppliers.
- At the close of a project, suppliers are now required to report on the total dollar value expended on Yukon labour and materials to quantify the direct positive impact these projects have on Yukoners.
- Since we implemented the requirement to report on the total dollar value, 13 projects have submitted reporting on their completed

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Regional Economic Development Exceptions (10x\$1M)

Highways and
Public Works

contracts, with eight projects using 100 per cent Yukon labour and Yukon materials. The reporting from the 13 projects shows that just over \$1 million was spent on Yukon employee labour.

Context—this may be an issue because:

- Regional Economic Development Exceptions are important tools to support the Yukon's economy.

Background:

- The following **eight** contracts were awarded for the 2022-23 fiscal year:
 - Six direct current fast chargers in Yukon communities (Ross River, Faro, Burwash Landing, Beaver Creek and Whitehorse) awarded to Solvest Inc.
 - The Green Street paving project in the Whistle Bend Subdivision of Whitehorse. Awarded to Castle Rock Enterprises Ltd.
 - The Community Scale Composting Program design and installation in Deep Creek, Tagish, Carcross, and Marsh Lake awarded to Boreal Compost Ent Ltd.
 - The Building Management System Upgrade at the Mayo Community Centre awarded to 12094 Yukon inc. (also known as Dynamic Systems).
 - **Fire Separation Improvements at the Yukon Justice Centre in Whitehorse to Ketza Construction Corporation.**
 - **The Ghùch Tlâ Community School public address, phone and clock upgrades in Carcross awarded to Spectrum Security Sound Ltd.**
 - **Dynamic Message Signs Upgrades in Whitehorse, Teslin, Haines Junction, Carcross and Tagish to Total North**
 - **Solid Waste Facility Groundwater Monitoring in various Yukon communities to Core Geoscience Services Inc.**
- **The total value of the eight contracts is \$4.3 million.**

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Regional Economic Development Exceptions (10x\$1M)

Highways and
Public Works

- It can be challenging to find tenders to maximize the use of these exceptions. Issues such as inflation, supply chain shortages and a tight labour market can impact the use of exceptions.
- For example, two projects were tendered under the exception, but they received bids that were over budget and had to be cancelled.
- The Procurement Support Centre continues to work alongside departments to find projects which are suitable for the exception.

Approved by:



March 30, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Timing of Tendering and
Forecasting**Highways and
Public Works

Recommended response:

- Public procurements are vital to local businesses, and the Yukon government remains committed to the continuous improvement of our procurement processes.
- The Yukon government provides advance notice of upcoming projects by posting planned procurements to the *Yukon Bids and Tenders* website and sharing information through our Five-Year Capital Plan.
- When planning the timing of our tenders, we recognize that many, but not all projects are seasonally dependent. We consider factors such as project type and location, and market availability within the planned project schedules.

Additional response:

- The Yukon government plans and issues tenders as early as possible to help vendors prepare for upcoming work.
- This includes forecasting and tendering projects earlier so that businesses can take full advantage of the short building season.
- It also includes staggering closing dates to make it easier for contractors to bid on several tenders and to encourage price stability.
- When planning and tendering projects, we are giving contractors the best opportunities to perform the work at the right time.
- We aim to tender well in advance of the time when physical work needs to start.
- This timing allows contractors to plan their season, place orders and hire staff.

Session Briefing Note**SPRING 2023****Timing of Tendering and Forecasting**Highways and
Public Works

Additional response:

- We have many examples of tenders that were posted early enough that contractors could prepare for the work.
- The department has engaged with the Yukon Contractor's Association on the timing of tendering in recent years, and the association notices there has been an improvement in the timing of tenders.
- Some examples include:
 - a contract for a Land Information Registry and an Administration Case Management System was tendered in July 2022, for work starting in 2023;
 - a tender forecast was issued in October 2021, for solar energy systems for the Klondike and Ogilvie grader stations, and was tendered in April 2022, for construction in summer 2023;
 - the Whitehorse gymnastics and climbing facility was tendered in November 2022, for work to start in summer 2023;
 - the Mountain View golf course irrigation upgrades was tendered in November 2022, for work to start in summer 2023;
 - the Watson Lake Housing First Project had a tender forecast issued in January 2022, and was tendered in February 2023, for work to start in summer 2023; and
 - Wildland Fire Air Tanker Services was tendered in August 2022, for services in the 2024 to 2029 fire seasons - a 2 year lead time is early indeed!

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Timing of Tendering and Forecasting

Highways and
Public Works

Context—this may be an issue because:

- The Yukon government is interested in making the most of the Yukon's short building season.

Background:

- Tender forecasts are posted as "Notice of Planned Procurements" within the Yukon Bids and Tenders eProcurement platform.
- This year, the Yukon government right-time tendered 57 projects totalling \$104.4 million before March 31, 2023.

Approved by:



April 13, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Vendor Performance Review
Program**Highways and
Public Works

Recommended response:

- The Vendor Performance Review Program came into effect in October 2021. This program evaluates and scores vendors on their performance throughout a government contract.
- Through this program, project managers are encouraged to work closely with vendors and to provide feedback on their performance, and potential areas for improvement.
- The program also provides incentives to vendors for good performance. For example, vendors with higher scores could receive more points during tender evaluations, ultimately increasing their chances to secure government contracts.

Additional response: Scoring

- When a vendor receives their scores, they can either accept, contest or not respond. If a vendor accepts the score, it is applied to their overall ranking. If there is no response within 15 calendar days, the score is automatically applied.
- If a vendor contests their score, the project manager will work with the vendor to come to an agreement. If no agreement can be reached, the formal contestation process will begin.
- When scores are formally contested, the Procurement Support Centre will review and submit a recommendation to the Deputy Minister for a final decision.

Context—this may be an issue because:

- Suppliers are interested in being rewarded for good performance.

Session Briefing Note**SPRING 2023****Vendor Performance Review
Program**Highways and
Public Works

Background:

- The Yukon government has phased implementation of Vendor Performance Reviews to ensure that project managers and vendors are familiar with the program before it affects the actual bidding process:
 - Phase 1 (October 2021): the Yukon government launched the new program for vendors by capturing scores. As this was the first awareness phase, these scores were then removed from the vendors record
 - Phase 2 (October 2022): the Yukon government has now begun to retain scores for one year. This will give vendors one year to develop their overall average score.
 - Phase 3 (October 2023): the Yukon government will use the vendor's average scores from the previous year and apply them during the procurement process. Vendors will continue to receive scores, which will adjust their average score on an ongoing basis.
- This phased approach was shared with industry at a Procurement Business Committee meeting in September 2021 and industry input was received on the approach.
- Procurement Support Centre held information sessions for industry on March 29 and March 31.
- One of the criteria that a vendor can be scored on is the fulfillment of their tendering commitments to Yukon First Nation participation.
- Based on the tender type, there are up to seven key performance indicators that are assessed for each contract, which creates an average performance score. The key performance indicators are:
 - Cost Control
 - Health and Safety
 - Quality Assurance
 - Schedule and Time Control

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Vendor Performance Review Program

Highways and
Public Works

- Staff and Administration
- Yukon First Nation Participation (if applicable)
- Functionality and Training (for goods contracts)

Approved by:



April 4, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**Spring 2023****Yukon First Nations Procurement Policy (YFNPP)**Economic
Development

Recommended response:

- The Labour Market Development unit works with First Nations on labour market and workforce development projects that contribute to the implementation of the Yukon First Nations Procurement Policy (YFNPP).
- Since April 1, 2022, we have committed to over \$7.0 million in labour market activity to support Workforce Development, with \$1.2 million committed to First Nations and First Nation-serving organizations in 2022-23.
- Economic Development is working with the Department of Highways and Public Works, YFNPP oversight committees and the Council of Yukon First Nations to support the implementation of the YFNPP.

Additional Response:

- An example of activity directly supporting the YFNPP is a three-year, \$650,000 investment in the SPARK project with Teslin Tlingit Council in support of the Nisutlin Bay Bridge project.
- Additional activity supporting First Nations workforce development, but not directly tied to procurement, includes:
 - A one-year \$153,000 agreement to support Liard First Nation to provide participant action planning, case management, training opportunities and a job fair.
 - A three-year, \$211,000 agreement to support First Nations youth to explore healthcare careers via work experience placements at Whitehorse General Hospital.
 - A one-year, \$384,000 agreement with Selkirk First Nation to provide work experience for citizens facing multiple issues to labour market success.

Session Briefing Note**Spring 2023****Yukon First Nations Procurement Policy (YFNPP)**Economic
Development

- A three-year, \$900,000 agreement with Carcross/Tagish First Nation to provide a complete suite of labour market programs including training support, case management and referral and on-the-land development of Skills for Success.
- A three-year, \$700,000 agreement with Skookum Jim Friendship Centre, providing labour market support for Youth, principally Yukon First Nations.
- A one-year, \$400,000 agreement with Yukon First Nation Wildfire Warrior Program, providing Skills for Success and vocational skill enhancement for Yukon First Nations Youth.

Context—this may be an issue because:

- Industry stakeholders and First Nations are keenly interested in workforce development as an important component of the YFNPP. To date, First Nations have expressed frustration at what they perceive as delays to implementation of specific projects alluded to in the YFNPP.

Background:

- YFNPP came into force on February 9, 2022.
- The Department of Highways and Public Works was the lead department in developing the policy and is the lead department in coordinating implementation.

Session Briefing Note**SPRING 2023****Yukon First Nations Procurement Policy**Highways and
Public Works**Recommended response:**

- The Yukon First Nations Procurement Policy is providing opportunities for Yukon First Nations people and businesses to be active partners in the economy.
- This policy positions Yukon Government as a trailblazer in Indigenous procurement and has been widely praised as a model for other jurisdictions to follow. It has opened the door for larger conversations between government, First Nations, and Industry on how we can make government procurement benefit everyone.
- This policy represents a positive step toward advancing reconciliation, and it has been done in collaboration with Yukon First Nations partners every step of the way.
- It has been more than 2 years since this policy was implemented, and Yukon is still ahead of other jurisdictions when it comes to commitments and actions on Indigenous procurement.
- The other provinces and territories, and even the federal government are looking to Yukon to understand how they can leverage our experience to advance their own journeys toward reconciliation.
- This is the type of bold leadership that is required to acknowledge the injustices of the past and to commit to doing better moving forward

Engagement:

- The policy was developed through an unprecedented level of engagement and involvement from First Nation Governments.
- All 14 Yukon First Nations were invited to contribute, and most collaborated on its development.
- This level of collaboration on a policy was a first for our government and has been a key feature of this policy to this day.

Session Briefing Note**SPRING 2023****Yukon First Nations Procurement Policy**Highways and
Public Works

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- The Yukon government listened to the public and took a phased approach to the implementation of this important policy to ensure that Yukon businesses, Yukon First Nations and Yukon government employees had adequate time to prepare for and understand the policy.
 - An Industry Working Group was established to provide a forum for interested stakeholders to meaningfully engage in the development of tools and processes that the government now uses to implement the policy.

Yukon First Nations Business Registry:

- On December 1, 2021, verified Yukon First Nations businesses started to be listed on the Yukon First Nation Business Registry. There is a link to the registry under “Doing Business” on Yukon.ca.
- Over 100 Yukon First Nation businesses have gone through the verification process and are listed on the registry.
- The Yukon First Nations Chamber of Commerce is the Registrar of the registry. The registrar assists Yukon First Nation businesses with the application process and performs the business verifications.
- The Monitor and Review Committee monitors and assesses the progress of the Yukon First Nations Procurement Policy in achieving its objectives and provides recommendations to the Government of Yukon.
- As we learn more about the policy through implementation, we will continue to review the business definition and verification process with our First Nation partners and the Monitor and Review Committee to ensure that we are meeting the intent of the policy.

Session Briefing Note**SPRING 2023****Yukon First Nations Procurement Policy**Highways and
Public Works

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- Over the past year, the Yukon government has received feedback from industry and our Yukon First Nation partners on the Yukon First Nation business definition.
 - The feedback focused on ensuring Yukon First Nation businesses were being properly designated and that the definition of a Yukon First Nation business aligned with the intent of the policy.
 - After discussions with our First Nation partners, the Yukon government updated the Yukon First Nation business definition in February 2022.

Contractors Proof of YFN Involvement:

- The Yukon government is committed to ensuring the benefits from the Yukon First Nations Procurement Policy flow to the intended recipients.
- This is why we will require contractors to provide sufficient proof that they met their Yukon First Nations Plan commitments, which includes the submission of a statutory declaration.
- This applies to all contracts where a bid value reduction was earned for Yukon First Nation participation.

Monitor and Review Committee:

- With Yukon First Nation and industry representatives, we co-developed the terms of reference for a Monitor and Review Committee.
- This committee has representatives from First Nations, industry and government and is responsible for monitoring outcomes of the policy and providing recommendations to the Yukon government for interventions or continuous improvement.

Session Briefing Note**SPRING 2023****Yukon First Nations Procurement Policy**Highways and
Public Works

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- The committee meets on a monthly basis and they recently released their first annual report on March 15.
 - The report provides over one year's worth of data on the outcomes of the policy, and is available online at Yukon.ca/growing-together.
 - Some of the highlights include:
 - 6.2 per cent of the 7,238 contracts that were awarded went to Yukon First Nation businesses.
 - 7.8 per cent of contracts measured by dollar value were awarded to Yukon First Nations businesses.
 - 17 tenders were re-ranked due to the application of bid value reductions.
 - The total dollar value of the contracts awarded was \$48 million.
 - Moving forward, the committee will continue to conduct regular data analysis and to monitor for any market disruption.

Bid Value Reductions:

- We have heard the concerns from industry representatives about the use of bid value reductions.
- The Monitor and Review Committee is provided with monthly reporting on the impact of bid value reductions.
- The committee is also involved in the upcoming review of the bid value reductions component, which will take place this spring and summer.
- An independent contractor will conduct the review. An invitational tender for this contract was prepared in collaboration with the Monitor and Review Committee.
- The tender has closed and submissions are currently under review.

Session Briefing Note**SPRING 2023****Yukon First Nations Procurement Policy**Highways and
Public Works

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- We anticipate the review to be completed by the end of June 2023.
 - The Monitor and Review Committee will help to ensure the views of First Nations, Government of Yukon, and industry are captured as part of this review.
 - The review will result in recommendations to improve the bid value reductions part of the policy.
 - The government will work with its Yukon First Nation partners if adjustments to the bid value reduction parameters become necessary.
 - Bid value reductions are an important way to meet the Yukon First Nation Procurement Policy's objectives. They allow benefits to flow to the entire Yukon economy, which is a win for all businesses in the territory.
 - All businesses can earn bid value reductions for Yukon First Nation participation in contracts.

Workforce Development:

- We have heard from the Monitor and Review Committee, the Technical Working Group, and Yukon First Nations caucus that workforce development is a critical component for First Nations to fully participate and benefit from the Yukon First Nations Procurement Policy.
- Highways and Public Works has been working with the Yukon First Nations Procurement Policy working groups and the Council of Yukon First Nations on a path forward to support workforce development.
- The Yukon government will provide funding for a First Nations workforce development program to support and enhance the Yukon First Nations Procurement Policy implementation.

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Yukon First Nations Procurement Policy

Highways and
Public Works

- We are committed to working with the Technical Working Group and Industry to further refine and implement the workforce development components of the policy.

Context—this may be an issue because:

- This is an important policy shift in the Yukon government's procurement system. It demonstrates a tangible commitment to reconciliation.

Background:

- The Yukon First Nations Procurement Policy was approved on December 9, 2020, and endorsed through a joint announcement with Yukon First Nation leaders at the Yukon Forum on December 11, 2020.
- The policy came into effect on February 22, 2021, with additional measures being implemented on April 26, 2021, and October 4, 2021.

Approved by:



April 17, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****General Messaging – Roads and Bridges**Highways and
Public Works

Recommended response:

- The Yukon's road system is essential for connecting our communities and building our economy.
- The Yukon government is making strategic investments to keep these vital links safe and open for business.
- Over the past couple of years, Highways and Public Works has undertaken several upgrade projects to improve safety along the Alaska Highway, the territory's busiest transportation route.
- All bridges, large culverts, and paved sections are assessed, evaluated and rated annually or bi-annually to prioritize any improvement and investment decisions.

Additional response: Roads

- During the winter months, regional highway crews are scheduled to work seven days a week, and Whitehorse has 24/7 coverage.
- Highways are cleared on a priority basis, with the school bus routes and the sections with the highest traffic volumes being cleared first. All other highways are cleared and sanded as soon as possible thereafter.
- Roads are cleared next in order of priority, by their classification.
- Our highway system consists of 4,828 kilometres of maintained roads surfaced with:
 - 337 kilometres of asphalt pavement;
 - 2,032 kilometres of bituminous surface treatment (BST) or chip seal;

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General Messaging – Roads and Bridges

Highways and
Public Works

- 2,452 kilometres of gravel; and
- 8 kilometres of bridge and ferry crossings.
- Our transportation network is underlain by discontinuous permafrost which, when disturbed, causes deformation to the highway. This can range from cracking to complete failures requiring reconstruction.
- Every year on average we resurface 130 kilometres of BST, 10 kilometres of asphalt, and clear approximately 900km kilometres of highway right-of-way vegetation.

Third response: Bridges

- The Government of Yukon maintains 136 bridges. On our maintained road network there are currently 260 large structural culverts and over 6,000 smaller drainage culverts.
- We prioritize bridge repairs based on several different factors, with safety being the most important. In addition, cost, traffic volumes, impact to communities and impact to industry are also considered.
- Many of the bridges in the Yukon were built in the 1950s and 1960s and are at an age where many will need work to keep them in service.

Approved by:



February 3, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

SPRING 2023

**General Messaging – Roads and
Bridges**

Highways and
Public Works

Session Briefing Note**SPRING 2023****Abandoned Vehicles**Highways and
Public Works

Recommended response: Reason to Remove

- Safe and well-maintained highways are of utmost importance to Highways and Public Works.
- The department performs essential work such as brushing and winter plowing, so the right-of-way must be kept clear.
- At times vehicles are left abandoned and interfere with the flow of traffic, impede visibility, prevent proper snow removal or present an environmental hazard, resulting in safety hazards for road users.

Additional response: Process to Remove

- To remove abandoned vehicles from the right-of-way, a standard process is followed.
- First the RCMP (or other designated officers) will investigate reports of abandoned vehicles.
- If an abandoned vehicle presents an immediate safety concern, the RCMP or officer will have the vehicle towed to a storage facility.
- If there is no immediate safety concern, the vehicle will be towed when there is a tow truck available and stored in a towing facility.
- Once a vehicle is ordered to be towed, the RCMP or officer will notify the Yukon government via an abandoned vehicles form.
- The Yukon government sends a registered letter to the last registered owner, notifying them that their vehicle has been towed with instructions on how to claim their vehicle. This involves coming into a Motor Vehicles office and getting an order of release for the tow company.
- Once towed, unclaimed vehicles stored at towing facilities may be ordered for disposal after 30 days.

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SPRING 2023

Abandoned Vehicles

Highways and
Public Works

- In the event their vehicle has been towed, registered owners are advised that:
 - they are responsible for all costs associated with the towing and storage of the vehicle;
 - vehicles must be removed from the storage facility within 30 days; and,
 - they will be unable to renew any vehicle registration until the debt to government has been paid.
- The Yukon government compensates the tow operators for any costs associated with towing, storing and disposing of the vehicle and works to recover these costs from the last registered owner.

Context—this may be an issue because:

- The incidence of abandoned vehicles along Yukon highways has been increasing.

Background

- The Yukon has a long history of abandoned vehicles that dates back to the 1940s, when the Alaska Highway was first built.

Approved by:



March 21, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Active Transportation**Highways and
Public Works

Recommended response: General

- Active transportation not only helps support healthy living, but also supports a cleaner and more sustainable future for the Yukon.
- In general, it is best practice to build active transportation infrastructure at the same time as highway reconstruction. That way, the two assets can be designed to work together.
- Construction of both assets at the same time is more cost effective because materials from the highway reconstruction can be reused for the active transportation trail and contractor mobilization costs are reduced as they are already on site.

Recommended Response: Highway and Bridge Design

- Highways and Public Works strongly supports and is actively incorporating active transportation options into our infrastructure projects wherever possible. This includes investing in and building paved, multi-use active transportation linkages along the Alaska Highway through Whitehorse.
- As part of the Alaska Highway Safety Improvements through Whitehorse project, the department will be constructing a paved, multi-use trail between the Philmar RV Centre and the intersection of Robert Service Way and the Alaska Highway. Construction of that section of the Alaska Highway is currently planned to begin in 2025.
- In addition, the Nisutlin Bay Bridge project will include a pedestrian walkway both across the bridge and a trail underneath the bridge that will provide safe, all-season access.

Session Briefing Note**SPRING 2023****Active Transportation**Highways and
Public Works

Additional response: Building and Parking Lot Design

- Active Transportation planning is also incorporated into how we design and build new buildings.
- For example, with the new Whistle Bend School, we are investing in active transportation by widening the sidewalk to safely accommodate children riding bikes in front of the school.
 - Trails behind the school will be integrated into the Whistle Bend trail system to allow for students to safely commute to school.
 - We will also include pedestrian traffic lights at Olive May Way and Casca Boulevard to make it safer for pedestrians and cyclists.
- A new staff parking area located behind Selkirk Elementary School is planned for construction in summer of 2023. The design has allowed for the addition of a trail alongside the parking lot to connect with the City of Whitehorse's active transportation plan.
- We are working closely with the City of Whitehorse on these projects and are committed to incorporating active transportation options whenever possible.

Context—this may be an issue because:

- The Government of Yukon is incorporating active transportation in the design of highways and other transportation infrastructure near communities. This will help meet the commitments of *Our Clean Future*.

Background:

- Reducing emissions from the transportation sector is a critical element of *Our Clean Future*.

Session Briefing Note**SPRING 2023****Active Transportation**Highways and
Public Works

- The government is committed to making our roads more accessible for active transportation so that Yukoners have the option to safely walk, bike or even kicksled to their destination, whenever possible.

Approved by:



April 12, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Alaska Highway Safety Projects
through Whitehorse**Highways and
Public Works

Recommended response:

- The Yukon government is making several safety improvements along the Alaska Highway through Whitehorse.
- These improvements include removing uncontrolled highway accesses, and installing pedestrian-controlled traffic lights at crossings to help increase public safety and reduce the risk of collisions.
- We've already completed several projects along the Alaska Highway, including:
 - installing a left turn light at the Robert Service Way intersection;
 - improvements at the South and North Klondike Highway intersections;
 - improvements to the Range Road intersection, including traffic lights with pedestrian-controlled lights and a paved multi-use trail;
 - improvements at the Hillcrest intersection, including acceleration and deceleration lanes and traffic lights;
 - improvements between Hillcrest Drive and Burns Road, including the addition of:
 - streetlights;
 - two crossings with pedestrian-controlled traffic lights;
 - a paved multi-use trail connecting to trails going into downtown; and
 - upgrades to the multi-use trail adjacent to the highway.

Session Briefing Note**SPRING 2023****Alaska Highway Safety Projects
through Whitehorse**Highways and
Public Works

-
- Public engagement for these projects happened at various times over the last few years, and included open houses, pop-up information booths, an interactive website, expert panel discussions, meetings, and presentations.
 - The project teams have met with community associations, pedestrian and cyclist groups, First Nation governments, museums, the City of Whitehorse and local area businesses.

Additional response: Upgrades between Lodestar Lane and the Whitehorse Weigh Station have begun

- The safety upgrades between Lodestar Lane and the Whitehorse weigh station started in 2022, will resume in May and are scheduled to be complete this summer.
- Upgrades will include street light enhancements; two lanes on each side with acceleration and deceleration lanes; durable, high-visibility road paint markings; the construction of the north crosswalk at the Hillcrest intersection; construction of multiuse trails; and improved access to the Whitehorse weigh station.
- Work on the safety improvements around the Whitehorse weigh station was paused at the start of winter, and to ensure public safety, the posted speed limit is 50 kilometres per hour in both directions. The area remains accessible and safe for the travelling public.
- Street lights along this section were installed this past fall and are now operational.

Session Briefing Note**SPRING 2023****Alaska Highway Safety Projects
through Whitehorse**Highways and
Public Works

-
- Durable, high-visibility paint was applied from north of Range Road to Lodestar Lane.

Third Response: Upcoming Work – Porter Creek Area

- Highways and Public Works met with affected businesses and residents in fall 2020 to discuss the plans for this project. The project was also open for public comment on YESAB's project registry site in 2021.
- The department met with the City of Whitehorse and Ta'an Kwäch'än Council in September 2022, to discuss the impacts of the frontage road connecting Birch Street with Wann Road Intersection and McDonald Road Intersection.
- We will be sending out letters to residents and businesses in Porter Creek with an update on this project this spring.
- Highways and Public Works will hold an information session with the Porter Creek community before proceeding with construction.
- To help improve safety, a left turn traffic signal at the Alaska Highway and Wann Road intersection was installed in November 2022.
- To enhance pedestrian visibility, we will upgrade the crosswalks at Birch Road and 17th Avenue with pedestrian-activated flashing beacons this fall.
- Road construction work is not planned for the Alaska highway in Porter Creek before 2025.

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through Whitehorse**Highways and
Public Works

Fourth Response: Upcoming Work – Robert Service Way Intersection

- We are continuing to plan for the upgrades between Robert Service Way intersection and Philmar RV. This work will include the consolidation of uncontrolled highway accesses and the construction of new frontage roads.
- Two design options for this portion of the project are being considered, including an improved four-way traffic light intersection and a roundabout.
- While standard four-way intersections are more familiar to most road users, roundabouts can allow for better traffic flow and improve safety by requiring drivers to slow down as they proceed into and through the intersection. Roundabouts help reduce the potential points of conflict and collisions, and can be safer for pedestrians and cyclists to cross.

Fifth Response: Two Mile Hill Intersections

- A joint planning study with the City of Whitehorse is underway to develop improved designs for the intersections of Two Mile Hill with both Range Road and the Alaska Highway.
- The City of Whitehorse will be leading a public engagement on this infrastructure development in June.

Context—this may be an issue because:

- The Alaska Highway is an important part of our transportation network. The safety improvements through Whitehorse will affect many road users.
-

Session Briefing Note**SPRING 2023****Alaska Highway Safety Projects
through Whitehorse**Highways and
Public Works**Background:**

- Safety upgrades between Lodestar Lane and the Whitehorse weigh station were expected to be completed during 2022; however due to material supply issues, project completion is delayed until summer 2023.

Robert Service Way Intersection

- Highways and Public Works held meetings in 2021 with local business owners, adjacent property owners and the City of Whitehorse to share conceptual designs.
- The Yukon Environmental and Socio-economic Assessment Board has completed its review and issued a decision document. The water license and heritage study are in progress.
- Based on comments received, the department is reviewing design options that would best address public concerns, while still upholding highway safety priorities and limiting environmental impacts to McLean Lake Creek.
- The final design plans will be communicated to the public once they are determined.

Porter Creek

- Public notification of the proposed intersection modifications and lane configurations occurred in fall 2020.

Approved by:



April 6, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Big Creek Bridge Replacement**Highways and
Public Works

Recommended response:

- The Big Creek bridge is nearing the end of its useful life and needs to be replaced.
- The bridge is located approximately 65 kilometres west of Watson Lake on the Alaska Highway and is an important part of Yukon's transportation network.
- The project to replace the existing bridge started in 2020 and is currently scheduled to be complete in fall 2023.

Additional response: Delay

- In 2020, the tender was awarded to Julmac Contracting Ltd. with an original planned completion within 2022.
- However, in 2022, defects were discovered during inspections of the new bridge.
- The department has developed a plan with the contractor to address the deficiencies and ensure the bridge meets required specifications.
- The rectification of deficiencies is the responsibility of the contractor. At this time, the contract has been extended for a year to the end of September 2023, with no additional funds added to complete the work.
- Until the new bridge is ready, we are continuing to perform regular maintenance and inspections of the existing bridge to ensure that it remains safe for the travelling public.

Context—this may be an issue because:

- Questions may be raised about what progress has been made on the bridge and when the bridge replacement will be completed.

Session Briefing Note**SPRING 2023****Big Creek Bridge Replacement**Highways and
Public Works**Background:**

- During the inspection of the newly constructed bridge, some deficiencies were identified that warranted more investigation.
- To better understand how these deficiencies might impact the structure, we worked with the contractor to do a full assessment of the bridge. The assessment provided details of what additional work the contractor is required to perform to allow the bridge to be open for public use.

Approved by:

March 1, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Brushing and Roadway Safety
Improvement Program**Highways and
Public Works

Recommended response: Roadway Safety Improvement Program

- The Yukon government has implemented a roadway safety improvement program that is designed to make the roads safer for Yukoners.
- Highways and Public Works ensures our roads are safe to travel on throughout the year by brushing, improving lane markings, removing hazards in the right-of-way, and installing and maintaining roadside barriers.
- Since 2019, the department has installed over 9 kilometres of new barriers and painted over 3000 kilometres of highway lines.
- Under the new program we are now clearing approximately 900 kilometres of right-of-way vegetation every year.

Additional response: Wildlife Considerations

- Wildlife interactions represent a real danger for drivers in the Yukon.
- Frequent brushing allows drivers to better see wildlife and helps prevent collisions.
- Brushing also helps keep signs visible, decreases snow accumulation and drifting, and improves roadway drainage.

Third response: Request for Qualifications (RFQ)

- Last year the Yukon government put out a *request for qualifications* for contractors interested in bidding on vegetation control tenders to establish a Qualified Source List of pre-vetted contractors.
- This allows the Yukon government to quickly and more effectively tender contracts, as it provides us with the assurances that potential

Session Briefing Note**SPRING 2023****Brushing and Roadway Safety
Improvement Program**Highways and
Public Works

contractors have the capabilities to do the work, such as equipment and experience.

- We plan on awarding \$3.7 million of vegetation control work in the upcoming season, which represents approximately 1,000 kilometres of clearing.
- Depending on size, projects will be offered by direct award, invitational or open tenders to the full list of qualified companies.

Fourth response: Engagement and Online Portal

- In April 2022, Highways and Public Works sent 994 letters to property owners who lived close to upcoming vegetation control work.
- The letters directed owners to an online platform that mapped the locations where vegetation control may be taking place, noted the specifications of planned vegetation control and explained the benefits of vegetation control.
- This year, similar letters were sent to owners on March 31, 2023.

Fifth response: Judas Creek brushing

- A meeting was held on January 11 between Highways and Public Works and the Marsh Lake LAC Community Association.
- Due to the public concerns and snow conditions, this work was cancelled for this winter. The department will continue to work with the Marsh LAC Community Association to finalize an approach that will allow a brushing contract to happen this spring once the snow is melted, mitigating the safety issues along the road.

Session Briefing Note**SPRING 2023****Brushing and Roadway Safety
Improvement Program**Highways and
Public Works

Sixth response: Barrier Program Increase

- Roadside barriers are an important safety feature on our roads.
 - Highways and Public Works plans on increasing the spending for roadside barriers to \$800K per year.
 - An information session was held on February 23, 2023, to inform the contracting community of this opportunity and seek feedback on tendering options.
 - The session was attended by approximately 20 contractors. However, a total of 25 contractors have requested more information on the program.
-

Context—this may be an issue because:

- There is often public interest in brushing in our right-of-way.
-

Background:**Roadway safety improvement**

- In 2018, Yukon's primary highways were assessed for vehicle hazards. This assessment led to the development of a Yukon Roadside Barrier Guideline, which includes a system to identify vehicle hazards across the highway network.
- The Roadway Safety Improvement Program will schedule maintenance using the Highway Classification Framework. This framework classifies Yukon highways based on traffic volumes, type of use and other socioeconomic factors.

Vegetation Control

- Since the beginning of the program in 2019, we have brushed 2824 kilometres and mowed 1102 kilometres of vegetation. This totals 3926 kilometres cleared by the department.

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Improvement Program**Highways and
Public Works

- Vegetation control is completed through contracts and through Memorandums of Understanding with First Nations and municipalities.
- Each contract contains detailed specifications for vegetation control that include stem height, clearing widths, steep slopes, riparian zones, inside curves (for sight line distance) and salvageable wood (available for the public).
- Brushing specifications must meet or exceed “*Preventing Wildlife Injuries from Right-of-Way Vegetation control*.” These specifications were recommended by the Yukon Department of Environment, Carcross/Tagish First Nation and the Southern Lakes Caribou Steering Committee.

Approved by:



April 3, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Carrier Compliance Officer
Authority**Highways and
Public Works

Recommended response:

- Highways and Public Works administers the Yukon's Carrier Compliance program, which is responsible for ensuring drivers of commercial vehicles are following the *Highways Act*, *Motor Vehicles Act*, Commercial Vehicle Safety Alliance requirements and the National Safety Code.
 - Compliance with these legislative requirements and standards is important for ensuring the safety for the travelling public and the integrity of highway infrastructure.
 - Recently, the Territorial Court decided that weigh scale officers did not meet the definition of "officer" under the *Motor Vehicles Act* and therefore, lacked the authority to write under that Act.
 - In response to the Court's decision, this issue was remedied within a day of the Court's decision through the issuance of an Order in Council explicitly identifying relevant weigh scale positions as officers under the *Motor Vehicles Act*.
 - All legal authorities are now in place for Carrier Compliance Officers to continue doing their jobs ensure public safety.
-

Context—this may be an issue because:

- There may be concerns that officers don't have the appropriate authority to write tickets.
-

Background:

- Only authorized inspectors can enforce the National Safety Code Regulation and one is only an inspector if they are also an officer under the *Motor Vehicles Act*.
-

Session Briefing Note**SPRING 2023****Carrier Compliance Officer
Authority**Highways and
Public Works

- An Order in Council is required in order to provide authority to persons employed in connection with the operation of weigh scales established pursuant to the *Highways Act* for them to have the required authority under the *Motor Vehicles Act*.

Approved by:



February 1, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

Electronic Logging Devices

SPRING 2023

Highways and
Public Works

Recommended response:

- In order to keep Yukon's roads and the traveling public safe, commercial drivers are required to only operate a certain number of hours per day. These hours are required to be tracked accurately.
- The Canadian Electronic Logging Device (ELD) mandate is a new federal requirement replacing paper logs with automated electronic logging devices.
- The new requirement ensures drivers of heavy commercial vehicles are operating within the requirements of the federal *Commercial Vehicle Drivers Hours of Service Regulations*.
- As of January 1, 2023, for a carrier to be compliant they can no longer use a paper logbook for duty status. Commercial drivers are required to use an ELD that is certified and approved by Transport Canada.

Additional response:

- No other changes have been made related to hours or driver time.
- Currently there are 80 companies that provide ELD solutions across Canada.
- Federal Hours of Service Regulations have identified several scenarios in which carriers are exempt from the ELD requirement.

Third response:

- Our government has worked to ensure that Yukon trucking carriers are informed of the ELD requirement and timelines.
- The use of ELDs has been required since June 2021, although the Yukon provided a one-year education period, which was extended to January 2023.

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Electronic Logging Devices

SPRING 2023

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Public Works

- The one-year education period was implemented on instructions by Transport Canada. The Yukon used this time to assist carriers with this transition and provide information and education to carriers on this change.
- Since June 2021, Carrier Compliance has provided information sheets and online information sessions, in addition to responding to emails and phone call inquiries.

Fourth response: Exemptions for ELDs

- The Yukon provides an exemption from maintaining an ELD for vehicles that carry commercial goods under 11,794kg and operate solely in the Yukon, as long as the carrier maintains a record-of-duty status, and drivers have 8 hours of rest between shifts.
- As well, as per Federal Regulations, drivers of commercial buses who carry 10 passengers or more, or drivers who carry commercial goods, do not need an ELD if:
 - The model of their vehicle is made in 2000 or earlier;
 - The vehicle is operating within a 160-kilometre radius of its home terminal and returns to its home terminal at the end of each day. This exemption only applies if the driver has a minimum of eight hours off between their next shift and that the carrier maintains a record of on-duty hours;
 - The vehicle is subject to a rental of no more than 30-days without extension or renewal;
 - The vehicle is operating under a motor carrier permit, typically an oilfield exemption or emergency declaration;

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Electronic Logging Devices

SPRING 2023

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Public Works

- Last, drivers are exempt if the vehicle is operated by a motor carrier for which an exemption has been issued by Transport Canada. Currently, Transport Canada has one exemption for drive-away vehicles, which is a vehicle that is being delivered to a client from a manufacturer where the vehicle itself is the product.
-

Context—this may be an issue because:

- Some local carriers are resistant to the federal requirement and are asking that the Yukon delay implementation along with certain provinces.
-

Background:

- There are currently some delays in implementation in certain provinces. However, these are tied to delays in updating provincial regulations related to ELDs for intra-provincial carriers. For inter-provincial carriers the new federal requirements are being enforced.
 - In June 2021, Highways and Public Works began providing information on ELDs and the new regulations to carriers and the public.
 - Handouts were given to carriers who passed through the weigh stations.
 - Information cards were distributed through Carrier Compliance at the following locations:
 - The Whitehorse Weigh Scales;
 - The Watson Lake Weigh Scales; and,
 - The National Safety Code office via email requests.
 - A website with information on the new regulations also went live.
 - In November 2022, a Zoom presentation was provided to industry. This presentation was advertised, and industry was informed via email invite.
 - Beginning on January 1 this year, Carrier Compliance started issuing ELD warnings. Just over 60 warnings had been issued by March 20
-

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Electronic Logging Devices

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Public Works

- Beyond these educational activities, Carrier Compliance has provided ELD handouts when performing Commercial Vehicle Safety Alliance inspections. Over 1300 inspections were completed in the last 24 months.
- Following best practices, the Yukon government has adopted the Federal Commercial Vehicle Drivers Hours of Service Regulations by reference in legislation. Adoption by reference helps the Yukon avoid implementation issues, and helps ensure ongoing alignment, while minimizing effort to update regulations when future amendments are made to the federal laws.
- Operating north of the 60th parallel results in more drive and work time for carriers. Ensuring correct logging of on-duty and off-duty time is critical to avoid fatigue.
- In the past two years, 137 hours of service violations were identified by Carrier Compliance Officers on Yukon highways.
- Calls come in daily from Carriers both Yukon and out of Territory to discuss ELD regulations, exemptions, and questions. A conservative estimate would be about 100 calls fielded to date.

Approved by:



March 30, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Periodic Motor Vehicle Inspections (PMVI) for Commercial Vehicles**Highways and
Public Works

Recommended Response:

- In order to keep the traveling public safe, commercial vehicles undergo a Periodic Motor Vehicle Inspection (PMVI) to ensure they are mechanically sound.
- These inspections take place to ensure that all operators of commercial trucks, trailers and buses have a regular vehicle maintenance and servicing program for all vehicles under their control.
- Regular, preventative maintenance of equipment by certified mechanics ensures small problems can be corrected before they result in collisions, major repairs, or a vehicle breakdown.
- A comprehensive maintenance program systematically identifies defects and allows an operator to undertake necessary repairs, while complying with the semi- annual requirements under the Periodic Motor Vehicle Inspection (PMVI) program
- These inspections are a legal requirement under the National Safety Code, and by ensuring these inspections are carried out by certified mechanics, the Yukon is bringing its standards in line with other jurisdictions in Canada.
- In 2020, the Yukon was the only jurisdiction in Canada that allowed non-certified mechanics to perform Periodic Motor Vehicle Inspections.
- As of January 1, 2023, only certified mechanics can perform these inspections.

Session Briefing Note

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Periodic Motor Vehicle Inspections (PMVI) for Commercial Vehicles

Highways and
Public Works

Additional response: Licenced Mechanics

- Periodic Motor Vehicle Inspections are the first line of defense when it comes to the safety of large commercial vehicles operating on Yukon's highways.
- Commercial vehicles systems are becoming more complex. A certified mechanic is required to have taken a structured, skill-based training on mechanical systems.
- The examinations are performed by licensed mechanics to ensure that commercial motor vehicles are mechanically sound and in safe working order.
- A certified mechanic includes both Journeyman and Red-Seal qualifications.
- In October 2022, the Yukon government worked with the Yukon Apprentice and Trades Office to offer a free preparatory course to non-certified inspectors so they can challenge the mechanics exam.
- Since November 2022, 16 local mechanics have completed the process of becoming a certified inspector.
- The Yukon now has a total of 222 certified inspectors.
- Non-certified mechanics can continue to challenge the Red Seal Mechanical Exam through the Yukon Apprentice and Trades Office.
- Non-certified mechanics can still perform work, however only a certified mechanic can complete the Periodic Motor Vehicle Inspection.
- A 15-month grace period was provided to allow industry to meet these new certification requirements. This grace period ended January 1, 2023.

Session Briefing Note

SPRING 2023

Periodic Motor Vehicle Inspections (PMVI) for Commercial Vehicles

Highways and Public Works

Third Response: Tourism Operators

- The regulations regarding inspection requirements for passenger-carrying vehicles have not changed in the Yukon in over 20 years.
- The Canadian Council of Motor Transport Administrators National Safety Code Standard 11b requires commercial transportation vehicles, such as passenger carrying vehicles that have a manufactured seating capacity of more than 10 including the driver, to undergo an inspection every 6 months. This is consistent across the country for these types of vehicles that carry passengers.
- Highways and Public Works officials are reaching out to passenger bus carriers who may have not done these inspections to make sure they are aware of the requirements.

Fourth Response: 6-month Renewal Cycle

- The Yukon adopts the National Safety Code, Standard 11 that stipulates that vehicles are inspected every 6 months. This standard is also followed by British Columbia and Saskatchewan for vehicles that carry commercial goods.
- While many jurisdictions require inspections on all vehicles over 4500kg, in Yukon this requirement only applies for heavy trucks over 11,794kg.
- The 6-month inspection frequency is appropriate for the Yukon because the weather and driving conditions in a northern environment are hard on commercial vehicles, and regular inspections provide an additional level of assurance that commercial vehicles are mechanically sound and safe for operation.

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Periodic Motor Vehicle Inspections (PMVI) for Commercial Vehicles

Highways and
Public Works

- Every jurisdiction in Canada requires passenger carrying vehicles that have a manufactured seating capacity of more than 10 including the driver, to undergo an inspection every 6 months.

Context—this may be an issue because:

- These inspections help keep the travelling public safe.

Background:

- Yukon's Periodic Motor Vehicle Inspection program has not been updated since the 1990's.
- The National Safety Code Office began work with industry on this issue in the summer of 2020.
- Enforcement activities have identified numerous serious safety infractions with commercial vehicles that have passed inspection, which is why we are now requiring inspections to be done by certified mechanics.

Approved by:



April 3, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Weigh Scale Reporting Exemption
Permit Redesign**Highways and
Public Works

Recommended response:

- Monitoring commercial vehicles on Yukon's highways is important for the safety of the travelling public and the integrity of highway infrastructure.
- Highways and Public Works administers the Yukon's Carrier Compliance program, which is responsible for ensuring drivers of commercial vehicles are following the *Highways Act*, *Motor Vehicles Act*, Commercial Vehicle Safety Alliance requirements and the National Safety Code.
- Through this program, Carrier Compliance Officers perform inspections on commercial vehicles to ensure they are within the weight limits and their cargo is properly secured.
- They also confirm that pre-trip inspections and logbooks are completed, and that vehicles are mechanically sound.
- Highways and Public Works continues to work closely with the transportation industry to balance safety, compliance efficiency and movement by industry.

Additional response: Permit Redesign

- Carrier Compliance supports the transportation industry through the ongoing education of carriers regarding industry requirements, as well as encouraging compliance prior to enforcement actions being taken.
 - Local companies may apply for a weigh scale exemption permit if they wish to not have to report to the scales every time they drive by.
 - We are considering changes to the exemption permit reporting requirements in order to reduce the administrative obligations of carriers while continuing to prioritize safety.
-

Session Briefing Note**SPRING 2023****Weigh Scale Reporting Exemption
Permit Redesign**Highways and
Public Works

- Under the current model carriers are required to submit detailed fleet information annually to Carrier Compliance. We have heard from local business that it is burdensome to keep accurate and current logs of all their fleet.
- Additionally, concerning levels of non-compliance were found by some carriers who held weigh scale exemption permits. These safety violations included overweight vehicles, unsecured cargo and other infractions.
- When commercial vehicles are overweight and carrying unsecured cargo, it presents a safety risk to the traveling public and causes significant damage to road infrastructure.
- To address this issue, Carrier Compliance has recently proposed modified requirements for a weigh scale reporting exemption permit.
- The proposed policy will take a risk-based approach to determining carrier reporting requirements. It may consider vehicle weight, carrier safety incidents, roadside safety violations, and summary conviction tickets.

Additional response: Engagement with Industry

- The department works closely with the local transportation industry in making policy and regulatory changes.
- The department has had four meetings with industry on the proposed changes over the last few months, with approximately 50 participants in attendance at each meeting.
- We will be releasing a “What we Heard” document this spring that will clarify industry concerns regarding potential changes to weigh scale reporting.

Session Briefing Note**SPRING 2023****Weigh Scale Reporting Exemption
Permit Redesign**Highways and
Public Works

- The department will continue to work with industry on these proposed changes.
- In addition to the specific meetings mentioned with industry, the Yukon Transportation Association is again meeting monthly, and Carrier Compliance Officers are in attendance at these meetings.

Additional Response – Tourism Operators

- We recognize the importance of tourism operators throughout the territory.
- That is why buses that operate within the 20-kilometre radius of a stationary weigh scale have been historically exempted from reporting to the Whitehorse weigh scale.
- For carriers outside of this zone we have had an excellent reporting history with larger carriers such as, Holland America and Premier Lines, and the department has been working with local carriers to keep them informed of any potential changes to the weigh scale reporting exemption permits.
- To minimize travel disruption, buses and commercially licensed 15 passenger vans are only stopped if a pressing safety violation is present.
- Highways and Public Works Carrier Compliance Officers generally schedule inspections with carriers during downtime for that carrier.

Context—this may be an issue because:

- Changes to the weigh scale exemption permits will affect various commercial carriers traveling through the Yukon.

Session Briefing Note

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Weigh Scale Reporting Exemption Permit Redesign

Highways and
Public Works

Background:

- The Yukon continues to be the only jurisdiction in Canada that offers local weigh scale exemption permits.
- In recent years there has been an increase in applications for these permits.
- The Yukon government's approach to weigh scale reporting exemption permits was last reviewed in 2002.
- The current weigh scale reporting exemption permits allow local traffic to "bypass" a weigh scale along the highway or by using city roads (i.e.: Hamilton Blvd).
- Local weigh scale exemption permits are currently provided to commercial carriers operating within 20 kilometres of the scales, which allows them to legally bypass the weigh scales.
- Carrier Compliance vehicle checks protect the traveling public by ensuring commercial vehicles and drivers operating on highways are safe, their loads secure and that commercial vehicles are operating within road tolerances which ensures that unnecessary damage to road infrastructure is minimized.

Approved by:



March 23, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Dawson City Ice Bridge**Highways and
Public Works

Recommended response:

- The safety of Dawson City residents is the Yukon government's top priority when considering the timing and construction of the ice bridge.
 - Ice bridge construction is dependent on several factors including environmental conditions such as river hydrology, ice conditions and air and water temperatures.
 - The ice bridge opened to light vehicle traffic on January 5 this year and successfully opened on February 2 for heavy duty vehicles. An ice bridge has been in place for the past four winters.
 - This year, the bridge closed on April 20, 2023.
 - The ice bridge typically closes in mid-April each year, depending on spring temperatures.
 - Department staff monitor the condition of the ice bridge to determine when to close and decommission for the season.
 - The Yukon government does not condone or support any unauthorized crossings, as they are not monitored and are extremely risky.
-

Context—this may be an issue because:

- The ice bridge is an important transportation route for West Dawson citizens in the winter months.
-

Background:

- Ice bridge construction cannot occur until water and ice conditions are cold and stable enough to proceed.
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Session Briefing Note**SPRING 2023****Dawson City Ice Bridge**Highways and
Public Works

- Light traffic includes vehicles that are up to 5000kg in weight. Heavy duty vehicles includes vehicles up to 40,000kg.
- The City of Dawson was without an official ice bridge in the winters of 2016-17 and 2017-18. This was because environmental conditions did not allow for a safe crossing to be constructed.
- Although there are no national standards for ice bridge construction, in 2011 the Transportation Association of Canada released guidelines for the construction and operation of winter roads. The Yukon government participated in developing these guidelines and utilizes them in the construction and operation of the ice bridge.

Approved by:



April 24, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Dawson City Yukon River Crossing**Highways and
Public Works

Recommended response: Climate Impacts

- Highways and Public Works is responsible for the safe and sustained operation of the Yukon's transportation system.
- Climate change is impacting the Yukon's transportation infrastructure in many ways.
- Shifting permafrost is affecting our highways, record snowfalls are creating more frequent avalanches, and changing temperatures are affecting the feasibility of winter roads and ice bridges.
- The impacts of a changing climate on the Yukon River crossing in Dawson City are substantial. The Yukon River saw record flows this past summer, and more unpredictable environmental conditions makes the construction of the ice bridge increasingly uncertain.
- Given these circumstances, we need to start having discussions with the residents of Dawson City on the future of the river crossing.

Additional response: Community Engagement

- Highways and Public Works and Tr'ondëk Hwëch'in Chief and Council met in September 2022 to begin discussions on community engagement and discussing the future of the river crossing in Dawson.
- Highways and Public Works hosted two engagement sessions for Dawson City residents on March 16. The sessions focused on what's working, what isn't and what's important to residents when planning for the future of the crossing.

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Public Works

- Highways and Public Works was also invited to present to the Tr'ondëk Hwëch'in Elders Council and hosted an engagement session with Tr'ondëk Hwëch'in citizens while in Dawson on March 15.
- The sessions were well attended, and we received a lot of helpful feedback from residents.
- We will be sending out a follow-up survey to Dawson residents to get further feedback from the engagement.
- After we receive the results, we will be creating a what we heard report that will summarize what we heard from the engagement and the survey.

Third response: Seasonal Gaps in Service

- Currently, Yukoners rely on the George Black Ferry and the ice bridge to cross the Yukon River in Dawson.
- The George Black Ferry typically operates between May and October. Ice bridge construction begins in mid-December. This is dependent on environmental conditions.
- This means that twice a year there is a gap in service affecting residents of West Dawson, including the ability to access emergency services.
- In addition, in past years, there has been enough variation in the freeze-up that we were unable to construct a safe and sanctioned ice bridge. This resulted in residents crossing over the river at unsanctioned crossings that were not determined to be safe.
- The primary engines for the George Black Ferry are in the process of being refurbished and will be in place for the 2023 season. Highways

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Dawson City Yukon River Crossing

Highways and
Public Works

and Public Works has procured critical spare parts for the ferry to ensure limited downtime in case of a breakdown.

Context—this may be an issue because:

- Options for the Yukon River crossing in Dawson are being considered.

Background:

- In the winter of 2013-14, an alternate route for the ice bridge was necessary because the ice conditions did not allow it to be built at the usual location.
- In winter 2016-17 and 2017-18, the City of Dawson was without an official ice bridge due to a number of factors, including water levels and speed of flow, ice conditions and air and water temperatures.
- Last summer there were some unexpected impacts to ferry operations.
- In July, the ferry was on a reduced schedule for one day due to staffing issues.
- In August, ferry operations were temporarily halted due to a mechanical issue with the propeller and shaft.
- Our crews worked quickly and the ferry was operational again within a few days.

Approved by:



March 21, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Dempster Highway**Highways and
Public Works

Recommended response:

- The Yukon government maintains the Yukon section of the Dempster Highway from the North Klondike Highway to the Yukon-Northwest Territories border.
- This ongoing maintenance ensures that Canada's first all-season road to cross the Arctic Circle remains safe and open for business year-round.
- Our government is also engaging with our counterparts in the Northwest Territories to look at ways to collaborate on improvements to the Dempster Highway in the future.
- During the 2022 construction season, the Department of Highways and Public Works conducted gravel resurfacing on both the Ogilvie and Klondike sections of the highway.

Additional Response: Conditions During Seasonal Changes

- The Dempster Highway sees considerable weather challenges that can pose a safety risk to drivers.
- Heavy rain and snow events this past fall created challenging driving conditions.
- Snow, rain, freezing rain, and major temperature fluctuations can make the highway slick and unpredictable.
- Throughout the year our crews are out maintaining the highway daily, plowing, grading, and fixing issues as they arise.
- We urge all drivers to use caution when traveling along the Dempster Highway, and to check 511 Yukon for the latest updates.

Session Briefing Note**SPRING 2023****Dempster Highway**Highways and
Public Works

Additional response: Eagle River Bridge

- On September 3, 2022, a vehicle collided with the Eagle River Bridge, resulting in the closure of the Dempster Highway.
- Highways and Public Works engineers were immediately dispatched to inspect the damage and repair the bridge to ensure it was safe.
- The bridge was re-opened to normal operation on September 10, 2022.
- Ensuring the steady flow of traffic on the highway is critical to communities in the NWT.
- Detailed inspection of the bridge following completion of the emergency repairs determined that it is in good condition for normal operation but there are still a few deficiencies that the department will need to rectify to maintain the long-term safety of that bridge.
- The department will perform design work for the remaining deficiencies in 2023 and complete repairs to the bridge in 2024.

Additional response: Engagement with Government of NWT

- Officials in Highways and Public Works have been working with their counterparts in the Government of Northwest Territories, on planning related to the Dempster Highway.
- The Government of Northwest Territories has expressed interest in co-developing a functional plan, in collaboration with Highways and Public Works, for the section of the Dempster Highway that lies within the Northwest Territories. The purpose of the plan is to guide investments on this section of the highway.

Session Briefing Note**SPRING 2023****Dempster Highway**Highways and
Public Works

- We have agreed to share planning, engineering and climate data related to the Dempster Highway and to work collaboratively with the Government of Northwest Territories to support this initiative.
 - Once the plan is complete, we may submit a joint application to the federal government to support upgrades to the Dempster Highway over the next 10 to 20 years.
-

Context—this may be an issue because:

- The Dempster Highway is part of the Yukon's transportation system and a critical link to the Northwest Territories.
-

Background:

- In July 2022, Highways and Public Works met with Minister Archie and Gwich'in Tribal Council Grand Chief Kyikavichik in Inuvik.
 - In January 2023, Highways and Public Works met with Minister Archie at the Annual Roundup Conference in Vancouver and again in Whitehorse.
 - The Dempster Highway is a 740-km gravel road that connects the north Klondike Highway with Fort McPherson, Inuvik and the Mackenzie Delta, passing through both Yukon and the Northwest Territories. 465 km of the highway is in the Yukon.
 - The route roughly follows the traditional dog sled route from Dawson City to Fort McPherson.
 - The Government of Northwest Territories operates ferries at the Peel and Mackenzie rivers, with ice bridges used in the winter.
 - The Yukon section of the highway is supported by three grader stations located at Ogilvie, Klondike and Eagle Plains.
 - The southern section of highway up to Tombstone Territorial Park receives moderate traffic volumes, about 80 vehicles a day, compared to the northern part of the highway, which receives about 50 vehicles a day.
-

Session Briefing Note**SPRING 2023****Dempster Highway**Highways and
Public Works

- While traffic volumes for the 300-plus km of the highway north of Tombstone are not significant, Highways and Public Works ensures this section of the highway is maintained to a safe standard.

Approved by:



March 2, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

Digital Highway Signs

SPRING 2023

Highways and
Public Works

Recommended response:

- Digital message signs are posted along the highways to advise travelers about road hazards, closures and construction activities.
- Currently, there are 46 digital message signs in use across the Yukon including:
 - 13 fixed signs, including the four cantilevered boards along the Alaska Highway near Whitehorse;
 - 27 portable message boards; and
 - 6 portable message boards that are primarily used for speed radar feedback for drivers.
- The contractor completed the repair of the northbound overhead digital message board, located south of Whitehorse, at the end of March.
- The Department of Highways and Public works has developed operational guidelines to determine what messages are displayed on these signs.
- The guidelines are based on the *Transportation Association of Canada's Manual of Uniform Traffic Control Devices for Canada*, which outlines best practices for the use of digital highway signs.
- When there are no adverse conditions to report, the operational guidelines also help staff determine when lower-priority messages, such as public service announcements, should be displayed.

Session Briefing Note**SPRING 2023****Digital Highway Signs**Highways and
Public Works

Additional Response: Intelligent Transportation System

- The digital message signs are part of the Yukon's Intelligent Transportation System. This system includes other devices along the highway that count traffic and collect road temperature data.
 - In October 2021, we updated the 511 Yukon system so that any time a digital highway sign displays a message, it is also displayed on 511 Yukon. This provides Yukoners with the most up-to-date and accurate road condition information.
 - Highways and Public Works uses this information to inform highway planning and design to improve safety for all road users.
 - Investments in the Yukon's Intelligent Transportation System, including digital highway signs, is supported by the federal government's National Trade Corridors Fund.
 - The federal government is contributing \$6.9 million, and the Yukon is contributing \$2.4 million to the system between now and 2028.
 - In 2022, there were approximately 778 messages displayed across all the fixed digital message signs in Yukon, including any repeated messages. Of these, 255 were unique messages.
 - That total includes the four cantilevered digital message signs near Whitehorse, which on their own displayed 125 unique messages, with a total of 272 messages used throughout the year.
-

Context—this may be an issue because:

- Travelers may want to know how the signs are used and what information they display.

Session Briefing Note

Digital Highway Signs

SPRING 2023

Highways and
Public Works

Background – Yukon’s Intelligent Transportation Systems:

- The Yukon’s Intelligent Transportation System helps the department by collecting, synthesizing, and disseminating traffic data to inform strategic investments in transportation planning.
- The 511 Yukon website provides up-to-date road information, digital highway sign messages and includes functions such as travel planning, a mobile app with a hands-free mode, and customizable real-time notifications.
- Speed radar boards have been deployed along primary highways in communities across the Yukon to provide visual cues for highway speed limit changes to help improve safety in those communities.
- Road Weather Information Systems located throughout the territory provide real-time information of meteorological and road conditions to help inform maintenance response and the Yukon’s 511 traveller information system for safe trip planning.
- When there are no traffic or safety messages to display, the digital messages signs can be used for public service announcements. For example, during National Day for Truth and Reconciliation the signs displayed “Every Child Matters”, and on Remembrance Day displayed messaging in support of veterans.
- In addition to commemorating important days, we can display general public safety messaging about topics like impaired driving.

Approved by:



April 3, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Electric Vehicle Charging Stations**Highways and
Public Works

Recommended response:

- One of the ways that we can reduce our emissions and meet the goals of *Our Clean Future* is by switching to electric vehicles.
- In the Yukon, road transportation accounts for 64 per cent of our territory's greenhouse gas emissions.
- The Yukon government has committed to making it possible for electric vehicles to reach all drivable communities in the Yukon by 2027.
- To do this, a network of electric vehicle charging stations are being built along our highway network. All electric vehicle charging station sites will be designed and constructed to ensure the safety of the traveling public.
- We are working closely with our colleagues at Energy, Mines and Resources on this initiative. To date, the Government of Yukon has installed nineteen fast charging stations available for public use within Whitehorse and other communities.
- Seven electric charging stations are also planned to be installed along the highways between communities. The first of these is planned for installation this spring at the Canol Road rest area on the Alaska Highway.

Additional response:

- Highways and Public Works is finalizing the network plan that will identify where the other six charging stations are required along the highway between communities. These stations are planned for installation over the next three to four years.

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Electric Vehicle Charging Stations

Highways and
Public Works

- Charging stations located along highways between communities require additional time to plan and implement because they are dependent on the availability of power and communications, which is limited along some areas of the network.

Context—this may be an issue because:

- The initiative to electrify the Yukon's highway network is a commitment in *Our Clean Future*.

Background:

- Two new fast chargers have been installed and are available for use in Faro and Ross River. The two new chargers are expanding the electric vehicle fast charging network's reach with a total of 19 fast chargers available for use across the Yukon.
- Highways and Public Works will be responsible for modifying existing highway pullouts to support the electric vehicle charging infrastructure.

Approved by:



March 1, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

SPRING 2023

Gateway (Yukon Resource Gateway Program)

Highways and
Public Works

Recommended response: General Program Overview

- The Yukon Resource Gateway Program is valued at \$468 million and includes infrastructure upgrades for up to 650 kilometres of existing roads in areas of high mineral potential and active mining in the Yukon.
- Improving infrastructure to Yukon's most mineral-rich areas will set us on course for a more prosperous future.
- The Yukon Resource Gateway Program has a number of infrastructure projects that are going through various stages of planning, design, assessment and construction.

Additional response: Program Structure

- The Government of Yukon has committed to working with Yukon First Nations to build meaningful and collaborative relationships to support the Yukon Resource Gateway Program's success for all parties.
- For each component identified, Energy Mines and Resources negotiates a project agreement with the affected Yukon First Nation in whose Traditional Territory the project resides.
- These agreements provide a process by which the Yukon government and Yukon First Nations will work collaboratively.
- They also outline how we will structure procurements to ensure there are benefits for each community.
- Once an agreement is signed, Highways and Public Works starts implementing the agreement.
- This process involves continued planning and collaboration with the affected Yukon First Nation.
- It encompasses key steps like project planning and design, YESAB assessment, regulatory review and permitting.

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Gateway (Yukon Resource Gateway Program)

Highways and
Public Works

-
- Implementation work may not be visible, but it is crucial.
 - Once the foundational work is complete, project procurement and construction can begin.

Additional response: Yukon First Nations Involvement

- Our government is working in collaboration with Yukon First Nations to seek input and finalize Project Agreements for components of the Yukon Resource Gateway Program within their respective Traditional Territories.
- Six Project Agreements have been signed with Yukon First Nations for seven components to date.
- As a result, the Yukon Resource Gateway Program has several infrastructure projects going through various stages of implementation, planning, design, assessment and construction.
- The program will provide opportunities to Yukon First Nations through short and long-term employment opportunities, training and benefit agreements.

Additional response: Funding

- The Yukon government has worked to increase the flexibility of the Gateway funding program with the Government of Canada. The funding program now includes additional flexibility to focus on projects that First Nations and communities have requested.
- This flexibility allowed us to include additional road components on the Silver Trail, North Canol, and sections of the Robert Campbell Highway.
- The Yukon government was successful in negotiating a Contribution Agreement with the Government of Canada that resulted in the Yukon

Session Briefing Note**SPRING 2023****Gateway (Yukon Resource Gateway Program)**Highways and
Public Works

Resource Gateway Program's completion date being extended from 2025 to March 2031.

- The Yukon Resource Gateway Program also includes an industry component for funding.
- Industry has indicated an interest in accessing the funding; however, no formal industry agreements are in place at this time.

Recommended response: Carmacks Bypass

- In the spring of 2019, a Project Agreement for the Carmacks Bypass component was signed with Little Salmon/Carmacks First Nation.
- The project includes the construction of a new road and bridge, which will allow industrial vehicles to bypass the community of Carmacks, creating a safer flow of traffic for residents.
- The new road connects the existing Freegold Road with the Klondike Highway.
- This project will also improve access to mining activities while enabling the Little Salmon/Carmacks First Nation to benefit from contracting, education and training associated with the project.
- This project is a key component under the Yukon Resource Gateway Program and is the first project to be awarded under the program.

Additional Response:

- The Carmacks Bypass project has been a collaborative effort between the Yukon government and Little Salmon/Carmacks First Nation.
- On November 3, 2021, Pelly Construction was awarded the \$29.6 million contract to construct the new road and bridge.

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Gateway (Yukon Resource Gateway Program)

Highways and
Public Works

- Construction of the road and bridge is well underway. The contractor has completed approximately 80 per cent of the roadwork and 60 per cent of the bridge work this past construction season.
- The remaining road and bridge work will be substantially complete this season, and any remaining work will be finished in 2024.

Recommended response: Robert Campbell Highway km 354.9 to km 414.4 (Ross River to Faro)

- In April 2020, a Project Agreement for this component of the Robert Campbell Highway was signed with the Ross River Dena Council.
- This road rehabilitation project runs from km 354.9 to km 414.4.
- Right-of-way clearing contracts have been awarded for this component of the Robert Campbell Highway. This was a direct award contract to a Ross River Dena Council citizen-owned company. This portion of clearing work has been completed.
- The YESAB assessment is complete and permitting is in place for a portion of the project (km 363.6 to km 367.5), which will allow work to proceed for this section of the component.
- In 2023, the Yukon government will continue to work with Ross River Dena Council to implement the Project Agreement and determine the next steps of this project together.

Recommended response: Silver Trail

- A Project Agreement for the Silver Trail component was signed with the First Nation of Na-cho Nyäk Dun in February 2021.
- The Silver Trail component includes rehabilitation of the Mayo River bridge, road reconstruction and spot repairs from km 0 to km 110 between Mayo and Keno City.

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Gateway (Yukon Resource Gateway Program)

Highways and
Public Works

- This year the department will be advancing the implementation of the agreement with the First Nation of Na-cho Nyäk Dun, with design and assessment activities planned to occur in 2024-25.

Recommended response: Freegold Road Phase II

- In October 2020, a Project Agreement with Little Salmon/Carmacks First Nation for the Freegold Road Phase II component was signed.
- The Freegold Road Phase II component includes replacement of three bridges, two of which are in an area where the Traditional Territories of Selkirk First Nation and Little Salmon/Carmacks First Nation overlap.
- As such, a Project Agreement with Selkirk First Nation is required, and discussions are being led by the Department of Energy, Mines and Resources.

Recommended response: Nahanni Range Road Phase 1

- In January 2020, a Project Agreement with Liard First Nation was signed for the first phase of the Nahanni Range Road component.
- This proposed project includes two bridge replacements and one bridge rehabilitation. The estimated capital construction cost is \$17 million.
- Clearing of the right-of-way to improve lines of sight began in 2020, with two direct-award contracts to First Kaska Limited.
- The Yukon government and the Liard First Nation entered into an additional agreement to provide heavy equipment operator training for Liard First Nation citizens.
- This training was completed in November 2021 and successfully certified eight Liard First Nation citizens. The training objective is to

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Gateway (Yukon Resource Gateway Program)

Highways and
Public Works

help increase capacity for the Liard First Nation to participate in road construction projects in the future.

- Environmental baseline information for this project is being collected in collaboration with the Liard First Nation.
- Throughout 2022, our government worked on the ongoing implementation of the Project Agreement with Liard First Nation and drafting the environmental assessment for the replacement of the bridge at kilometre 143.
- In 2023, we are continuing to work with the Yukon Resource Gateway Project Committee, which includes Liard First Nation and Yukon government representatives, on this project.
- This work includes identifying clearing and brushing work for this season and completing the draft environmental assessment, project planning and designs.

Recommended response: Robert Campbell Highway km 114 to km 171

- In June 2020, a Project Agreement was signed with the Liard First Nation for this section of the Robert Campbell Highway.
- This project, which runs from km 114 to km 171, includes road reconstruction and sight-line improvements. It has an estimated capital construction cost of \$50 million.
- In 2022, we worked to develop the environmental baseline work plan and the funding contribution with Liard First Nation. Additionally, we underwent preliminary project planning and developed the scope of work.
- Environmental baseline information will be collected in collaboration with Liard First Nation beginning this summer.

Session Briefing Note**SPRING 2023****Gateway (Yukon Resource Gateway Program)**Highways and
Public Works

-
- 2023 will also see the drafting of environmental assessments and identification of granular resources, in addition to project planning and identifying which phases of the component will be planned and carried out.

Recommended response: North Canol Phase 1

- In April 2020, a Project Agreement was signed with the Ross River Dena Council for the North Canol component of the Yukon Resource Gateway Program.
- This project will include road rehabilitation and replacement of several bridges along the North Canol road and has an estimated capital construction cost of \$16 million.
- We continue to work with Ross River Dena Council on implementing the Project Agreement and determining the timeline and next steps for this project.

Context—this may be an issue because:

- The Yukon Resource Gateway Program includes several high-profile projects with multiple stakeholders and First Nation involvement.

Background:**Carmacks Bypass**

- Right-of-way clearing to support construction of the Carmacks Bypass was awarded to Cobalt Construction in 2020.
- Recommendation by YESAB on the application for the geotechnical assessment component of the Carmacks Bypass project was received in January 2019 and is now complete.
- The geotechnical assessment results supported an application for the full Carmacks Bypass project, which was submitted to YESAB in May 2020 and the Decision Document was completed in December 2020.

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Gateway (Yukon Resource Gateway Program)

Highways and Public Works

- A project working group for the Carmacks Bypass project between Little Salmon/Carmacks First Nation and the Yukon government meets monthly.

First Nation Involvement

- Implementation of Project Agreements is happening between the department's Major Programs Unit and the Yukon First Nations with Project Agreements.
- The Department of Energy, Mines and Resources is leading the Project Agreement negotiations with Selkirk First Nation for the Freegold Road component. However, the Department of Highways and Public Works is involved in these discussions.
- The Yukon Resource Gateway Program proposal is valued at \$468 million with a federal government investment of up to \$247 million, a Yukon investment of up to \$112 million and an industry investment of up to \$108 million over the life span of the program.
 - Federal government support has been confirmed through the Contribution Agreement with the Government of Canada.
 - The Yukon government will also contribute an additional estimated \$4.8 million for ineligible costs over the life of the program, such as salaries and benefits for Yukon government employees.
- The Yukon Resource Gateway Program includes industry partners as part of the investment of the program. Current industry components include the Goldfields Road and Casino Road, with the potential for additional components to be considered. However no formal industry agreements are in place at this time.

Robert Campbell Highway km 354.9 to km 414.4 Project Schedule	
Project Details and Activities	Start Date and Estimated Timelines
Robert Campbell Highway km 354.9 to km 414.4 Project Agreement Implementation in collaboration with Ross River Dena Council	Ongoing
Design (km 363.6 to km 367.5)	Spring 2020
YESAB Submission (km 363.6 to km 367.5)	Fall 2020
Construction (right-of-way clearing)	Fall 2020

Session Briefing Note

SPRING 2023

Gateway (Yukon Resource Gateway Program)

Highways and Public Works

Procurement	To be determined in collaboration with Ross River Dena Council
Construction (km 363.6 to km 367.5)	To be determined in collaboration with Ross River Dena Council

Silver Trail Project Schedule	
Project Details and Activities	Start Date and Estimated Timelines
Silver Trail Project Agreement Implementation in collaboration with First Nation of Na-cho Nyäk Dun	Ongoing
Design, planning and assessment	2024-25
Construction of Silver Trail	2026-27

Freegold Road Phase II	
Project Details and Activities	Start Date and Estimated Timelines
A Project Agreement with Little Salmon/Carmacks First Nation for the Freegold Road Phase II component was signed.	Fall 2020
Project Agreement negotiations are ongoing with Selkirk First nation, led by the Department of Energy, Mines and Resources.	Ongoing

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Gateway (Yukon Resource Gateway Program)

Highways and Public Works

Nahanni Range Road Phase 1 Project Schedule	
Project Details and Activities	Start Date and Estimated Timeline
Nahanni Range Road Phase 1 Project Agreement Implementation in collaboration with Liard First Nation	Ongoing
Construction (right-of-way clearing)	October 2020
YESAB and other regulatory submissions – KM 143 and Upper Frances River	Spring/Summer 2023
Construction of bridge replacement and rehabilitation	To be determined

Robert Campbell Highway km 114 to km 171 Project Schedule	
Project Details and Activities	Start Date and Estimated Timelines
Robert Campbell Highway km 114 to km 171 Project Agreement Implementation in collaboration with Liard First Nation	Ongoing
Preliminary Design	2021
YESAB Submission	To be determined in collaboration with Liard First Nation
Procurement	2024
Construction of Robert Campbell Highway km 114 to km 171	2025

North Canol Phase 1 Project Schedule	
Project Details and Activities	Start Date and Estimated Timeline
North Canol Phase 1 Project Agreement Implementation in collaboration with Ross River Dena Council	Ongoing

Session Briefing Note

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Gateway (Yukon Resource Gateway Program)

Highways and
Public Works

YESAB submission	To be determined in collaboration with Ross River Dena Council
Procurement	To be determined in collaboration with Ross River Dena Council
Construction	To be determined in collaboration with Ross River Dena Council

Approved by:



April 12, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****George Black Ferry**Highways and
Public Works

Recommended response:

- The George Black Ferry typically operates between May and late October.
- Opening of the season for the ferry is based on water levels, which must be high enough so the ferry can be safely launched.
- The safety and well-being of Yukoners and visitors is always our first consideration when operating the ferry.

Additional response: Unforeseen closures

- Last summer there were some unexpected impacts to ferry operations.
- In July, the ferry was on a reduced schedule for one day due to staffing issues.
- In August, ferry operations were temporarily halted due to a mechanical issue with the propeller and shaft.
- Our crews worked quickly and the ferry was operational again within a few days.

Third response: Repairs and Closure Prevention

- The final sailing for last season was on Monday October 17, 2022.
- After the ferry was pulled for the season, extensive repairs were completed to help ensure normal operations for this upcoming season.
- We are finalizing upgrades to the propeller shaft and conducting routine maintenance of the George Black Ferry over this winter.
- The primary engines for the George Black Ferry are in the process of being refurbished and will be in place for the 2023 season.

Session Briefing Note**SPRING 2023****George Black Ferry**Highways and
Public Works

-
- While staffing shortages were an operational challenge last summer, we are continuing to recruit additional staff for the upcoming season.

Enhancing River Crossing Reliability

- The Department of Highways and Public Works recognizes how vital the ferry service is to the residents of Dawson and to visitors to the region.
- To quickly return the ferry to service in the event of a mechanical failure, the department holds an inventory of spare drivetrain parts, including spare engines, at the local maintenance facility.
- If ferry repairs are necessary, the ferry is pulled from the water and relaunched once the repairs are completed.
- During the service outage last summer, the department was able to contract with a tourism operator to provide passenger service only across the river.
- There are specific Transport Canada requirements for ferry operations in Canada that do not enable the Yukon government to contract private sector options for vehicle service in the Dawson City area in the event of a service disruption.

Fourth response: Looking into the Future

- The George Black Ferry is becoming more costly to maintain.
- The average annual cost of the ferry, including the repairs and maintenance of the landing approaches, is approximately \$1.6 million.
- Additionally, climate change has caused greater fluctuations in water levels, which has impacted ferry service:
 - when water levels are low, the ferry is more likely to become stuck on a sandbar; and

Session Briefing Note

SPRING 2023

George Black Ferry

Highways and
Public Works

- when water levels are high debris can get caught in the propellers and shaft causing damage to the engine.
- Highways and Public Works is currently exploring long-term options and solutions to the Yukon River crossing in Dawson City.

Context—this may be an issue because:

- Dawson residents, mining companies and visitors depend on the George Black Ferry to get across the Yukon River in the summer and an ice bridge in the winter. The ferry was closed a few times last year due to staffing issues and mechanical issues.

Background:

- The ferry is over 50 years old and was transferred to the Government of Yukon by the federal government.
- Recent inspections indicate that it will need to be replaced in the next 15 years.
- The average travel time is approximately ten minutes from one side to the other.
- The ferry can haul about 143 thousand pounds, is 83 feet long and 17 feet wide.

Approved by:

C. Hamwood

March 27, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Highway Winter Maintenance**Highways and
Public Works

Recommended response:

- Ensuring safe, well-maintained highways is of utmost importance to the Department of Highways and Public Works.
- Throughout the winter, maintenance crews work hard to keep the Yukon's roads safe by snowplowing, sanding and ice blading.
- Increasing regularity of freeze-thaw cycles through the winter has created more frequent icy road conditions.
- Each day, Highways and Public Works checks on the condition of the Yukon's roads and performs maintenance activities accordingly.

Additional response:

- Highways and Public Works updates Yukon 511 on an ongoing basis as conditions dictate. Yukoners are encouraged to check the website before heading out on the road.
- We are also using digital highway signs to help keep the travelling public informed of road closures and advisories.
- During the winter driving season, we ask that people travel with caution, drive to the road conditions and watch for crews and equipment working.

Third response:

- Highways and Public Works has invested in a network of Road Weather Information Systems which allow highway maintenance camps to monitor road conditions.
- This provides more accurate and timely road condition reporting to Yukoners.

Session Briefing Note**SPRING 2023****Highway Winter Maintenance**Highways and
Public Works

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- The Yukon 511 website has been updated over the past few years and a new mobile app was created to make it easier for travellers to know the most up-to-date road conditions.
 - Now, travelers are able to view camera images of road conditions, travel advisories or closures, and weather forecasts in order to help them make a more informed decision about travelling in the territory.
-

Context—this may be an issue because:

- Winter road conditions create increased safety risks for the traveling public.
-

Background:

- During the winter season, the Whitehorse grader station runs 24 hours a day, seven days a week.
- The other highway maintenance camps are staffed between 7 am and 5 pm, seven days a week.
- Highways and Public Works blended 50,000 cubic meters, about 20 Olympic sized swimming pools of sanding material with salt for use during the 2022-23 winter. The purpose was to reduce the freezing of sand piles due to internal moisture content within the sanding material itself.
- Highways and Public Works has additional sand resources available should they be needed.
- Highways and Public Works purchased new highway maintenance equipment in 2020-21. These new purchases replaced aging equipment and included four graders and three loader-mounted snowblowers.

Approved by:



January 24, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Nisutlin Bay Bridge**Highways and
Public Works

Recommended response: General

- The Nisutlin Bay Bridge is a critical link along the Alaska Highway and is an important landmark for Teslin.
- The bridge is nearing the end of its life and requires replacement.
- In spring 2019, the Yukon government and the Teslin Tlingit Council signed a project charter for the bridge replacement.
- Through the project charter, we have been working together to design and build a safe, reliable structure that accommodates more traffic, while also improving access for pedestrians and cyclists.
- This project will provide a significant positive economic outcome for the territory, local businesses and the community of Teslin.
- A tender was posted on October 13, 2021, for two pre-qualified contractors and closed on February 3, 2022.
- The \$159.96 million contract was awarded on May 3, 2022, to Graham Infrastructure LP.

Additional response: Schedule

- The project was scheduled to begin in summer 2022 with a winter shutdown between mid-December to end of March 2023.
- Project work for the 2023 construction season started as of March 16, 2023. Work will continue to ramp up over the spring.
- There are currently no changes planned for the end date of the contract.

Session Briefing Note**SPRING 2023****Nisutlin Bay Bridge**Highways and
Public Works

Additional response: Fisheries Act Authorization and Water Licence

- The water license for the project was issued on August 31, 2022.
- The *Fisheries Act* authorization was issued on October 17, 2022.
- The department has, in the past, awarded contracts before all permits were received because the terms and conditions have been fairly standard.
- The *Fisheries Act* authorization received in 2022 included some terms that are new to Highways and Public Works.
- In response to the new terms, the government successfully worked with its partners Teslin Tlingit Council and Graham Construction LLP and the regulator (DFO) on an amendment and a variance.
- We received the amendment on February 24, 2023, and a variance on March 8, 2023. This new authorization better supports the work activities required to construct the new bridge.

Additional Response: Current work onsite

- There are approximately 28 contracted staff onsite working on this project each day.
- On average, there are two Yukon government project personnel staying overnight in the community overseeing the project.
- Piling operations on the temporary bridge (called a Trestle Bridge) have now begun. As of April 5, there are two complete spans on the south side of the bridge, which means there are now a total of 4 piles in the water.

Session Briefing Note**SPRING 2023****Nisutlin Bay Bridge**Highways and
Public Works

Additional Response: Contractor's work plan

- The following work has been completed to date by the contractor:
 - mobilization;
 - site preparation;
 - construction camp and project office set up;
 - initial steps for pit and quarry development for granular and rock production;
 - partial temporary works such as trestle bridge construction, which includes piling and building access ramps;
 - civil works such as clearing and grubbing of the new alignment; and
 - fish salvage work.

- The following work is planned by the contractor for this spring:
 - temporary and permanent works such as piling, cofferdam construction and completion of the access road and ramp;
 - granular pit development and rock production;
 - clearing and grubbing of the new alignment; and
 - environmental measures such as, hydroacoustic monitoring, fish salvage and water sampling.

Session Briefing Note**SPRING 2023****Nisutlin Bay Bridge**Highways and
Public Works

Additional response: Project Cost

- Bid prices came in higher than anticipated due to current global circumstances and the high premium on steel and other materials.
- Infrastructure Canada's *Building Canada Fund* committed a \$41.25 million contribution to the project.
- We have worked with Transport Canada to secure a \$52.5 million contribution through the National Trade Corridors Fund to support the costs of the project.
- The statement discussed in the House on April 5, 2023, about working with Transport Canada to get this funding was not related to the permits. It was referring to getting permission to use funding from the National Trade Corridor Fund to offset the costs of bridge construction.
- To-date, \$39.7 million has been spent on the project.
- As mentioned above, there are currently no changes planned for the end date of the contract.
- As is typically the case with large construction projects, there may be change orders for the project in the future.
- The planned spending for fiscal year 2023-24 is \$40-45 million, for fiscal year 2024-25 is \$45-50 million, and for fiscal year 2025-26 is \$25-30 million.

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Public Works

Additional response: Material

- We anticipate approximately 10,000 – 12,000 cubic metres of rock will be required for this project.
- We will also need roughly 90,000 – 110,000 cubic meters of aggregate material for the infill and road embankment.
- Quarries for aggregate and riprap have been identified at kilometre 1238 and kilometre 1258.7 on the Alaska Highway, and we are expecting to use these sources to meet the requirements of the project.

Additional response: Engagement

- Highways and Public Works continues to work collaboratively with the Teslin Tlingit Council and engage with the Village of Teslin, the public and specific stakeholders on this project as it moves forward.
- The Yukon government project team meets with Teslin Tlingit Council on a bi-weekly basis to discuss the project and troubleshoot challenges together.
- A ground-breaking celebration was held on October 21, 2022, with Teslin Tlingit Council, Village of Teslin, the contractor and officials from the Department of Highways and Public Works.

Additional response: Project Agreement - Community wellness and environmental monitoring

- The project has a requirement for the contractor to implement and staff a community wellness team that includes a liaison for workers to

Session Briefing Note**SPRING 2023****Nisutlin Bay Bridge**Highways and
Public Works

contact and a separate liaison for community members to contact with any health and wellness issues pertaining to the project.

- The contractor is responsible for developing a drug and alcohol policy that will include the development and delivery of education programs and describe available counselling and treatment resources.
 - A Technical Working Group has been created with representatives from the Yukon government, Teslin Tlingit Council and the contractor. This group works together to ensure environmental considerations are examined and monitored in a collaborative manner.
-

Context—this may be an issue because:

- The Nisutlin Bay Bridge is a landmark feature in Teslin and a key part of the Alaska Highway transportation infrastructure.
-

Background:

- Maintenance costs of the existing bridge are between \$0.5 to \$1 million per year.
 - The bridge will be replaced by constructing a new bridge beside the existing bridge. The new bridge will have a scheduled service life of 100 years.
 - The project has received a commitment through the Building Canada Fund: Provincial-Territorial Infrastructure Component – Small Communities Fund to cover portions of this project.
 - Transfer Payment Agreements were signed with the Teslin Tlingit Council that addressed project planning, participation and implementation support and Environmental and Socio-economic Baseline Studies.
 - A Qualified Source List (QSL) was established on January 19, 2021, with two contractors Graham Infrastructure LP and Peter Kiewit Sons ULC.
-

Session Briefing Note**SPRING 2023****Nisutlin Bay Bridge**Highways and
Public Works

Historic Public Engagement

- In early 2020, we engaged with residents and business owners of Teslin, the Teslin Tlingit Council and the Village of Teslin to discuss potential options for the bridge.
- In January 2021, we hosted an open house in Teslin to present the design of the bridge to the community.
- In August 2021, during Teslin Tlingit Council's Annual General Assembly, Highways and Public Works had an information booth for citizens to learn more about the project.
- In October 2021, another open house was held in Teslin to provide a project update and introduce the community to the two contractors so they could learn of potential employment opportunities.

Approved by:

April 6, 2023

Deputy Minister, Highways and Public Works_____
Date Approved

Session Briefing Note**SPRING 2023****North Canol Bridges**Highways and
Public Works

Recommended response:

- The Yukon government is committed to keeping transportation routes safe throughout the Yukon.
- Prior to opening the North Canol Road each spring, Highways and Public Works promptly conducts bridge inspections.
- Necessary repairs are completed as soon as possible following the inspections.
- To ensure the safety of the travelling public and to maintain the integrity of the structures, the department has applied bridge weight restrictions on North Canol bridges since 2016.

Additional response:

- The Yukon government prioritizes bridge repairs based on a number of different factors, including safety, cost, traffic volumes and impacts to industry.
- Over the coming years, depending on inspection findings, bridge replacements along the North Canol Road and the South Canol Road may be required.

Context—this may be an issue because:

- North Canol has a number of bridges that are in variable states of repair. Weight restrictions are important measures for ensuring safety of infrastructure, however mining companies may be impacted by these weight restrictions.
-

Background:

- The bridge load rating on the North Canol Road remains 48 tonnes with speed restrictions of 30 km/hr.
 - There has been increased traffic in the area as a result of exploration over the past few years.
-

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North Canol Bridges

Highways and
Public Works

- In 2022, we were delayed in conducting the safety work required on bridges due to challenges with wildfires and high-water levels on the Pelly River. The inspections of the bridges took place early June and safety work could not start until July 13.
- In addition to bridge work, road maintenance was performed to make the road safe in advance of the contractor being able to access the bridges to perform repairs.
- There were three bridges that required small rehabilitations due to safety concerns; Flat Creek Bridge (km 282.1), Jeff Creek Bridge (km 421.5), and Hess Creek Bridge (km 425.3). Work consisted of reinstatement of bridge abutment foundations due to continuous settlement.

Approved by:



February 1, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

SPRING 2023

North Klondike Highway and Upgrades

Highways and
Public Works

Recommended response:

- The North Klondike Highway is a vital link for industry and a well-travelled route for Yukoners and tourists from around the world.
- Through the federal government's National Trade Corridors Fund, the Department of Highways and Public Works is upgrading critical sections of the North Klondike Highway over a 10-year period.
- These upgrades will increase safety, improve driving conditions and better connect the Yukon's resources to markets.
- They will also increase the resiliency of the highway to the impacts of climate change in the face of changing weather patterns and thawing permafrost.
- It will also provide the Yukon government the opportunity to strengthen our relationships and collaborative partnerships with Yukon First Nations through the use of the Yukon First Nations Procurement Policy.

Additional response: Current Status

- In January 2023, we tendered the next section for re-construction, which falls between Stewart Crossing and Dawson City at kilometre 642 to 652. This tender closed in February and was awarded to PS Sidhu Trucking on March 29, 2023.
- In 2022-23, we completed 25 kilometres of road reconstruction, 19 kilometres of BST and 13 kilometres of revegetation between Stewart Crossing and Dawson City.
- Since 2019, we have completed the reconstruction of approximately 50 kilometres total of the highway.

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Public Works

- We have already installed digital message signs to make drivers aware of construction zones, cleared vegetation in the corridor and improved a number of culverts to assist with drainage.

Third response:

- A total of 209 kilometres between Carmacks and the Dempster Highway intersection will be completely reconstructed.
- The department will expand the use of technology in the corridor that collects data on traffic, road conditions and weather – all of which help to improve safety for road users.
- The department is also planning the development of electric vehicle charging stations along this corridor to support the growing use of electric vehicles.
- The department has prepared a larger construction contract that can be tendered if additional budget becomes available this summer. It would be a two-year contract, including the possibility of winter blasting.

Additional response: Stewart Crossing to Dawson City

- The upgrade from Stewart Crossing to Dawson City will involve the reconstruction of 65 kilometres of highway between the communities of Stewart Crossing and Dawson City.
- Moose Creek Bridge rehabilitation is substantially complete and was open for traffic last fall. Some minor work to complete the project will occur in summer 2023.

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Public Works

Additional response: Carmacks to Stewart Crossing

- The upgrade from Carmacks to Stewart Crossing will involve the reconstruction of 144 kilometres of highway between the communities of Carmacks and Stewart Crossing.
- Once complete, this reconstruction will allow the removal of seasonal weight restrictions for heavy trucks on this section of highway.
- McCabe Creek Bridge will be rehabilitated by fall 2023.
- The new Crooked Creek Bridge was opened to public traffic this past fall. Asphalt paving, minor civil works and final clean-up will be completed by early summer 2023.

Additional response: Mudslide near Rock Creek and Flat Creek Area

- This past September, heavy rainfall affected slope stability in the Rock Creek and Flat Creek areas resulting in a number of landslides onto the highway.
- This area is highly susceptible to precipitation-induced slides because of the shallow permafrost layers that exist.
- In this case, once the ground became too saturated, the upper layer of the slopes, which sit on the permafrost layer, did not have the strength to remain in place and resulted in the slides.
- These slide paths may continue until they are able to revegetate and stabilize. The Yukon government is expecting increased maintenance needs in these areas for several years.

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North Klondike Highway and Upgrades

Highways and Public Works

Additional response: Alternate access

- Highways and Public Works is proactively performing maintenance activities on the All Gold to Hunker Summit Road, which will allow alternate access to the City of Dawson if required.
- This route will provide an alternate access for non-commercial vehicles to support the movement of supplies and support personnel in the event that additional slides occur this year, similar to those experienced in fall 2022.

Context—this may be an issue because:

- The North Klondike Highway is an essential transportation corridor.

Background:

- In 2019, the governments of Yukon and Canada announced a total of \$157 million in funding over ten years to upgrade critical sections of the North Klondike Highway.
- In 2021, a further \$110 million in funding over seven years was announced to upgrade the North Klondike Highway between Carmacks and Stewart Crossing.
- The total project cost is \$267 million. The National Trade Corridors Fund will contribute \$200 million and the Yukon government will contribute \$67 million.
- The proposed work will occur in the Traditional Territories of: Little Salmon Carmacks First Nation, Selkirk First Nation, First Nation of Na-Cho Nyäk Dun and Tr'ondëk Hwëch'in.

Approved by:



April 6, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Old Crow Winter Road**Highways and
Public Works

Recommended response:

- Across the territory, the Yukon government is making investments to build healthy and vibrant communities.
- The Yukon government worked in collaboration with Vuntut Gwitchin Government to organize the construction of a winter road to Old Crow last winter and has done the same this year.
- This road is being used to ship materials and construction supplies to assist with the construction of the 10-plex and Health and Wellness Centre project.
- The Vuntut Gwitchin Government has used the road to assist with the construction of their Elders Centre and the delivery of modular housing in the community.
- Construction of the winter road started in early December 2022.
- The project is funded through a two-year Transfer Payment Agreement with the Vuntut Gwitchin Government.
- Through that agreement, Vuntut Gwitchin Government is solely responsible for constructing, operating, maintaining, and decommissioning the winter road.
- The work camp for the winter road remained a dry camp, as per the liquor prohibition regulation in the community.
- Decommissioning of the 2023 winter road began on March 14, and the road is now officially closed.
- A total of 54 truckloads were shipped to Old Crow on the 2023 winter road:
 - 41 for Vuntut Gwitchin Government; and

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Old Crow Winter Road

SPRING 2023Highways and
Public Works

- 13 for the Yukon government and other parties.
 - The first loads arrived in the community on February 22 and the last convoy left Old Crow on March 13.
 - The winter road was used to haul 13 loads out of the community on behalf of Yukon government and other parties.
 - These loads included construction equipment, old and outdated machinery, vehicles and equipment no longer needed in the community, waste oil and batteries and other miscellaneous materials.
-

Context—this may be an issue because:

- The road construction timeline was dependent on weather and environmental conditions. The public may be interested in the number of shipments to the community.
-

Background:

- In 2022, a total of 67 loads transported material to and from Old Crow, including:
 - 45 loads shipped construction material and equipment for the Health and Wellness Centre and 10-Plex housing project;
 - 15 loads were for the Vuntut Gwitchin Government and citizens, including construction material for their new Elders' complex;
 - 5 loads were for Government of Yukon departments and other parties; and
 - 2 loads were for equipment used to assist trucks travelling on the road.
 - The Yukon government has also hired Air North Partnership to transport materials by air for the Old Crow Health and Wellness Center and 10 Plex project.
 - Winter roads have been built in the past for various purposes. Previously, the Yukon government provided funds to the Vuntut Gwitchin Government for the management and construction of a winter road in 2013-2014.
-

Session Briefing Note
Old Crow Winter Road**SPRING 2023**Highways and
Public Works

- Weather conditions are a critical factor in determining if a winter road can be constructed and the length of time the road will be open. The ground needs to be fully frozen, and the snowpack must accumulate before the road is constructed.
- This means that construction occurs in the later winter months and the road is only viable for a limited amount of time.

Approved by:



March 27, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

SPRING 2023

Pelly Barge

Highways and
Public Works

Recommended response:

- The Pelly Barge is important to the community of Ross River, and the Kaska First Nations, to visitors who want to experience this unique region of the Yukon and to industry that works along the North Canol Road.
- The barge typically operates between early June and early October.
- Changing river conditions in recent years have posed challenges in the operation of the Pelly Barge, however, the department has been able to ensure the barge operates safely throughout the summer season.

Additional response: Fisheries Act authorization

- Highways and Public Works is in the process of obtaining a *Fisheries Act Authorization* for the barge's operation for the next 5 years (2023 – 2027). The current authorization expired in November 2022.
- The new *Fisheries Act Authorization* is expected to be in place in 2023. This will ensure that the department can do the required maintenance on the barge landings while maintaining regulatory compliance under the *Fisheries Act*.
- Highways and Public Works is working closely with Fisheries and Oceans Canada (DFO) on this matter.

Additional response: First Nations Engagement

- Highways and Public Works engaged with Ross River Dena Council in January, 2023 to provide an update on the status of the Pelly Barge and the proposed *Fisheries Act Authorization*.
- Highways and Public Works will also engage with Ross River Dena Council and the Kaska First Nations on exploring options for a long-term river crossing solution. The planning stage for this project is expected to begin in next 1 to 2 years.

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Pelly Barge

Highways and
Public Works**Context—this may be an issue because:**

- Outfitters, mining companies and the public depend on the Pelly Barge for vehicle access to the North Canol Road.
- Kaska First Nations depend on the Pelly Barge for access to traditional territory, however Ross River Dena Council and other Kaska Nations have expressed concerns about facilitating increased industrial and recreational access to their traditional territory.

Background:*Fisheries Act Authorization*

- In 2013, the permanent ramps for the Pelly Barge were washed out during a high-water level event. Since then, Highways and Public Works has had to add gravel material to the river to create temporary ramps to prevent the barge from running aground.
- Changes to the Fisheries Act in 2019 have resulted in greater restrictions on the deposit of sediment to the water and the need for a Fisheries Act Authorization to construct temporary ramps in the river.
- Highways and Public Works has applied for a Fisheries Act Authorization to authorize the Pelly Barge operation for a period of five years. DFO has indicated that it is unlikely to continue to authorize current operational practices beyond the proposed 5-year time period.

Long Term River Crossing Solution

- In early 2022, Highways and Public Works began engaging with Ross River Dena Council on potential long-term river crossing options.
- Development of a long-term river crossing solution requires cost and feasibility analysis, engagement with the Kaska First Nations, engagement with stakeholders and other Yukon government departments.

Approved by:



January 26, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Rural Roads Programs**Highways and
Public Works

Recommended response: Rural Road Upgrade Program

- The Rural Road Upgrade Program provides financial support for the improvement of maintained and unmaintained rural Yukon roads.
- Yukoners can apply to the Rural Road Upgrade Program and applications will be considered for funding in the 2023-24 fiscal year.
- In 2022-23, the program funding was reallocated to address flood, mitigation requirements in various locations.

Additional response: Resource Access Road Program

- The Resource Access Road Program provides support for industry to develop transportation infrastructure to support commercial activity.
- We know how important this is to industry as resource access roads enable exploration and extraction activities to unfold in the Yukon and foster economic development in the broader territorial economy.

Third response:

- The Government of Yukon is committed to continuing our work to construct and maintain public infrastructure.
- As in previous years, we will be allocating funds to both the Rural Road Upgrade and the Resource Access Road programs.
- Applications can be found on Yukon.ca.

Context—this may be an issue because:

- There have been concerns over the lack of funding in 2022-23 for the Rural Road Upgrade Program.

Background:

- The objectives of the Rural Road Upgrade Program are:
 - to serve the transportation needs of Yukoners;

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Rural Roads Programs

Highways and
Public Works

- to upgrade non-industrial rural roads in Yukon, whether currently maintained by YG or not;
- to upgrade rural roads based on requests and input from communities, property owners and other stakeholders;
- to accomplish approved work with local contractors where available;
- to evaluate projects on a geographical basis to ensure all regions of Yukon benefit from the program; and
- to develop cost share arrangements for projects that are not in the current inventory of Yukon government-maintained roads.
- To be eligible, the road must be:
 - available for use by the public;
 - within a surveyed right-of-way where designated; and
 - located on public land or, if on private land, the road must be formally recognized as a highway, in other words a public road.
- For the Resource Access Road Program, the same eligibility criteria must be met and the road must also provide an economic benefit to Yukon.
- These are joint programs that are facilitated through EMR, HPW and EcDev.
- Highways and Public Works provides assistance through planning, contracting and road upgrading work.

Approved by:



January 30, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****School Bus Safety**Highways and
Public Works

Recommended response:

- The safety of the Yukon's children is paramount for our government.
- It is the law for drivers to respect the flashing lights and stop signs on school buses that are intended to keep our kids safe.
- We've taken decisive action to address the issue of those who do not drive lawfully around school buses.
- In March 2019, we increased penalties for failing to stop for a school bus and for passing a stopped school bus when not permitted.
- Fines were increased from \$200 to \$500, which is the maximum allowable under the current *Motor Vehicles Act*, in addition, demerit points for these offences were increased from five to eight.
- Further increases to fines and penalties, as well as additional penalty options, are being analyzed as part of our ongoing work to replace the *Motor Vehicles Act*.

Additional response: Enhancing Safety

- Since 2019 the Yukon government, along with Transport Canada and other Canadian jurisdictions, have participated in a national task force focused on developing measures to enhance school bus safety.
- In 2020, this task force produced a report titled *Strengthening School Bus Safety in Canada* which included four recommendations informed by evidence and focused on school bus components that aid in safe bus operation and deter illegally passing motorists.
- In February 2020, the Council of Ministers Responsible for Transportation and Highway Safety endorsed the report.

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School Bus Safety

Highways and
Public Works

- The recommendations will be implemented through a Transport Canada regulation expected in 2022-23, which will outline updated manufacturing requirements for school buses.

Context—this may be an issue because:

- Two minor collisions involving school buses in the winter of 2018-19 received significant media attention. Standard Bus drivers have reported many incidents to the RCMP involving vehicles ignoring the flashing lights on school buses.
- As of March 4, 2019, amendments to the *Summary Convictions Regulation* and the *Motor Vehicles Act* came into effect.
- Motion No. 432 was brought forward urging HPW to improve school bus safety on October 6, 2022.

Background:

- Work on replacing the *Motor Vehicles Act* is underway and further consideration is being given to additional penalty options, including an automatic demerit suspension and increasing the maximum fine amounts permitted in the Act.
- Some provinces in Canada have strengthened penalties for failing to stop for a school bus. For example, Prince Edward Island recently increased fines as well as demerit points so that such an offence automatically triggers a three-month license suspension.

Approved by:



January 24, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Shakwak (North Alaska Highway - Haines Junction to Beaver Creek, and Haines Junction to Haines, Alaska)**

Highways and
Public Works**Recommended response:**

- The Alaska Highway from the Alaska border at Beaver Creek to Haines Junction, and the Haines Road from Haines Junction to Haines, Alaska is the stretch we often call “Shakwak”.
- These sections of the highway are essential for connecting mainland Alaska to Alaska’s southeast and to the lower 48.
- Unfortunately, these sections of highway have not benefited from significant capital investment since 2015, when stable, predictable funding under the U.S.-Canada Shakwak agreement ended.
- While we work continually to secure funding from the U.S., Highways and Public Works continues to inspect and maintain segments of the Alaska Highway connecting the Yukon and Alaska.
- Each spring and fall, inspections take place to prioritize where maintenance is required. Some sections of road have been converted from BST to gravel to mitigate the impacts of shifting permafrost.

Additional response (funding opportunities):

- Our government’s continued work with U.S. and Alaskan Officials led to the inclusion of the north Alaska Highway in the 2021 *Infrastructure Investment and Jobs Act*.
- While the Act does not commit any specific dollar amount to the reconstruction project, it allows the Yukon and Alaska to apply for U.S. funding for the Shakwak project.
- In December 2022, the U.S. Department of Transportation announced \$1.5 billion in funding through the Rebuilding American Infrastructure

Session Briefing Note**SPRING 2023****Shakwak (North Alaska Highway - Haines Junction to Beaver Creek, and Haines Junction to Haines, Alaska)**Highways and
Public Works

with Sustainability and Equity (RAISE) discretionary grant program for 2023.

- The State of Alaska, in collaboration and cooperation with our government, submitted an application to the RAISE grant program on February 27, 2023, seeking approximately \$25 million USD for the north Alaska Highway. We are expecting to see a response to that application by early summer.
- If successful, this grant will allow our government to restore some of the worst sections of the north Alaska Highway and improve this critical stretch of highway into Alaska that has been adversely affected by thawing permafrost and climate change.

Third response

- Over the next year, the department is planning to replace three culverts, rehabilitate more than 27 kilometres of gravel road; and more than 17 kilometres of BST, and complete almost nine kilometres of patching work on the North Alaska Highway.
- Highways and Public Works' Transportation Maintenance Branch operates two camps that service the North Alaska Highway exclusively, one in Destruction Bay and one in Beaver Creek. The Haines Junction maintenance camp also serves part of the North Alaska Highway and the Haines Road, and the Blanchard camp serves the Haines Road.
- Operations and maintenance for the Shakwak portion of the highway expenses vary from year to year, but have averaged approximately \$2 million per year over the past three years.

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Shakwak (North Alaska Highway - Haines Junction to Beaver Creek, and Haines Junction to Haines, Alaska)

Highways and
Public Works

- Capital expenditures for the North Alaska Highway are estimated to be nearly \$2.5 million for the 2023-24 fiscal year.
 - Additionally, line painting is planned for the 2024-25 fiscal year.
 - In the 22-23 fiscal year, the Department spent approximately \$4 million repairing and maintaining this section of highway.
-

Context—this may be an issue because:

- The U.S. passed a major bipartisan infrastructure funding bill, the *Infrastructure Investment and Jobs Act*, in 2021. This bill specifically mentions the Alaska Highway in the Yukon.
 - Some of the appropriations under the *Infrastructure Investment and Jobs Act* for Alaska were announced in August 2022. Funding for Shakwak was not one of the projects.
 - An application to RAISE was submitted in 2022 but was unsuccessful.
-

Background:

Funding Applications

- The goal of the Shakwak agreement was to upgrade 520 kilometres of highway comprising parts of the North Alaska Highway and the Haines Road to a modern, all-weather, two-lane highway.
 - The Yukon and Alaskan governments previously submitted joint applications for funding to the BUILD discretionary grant (similar to RAISE) in 2018, 2019 and 2020; however, none of the applications were accepted.
 - The specific mention in the U.S. *Infrastructure Investment and Jobs Act* of the Alaska Highway in Yukon is expected to strengthen the merit of the RAISE grant application, compared to the previous BUILD applications.
-

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Shakwak (North Alaska Highway - Haines Junction to Beaver Creek, and Haines Junction to Haines, Alaska)

Highways and
Public Works

- The Yukon government funding allotted to this stretch of highway for the 2022-23-year totals \$6.3 million. The majority (\$4.9 million) is allotted to operations and maintenance. The remaining \$1.4 million is capital funding.

Permafrost Issues

- Thawing permafrost causes severe distortions of the road surface and significant cracking along the road shoulders, creating safety issues for highway users.
- Highway maintenance costs in permafrost areas can be up to six times higher per kilometre than in non-permafrost areas.
- Inspections carried out in July 2020 confirmed significant distortions as a result of permafrost degradations in the northern segments of the Alaska Highway.
- In 2020-21, we completed the installation of thermosyphons at Dry Creek located at kilometre 1841 of the Alaska Highway near Beaver Creek. The thermosyphons will help to cool the underlying permafrost foundation and stabilize the highway. The thermosyphon project is partially being funded by Transport Canada under the Northern Transportation Adaptation Initiative.
- In the fall of 2020 and 2021, we reverted several sections along the highway to gravel. This was done to help mitigate the severe permafrost damage impacting the road surface, and to make the road easier to maintain.

Approved by:



March 27, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Takhini River Road and Gully Road**Highways and
Public Works

Recommended response:

- The Department of Highways and Public Works makes it a priority to keep all maintained roads safe and in good condition.
- The department ensures the road surface of Takhini River Road is graded at least twice a year and more frequently as required.
- During the 2022-2023 fiscal year, the department spent \$138,000 on maintenance and upgrades to the road. This is a significant investment in comparison to other rural roads of similar standards.
- Last year, the department installed a wooden deck to allow traffic to cross a very soft spot on the far end of the road.

Additional response:

- Highways and Public Works is working to improve drainage to address erosion issues on the Takhini River Road near its intersection with Gully Road.
- The department is conducting preliminary design work and looking at reconstruction alternatives to improve safety and drainage.
- The reconstruction design will include strengthening of the road structures, widening the road where it is narrow, installing culvert markers and steam pipes, cleaning and correcting existing culverts, deepening ditches and correcting soft spots in the road.
- Construction on the road will be prioritized in relation to our overall upgrade priorities. In the meantime, we will continue to monitor and provide maintenance to these roads as required.

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Takhini River Road and Gully Road

Highways and
Public Works

Context—this may be an issue because:

- Due to the topography and silty soil in the area, there are on-going and significant erosion issues along this road every year during spring runoff and significant rainfall events.
- The erosion and lack of road structure impacts the many residents and farmers that use the road. Heavy fuel and delivery trucks are often unable to use the road due to the soft spots.

Background:

- The Takhini River Road was built by local residents prior to the 1940s and development has increased over the years.
- In the past decade, large spring runoffs have caused significant erosion to the Takhini River Road and the Gully Road.
- The Yukon government uses a road classification system that considers traffic volumes and socio-economic factors when determining maintenance schedules and planning upgrades.

Approved by:



April 3, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Watson Lake – Crosswalks and Lighting**Highways and
Public Works

Recommended response:

- Highways and Public Works is continuing to plan and prioritize safety improvements along the Alaska Highway.
- Over the past year, we have focused on making major safety improvements to the Alaska Highway in Watson Lake.
- The department met with Liard First Nation, the RCMP and the Town of Watson Lake, and continues to meet with the town's Chief Administration Officer to discuss their priorities around road infrastructure in the Watson Lake area.
- Last January we updated and installed roadside signage at three existing crosswalk locations, making it safer for pedestrians to cross.
- During the 2022 construction season, Highways and Public Works added new painted pedestrian crosswalks to the intersection of the Alaska Highway and Robert Campbell Highway, and in front of the Watson Lake Secondary school.
- The crosswalk pavement markings were updated using thermoplastic material that lasts longer compared to conventional line paint, to help keep the crossing visible year after year.

Additional response:

- This summer, the department plans to add pedestrian-activated beacons to the crosswalks at the intersection of the Alaska Highway and Robert Campbell Highway and in front of Andrea's Hotel to improve pedestrian safety and visibility, and to warn drivers when a pedestrian is using the crosswalk.

Session Briefing Note**SPRING 2023****Watson Lake – Crosswalks and Lighting**Highways and
Public Works

- In addition to these upgrades, the department has started a project to add new street lighting along the Robert Campbell Highway between Ravenhill Drive and Two and One-Half Mile Village. Part of this work will be funded in partnership with the Town of Watson Lake and Liard First Nation.
- The department has engaged with ATCO to develop designs and implementation plans for the new street lighting along the Robert Campbell Highway and it is expected that construction work will begin this year and be completed by next winter.

Third response:

- In August 2022, the department received approval-in-principal from the federal government for \$1.1 million in funding for these improvements in Watson Lake through Infrastructure Canada's Active Transportation Fund. We are working with Canada to finalize the funding agreement.
- Before work begins this summer, Highways and Public Works staff will return to Watson Lake to conduct fieldwork for the design and implementation plans, and discuss construction plans with Liard First Nation, the Town of Watson Lake, and ATCO.

Context—this may be an issue because:

- Improving the crosswalks in Watson Lake has been a topic of discussion in the Legislative Assembly.
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Background:

- Highways and Public Works conducted a preliminary assessment on pedestrian infrastructure in Watson Lake during summer 2021.
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Session Briefing Note**SPRING 2023****Watson Lake – Crosswalks and Lighting**Highways and
Public Works

- Decisions to improve pedestrian safety features are based on a number of factors including the criteria outlined in the Yukon Street lighting Guidelines. Factors include traffic volume, operational factors, roadway design and collision history.

Approved by:



March 1, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****511 Yukon**Highways and
Public Works

Recommended response:

- 511 Yukon provides up-to-date road information to travelers to help notify drivers about certain road conditions before they encounter them.
- Information in 511 Yukon is based on data from monitoring devices along the highway, and highway maintenance staff observations.
- We have 15 Road Weather Information Systems. These stations provide real-time information of weather and road conditions, which informs maintenance response and helps citizens plan safe trips.
- 511 Yukon is updated daily to show road and weather conditions, as well as construction or unplanned incidents.
- The conditions displayed in 511 Yukon may also be coordinated with communications media, such as highway digital messages boards, text alerts and social media, as appropriate.

Additional response: Features of 511 Yukon

- Users can view roadside cameras to see what the road conditions are like in real time in many areas of the Yukon before heading to their destination.
- The 511 Yukon mobile app features a hands-free mode that uses voice recognition and provides important road condition notifications straight to your device. The app also features a drive-mode alert that provides an audio alert of any delays on the road ahead of you.

Session Briefing Note

SPRING 2023

511 Yukon

Highways and
Public Works

Context—this may be an issue because:

- The improved 511 Yukon system is an example of how the government is making online services easier to access for Yukoners. These upgrades can help prevent accidents and reduce inconveniences.

Background:

- In October 2021, Highways and Public Works upgraded the 511 Yukon website and launched a new mobile app. The upgrades make it easier for users to navigate the system and provide more information to motorists.
- In spring 2022, 511 Yukon was further upgraded to display weight restrictions on highways and bridges.
- The website offers a user-friendly experience, including a Google Maps integrated interface and the ability to create a personal user profile.
- The mobile app can be downloaded for free from the Apple Store or Google Play Store.
- A Privacy Impact Assessment was conducted before 511 Yukon started using roadside camera images and no personal information is collected or provided to law enforcement.

Approved by:

January 30, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Alaska Highway Thaw Slump Project**Highways and
Public Works

Recommended response:

- The Department of Highways and Public Works is investing in roads across the Yukon to ensure the safety of the travelling public.
- This year, we are making a substantial investment in a section of the Alaska Highway that is facing increasing risk of permafrost thaw damage.
- Thawing permafrost in the area is causing the ground to slump, and the affected area has expanded into the highway right-of-way.
- The section of highway that we plan to address is near the Takhini River in the Ibex Valley.
- The department plans to realign the highway away from the active thaw area.
- We are proactively working to ensure that this reconstruction project is completed as quickly as possible.

Additional response:

- The permafrost underlying the highway is thawing at an increased rate and has resulted in several areas of settlement that affect highway safety and performance.
- Highways and Public Works is working in collaboration with Yukon University to develop options to make the highway more resilient against future climate impacts.
- The department has submitted a project proposal to the Yukon Environmental and Socio-economic Assessment Board for review. The application was submitted in March 2023.

Session Briefing Note**SPRING 2023****Alaska Highway Thaw Slump Project**Highways and
Public Works

- After this project is completed, we will continue to monitor this area for a number of years.

Third response

- The project will move the Alaska Highway further away from the active thaw slump caused by thawing permafrost that is located between the Takhini River and the existing highway in the vicinity.
- The realignment will protect highway infrastructure and public safety by increasing the buffer between the active thaw slump and the highway.
- The project is planned to be tendered in June and completed by fall 2023.
- The estimated cost of the project is \$2 million in 2023-24.

Fourth response

- The thaw slump was first identified in April 2019, and since then it has advanced significantly and now it is within highway right of way.
- Long tension cracks have formed between the thaw slump and the highway, as close as 20 metres from the road embankment.
- Highways and Public Works has been working with Yukon University to understand thaw slump and develop options for mitigation including insulation of the headwall, diverting the spring water and consolidation of the sediment debris, and realignment of the highway away from the thaw slump.
- An old thaw slump just 200 metres to the south started in 1979 and partially stabilized in 2004. It is possible that the active thaw slump will also stabilize in time.

Session Briefing Note

SPRING 2023

Alaska Highway Thaw Slump Project

Highways and
Public Works

Context—this may be an issue because:

- The project proposal is public now that it has been submitted to the Yukon Environmental and Socio-economic Assessment Board for review.
- The issue of thaw slumps reaching the Alaska Highway has been of media interest in the past, with several articles focusing specifically on this section of road.

Background:

- Thawing permafrost causes the ground above it to slump, which could cause significant damage to the road surface if corrective actions are not taken.
- This project will include reconstruction of water drainage systems to further protect the highway from climate-related damage.
- This work activity will most likely require a detour road to safely pass traffic during construction activities.
- Once the project is completed, the department will monitor the area over a number of years.

Approved by:



March 21, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Delays in Class 4 Drivers Licences and Exams**Highways and
Public Works

Recommended response:

- Highways and Public Works is responsible for ensuring drivers meet all necessary requirements to drive in the Yukon.
- As such, the Yukon government has reciprocal agreements in place with other jurisdictions within Canada and the United States that allow drivers with existing class 4 licenses, or the equivalent, to exchange their licenses for a class 4 Yukon driver's licence without further testing.
- At the time of exchange, applicants are provided with a Yukon driver's licence and a new expiry date of up to five years to alleviate the typical testing requirements.

Additional response:

- Under the Yukon's *Motor Vehicles Regulations*, applicants for class 1 to class 4 commercial licences must file a medical examination certificate at the time of their application.
- The medical examination certificate must have been completed within 180 days of the date of filing their application.
- Yukon Motor Vehicles office will accept medical examination certificates from any jurisdiction within Canada or the United States, so long as the medical examination certificate meets the driver and fitness standards established by the Canadian Council of Motor Transport Administrators.
- This allows individuals to complete these medical exams prior to leaving their home jurisdiction if they so choose.

Session Briefing Note**SPRING 2023****Delays in Class 4 Drivers Licences and Exams**Highways and
Public Works**Third response:**

- Highways and Public Works is aware of the long waiting periods for road tests not only in the Yukon, but also throughout the rest of Canada.
- Applicants can request to be placed on the cancellation list, which is prioritized daily.
- The department has recently hired an additional driver examiner, with the goal of increasing our testing capacity. The new driver examiner is currently in the process of being trained.
- Due to an unforeseen change in our normal scheduling, space became available for additional testing the week of March 13- 17, 2023. On March 13, any person on the waitlist for a class 4 road test, was given the opportunity to take one of these available spots.

Context—this may be an issue because:

- Questions may be raised during the Legislative Assembly.

Background:

- In October 2022, the Yukon government entered into a new Memorandum of Understanding with the Yukon Medical Association to support existing physicians and to attract new physicians to the Yukon, and to increase access to primary care for Yukoners.
- Medical exams for driver's licences are not an insured service under the Yukon Health Insurance Coverage Plan.

Approved by:



March 20, 2023

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2023****Spring Weight Restrictions and
Speed Reduction**Highways and
Public Works

Recommended response:

- Every spring, Highways and Public Works imposes weight restrictions to preserve the integrity of road surfaces.
- Introducing weight restrictions is only viable way to reduce the impact of heavy vehicles on the road surface during the spring melt.
- If we delay or do not implement weight restrictions, it can result in millions of dollars of damage to the road network and possible failure of the road surface.
- Other actions, such as lowering the speed limit, will not prevent rutting and damage on the road surface and may in fact make it worse.

Additional response:

- The road surface for many roads in the Yukon is more vulnerable during spring melt.
- This is particularly important for roads such as the North Klondike Highway which have a minimal sub-base and base course layer thickness.
- In practice this means that heavy loads deflect the road surface creating rutting in the road and negatively impacting the resiliency of the road's surface.
- These repair costs take away from other projects or necessary upgrades to infrastructure, hence the need for seasonal weight restrictions.

Session Briefing Note

SPRING 2023

Spring Weight Restrictions and Speed Reduction

Highways and Public Works

Context—this may be an issue because:

- Seasonal weight limits impact businesses and carriers as they cannot carry the legal loads.

Background:

- Weight restrictions are implemented when the ground temperature reaches 0°C. The department provides the trucking industry with two days advance notice before imposing the restrictions.
- The temperature of the road surface is determined by in-ground sensors called thermistors placed in key locations, and observations from Transportation Maintenance staff. Thermistors measure temperatures at multiple depths in the ground.
- Highways and Public Works bases the decision for the entire segment from the warmest thermistors, as one soft section in the segment may be impacted by heavy traffic.
- Weight restrictions change from 75 per cent to 100 per cent legal loads when the road surface is thawed within the top 1.0m of the road surface and over-weights are permitted when road surface is thawed below 1.4m.
- In 2020, HPW delayed weight restrictions on the North Klondike Highway between Carmacks and Dawson due to requests. This delay resulted in several impacts to the road's surface. A follow-up evaluation estimated that this delay resulted in approximately \$1.1 million worth of damage to the road.

Approved by:



March 21, 2023

Deputy Minister, Highways and Public Works

Date Approved