

SITTING SPRING 2026 – HPW SESSION BRIEFING NOTES

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Topic: Details about the Arctic Infrastructure Fund and early engagement with First Nations.

First Response: Overview of the Arctic Infrastructure Fund

- The Government of Canada launched the \$1 billion Arctic Infrastructure Fund on March 4, 2026, with application deadlines of May 22 and June 5.
- The fund supports transportation infrastructure projects that strengthen defence, economic development, and community connectivity across the North.
- It includes opportunities for both large-scale corridor projects and smaller, community-led infrastructure improvements.
- The Yukon government has identified a range of potential projects, including upgrades to the Whitehorse airport, improvements to community airports, and enhancements to key transportation routes such as the Dempster Highway.
- Project scope and details are still being developed, and no final decisions have been made at this time.

Second Response: Engagement with First Nations

- The Government of Yukon is taking early steps to engage First Nations on potential projects under the Arctic Infrastructure Fund.
- Letters have been sent to affected First Nations to provide advance notice of the funding opportunity and to share initial areas of interest.
- This early outreach is intended to ensure First Nations are aware and have the opportunity to share initial perspectives before formal proposals are submitted.

Hot Topic Session Note

Arctic Infrastructure Fund

TAB #1
Spring 2026

Highways and
Public Works

- We recognize that meaningful consultation is essential and will continue collaborating with our partners as project concepts are further developed.

Third Response: Objectives and next steps

- The Yukon's participation in the fund is focused on improving transportation reliability, strengthening supply chains, and supporting defence capacity in the north.
- Potential projects may also support emergency response and long-term economic opportunities for Yukon communities.
- The Government of Yukon will continue to work collaboratively with First Nations, communities, and the federal government as proposals are refined.

Approved by:	
R. Gorczyca	April 15, 2026
A/ Deputy Minister, Highways and Public Works	Date Approved

Hot Topic Session Note

TAB #2
Spring 2026

Ride Share

Highways and Public
Works

Topic: Whitehorse taxi industry raises concerns over potential ride-sharing services.

First Response:

- We recognize the important role taxi services play in our communities, especially during extreme weather and for people who may not have access to smartphones or online services.
- We are aware that taxi companies in Whitehorse have raised concerns about the possible introduction of ride-sharing services.
- Ride-sharing is still a new concept in the Yukon, and there is currently no regulatory framework in place for app-based passenger services.

Second Response:

- We are beginning to look at what a Yukon-specific approach to regulation could involve, with a focus on safety, fairness and what works best for Yukoners.
- Any next steps would include engagement with key partners, including taxi operators, drivers, municipalities, First Nations and the public.

Approved by:	
T. Allen	April 2, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Ongoing and planned investments at the Dawson City Airport to support safety, reliability, and regional economic activity.

Key messages

- The Dawson City airport is a hub for many important operations including Air Ambulance, Wildland Fire, mineral exploration, tourism, and outfitting.
- The Government of Yukon continues to invest in the airport to improve safety, reliability, and resilience while supporting rural Yukon and the private sector.
- Planned upgrades build on recent improvements and help ensure the airport remains operational in changing environmental conditions such as flooding.

Key facts and stats

- The Dawson City Airport was originally built in the 1930s and remains a key piece of transportation infrastructure for the region.
- Recent investments include paving the runway, building a second apron, constructing a new maintenance facility, upgrading operational areas, and relocating the Canada Border Services Agency building.
- The Yukon government has worked with Air North and Transport Canada to provide seasonal 737-500 service, increasing passenger capacity alongside the existing ATR-42 flights.
- Future planned work over includes:
 - upgrades to airfield lighting and electrical systems;
 - flood mitigation;
 - apron reconstruction;

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Spring 2026

Dawson City Airport

Highways and
Public Works

- electrical repairs;
- site-wide water management; and,
- vehicle access improvements.

Status

- Project timing and priorities are guided by safety, regulatory requirements, costs, traffic volumes, and impacts on communities and industry.
- The department continues to collaborate with airlines, Transport Canada, and local partners to support safe and reliable airport operations.

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Old Crow Airport upgrades and community safety considerations.

Key messages

- The Government of Yukon is investing in the Old Crow Airport to ensure safe, reliable, and modern air access that meets the needs of the community and surrounding region.
- These infrastructure improvements will support economic opportunities in rural Yukon, helping local businesses operate more efficiently and encouraging trade and resource development.

Key facts and stats:

- Old Crow Airport is a public airport operated by the Yukon government under federal aviation legislation.
- Planned improvements include:
 - Airfield lighting and electrical replacement (2026–27)
 - Perimeter fence replacement (2028–29)
- [REDACTED] million is allocated towards upgrading the airport airfield lighting and electrical replacement this year.
- Only Erik Nielsen Whitehorse International Airport (ENWIA) has full CATSA security screening. Flights to Old Crow from Dawson or Inuvik do not have the same facilities.
- Federal aviation security programs focus on protecting civil aviation, not screening for community contraband.
- Current law does not allow RCMP or peace officers to search all mail or baggage arriving in Old Crow.
- Yukon's *Liquor Act* and *Old Crow Liquor Prohibition Regulation* provide the legislative framework that supports VGFN in managing

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Spring 2026

Old Crow Airport

Highways and
Public Works

and restricting the entry, possession and consumption of alcohol in Old Crow, including enforcement authorities and permit controls.

Status

- We are committed to working in partnership with Vuntut Gwitchin First Nation (VGFN) to enhance the safety of the community.

If asked about Community Aerodrome Radio Station programs:

- Community Aerodrome Radio Station (CARS) programs provide aviation weather and communication services at small community airports.
- Due to staffing shortages, the Old Crow CARS has been closed since April 11, 2025; flights can still arrive and depart, but the risk of delays or cancellations is higher, particularly in poor weather.
- The Yukon government is working with NavCanada on how Automated Weather Observation Systems (AWOS) might help to address these challenges.
- Airport maintenance supervisors are on site seven days a week and continue to provide visual weather updates to air carriers as a temporary measure.
- Separately, a tender was recently posted on Yukon Bids&Tenders for Community Aerodrome Radio Station services at the Faro Aerodrome for a three-year period, which will help ensure continued service at that location.

Approved by:	
T. Allen	March 25, 2026
Deputy Minister, Highways and Public Works	Date Approved

Prepared for Minister Benoit
Highways and Public Works

Date prepared: 01/20/26
Last Updated: 03/23/26

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Topic: Maintenance of the Pelly Airstrip and emergency medical access.

Key messages

- The Pelly Crossing Aerodrome is a registered aerodrome that supports light and medium-sized aircraft and plays an important role in community access.
- We regularly review service levels at Yukon airports and aerodromes to make sure they align with user demand, including the needs of Emergency Medical Services.
- Providing Emergency Medical Services is a priority across the Yukon, and decisions on where air ambulance flights land are made by EMS on a case-by-case basis to ensure the best patient care.

Key facts and stats

- Pelly Crossing Aerodrome was constructed in 1986 and supports light and medium-sized aircraft.
- The aerodrome is primarily used by private and charter aircraft, RCMP, and air ambulance flights, with fewer than 200 aircraft movements per year.
- It is a registered aerodrome and operates during daylight hours only; it does not have runway lighting, certified weather observers, or automated weather observation equipment.
- Mayo Airport, approximately 120 km away, provides 24-hour staffing, weather observation, and infrastructure better suited for air ambulance services.

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Pelly Airstrip

Highways and
Public Works

- Snow clearing on highways and aerodromes is based on service-level priorities with non-certified aerodromes cleared when snow accumulation reaches two inches or more within 48 hours.

Status

- EMS continues to select the most appropriate landing location to ensure timely and effective patient care.
- Coordination between Transportation and EMS ensures infrastructure aligns with operational needs.

If asked about air ambulance and emergency services

- Emergency Medical Services determine where and when air ambulance flights land based on patient needs, weather, daylight, and available infrastructure.
- Mayo Airport provides 24-hour staffing, weather reporting, and infrastructure to support timely patient transfer and enroute medical care.
- Expanding air ambulance operations at Pelly Crossing would require upgrades to the runway, increased inspection programs, snow removal, weather reporting, and lighting; these needs are assessed through regular service-level reviews.

Approved by:	
T. Allen	February 16, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Ongoing upgrades at Erik Nielsen Whitehorse International Airport, including airfield improvements and restoration of nearby trail areas, to enhance safety, reliability, and long-term capacity.

Key messages:

- The main runway at Erik Nielsen Whitehorse International Airport officially reopened last September.
- There are still more improvements coming to the airport, including hydroseeding, final site cleanup, and work on the north approach lighting system.
- These improvements will help ensure the Erik Nielsen Whitehorse International Airport remains a safe and reliable hub, supporting Yukon residents, businesses and visitors for decades to come.

Key facts and stats:

- The runway project is part of a broader program of upgrades, including airfield drainage, taxiway and parallel runway improvements, and electrical and lighting upgrades.
- The project was completed on schedule, supporting operational certainty for airport users and partners.
- Ongoing coordination with airlines, aviation partners and industry stakeholders was critical in minimizing operational impacts during construction.
- The upgrades strengthen long-term safety, reliability and resilience of the airport's infrastructure.

Status:

- Additional work this summer on the runway will include fixing minor deficiencies, hydroseeding, final cleanup, and installing the north approach lighting system.

If asked about the airport perimeter trail:

- Work has been undertaken to restore informal trails impacted by construction, and further improvements will be made where needed.
- The area will be reassessed this spring, and any remaining issues will be addressed as conditions allow.
- The Government of Yukon will continue to work with partners and monitor trail conditions.

If asked about extending the trails beyond the Black Street Stairs:

- Trail and active transportation planning in this area is led by the City of Whitehorse. All trails and footpaths along the escarpment outside the airport fenceline fall under the City's jurisdiction.
- Transport Canada regulations limit where the airport perimeter fencing can be placed, and ongoing sloughing and slope instability along the escarpment restricts safe trail construction near the fence. As a result, trail development in areas that would encroach on the existing fenceline is not feasible.

If asked about the air cannons:

- Highways and Public Works is committed to ensuring the Erik Nielsen Whitehorse International Airport operates safely and reliably for all users.

- Wildlife activity near the airfield is an ongoing operational challenge, and aircraft and wildlife cannot safely share the same space.
- Bird strikes pose a serious safety risk and can cause significant damage to aircraft, including engine failure.
- Non-lethal scare cannons are used as a short-term measure to reduce wildlife presence and lower the risk of bird strikes.
- Air cannons will be installed again this spring and active throughout the summer.
- The cannons will be positioned to minimize noise impacts for residents in the Downtown and Hillcrest areas.
- During the winter season, the air cannons are not in use as many birds have migrated south.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

If asked about snow removal at the airport:

- The airport does not pile snow near the escarpment. Snow along the nearby perimeter road is blown inward, away from the fence and toward the infield.

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Spring 2026

Whitehorse Airport Upgrades

Highways and
Public Works

- Snow removed from the airport is placed in designated snow dump areas that are located away from the escarpment.
- Snow dumping locations include:
 - the area across from the Whitehorse Scales;
 - behind the Yukon Transportation Museum, and;
 - the northwest corner of the infield near the highway.
- Snow that may be visible near the escarpment is due to natural accumulation. Higher amounts this year reflect heavier snowfall.
- As part of recent runway reconstruction, aging drainage systems were replaced with more resilient infrastructure, including approximately 11,000 metres of storm drainage pipe.
- This helps manage groundwater and precipitation and protects the runway surface.

Approved by:	
T. Allen	April 27, 2026
Deputy Minister, Highways and Public Works	Date Approved

Nisutlin Bay Bridge Replacement

Highways and Public
Works

Topic: Status of the Nisutlin Bay Bridge replacement project and addressing soil remediation issue.

Key messages:

- The Nisutlin Bay Bridge replacement is a major Yukon infrastructure project. Completing it safely and responsibly remains a priority for this government.
- Soil condition concerns raised last spring require remediation at both bridge abutments.
- To support this next phase, the Government of Yukon is engaging a new engineer to provide expertise and oversee remediation work so construction can resume as soon as possible.
- As part of this transition, the Government of Yukon and Graham Infrastructure LP, the project's lead contractor, have mutually agreed to end the current construction contract.
- Graham's final total contract value has been reduced to \$180.92 million.
- This decision supports a cost-effective path forward while reducing the risk of delays or additional expenses.
- Graham Infrastructure LP has completed the majority of the construction work to date and the Government of Yukon thanks the company for its contributions to this complex project.

First Response: Mutual agreement to end the contract

- The mutual agreement to end the contract was reached after both parties recognized that the project schedule had changed following

Nisutlin Bay Bridge Replacement

Highways and Public
Works

the discovery of soil movement and the need for additional remediation work.

- Continuing under the existing contract would likely have led to higher costs and increased financial risk for Yukon taxpayers and the contractor.
- By agreeing to part ways now, the Government of Yukon and the contractor can avoid further delays, additional costs and uncertainty around project timelines, while focusing on moving the project forward in the most efficient and responsible way possible.
- Graham Infrastructure LP remains responsible for previously completed work and applicable warranty obligations.
- Once the remediation design is finalized, the remaining work will move forward through a new open and competitive procurement process.
- This was considered the most responsible and practical path forward for both parties and for Yukoners.

Second Response: Next Steps

- We are in the process of engaging a new Engineer to lead the remediation work and support the next phase of the project.
- Taking this step now ensures the remediation works are addressed properly with appropriate expertise.
- This approach reduces long-term risk and supports a more reliable outcome for the project.
- Once the remediation design is finalized, a new contract for construction will be tendered and construction can proceed.

Nisutlin Bay Bridge Replacement

Highways and Public Works

- Updated project timelines will be provided as more information becomes available.
- The next phase of work includes finalizing the remediation design, confirming schedule and budget, and advancing regulatory approvals.

Third Response: Costs

- The original contract for construction was awarded in May 2022 for \$160 million including federal contributions of \$93.75 million.
- The original contract for design was awarded in October 2019 for \$2.58 million.
- An amended *Fisheries Act Authorization* increased the construction contract by \$23.89 million. A subsequent \$10.11 million Change Order last year increased the contract to \$193.97 million.
- However, now that the Government of Yukon and Graham Infrastructure LP have mutually agreed to end the contract, the final construction contract value has been reduced to \$180.92 million.

Fourth response: Background on soil issue

- Last year, concerns with soil movement were raised near the north and south embankments, which resulted in movement of the bridge's abutments.
- The department has been advancing work to develop a permanent remediation solution since these issues were identified.
- Development of the remediation solution has taken longer than originally anticipated due to the complexity of the conditions and the need to ensure a robust, long-term outcome.

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Nisutlin Bay Bridge Replacement

Highways and Public
Works

If asked if we are pursuing legal action:

- The current focus is on developing a remediation design that will adequately address the soil conditions and advance the project. Further review will occur before YG pursues legal action.

Approved by:	
R. Gorczyca	05.07.26
A/Deputy Minister, Highways and Public Works	Date Approved

Oversight of Major Projects

Highways and
Public Works

Topic: Ensuring major projects deliver value and demonstrate responsible stewardship of public funds.

Key messages:

- The Government of Yukon is committed to transparency, fiscal responsibility, and delivering infrastructure that meets the needs of Yukoners.
- Strong oversight ensures major projects are well-managed, deliver value and make responsible use of public funds.
- Effective project management is an ongoing commitment, focused on monitoring performance and taking timely, proactive action to support successful outcomes.

Key facts and stats:

- The Department of Highways and Public Works oversees many major infrastructure projects throughout our territory.
- Within the department, the Capital Infrastructure Delivery Office (CIDO) supports the delivery of several major projects across the territory.
- These projects span completed works, active construction and initiatives currently in planning.
- Completed projects include:
 - The Dempster Fibre Project, completed in 2025;
 - The Main Runway replacement at Erik Nielsen Whitehorse International Airport; substantially completed in 2025.

Active construction projects include:

- The Nisutlin Bay Bridge replacement project;

Oversight of Major Projects

Highways and
Public Works

- The Kêts'ádań Kù Burwash Landing School; and
- Government employees are being supported with improved tools and training to strengthen oversight and management of complex, high risk projects.

Status:

- CIDO continues to advance the planning and development of future infrastructure projects throughout the territory to support long-term community and transportation needs.
- Some major projects, including the Nisutlin Bay Bridge replacement project, have experienced challenges and delays.
- CIDO is developing a project management framework to strengthen consistency and oversight in capital project delivery.
- A review of organizational resources is underway to ensure capacity and expertise are appropriately aligned to support major projects, building on recent departmental structural changes.

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Yukon University's Polaris Project and government support for education infrastructure.

Key messages:

- The Government of Yukon is committed to investing in education infrastructure that reflects a growing and changing population and supports Yukon students.
- The government's investment in Yukon University's Polaris Project will deliver long-term benefits for students, research, and the territory.
- The Government of Yukon supports Yukon University's leadership on this project and will continue to engage with the university as the project moves forward.

Key facts and stats:

- Yukon University is constructing a new science building known as the Polaris Project on its Whitehorse campus.
- Construction began in spring 2025 and is expected to be completed by fall 2027.
- The Polaris Project received approximately \$31 million in federal funding from Indigenous and Northern Affairs, Natural Resources Canada, and Employment and Social Development Canada.
- The Government of Yukon is contributing \$13 million.

Status:

- The Government of Yukon owns the land on which Yukon University is located.

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Spring 2026

Polaris Project (Yukon University Science Building)

Highways and
Public Works

- Yukon University is responsible for delivering project and have been publicly sharing updates on construction progress.

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: The construction of a Yukon Coroner's Service building (morgue and offices) has been deferred.

Key messages:

- We have decided to defer the construction of a purpose-built facility for the Yukon Coroner's Service until we finalize our long-term capital planning.
- We recognize that there are concerns with the existing morgue.
- The Government of Yukon still sees the value and need for a new facility to house the Yukon Coroner's Service in the long term.
- This is a significant investment and will need to be balanced with the other long-term infrastructure needs of the territory for capital investments.
- We will be considering these needs holistically as we undertake longer term capital planning.

Key facts and stats:

- The Yukon Coroner's Service (YCS) has experienced a steady increase in calls for service in recent years.
- In 2024-25, there were 300 reported Yukon resident deaths in the Yukon, resulting in 106 coroner cases.
- The YCS requires additional morgue capacity, and the existing facility does not meet modern health and safety standards.
- In 2020, the Government of Yukon authorized the development and design of a new facility that would offer additional morgue capacity and improved infrastructure to support the Coroner's Service.

If asked about why the capital project is no longer proceeding in its originally proposed location (on the Yukon Hospital Corporation campus in Whitehorse):

- Although the Yukon Hospital Corporation (YHC) was initially supportive, the Board of Trustees (BOT) raised concerns about the proposed location in the fall of 2024, including:
 - foot traffic potentially going through the hospital to access the morgue;
 - plans to expand the Whitehorse General Hospital in that location;
 - YHC's need to preserve ongoing access to the lot; and
 - cultural concerns with the morgue being adjacent to the hospital's maternity ward.
- Unable to mitigate all concerns raised by the BOT, we have explored more than a dozen alternate locations since January 2025.

If asked about what work has been completed to date:

- The project team has now considered and assessed multiple sites, prolonging timelines while identifying additional challenges and costs related to geotechnical assessment, civil engineering, increased site work and access to its services.
- Between 2021 and 2025, the Government of Yukon spent approximately \$683,000 to support this project.
- These expenditures have supported:
 - building design;
 - specialty advice about morgue standards; and
 - contracts to evaluate the feasibility of potential locations.

Approved by:

A/Deputy Minister, Justice

Date approved

Topic: Investments in new and upgraded infrastructure at rural schools across the Yukon.

Key messages:

- Our government is investing in rural school infrastructure to ensure students have safe, welcoming and modern learning environments.
- These investments support long-term planning to meet the needs of students, families, and communities across the territory.

Key facts and stats:

- Current investments focus on upgrading core building systems and addressing priority maintenance needs in rural schools.
- The construction of Kêts'ádań Kù, (Ket-zah-Done-coo) – a new school in Burwash Landing.
- The school is expected to be completed by winter 2027/28.
- Upgrades planned for this upcoming year in rural schools include:
 - Roof replacement at JV Clark School;
 - Boilers and fuel tank replacement at Watson Lake Secondary School;
 - Flooring improvements at Tantalus School;
 - Interior painting at Teslin School; and
 - Gym floor refinishing and interior painting at Johnson Elementary School.
- The following upgrades were completed in the past year to rural schools:
 - structural wall and foundation upgrades, along with a new septic system at the Nelnah Bessie John School in Beaver Creek;

- roof repairs and HVAC system replacement at the Robert Service School in Dawson;
- roof replacement and stabilization at Ross River School;
- new flooring at the Tantalus School in Carmacks;
- new outdoor learning spaces at Ross River School and Eliza Van Bibber School;
- a new mechanical controls system and energy efficient ventilation system at Johnson Elementary School in Watson Lake; and
- interior re-painting at the St. Elias Community School in Haines Junction.

Status:

- Highways and Public Works is implementing a new building condition assessment program for all government-owned facilities, to better prioritize maintenance and upgrades.
- The department is developing a Strategic Asset Management Plan, to align future capital investments with service delivery and long-term infrastructure needs.

If asked about Chief Zzeh Gittlit (Old Crow) School:

- A capital project is underway to install a covered, accessible ramp at the main entrance.
- Four windows near the ramp are temporarily boarded as part of fire safety code requirements identified during permitting.
- These windows will be replaced this summer.

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Spring 2026

Investment in Rural Schools

Highways and
Public Works

- The school's three boilers are currently operational. Work is underway to upgrade the HVAC control system, with installation planned for 2027–28.
- Roof patching is scheduled for this summer to address minor leaks.
- A full-time building maintenance worker has also recently been hired in Old Crow to support snow clearing and general maintenance needs.

Approved by:	
T. Allen	March 30, 2026
Deputy Minister, Highways and Public Works	Date Approved

Kêts'ádañ Kù **(Burwash Landing School)**

Highways and
Public Works

Topic: Construction of a new school in the community of Burwash Landing.

Key messages:

- Our government is committed to supporting rural communities with new and upgraded education facilities.
- Kêts'ádañ Kù, (Ket-zah-Done-coo) will be delivered for the students of Burwash Landing by winter 2027/28.
- The school is being built in collaboration with the Kluane First Nation and we look forward to working together – government to government – throughout this important project.

Key facts and stats:

- Construction began in the fall of 2024.
- Foundation work is complete, including base preparation and installation of the steel foundation system.
- The school will accommodate students from Kindergarten through Grade 12 with a capacity of up to 40 students.
- A seismic design issue was identified during construction, requiring a structural redesign to meet building code.
- The redesign will ensure the building can withstand low-magnitude earthquakes without damage.
- Final costs and schedule will be confirmed once redesign pricing is approved, expected in late May.
- As of September 2025, the total project budget is \$41.5 million, with the following five-year breakdown:
 - 2026–27: over \$17 million

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Spring 2026

Kêts'ádañ Kù (Burwash Landing School)

Highways and
Public Works

- 2027–28: \$5.6 million
- 2028–29: \$100 thousand
- The Government of Canada is providing \$10.9 million through its Rural and Northern Infrastructure Stream of the Investing in Canada Infrastructure Program.

Status:

- A revised design has been completed and is under review.
- Contractor has remobilized and has resumed work as of early April.
- Substantial completion targeted for December 2027
- Opening to students: Winter 2027/2028

If asked about the seismic redesign of the school:

- During construction, the project team identified a seismic design issue which required the design to be updated to fully meet current building code requirements.
- This issue was addressed immediately, and a revised design has now been completed.
- The revised design enhances the building's seismic resilience and ensures it is designed to perform safely during seismic events.
- Construction resumed in April 2026, and we will continue to provide updates as the project progresses.

Approved by:

R. Gorczyca

A/Deputy Minister, Highways and Public Works

May 11, 2026

Date Approved

Khàtinas.àxh Community School (Teslin School)

Highways and
Public Works

Topic: Planned investments for the Khàtinas.àxh Community School in Teslin.

Key messages:

- Highways and Public Works values its ongoing partnership with the Teslin Tlingit Council on all shared projects, including the Khàtinas.àxh (Kaw keen ah sa) Community School.
- This government is committed to ensuring the school meets the needs of Teslin students for years to come and is a key priority for our government.
- Strategic investments are planned this year to maintain and improve the school's infrastructure.

Key facts and stats:

- Highways and Public Works leases Khàtinas.àxh (Kaw keen ah sa) Community School from the Teslin Tlingit Council as the school is located on Settlement Land.
- The department works closely with Teslin Tlingit Council to identify maintenance concerns and address them as quickly as possible.
- The Government of Yukon and the Teslin Tlingit Council have a heat supply agreement to heat the school using biomass. The school also has a backup oil burning heating system.
- Air handling units were upgraded in summer 2025 to provide more consistent heating throughout the school.

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Khàtìnas.àxh Community School (Teslin School)

Highways and
Public Works

Status:

- In August 2025, Highways and Public Works finalized a five-year lease with Teslin Tlingit Council for the continued use of the school.
- The government maintains a heat purchase agreement with the Teslin Tlingit Council to supply biomass-generated heat to the school.
- Work this year will focus on maintenance and efficiency improvements.

Approved by:	
T. Allen	March 18, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Status of the Ross River School and planned maintenance and stabilization work.

Key messages:

- The Government of Yukon continues to invest in the Ross River School to ensure it remains a safe and functional learning environment for students and staff.
- Changing permafrost conditions require ongoing monitoring and mitigation to manage building movement and protect the integrity of the school.
- Highways and Public Works is taking a long-term, preventative approach to maintaining the school in partnership with the community.

Key facts and stats:

- A roof replacement and stabilization project was completed in the 2025-26 fiscal year to address impacts from building movement.
- Over the past 5 years, \$5.7M has been invested in critical maintenance and stabilization work at Ross River School, including:
 - 2024 – New septic system – \$169K
 - 2023 – Releveling System – \$3.82M
 - 2023 – Lighting upgrade (gymnasium and library) - \$59K
 - 2023 – Passive crawlspace cooling – \$66K
 - 2023 – Domestic hot water tank replacements - \$25K
 - 2022 – New modular mechanical room – \$1.55M
 - 2021 – Water trough installations – \$44K

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TAB #23

Spring 2026

Ross River School

Highways and
Public Works

- In spring 2023, more than 200 permanent jacks were installed under the school to support ongoing re-levelling as needed.
- Until July 2024, the school was inspected quarterly by a multi-disciplinary team, including architectural, structural, and geotechnical experts.
- Following the successful installation of the re-levelling system and confirmation that the building is stable, quarterly inspections are no longer required.

Status:

- The school is now included in an annual permafrost monitoring program for government buildings that are more vulnerable to ground movement.

If asked about the December 2025 earthquake:

- Following the December 6 earthquake, precautionary inspections were conducted at select Yukon schools.
- Although the Ross River School is located further from the epicenter a visual inspection was completed out of an abundance of caution.
- No earthquake-related damage was identified, and the school was deemed safe for continued occupancy.

Approved by:

T. Allen

March 18, 2026

Deputy Minister, Highways and Public Works

Date Approved

Topic: Maintenance and infrastructure investments in Yukon schools.

Key messages:

- The Government of Yukon is committed to keeping schools as safe, welcoming, and supportive learning environments for students and staff.
- Routine maintenance and capital investments ensure schools remain modern, functional, and sustainable.
- Highways and Public Works collaborates with the Department of Education to address infrastructure needs and ensure school safety.

Key facts and stats:

- Yukon has 32 schools maintained by Highways and Public Works.
- All schools receive daily operational and maintenance checks as well as regular inspection and testing of fire and life safety systems in line with applicable codes.
- In 2025, approximately 3,000 maintenance work requests were completed in Yukon schools.
- In 2025/26, 12 capital maintenance projects were completed, including roof replacements, boiler upgrades and fire alarm system improvements.
- Planned upgrades in 2026/27 include public address systems, mechanical systems, interior painting and roof repair/replacements.

Status:

- The department coordinates closely with the Department of Education to prioritize safety and address infrastructure needs.

School maintenance

Highways and Public Works

- Ongoing work includes maintenance of building systems, life-safety equipment, and proactive building upgrades.
- Routine inspections and preventative maintenance continue across all Yukon schools to ensure safe, reliable learning environments.
- The department is also developing a Strategic Asset and Roof Building Systems Management Plan to prioritize capital upgrades at schools.

If asked what maintenance projects are budgeted this year:

- The department has set aside an additional \$1.37 million in 2026/27 to maintain and repair government-owned buildings.
- This funding helps keep all facilities safe, comfortable, and energy-efficient by supporting repairs to building systems.
- As part of this budget, planned school maintenance projects for 2026/27 include:
 - [REDACTED] – JV Clark School, to complete the roof replacement second phase of the roof replacement
 - [REDACTED] – Selkirk Elementary School propane boiler upgrade
 - [REDACTED] – accessibility upgrades at Christ the King and Jack Hulland Elementary Schools
 - [REDACTED] – Watson Lake Secondary School, to replace their boiler and fuel tank
 - [REDACTED] – École Émilie Tremblay School, to replace their PA and clock/bell system
 - [REDACTED] – Johnson Elementary Gym Floor refinishing

■ ■ ■ – Teslin School full interior repainting

If asked about Public Address (PA) system upgrades:

- Upgrades are planned through the Building Maintenance Envelope, replacing one to two systems per year.
- Selkirk Elementary School's PA system was replaced in 2025 and École Émilie-Tremblay is scheduled for 2026–27.

If asked why funding for gender-inclusive washrooms has been reduced:

- Gender-inclusive washrooms are an important part of ensuring safe, accessible, and inclusive learning environments.
- All new schools and major renovations follow the Government of Yukon's technical building standards, which require washrooms that respect privacy, safety, dignity, and universal accessibility.
- Funding for some projects has been deferred to future years to align with other planned school maintenance and infrastructure work, but all future builds will continue to meet these standards.

Approved by:	
T. Allen	April 1, 2026
Deputy Minister, Highways and Public Works	Date Approved

Water quality in Yukon schools and other youth-occupied facilities

Highways and
Public Works

Topic: Water testing in Yukon schools and other youth-occupied facilities to ensure safe drinking water.

Key messages:

- Safe drinking water in Yukon schools and other youth-occupied facilities protects health and supports a safe learning environment.
- All students in Yukon schools and other youth-occupied facilities have access to drinking water that meets Health Canada guidelines.
- Over 800 water fixtures have been tested in the past two years, and any fixtures exceeding recommended lead levels have been remediated.

Key facts and stats:

- Youth-occupied facilities include schools, education program sites, youth residences, and early learning/child care centres in government-owned buildings.
- All 44 youth-occupied facilities were tested in 2025 and meet Health Canada's Guidelines for Canadian Drinking Water Quality.
- Facilities with wells or holding tanks follow a five-year testing cycle, with monthly bacteriological testing and annual testing of holding tanks.

Status:

- The government is implementing a long-term monitoring plan, testing one-third of facilities each year on a three-year cycle, following guidance from the Chief Medical Officer of Health.

Water quality in Yukon schools and other youth-occupied facilities

Highways and
Public Works

- The testing schedule is based on risk assessment and guidance from the Chief Medical Officer of Health, considering factors such as building age, water system type, and past water quality results
- Communications have been sent to parents, staff, and unions outlining the long-term monitoring plan and testing schedule.
- Water testing results and details on the long-term monitoring program are publicly available on Yukon.ca.

If asked how the three-year testing cycle was chosen:

- The testing schedule is based on risk assessment and guidance from the Chief Medical Officer of Health and Environmental Health Services, considering factors such as building age, water system type, and past water quality results.
- The 3-year testing cycle is also consistent with the approach taken by BC government for their schools.
- Facilities with wells or holding tanks are tested more frequently to address higher potential risks of bacterial contamination and ensure water safety.
- The three-year cycle ensures all youth-occupied facilities are regularly monitored while efficiently using government resources.

If asked about water testing in private daycares:

- Child care programs must provide drinking water that meets Health Canada standards to obtain or renew a license under the Child Care Centre Program Regulation.

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Water quality in Yukon schools and other youth-occupied facilities

Highways and
Public Works

- Operators with questions are encouraged to contact Environmental Health Services.

If asked about water testing in non-youth occupied facilities:

- Water testing focuses on youth-occupied facilities because young children are more vulnerable to lead and other contaminants.
- Adult-occupied facilities and municipal systems are also tested in accordance with Canadian Drinking Water Guidelines.

Approved by:	
T. Allen	April 1, 2026
Deputy Minister, Highways and Public Works	Date Approved

Whitehorse Elementary Engagement and Replacement

Education

Topic: École Whitehorse Elementary School is the oldest school in Whitehorse and is the highest priority for replacement. The location of a replacement school has generated significant public interest.

Key messages:

- A replacement school will provide students with a modern learning environment, improved outdoor spaces, and facilities that support collaborative, inclusive, and experiential learning.
- The departments of Education and Highways and Public Works have identified three potential sites for a replacement school.
- The Government of Yukon is engaging the public on potential sites and will consider community input before deciding.
- The Government of Yukon will consider community input as well as site analyses, including cost factors, for each of the three proposed locations when making the final decision.
- It is anticipated that a final decision on where to build the replacement École Whitehorse Elementary School will be made by early summer.

Key facts and stats

- École Whitehorse Elementary was built in 1950 and is identified as the highest priority for replacement in the Whitehorse Schools Facility Condition Index.
- Renovating the existing school is estimated to cost approximately one-point-four times more than constructing a new facility.
- The existing building cannot meet current or future programming needs, including requirements for inclusive, innovative, and experiential learning spaces.

Whitehorse Elementary Engagement and Replacement

Education

- As of the 2024–25 fiscal year, a total of \$745,000 has been spent on the project in relation to relocating the school to Takhini including:
 - \$650,000 for a design consultant to support design work and assist with the City of Whitehorse rezoning process; and
 - \$95,000 for procurement, project management, travel, and printing.
 - Some of this work can be repurposed and applied to a new site.
- The three potential sites were identified through an initial review of Government of Yukon-owned land that is centrally located and close to major roads.
- The sites under consideration are:
 - the current École Whitehorse Elementary school site
 - Kopper King Lot 435
 - an unsurveyed lot near the Canada Games Centre
- \$400,000 is included in the 2026-27 capital budget to support École Whitehorse Elementary School engagement and site planning.
- The Department of Education launched a public engagement process on February 25, 2026. The engagement includes:
 - an online survey open from February 25 to April 26
 - meetings with key partners during the week of March 16 to March 20
 - in-person public information sessions during the week of March 23 to March 27, held at Hidden Valley Elementary School on March 24, CSSC Mercier on March 25, and Elijah Smith Elementary School on March 26.
- The engagement process concludes on April 26, with a “What we heard” report scheduled for release on June 6.

Whitehorse Elementary Engagement and Replacement

Education

Status:

- On January 14, 2026, officials from the departments of Education and Highways and Public Works corresponded with the City of Whitehorse and received preliminary input on zoning and bylaw considerations for each potential site.
- On February 27, 2026, the Minister of Education and the Minister of Highways and Public Works, along with senior officials, met with the Mayor and Council of the City of Whitehorse.
- On March 2, 2026, officials from the Department of Education met with Yukon University officials.
- On March 3 and 4, 2026, the Minister of Education met with the Whitehorse Disc Golf Association.
- On March 4, 2026, officials from the Department of Education met with the École Whitehorse Elementary School Project Advisory Committee.
- Kobayashi + Zedda Architects Ltd is undertaking a preliminary site analysis of each of the three proposed sites. Kobayashi + Zedda Architects is analyzing:
 - Site Constraints & Design Feasibility: Lot size limits construction/staging; geotechnical issues include moderate to high seismic risks), potential contaminated soil/groundwater and environmental concerns like heritage sites, air/noise quality, wildlife habitats, and proximity to hazards.
 - Civil & Infrastructure Considerations: Site drainage critical for play areas and overall patterns; proximity to existing utilities/infrastructure for servicing constraints, capacity limits

Whitehorse Elementary Engagement and Replacement

Education

and upgrade needs; utility corridors, with potential tie-in impacts on design.

- Safety, Access & Community Impacts: safe pedestrian routes, accessible drop-off zones, multiple site/emergency accesses, and integration with Whitehorse's active transportation network, transit, and traffic management; assess neighborhood disruption during construction and green space availability.
- Zoning, Land Use & Location-Specific Factors: Check setbacks, easements, rights-of-way, and land use compatibility with adjacent properties; other schools in the area, traffic impacts on surrounding roads and opportunities for safe, multi-modal connections.
- Cost Considerations: comparative costing analysis that will rate the individual site costs against one another.
- It is expected the above analysis will be completed mid-April, 2026.

If asked about McIntyre Creek/ Chasàn Chùà Territorial Park

- We recognize that a portion along McIntyre Creek was included in the newly created Chasàn Chùà Territorial Park along the western boundary of Kopper King Lot 435..
- If Kopper King Lot 435 is selected as the site for the new school, we are confident that with thoughtful planning and appropriate site design, this location could accommodate a new school while fully respecting and preserving the integrity of the park.

Whitehorse Elementary Engagement and Replacement

Education

- Should Kopper King Lot 435 ultimately be selected, detailed technical studies, site assessments, and design work would be undertaken to identify the most appropriate, safe, and environmentally sensitive approach to overall development.

If asked about Solstice Disc Golf Course at Kopper King Lot 435

- If Kopper King Lot 435 is selected, further discussions will take place to understand and chart the best path forward for all parties involved.

If asked about zoning

- On January 14, 2026, officials from the departments of Education and Highways and Public Works corresponded with the City of Whitehorse and received preliminary input on zoning and bylaw considerations for each potential site.
- Should a site be selected that requires zoning amendments or changes to the City of Whitehorse's Official Community Plan, the Department of Education will work closely with the City of Whitehorse throughout that process.

Approved by:

Paul Moore

2026-03-17

Deputy Minister, Education

Date approved

Topic: Use of biomass heating in Yukon government buildings.

Key messages:

- Six Government of Yukon facilities utilize biomass heating systems.
- This helps to reduce reliance on fossil fuels and provides heating system redundancy for those buildings.
- A significant portion of the biomass fuel supply is locally sourced, supporting local businesses and contributing to the regional economy.

Key facts and stats:

- Biomass heating is currently used at: Elijah Smith Elementary School, Whitehorse Correctional Centre, Young Offenders' Facility, Takhini Haven, Dawson City Water Treatment Plant and Teslin School.
- The biomass system at Elijah Smith Elementary School reduces greenhouse gas emissions by approximately 153 tonnes per year.
- The Government of Yukon maintains a heat purchase agreement with the Teslin Tlingit Council to supply biomass-generated heat to the Khàtìnas.àxh Community School in Teslin.
- The Whitehorse Correctional Centre biomass expansion is expected to reduce emissions by approximately 410 tonnes per year, and serves as a district energy system with the Young Offenders' Facility and Takhini Haven.
- Since 2021, 12 renewable energy feasibility studies have been completed, assessing biomass, geothermal, geo-exchange and waste heat recovery options for 66 government buildings.
- These studies help to identify opportunities for efficiency gains that could be achieved through future heating projects.

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Biomass

Highways and
Public Works

- Biomass heating systems are designed to either use wood chips or wood pellets.
- Wood chips are produced locally whereas wood pellets are currently imported.
- Local wood chips can be sourced from residual materials generated through fire-smarting, right of way maintenance, and development projects.
- When sourced from these residual sources, wood chips represent one of the lowest-carbon heating options available in the Yukon.

Status:

- Highways and Public Works is continuing to operate existing renewable heating systems and evaluate the operational and maintenance impacts of biomass systems
- No additional projects are planned at this time.

Approved by:	
T. Allen	March 18, 2026
Deputy Minister, Highways and Public Works	Date Approved

Convention Centre (Gathering Place)

Tourism and Culture

Topic: The development of the Convention Centre/ Yukon Gathering Place

Key messages:

- This government is committed to supporting critical infrastructure and providing opportunities for the private sector to grow and lead economic growth.
- A convention centre will support private sector growth, economic development, and community tourism projects. However, it must come with a sustainable operational model.
- We are working with our Industry partners, to explore what a sustainable model could look like, including the possibility of a visitor-based charge in the Yukon.

Key facts and stats:

- Total cost of the project is \$75 million, with CanNor contributing \$56.25 million.
- Due to the lack of a suitable convention space, the Yukon is currently turning away meetings, incentive travel, conferences, and business events (MICE).
- The Yukon's annual economic impact from MICE is \$12 million. With the new Convention Centre, projections estimate it could reach \$27 million in total spending and add \$22 million to the GDP after five years of operation.

Status:

- The department is in the process of finalizing the agreement for CanNor's contribution to fund the new convention Centre.

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Convention Centre (Gathering Place)

Tourism and Culture

- For 2026-27, Tourism and Culture will work with Chu Níkwän Limited Partnership on completing final designs and costing for the new facility. This work is estimated to cost \$7.5 million or 10% of the total project cost.
- For 2026-27, Tourism and Culture will work to develop a sustainable business model.
- Tourism and Culture is working with the Tourism Association Partners (TAP) to understand Industry's priorities of a visitor-based charge.

Approved by:

Deputy Minister, Tourism and Culture

February 13, 2026
[Date approved]

Dawson City Old Territorial Administration Building (OTAB)

Highways and
Public Works

Topic: Planned and ongoing upgrades to the Old Territorial Administration Building (OTAB) in Dawson City.

Key messages:

- Highways and Public Works is responsible for maintaining the Old Territorial Administration Building in Dawson City.
- Any upgrades or improvements strive to preserve its heritage value.
- Work is typically completed in phases to minimize disruption to museum operations and allow continued use by government departments.
- Upgrades aim to extend the life of this National Historic Site and enhance public access to the Dawson City Museum.

Key facts and stats:

- The Old Territorial Administration Building is a designated National Historic Site owned by the Government of Yukon.
- Current tenants include the Dawson City Museum, the Department of Justice, and the Department of Environment.
- Since 2020, approximately \$9.31 million has been spent on completed phases.
- Future phases are planned to include heating and ventilation upgrades, plumbing, window and door replacements, and interior renovations.

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Dawson City Old Territorial Administration Building (OTAB)

Highways and
Public Works

Status:

- Highways and Public Works continues to work with the Department of Tourism and Culture and the Dawson City Museum Society to coordinate building upgrades and support new museum exhibits.
- Completed phases have improved building safety, energy efficiency, and climate control for museum collections.

If asked why the project timeline has been extended

- Further renovations at the OTAB have been deferred to 2027/28
- As with many projects involving historic structures, the work is complex and requires careful assessment and planning.
- At the same time, we are working within tight fiscal realities and must carefully prioritize capital spending across the territory.
- That means sequencing projects so they align with available budgets and the many infrastructure priorities across the Yukon.

Approved by:	
T. Allen	March 18, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Highways and Public Works response to earthquakes and the safety of Yukon public infrastructure.

Key messages:

- After any significant earthquake, the Department of Highways and Public Works prioritizes the inspection of critical public infrastructure, including bridges and buildings, to assess potential impacts and confirm safety.
- Any infrastructure with identified concerns is immediately closed and only reopened once confirmed safe.
- Inspections follow a risk-based approach, guided by engineering expertise.

Key facts and stats:

- Bridges located within 100 kilometres from the epicentre are assessed by certified bridge inspectors after significant earthquakes.
- Visual inspections of public buildings include walls, structural elements, floors, ceilings, and building systems.
- Structural engineers also guide inspections and assess higher-risk buildings.
- Buildings are prioritized for inspection based on age, height, location, and known structural vulnerabilities.
- Yukon schools are built to the building code in effect at the time of construction, with newer codes requiring stronger seismic standards.

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Earthquakes and Infrastructure

Highways and
Public Works

Status:

- Highways and Public Works will continue to systematically inspect and monitor priority public buildings following earthquakes, using engineering guidance.
- Higher-risk buildings receive additional oversight and assessment as needed to ensure ongoing safety.

Approved by:	
T. Allen	March 18, 2026
Deputy Minister, Highways and Public Works	Date Approved

Energy Efficiency and Sustainable Building Initiatives

Highways and
Public Works

Topic: Energy efficiency upgrades in Yukon government buildings to reduce operating costs and improve performance.

Key messages:

- Highways and Public Works is delivering practical energy upgrades that reduce operating costs and improve the performance of buildings.
- These investments make public facilities more reliable and resilient while reducing energy use, which is critical in today's environment.

Key facts and stats:

- Energy retrofit projects typically include upgrades to heating and ventilation systems, controls, lighting, insulation, and windows.
- Retrofits improve operational efficiency, lower demands on the electrical system, reduce greenhouse gas emissions, lower operating costs, and extend building lifespan.
- These projects also enhance comfort by improving light quality and climate control, reducing noise, and upgrading building aesthetics.
- \$4 million has been allocated in the 2026-27 capital budget to support this important work.
- Projects are prioritized based on projected operations and maintenance savings, existing building needs and project readiness.
- Since 2019, 32 government building energy retrofit projects have been completed through the federal Small Communities Fund, reducing an estimated 362 tonnes of greenhouse gas emissions per year.
- Recent projects include the Yukon Beringia Interpretive Centre roof upgrade and the Swift River Grader Station heating system upgrade.

Energy Efficiency and Sustainable Building Initiatives

Highways and
Public Works

- Biomass heating is being used in six government buildings, including Elijah Smith Elementary School reducing fossil fuel reliance and greenhouse gas emissions by roughly 153 tonnes per year.
- The Whitehorse Correctional Centre biomass system was expanded in 2025 to include the Young Offenders Facility and Takhini Haven building.
- Solar panels and battery energy storage systems have been installed at Klondike and Ogilvie highway maintenance camps, replacing diesel generator power and cutting roughly 100,000 litres of fossil fuel used annually.
- Additional solar projects are nearing completion at Blanchard and Tuchitua highway maintenance camps.

Status:

- Planned energy upgrades for 2026–27 at Selkirk Elementary School and the Whitehorse Visitor Information Centre will switch from fuel oil to high-efficiency condensing propane systems.

If asked about continued reporting on building emissions:

- While repealing the *Clean Energy Act* removes the formal reporting requirements, it does not affect the Government of Yukon's ability to access federal programs.
- Highways and Public Works will continue to track energy use and emissions data to guide decisions and support the new Climate Change Action Plan.
- Maintaining this information ensures we can demonstrate progress, meet funding criteria, and continue investing in energy-efficient buildings and climate-resilient infrastructure across the territory.

Approved by:	
T. Allen	April 20, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: New Whitehorse Gymnastics and Climbing facility in Whistle Bend and future use of Riverdale space.

Key messages:

- The new Polarettes and Climb Yukon facility in Whistle Bend opened in August 2025, providing a purpose-built space that meets the needs of both clubs and supports growing demand for recreational facilities in Whitehorse and across the territory.
- The facility was funded through the Government of Canada's Investing in Canada Infrastructure Program (\$31.6 million) with an additional \$2.5 million contribution from the Government of Yukon.
- The Government of Yukon owns the facility and the Department of Highways and Public Works manages the long-term lease agreements with the Polarettes Gymnastics Club and Climb Yukon Association.
- This government is exploring options for the future use of the former gymnastics facility in Riverdale to maximize community benefits.
- Work is underway across departments to determine the most appropriate long-term use of the Riverdale space.

Key facts and stats:

- The facility exceeds the National Energy Code of Canada for Buildings by more than 35 per cent.
- The Whitehorse Gymnastics and Climbing Facility hosted the gymnastics competitions for the Arctic Winter Games 2026 and is hosting the Western Canadian Championships 2026.

- Highways and Public Works completed a feasibility study of the former Polarettes space, to identify what potential upgrades are required.
- Officials from Highways and Public Works, Community Services, the Department of Education, and Sport Yukon continue to collaborate to determine options for the space's future use.
- The Riverdale facility is owned by the Department of Education, with building management and maintenance provided by Highways and Public Works.

Status:

- The planning process for the future use and renovation of the Riverdale facility is currently underway.
- Discussions are continuing with Education, Community Services, and Sport Yukon regarding potential programming and future access to the space.

If asked about operating and maintenance costs for the new facility:

- The facility is owned by the Government of Yukon, and the Department of Highways and Public Works manages the lease, building operations, and overall facility maintenance.
- Operating and maintenance costs, including janitorial and waste removal, are managed within departmental budgets, as part of standard government facility operations.

[REDACTED]

- The Polarettes Gymnastics Club and Climb Yukon Association have entered into a 5-year lease to offset some of the O&M costs.

If asked if the Yukon government pays O&M for other sport groups or facilities:

- The Yukon Government helps sport and recreation groups in a few ways: some facilities are government-owned, some are leased to groups, and some are shared with schools.
- In government-owned buildings, Highways and Public Works typically covers a portion of the operating and maintenance costs, and tenants pay part through their lease.
- Community groups can also use school facilities at little or no cost. Education handles cleaning and utilities, and HPW manages snow removal.
- Other community facilities, like Marsh Lake Community Centre, work similarly, with the government covering most costs and tenants responsible for janitorial services and waste.
- Through the Sport Foundations program, some organizations also receive targeted support for facility operating costs.

If asked about short term usage of the St. Francis Annex Space:

- The St. Francis Annex remains under the care and control of the Department of Education while longer-term options for the space are being developed.
- As an interim approach, community access (including Archery Yukon) is being managed through the existing Joint Use Agreement with the City of Whitehorse, school programming has priority, and the City manages approved bookings.
- During this interim period, the facility continues to be maintained as part of normal government building operations.

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New Polarettes Building

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Spring 2026

Highways and
Public Works

- Annex-specific operating requirements and any needed code/accessibility upgrades are being confirmed with partners to transition away from ad hoc arrangements.

Approved by:

Tracy Allen

2026-04-09

Deputy Minister, Highways and Public Works

[Date approved]

Paul Moore

2026-03-31

Deputy Minister, Education

[Date approved]

Topic: Health and Housing Facilities in Old Crow.

Key messages :

- The Government of Yukon has supported Old Crow through key projects such as the new Health and Wellness Centre and a 10-plex, which bolster essential services and housing.
- These facilities were built to high energy efficiency standards, exceeding government targets, reducing operating costs and supporting sustainability.
- These projects have delivered significant local benefits, including employment, training, and business opportunities for the Vuntut Gwitchin community.

Key facts and stats:

- The 10-plex was substantially completed in January 2024.
- The Health and Wellness Centre was substantially completed in May 2024.
- Constructed between March 2021 and May 2024, this project reflects a significant government investment in community infrastructure.
- These projects generated \$13.67 million in employment, training, and business opportunities for the Vuntut Gwitchin community.
- Both buildings feature high-performance insulation, airtight construction, and energy-efficient heating, ventilation, and lighting.
- Energy performance exceeds targets: Health and Wellness Centre 37% below the 2017 National Energy Code; 10-plex 41% below the standard.

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Old Crow Health and Wellness Centre and 10-Plex

Highways and
Public Works

Status:

- Both facilities are now operational, supporting health services and housing in the Yukon's only fly-in community.

Approved by:	
T. Allen	March 18, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Propane heating systems in government buildings.

Key messages:

- Propane is a safe, reliable, and lower-emission heating source used in many Yukon government buildings, including schools and other facilities.
- Highways and Public Works closely manages propane systems, including maintenance, monitoring, and staff training, to ensure buildings remain safe and operational.
- The department is confident in its ability to operate these systems reliably, even during cold Yukon winters.

Key facts and stats:

- Propane was chosen in many buildings because it:
 - produces lower emissions than oil;
 - is easier to maintain as it requires no pumps, nozzles or filters;
 - reduces environmental risk compared to fuel oil spills; and
 - can lower energy costs and consumption.
- Propane installations are typically paired with broader mechanical upgrades to improve building efficiency and reliability, including HVAC, plumbing, electrical systems, and control upgrades.
- In 2023, Property Management Division developed a *Propane System Design, Installation and Operation Standard* to ensure consistent, safe, and reliable implementation across government facilities.
- An additional \$130,000 has been included in the 2026–27 operations and maintenance budget to support compliance with Federal E2 Propane regulations.

Status:

- The department actively monitors propane systems across government buildings and works with qualified contractors to maintain safety and performance.

If asked about Robert Service School propane issue:

- On the morning of December 10, a propane smell was detected outside Robert Service School.
- Highways and Public Works, the fire department, and the propane supplier responded immediately and determined the release came from an outdoor regulator caused by heating blankets not activating automatically as designed.
- The issue has been fully resolved, the building has been monitored, and the school safely reopened.
- Final commissioning of the newly installed automated controls is ongoing at Robert Service School.

If asked about Whistle Bend Place propane issue:

- On January 19, 2024 there was a propane leak at Whistle Bend Place that was quickly resolved.
- The issue was traced to a broken exterior safety gauge. This was repaired immediately including a full inspection of the propane system.
- The Yukon government retained a third-party contractor, Associated Engineering, to conduct an in-depth assessment of the propane infrastructure at Whistle Bend Place.

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TAB #37

Spring 2026

Propane Heating Systems

Highways and
Public Works

- The review provided seven recommendations to strengthen the system and prevent future leaks, and all recommendations have now been implemented.
- The propane system continues to be regularly inspected and maintained, and the building remains safe for residents and staff.

Approved by:	
T. Allen	March 25, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Assessment of safety risks and future options for the Ross River community swimming pool.

Key messages:

- The Government of Yukon recognizes the importance of the Ross River pool and is committed to ensuring that all government buildings are safe for community use.
- Recent assessments confirm that the existing pool facility is unsafe to reopen due to significant structural and foundation damage.
- Highways and Public Works will continue to work with Community Services to explore future recreation options that are safe, sustainable and meet community needs.

Key facts and stats:

- The Ross River Pool is an in-ground, concrete facility built in 1999.
- The pool was closed in 2018 due to concerns with the building and the pool as well as the need for major system upgrades.
- Structural and geotechnical investigations (completed in fall 2024, with a final report in February 2025) identified severe foundation and structural issues.
- The assessment found that ground settlement and permafrost degradation beneath the building have significantly compromised the structure.
- The report concluded that repairing or rehabilitating the existing facility would be significantly more complex, and costly than constructing a new facility.

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Ross River Pool

Highways and
Public Works

- The Ross River community is also built on changing permafrost, which has affected multiple community buildings including the school and daycare.
- The department has established a permafrost monitoring program in Ross River to help manage infrastructure risks.

Status:

- The latest review confirmed the pool is not safe to reopen.
- The pool will remain closed while the Department of Community Services looks at next steps and future recreation options for the community.
- The Ross River Recreation Society and community partners are being kept informed of updates and decisions.

Approved by:	
R. Gorczyca	April 15, 2026
A/ Deputy Minister, Highways and Public Works	Date Approved

Topic: Overview of asset management practices and estimated asset values.

Key messages:

- Asset management helps the government maximize the life of infrastructure and make the best use of public funds by supporting informed decisions about when to repair, maintain or replace assets.
- The department takes a lifecycle approach that includes planning, building, operating, maintaining and replacing assets to extend asset life, optimize maintenance spending and reduce long-term costs.
- The Government of Yukon is strengthening asset management practices to ensure infrastructure investments are evidence-based, sustainable over time and aligned with service needs.

Key facts and stats:

- Asset management integrates planning, finance, engineering and operations to maximize the life and performance of our assets while supporting safe and reliable service delivery.
- Proactive maintenance and timely decisions based on asset condition help prevent early breakdowns and avoid costly replacements.
- The Transportation Division manages approximately 50 asset classes across highways and aviation.
- Transportation assets include bridges, highway and aviation surfaces, culverts, signs, barriers, rest areas and fleet vehicles.
- The Property Management Division operates and maintains over 560 government-owned buildings, including schools, health centres, cultural facilities, and government offices.

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Asset Management

Highways and
Public Works

Status:

- Our government is continuing to strengthen how we manage public infrastructure like highways, fleet and aviation assets, so we can get the most value from the investments we make on behalf of Yukoners.
- This includes developing clear asset management plans, tracking consistent information about the condition of our assets and using that information to guide maintenance and investment decisions.
- We are also developing a Highway Functional Classification System that groups roads based on their role and function. This system will help guide funding decisions by considering factors such as traffic volumes, connectivity and service needs, ensuring investments are directed to the right roads at the right time.
- At the same time, the Property Management Division is improving how it manages government buildings by strengthening how we track building conditions and using that information to plan maintenance and future upgrades.

Approved by:	
R. Gorczyca	March 31, 2026
A/ Deputy Minister, Highways and Public Works	Date Approved

Alaska Highway Upgrades through Whitehorse

Highways and
Public Works

Topic: Planned upgrades to the Alaska Highway through Whitehorse, including intersection improvements and multi-use trail development.

Key messages:


- As Whitehorse continues to grow, the Government of Yukon is planning improvements to key sections of the Alaska Highway to better support the city's transportation needs.
- Planning is underway to upgrade the Robert Service Way and Two Mile Hill intersections, which serve as major access points to downtown Whitehorse.
- Work is also underway on an updated corridor Master Plan to guide future improvements, account for growth and support multiple modes of transportation.

Key facts and stats:

- Highways and Public Works is planning upgrades to the Robert Service Way intersection.
- Two design options are being considered: an improved four-way traffic light intersection or a roundabout.
- Since 2023, the City of Whitehorse and Government of Yukon have been working together on the Hamilton Boulevard, Alaska Highway, Range Road, Two Mile Hill intersection, also known as HART, upgrades project.
- This joint initiative will improve safety and efficiency for all road users, including cyclists, pedestrians, and those commuting by bus.

Alaska Highway Upgrades through Whitehorse

Highways and
Public Works

- The department also completed public engagement last year for a proposed paved multi-use trail from Two-Mile Hill to Wann Road. Over 900 respondents participated in an initial survey on the project.
 - A YESAB decision document was issued in October 2025 for the section of trail between Two Mile Hill and the Kopper King, and the next steps are completing the detailed design work.
- 

Status:

- Asphalt patch repairs are planned for summer 2026 between Two Mile Hill and Crestview to maintain pavement condition and safety.
- Two intersection studies are underway along the Alaska Highway, focusing on the south end of Range Road and the area near the weigh scales.
- These studies are considering future land development and anticipated traffic growth to ensure intersection designs meet long-term transportation needs.

If asked about safety plans for Porter Creek/Crestview area:

- Our priority is to improve the safety of key sections of the highway, starting with the busiest area near the centre of Whitehorse and expanding outward. This approach ensures a more consistent and reliable corridor for all who use it.
- We have recently made a number of safety improvements in Porter Creek, including:

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Alaska Highway Upgrades through Whitehorse

Highways and
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- o installing a new left hand turn traffic signal at the Alaska Highway and Wann Road intersection in November 2022; and,
- o upgrading the crosswalks at Birch Road and 17th Avenue with pedestrian-activated flashing beacons. This project was completed in January 2024.

If asked about when construction will begin for the Multi-Use Trail plan:

- The project is currently in the design phase, and implementation will be subject to future budget approvals and funding availability.

If asked about snow clearing on the Multi-Use Trail:

- The Government of Yukon and the City of Whitehorse are currently working together to formalize the responsibilities for maintaining this path.

Approved by:	
T. Allen	March 25, 2026
Deputy Minister, Highways and Public Works	Date Approved

Big Creek Bridge

Highways and
Public Works

Topic: Status of the Big Creek Bridge replacement project on the Alaska Highway.

Key messages:

- The new Big Creek Bridge opened to traffic on October 5, 2024, improving safety and road alignment on this section of the Alaska Highway.

Key facts and stats:

- Big Creek Bridge is located approximately 65 km west of Watson Lake on the Alaska Highway.
- Construction of a replacement bridge began in 2020, with an original planned completion date of 2022.
- In 2022, defects were discovered in the concrete bridge deck during inspections.
- The contract with the original contractor was terminated in May 2023 for breach of contract.
- A new contract was awarded in June 2024 to complete the remaining road and bridge remediation work.
- The old bridge was demolished in early 2025.
- Final paving of the highway approaches was completed in summer 2025.
- Total construction cost for the project is estimated at \$14.9 million.
- The project is fully funded by the Government of Yukon, with no federal cost recovery applicable.

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Big Creek Bridge

Highways and
Public Works

Status:

- The new bridge is open to traffic and fully operational.
- The Government of Yukon is pursuing recovery of costs associated with deficient work from the original contractor through legal proceedings.

Approved by:	
T. Allen	February 16, 2026
Deputy Minister, Highways and Public Works	Date Approved

Brushing and Roadway Safety Improvements

Highways and
Public Works

Topic: Regular brushing and roadway safety programming for the Yukon's road network.

Key messages:

- The Government of Yukon is committed to proactive maintenance that leads to safer and more reliable highways for Yukoners.
- Regular brushing, line painting and roadside barrier work are core responsibilities of this department and a key part of maintaining a safe and efficient road network.
- Investing in preventative maintenance helps avoid larger repairs, improves visibility and supports long-term safety across Yukon highways.

Key facts and stats:

- Frequent brushing keeps road signs visible, reduces accumulating snow, and increases visibility for drivers, which helps reduce wildlife collisions.
- Since the launch of the Roadway Safety Improvement Program in 2019, we have:
 - Installed over 9 kilometres of new barriers;
 - painted over 4,100 kilometres of highway lines; and
 - cleared approximately 4,800 kilometers of vegetation in the right-of-way.
- In 2025, our contractors repaired or replaced 13 roadside barrier sites to maintain safety standards across the network.

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Brushing and Roadway Safety Improvements

Highways and
Public Works

Status:

- The Government of Yukon uses a Request for Qualifications process to deliver vegetation control work efficiently and respond quickly to maintenance needs.
- A new five-year qualified source list was tendered in February 2025 and qualified thirteen companies.
- In 2025, the Government of Yukon awarded \$1.5 million in vegetation control contracts to nine companies and completed 454 kilometres of work.

If asked about public complaints about specific sections:

- Planning for brushing work depends several factors, including:
 - traffic patterns;
 - the proximity of a targeted highway to a community;
 - the number of road accesses on the highway;
 - the last time a highway was brushed;
 - outstanding brushing requests; and
 - contractor availability.

Approved by:	
T. Allen	February 16, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Status of the Dawson City ice bridge and long-term plans.

Key messages

- Our government is committed to supporting rural communities, including West Dawson residents, by providing reliable winter transportation infrastructure.
- The timing of ice bridge construction depends on weather, river, and ice conditions. When conditions allow, the bridge typically opens between December and January and closes for the season around mid-April.
- The Yukon government recognizes how important the ice bridge is to the Dawson community and is actively exploring ways to improve its reliability and success in future years.

Key facts and stats

- This year, the ice bridge was open to light duty traffic on December 18, 2025 and heavy-duty traffic on January 2, 2026.
- Updated signage for heavy duty vehicles was added this year that provides clearer guidance by outlining weight limits based on the numbers of axles.
- This approach follows best practices used in other parts of Canada and helps ensure weight is more evenly distributed across the ice.
- When deciding to close the ice bridge, the Government of Yukon always puts the safety of the travelling public first.
- The bridge typically closes mid-April each year depending on spring temperatures.

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Dawson City Ice Bridge

Highways and
Public Works

- In 2023, we underwent a series of engagements with Dawson City residents to get more information about their views on the Yukon River crossing and to help inform solutions for a year-round crossing.
- At this time, there are no plans to construct a bridge. We are advancing work to replace the George Black Ferry.
- West Dawson residents were without an official ice bridge in the winters of 2016-17, 2017-18 and 2023-24.

Status:

- The ice bridge is closed as of April 16 due to warmer temperatures impacting ice conditions.
- The community of Dawson has been notified of the closure, and updates on the opening of the George Black Ferry will be shared through 511 Yukon and the department's Facebook page.

Approved by:	
T. Allen	April 20, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: General maintenance and upgrades to the Dempster Highway.

Key messages:

- The Dempster Highway is Canada's only all-season public road crossing the Arctic Circle and a key connector to the Northwest Territories.
- Highways and Public Works maintains the Yukon portion of the Dempster Highway year-round, with a focus on traveler safety in challenging and changing weather conditions.
- Maintenance and investments in the Dempster Highway prioritize safety while supporting economic activity, including tourism, and inter-territorial connectivity.

Key facts and stats:

- The Dempster Highway spans 740 km from near Dawson City to Inuvik, NWT, with 465 km located in Yukon.
- There are three grader stations along the Yukon-maintained section of the highway at Klondike, Ogilvie and Eagle Plains.
- Routine maintenance includes plowing, grading, snow blowing, avalanche control, gravel resurfacing, drainage improvements, culvert repairs, vegetation control, and signage inspections.
- In 2025–26, approximately \$1.0 million was spent on resurfacing and maintenance, with an additional \$1.1 million for aggregate production.
- Traffic volumes range from about 80 vehicles per day in southern sections to 50 vehicles per day in northern sections.
- The highway connects to ferry services at the Peel and Mackenzie rivers and uses ice bridges in winter, operated by the NWT government.

Dempster Highway

Highways and
Public Works

- In 2025, the Dempster Highway was included as a project component of the Yukon Resource Gateway Program.
- As part of this initiative, \$45 million was reallocated to support the highway.
- To date, no project agreements have been signed with the five impacted First Nations.
- The Dempster Highway experiences challenging conditions year-round, including heavy winds and significant snowfall, which can lead to temporary closures.
- Our crews monitor the highway daily and work to reopen it as quickly and safely as possible when weather-related closures occur.

Status:

- Maintenance and improvement work planned for this summer includes grading, gravel resurfacing, drainage improvements, vegetation control and signage maintenance.
- In 2026, we are planning spot brushing between Eagle Plains and the NWT border to reduce snow drifting. This will reduce snow removal costs and the chance of road closures.

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Dempster Highway

Highways and
Public Works

If asked about the Yukon Resource Gateway Program Funding:

- The Government of Canada and the Yukon government recently amended the contribution agreement objectives within the Yukon Resource Gateway Program to emphasize roads benefiting both mining and inter-provincial connectivity projects.
- As part of this amendment, \$45 million has been reallocated to the Dempster Highway to fund essential improvements.

Approved by:	
T. Allen	February 16, 2026
Deputy Minister, Highways and Public Works	Date Approved

Early Mining Road Reopening

Highways and
Public Works

Topic: Early reopening of mining access roads to support the 2026 mining and mineral exploration season.

Key messages:

- The Government of Yukon is reopening select mining roads early to support a strong start to the mining season.
- Early road access to the Goldfields and other seasonally maintained roads enables mining operators to efficiently mobilize equipment and materials ahead of the spring thaw.
- Opening these roads earlier in the season also helps preserve the integrity of the road surface by allowing conditions to stabilize before heavier industrial traffic begins during the spring thaw.
- Early access helps industry plan their season, supports employment for Yukoners, and strengthens our economy.

Key facts and stats:

- The mining roads opened early as part of the early road openings are seasonally maintained roads listed in Schedule 1 of the *Highways Act*.
- Early mining road openings typically occur between mid-February and early March, depending on conditions.
- This year, early road maintenance began on February 9, starting in the Dawson Goldfields.
- More than 300 kilometres of mining roads are included in early reopening efforts.
- Roads are reopened by clearing snow and ice from road surfaces and steaming culverts.
- Once opened, regular maintenance continues until October.

Early Mining Road Reopening

Highways and
Public Works

- The government coordinates with the Canada Border Services Agency to align road access with the opening of the Little Gold Border Crossing.

Status:

- Highways and Public Works continues to advance seasonal mining road openings.
- All Dawson-area goldfield roads (including Upper Bonanza, Hunker, Quartz, Sulphur, Sixty Mile, Clear Creek, Clinton Creek, and Freegold) have been open for some time and are currently under ongoing maintenance.
- Spring freshet conditions commonly result in localized damage and washouts, which are being actively addressed as they arise.
- Approximately 4 km of the Top of the World Highway remains to be opened.
- Work will resume once the ferry is in operation and all safety checks are complete; opening is expected to take about two days after the ferry is operational.
- Ferry launch is weather-dependent; we are actively monitoring conditions and preparing accordingly.
- The government is coordinating internally and with federal partners to align timelines and ensure readiness.

If asked about the budget for this year:

- The budget for early mining road openings in the 2025/26 fiscal year is approximately \$500,000.
- Spending for the current fiscal year is still underway as the season progresses.

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Early Mining Road Reopening

Highways and
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- To date, roughly \$277,000 has been spent out of the 2025/26 fiscal year's budget, with an additional \$109,000 already committed through existing contracts.

Approved by:	
R. Gorczyca	May 11, 2026
A/Deputy Minister, Highways and Public Works	Date Approved

Topic: Seasonal operation, safety, and future replacement planning for the George Black Ferry in Dawson City.

Key messages:

- For over 50 years, the George Black Ferry has supported safe and reliable Yukon River crossings for residents, businesses, and visitors alike.
- As the ferry nears the end of its life, work is underway to plan for its replacement.
- This planning includes design work and planning to ensure a seamless transition for Dawson residents and travelers.
- We look forward to collaborating with the Tr'ondëk Hwëch'in Government and the City of Dawson in advancing this project.

Key facts and stats:

- The George Black Ferry typically operates from the May long weekend to Thanksgiving with crossings taking approximately 10 minutes.
- 60,000 to 70,000 vehicles use the ferry each season, with peak days averaging around 1,200 passengers.
- In recent years, it has been pulled from service in mid-October.
- Engines rebuilt in 2023, and critical spare parts are stocked locally in Dawson to minimize service interruptions.
- Ferry staff receive onboarding, training, and Transport Canada certification each season.
- Replacement planning includes design, infrastructure, environmental assessments, and stakeholder consultation.
- The future ferry will increase capacity, accommodate heavier vehicles, and improve safety and accessibility.

Status:

- The department is actively monitoring conditions and working to launch the ferry as soon as practical. Operations remain subject to river conditions.

If asked about the planning studies:

- The department has retained Capilano Maritime Design Ltd. to complete a planning study by fall 2026 to determine the type, size, and design of a replacement vessel for the George Black Ferry.
- Stakeholder engagement in Dawson City took place in January 2026, and technical studies are underway to assess potential fish, wildlife, and hydraulic impacts.
- Early-stage work completed last year included traffic and ice studies, along with preliminary planning for the vessel and supporting shore infrastructure. This fiscal year, the department is building on that work to complete detailed planning by fall.
- Of the \$250,000 forecast for this fiscal year, approximately \$120,000 will support planning work, with the remainder allocated to geotechnical studies to inform next year's activities.

If asked about reliability of the existing ferry:

- Critical parts are stocked locally, and staff are trained, certified, and regularly updated to respond quickly to mechanical issues, minimizing service interruptions.
- Lessons from past mechanical issues have informed updated maintenance protocols and the planning of the new ferry, ensuring reliability and ease of maintenance.

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George Black Ferry

Highways and
Public Works

- Contingency plans are in place to manage operational interruptions, including communication with travelers, schedule adjustments, and coordination with emergency services if needed.

Approved by:	
R. Gorczyca	May 11, 2026
A/Deputy Minister, Highways and Public Works	Date Approved

Topic: General highway maintenance schedule and maintenance decision-making in the Yukon.

Key messages:

- Highways and Public Works prioritizes the safety of travellers and maintains the Yukon's highway network year-round.
- Maintenance activities are planned and delivered based on safety needs, seasonal conditions, and asset management principles.
- Dedicated highway crews work across the territory in all seasons to keep roads safe and accessible for Yukoners.

Key facts and stats:

- Highways and Public Works maintains over 4,800 kilometres of highway and operates out of 21 maintenance camps across the territory.
- During winter, regional crews work seven days a week, with 24/7 coverage in Whitehorse.
- Priority highways are typically cleared within 24 to 72 hours after snowfall, depending on conditions.
- During periods of extreme cold, crews respond as conditions allow while ensuring the safety of staff and protecting equipment.
- Severe weather can occasionally create difficult driving conditions despite best maintenance efforts.
- Of the 4,831 kilometres of maintained roads in Yukon, 1,973 kilometres are surfaced with bituminous surface treatment (BST).
- Road surfaces have an estimated lifespan of 8 to 20 years, depending on surface type and traffic.

- The Yukon now experiences, on average, 24 more days of snowfall annually compared to the 1990s.
- Spring and summer maintenance includes clearing shoulders, repairing potholes, grading non-primary roads, sweeping, steaming culverts, litter pick-up, and sign cleaning to keep roads safe as seasons change.

Status:

- The department is developing a Highway Functional Classification System to improve consistency in maintenance standards and to guide resource allocation.
- The government is investing \$22.4 million in highway repairs and improvements this year, an increase of \$9 million from last year, to keep roads safe and reliable for Yukoners.
- This includes funding for highway rehabilitation and roadside safety improvements, helping extend the life of roads and improve driving conditions across the territory.

If asked about maintaining areas prone to slides:

- Highways and Public Works actively monitors areas known to be prone to slope movement, including Henderson Corner and the Top of the World Highway.
- At Henderson Corner, monitoring equipment is installed on the slope, and the Yukon Geological Survey provides regular updates on any movement.
- Maintenance crews are prepared to respond quickly if conditions affect road safety or access.

- For the Top of the World Highway, slope stability and road conditions are regularly assessed, and crews carry out maintenance and temporary repairs as needed, with a focus on safe travel and minimizing disruptions.
- In all areas, the safety of travellers is the top priority. If a slide or sloughing event occurs that affects access, alternative routes and plans are in place to maintain connectivity and support affected communities.

If asked about Swift River Section:

- The Swift River area receives above-average snowfall and experiences frequent freeze-thaw cycles, creating challenging and rapidly changing road conditions.
- Highway curves in the region can become slick, increasing the need for active maintenance.
- Highways and Public Works will continue to plow and sand the area this winter; crews also rehabilitated sections of the highway last summer to address potholes caused by freeze-thaw cycles.

Approved by:	
T. Allen	April 2, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: 511 Yukon road information service.

Key messages:

- 511 Yukon provides up-to-date road and weather information to help drivers make safe travel decisions before and during their trips.
- Information on 511 Yukon is informed by highway monitoring devices and observations from highway maintenance staff across the territory.
- The Government of Yukon continues to improve 511 Yukon to ensure travellers have timely, reliable access to road information.

Key facts and stats:

- Yukon has 15 Road Weather Information Systems that provide real-time data on weather and road conditions.
- This information helps inform maintenance response and supports safe trip planning for the public.
- 511 Yukon is updated daily to reflect road conditions, weather events, construction activity, and unplanned incidents.
- Information on 511 Yukon may be coordinated with other communication tools, including highway message boards, text alerts, and social media.
- There are currently 22 large mobile digital message boards and six small mobile digital message boards used to display various road safety messages to Yukoners.
- The 511 Yukon website features a Google Maps–integrated interface and allows users to create personal profiles.
- The 511 Yukon mobile app is available for free through the Apple App Store and Google Play Store.

Status:

- Highways and Public Works continues to maintain and enhance the 511 Yukon platform.
- New features are added as they are developed to improve usability and access to information.

If asked about how messaging is determined on message boards:

- Digital message boards are primarily used to communicate highway-related information, including road hazards, closures, and construction activities.
- We also work in coordination with Wildland Fire when wildfires affect driving conditions, such as reduced visibility or smoky air, to make sure messages are updated to keep travellers safe and informed.
- When no immediate road hazards are present, boards may also display seasonal or holiday-specific messages to engage and inform the public.

If asked about inaccurate 511 reporting:

- The department strives to provide timely and accurate highway information through the 511 Yukon service based on updates from on-site highway maintenance crews and operational reports.
- Closures are implemented based on changing road conditions to prevent travellers from being exposed to situations that put their safety at risk.
- Hazards and advisories, such as poor visibility, one-lane traffic, or adverse road conditions, are also reported on 511 Yukon to warn drivers of changing conditions.

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Highway Safety – 511 Yukon

Highways and
Public Works

- In remote areas of the territory, such as the Dempster highway, conditions can change quickly, resulting in roads closing and reopening with very little notice.
- That said, we recognize the importance of ensuring advisories are removed as soon as conditions allow. Work is ongoing to improve coordination between field crews and communications staff so updates are reflected on 511 as quickly as possible.
- In coordination with the Emergency Measures Organization, cross-departmental emergency communications coverage is also provided 24/7 in which important public safety updates are shared on social media and 511Yukon such as road closures.

Approved by:	
T. Allen	April 23, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Safety improvements and maintenance at the Lewes River Bridge near Marsh Lake.

Key messages:

- The Government of Yukon is taking concrete steps to improve safety on and around the Lewes River Bridge.
- Recent upgrades and planned improvements focus on better visibility, clearer traffic control, and safer highway access.
- Work will continue in 2026 to further enhance driver safety while maintaining bridge infrastructure.

Key facts and stats:

- Lewes River Bridge is located at kilometre 1393 of the Alaska Highway.
- Safety upgrades already completed include a reduced advisory speed limit, improved line markings, an extended no-passing zone, and reflective hazard signage.
- The intersection of Sawmill Road with the Alaska Highway was realigned in fall 2025 to improve sightlines and support an upgraded guiderail in the Lewes River Bridge approach zone.
- In October 2025, 20 new lights were installed along the highway west of the bridge, plus several lights at the Sawmill Road and Lewes Dam Road intersections.

Status:

- Planned 2026 improvements include paving the realigned section of Sawmill Road and adding 10 lights on the highway east of the bridge and five lights on the bridge deck.

- The YESAB decision document for bridge rehabilitation was issued in February and the department is now acquiring the necessary permits, with repairs planned for summer 2027.
- Concrete rehabilitation will focus on the central pier below the bridge deck.

If asked about light pollution:

- We have heard residents' concerns about lighting at Lewes River Bridge and are reducing the number and brightness of lights while maintaining safety of the bridge.
- The street lighting for the bridge approaches is designed to meet national guidelines.
- Lights are downward-facing and gradually increase in brightness from dim to light as one moves toward the bridge in order to improve visibility while reducing glare.

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Lewes River Bridge

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Highways and
Public Works

If asked about recent accidents:

- Safety improvements have been implemented to address multiple risk factors, including visibility, speed, and access points.
- The Sawmill Road realignment and guiderail upgrades improve sightlines and reduce collision risk.
- While collisions have occurred in the area, there is no single common cause, and the department continues to monitor conditions and implement safety upgrades as needed.

Approved by:	
R. Gorczyca	March 31, 2026
A/ Deputy Minister, Highways and Public Works	Date Approved

Mandatory Entry Level Training – *Motor Vehicles Regulations* update

Highways and
Public Works

Topic: Highways and Public Works is updating the *Motor Vehicles Regulations* to implement Mandatory Entry Level Training (MELT) requirements for new Class 1 drivers.

Key messages:

- The Yukon government is taking action to improve road safety by introducing Mandatory Entry Level Training (MELT) for new Class 1 drivers to ensure consistent, comprehensive training before drivers are licensed.
- This initiative is guided by standards under the National Safety Code, increases commercial driver safety, supports stronger supply chains, and aligns Yukon with jurisdictions across Canada that have also made Entry Level Training mandatory for new class 1 drivers.
- Implementing Mandatory Entry Level Training through updates to the *Motor Vehicles Regulations* supports ongoing safety and efficiency in the short term, while broader work continues toward bringing the new *Traffic Safety Act* into force.

Key facts and stats:

- The Government of Yukon, with other Canadian jurisdictions, recently signed the Memorandum of Understanding (MOU) on Interprovincial Trucking committing to reduce trade barriers and strengthen national supply chains.
- Signing the MOU signals our commitment to implement Mandatory Entry Level Training for Class 1 drivers by December 31, 2027.
- Streamlined permitting under the MOU reduces unnecessary red tape in the commercial carrier industry.

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Mandatory Entry Level Training – *Motor Vehicles Regulations* update

Highways and
Public Works

- MELT aligns Yukon with national safety standards, improving road safety for all residents and commercial drivers.
- This initiative strengthens Yukon’s transportation network and supports economic growth.

Status:

- The Yukon government is working on updates to the *Motor Vehicles Regulations* to implement Mandatory Entry Level Training for Class 1 drivers.
- Collaboration with training providers and commercial carriers is underway to ensure smooth implementation.
- The project is in the early stages, and the government is engaging with stakeholders to address opportunities for reducing red tape while enhancing safety.

If asked about the *Traffic Safety Act*:

- This initiative was targeted to be included as part of the new regulations under the *Traffic Safety Act*.
- With the signing of the MOU and associated commitment to implement Mandatory Entry Level Training by December 2027, a change to the *Motor Vehicles Regulations* is now being pursued to support its earlier implementation.

Approved by:	
T. Allen	February 16, 2026
Deputy Minister, Highways and Public Works	Date Approved

North Klondike Highway Upgrades

Highways and
Public Works

Topic: Investment in long-term upgrades to the North Klondike Highway

Key messages:

- The long-term viability of Yukon's highway network is a priority for this government, and we are making significant investments in the North Klondike Highway.
- This highway is a critical transportation corridor, connecting Whitehorse with northern Yukon communities, supporting industry, and serving travellers from around the world.
- Through the federal government's National Trade Corridors Fund, upgrades are underway across multiple sections of the corridor to improve safety, increase climate resiliency, and strengthen supply chain reliability.

Key facts and stats:

- A total of \$267 million is being invested to improve the North Klondike Highway over ten years with 81 kilometers reconstructed to date.
- Funding includes \$200 million from the Government of Canada through the National Trade Corridors Fund and the Yukon government will contribute \$67 million to the project.
- Planned upgrades include up to 209 kilometres of road reconstruction between Carmacks and Dawson City along with three bridge improvements and multiple culvert upgrades.
- Completed bridge rehabilitation and replacement projects include Moose Creek, McCabe Creek Bridge and Crooked Creek Bridge.

North Klondike Highway Upgrades

Highways and
Public Works

- A 16.2 kilometer two-year \$10.1-million reconstruction project north of Carmacks began in 2025 with 8 kilometers completed to date.
- Intelligent Transportation Systems components are being installed throughout the project to improve safety and operational decision-making.
- These systems include traffic and weather monitoring, digital message signs, and frost-depth monitoring to support seasonal weight restrictions.
- All upgrades are located within the Traditional Territories of Little Salmon Carmacks First Nation, Selkirk First Nation, First Nation of Nacho Nyak Dun, and Tr'ondëk Hwëch'in.

Status:

- Construction work will continue this summer, including rebuilding sections from kilometre 498 to 591 between Pelly Crossing and Stewart Crossing.
- Revegetation, surface treatments and related procurements are underway to support and complete the upcoming work.

If asked about current road conditions between Pelly Crossing and Stewart Crossing:

- Parts of the Yukon, including the North Klondike Highway between Pelly Crossing and Stewart Crossing, have experienced severe weather over the past year including heavy precipitation and prolonged cold temperatures.

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North Klondike Highway Upgrades

Highways and
Public Works

- These conditions can damage road surfaces and make maintenance more challenging.
- As spring melt begins, we enter pothole season. Snow and ice that helped smooth the road surface disappear, revealing potholes and other wear.
- At the same time, meltwater can seep into cracks, weakening the pavement and contributing to new potholes or worsening existing ones.
- Crews are out daily inspecting the highway and addressing potholes and other issues as they arise.
- While conditions remain cold in many areas, crews are warming patching materials to carry out repairs where possible.

Approved by:	
T. Allen	April 23, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Road maintenance and snow clearing in Old Crow.

Key messages:

- The Department of Highways and Public Works is committed to road safety and providing a high standard of maintenance services in Old Crow.
- In remote communities, creative solutions are needed to deliver services, and the department is reviewing the best ways to maintain roads in Old Crow.

Key facts and stats:

- Old Crow has no road access, meaning all materials, equipment, and supplies must be flown in, which is costly and weather dependent.
- Limited on-site equipment and high transportation costs can delay repairs or replacements, particularly during winter if critical equipment fails.
- The department is taking steps to ensure local service levels are maintained despite these challenges.
- Snow-clearing operations have shifted to the Aviation Branch due to logistical reasons.
- Using airport equipment outside the airport is carefully managed to maintain safety and service standards.

Status:

- The department is actively reviewing how road maintenance can best be delivered in Old Crow.
- Staffing shortages have impacted service delivery.

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Old Crow Road Maintenance

Highways and
Public Works

If asked about the heavy equipment in Old Crow:

- Aviation and Maintenance branches are working together to maintain roads in Old Crow, using equipment located in the community, including graders and loaders, to prioritize key areas such as the health centre, school and other community hubs.
- Equipment is routinely serviced and repaired by heavy equipment mechanics who are flown into Old Crow every 6–8 weeks, based on operational needs and service requests.
- The department is also working toward longer-term solutions, including exploring options to establish local contractor capacity for airport and road maintenance.

Approved by:	
T. Allen	February 16, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Pelly River Barge operations safety, and future planning.

Key messages:

- The Pelly Barge is an important transportation link for the Ross River community, visitors, and industry accessing the North Canol Road.
- Operations are guided by safety standards and river conditions to ensure safe travel for all users.
- The Government of Yukon is committed to working with Ross River Dena Council to maintain safe access while exploring long-term options for the crossing.

Key facts and stats:

- The Pelly Barge typically operates between early June and early October.
- Opening dates depend on river water levels, which must be high enough for safe operation.
- The barge is removed from the river at the end of the season due to low water levels and ice formation.
- During the off-season, the barge undergoes inspections and required maintenance or repairs.
- Outfitters, mining companies, and the public rely on the Pelly Barge for access to the North Canol Road.
- Climate change has increased fluctuations in water levels, raising operational risks from sandbars during low water and debris during high water.

Pelly Barge

Highways and
Public Works

- The Pelly Barge is regulated by Transport Canada as a commercial vessel and must meet federal safety, equipment, crew, and environmental standards.
- The Department has a Fisheries Act Authorization in place to allow the Pelly Barge to operate until November 15, 2027.

Status:

- Highways and Public Works continues to inspect and maintain the Pelly Barge to ensure it is safe for seasonal operation.
- In fall 2024, HPW submitted a YESAB proposal to improve Pelly Barge operations by building semi-permanent ramps on both riverbanks, so the barge can stay in the deeper part of the river during low water.
- YESAB recommended engaging with First Nations on fish salvage and conducting a detailed ice jam modeling study to assess flood risks from year-round ramps.
- Once the ice jam study and First Nations engagement are complete, the department will determine next steps.

If asked about the expiring Fisheries Act Authorization:

- The Pelly Barge has operated on temporary gravel ramps since 2013, and due to stricter Fisheries Act rules about sediment entering the water, HPW is reviewing operations and considering whether a new Fisheries Act Authorization is required.
- As the current FAA expires in 2027, the department is assessing the potential to construct semi-permanent ramps, which would be included in a new Fisheries Act Authorization submission.

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Pelly Barge

Highways and
Public Works

- As part of this project, the department is following YESAB recommendations to engage with Ross River Dena Council on fish salvage and conduct an ice jam modeling study to assess flood risks.
- This work is anticipated to be completed by April 2026 and does not affect current barge operations.

If asked about a potential bridge:

- Building a bridge would require feasibility studies, cost analysis, and engagement with First Nations, stakeholders, and Yukon government departments.

Approved by:	
T. Allen	February 17, 2026
Deputy Minister, Highways and Public Works	Date Approved

Periodic Motor Vehicle Inspections (PMVI)

Highways and
Public Works

Topic: The Yukon extends the Periodic Motor Vehicle Inspection (PMVI) interval.

Key messages:

- In January 2026, the Government of Yukon extended the Periodic Motor Vehicle Inspection interval for most commercial vehicles from six months to 12 months.
- This change reduces unnecessary costs and down-time for commercial operators while maintaining strong oversight through certified inspections, facility monitoring and roadside enforcement.
- The updated inspection interval aligns with National Safety Code requirements and the practices in many other Canadian jurisdictions.

Key facts and stats:

- Buses continue to be inspected every six months, consistent with national standards.
- PMVIs are conducted by certified technicians at private facilities, licensed and monitored by the Government of Yukon.
- Inspections involve a thorough assessment of vehicle condition.
- Commercial operators are required to pay inspection fees.
- Certified technicians perform an average of 2,800 inspections per year.
- The Yukon has more than 270 certified inspectors in Carmacks, Dawson City, Faro, Haines Junction, Mayo, Pelly Crossing, Ross River, Teslin, Watson Lake and Whitehorse.

Periodic Motor Vehicle Inspections (PMVI)

Highways and Public Works

- National Safety Code inspectors do periodic reviews of inspection facilities to ensure they are up to standard.

Status:

- The new PMVI interval came into effect on January 1 and was well received by local industry stakeholders.
- Carrier Compliance Officers at Whitehorse and Watson Lake weigh scales perform random Commercial Vehicle Safety Alliance (CVSA) inspections, providing additional oversight.
- Planning is underway for a Mobile Carrier Compliance Officer to conduct on-the-road CVSA inspections.

Clarification on inspection data:

- For clarity, it is important to distinguish between scheduled PMVIs and roadside inspections.
- Between 2023 and 2025, nearly 9000 Periodic Motor Vehicle Inspections (PMVIs) were conducted in the Yukon.
- These were scheduled inspections performed by certified mechanics, not roadside or “spot inspections”
- Across the full period, 124 vehicles were placed out of service, representing a small proportion of overall PMVIs during this timeframe.
- The figure of approximately 4,000 “failed” inspections refers to vehicles identified as “requiring attention”.

Periodic Motor Vehicle Inspections (PMVI)

Highways and
Public Works

- In many cases this involves minor maintenance items (such as a burnt-out headlight) and does not necessarily indicate a significant or immediate safety concern.
- Overall, the data indicates a high level of compliance among commercial operators.

If asked about Yukon government exemption to PMVIs:

- Highways and Public Works vehicles, such as plow trucks, are exempt from the National Safety Code's Periodic Motor Vehicle Inspections (PMVIs) requirement because the Yukon government operates as a non-commercial, not-for-hire entity.
- This approach is consistent with other Canadian jurisdictions.
- Despite the exemption, Highways and Public Works conducts regular inspections on its vehicles and follows a rigorous maintenance schedule, including pre-trip inspections and thorough documentation of mechanical issues to ensure safety on Yukon roads.

Periodic Motor Vehicle Inspections (PMVI)

Highways and
Public Works

If asked about safety risks:

- The extended inspection interval maintains vehicle safety while reducing costs and downtime for commercial operators.
- Commercial operators remain responsible for ongoing vehicle maintenance programs under National Safety Code Standard 11A.
- Random CVSA inspections at weigh scales and on the road provide extra oversight.

If asked about Periodic Motor Vehicle Inspections (PMVIs) not being done on site:

- We are aware of concerns raised by rural operators about the time and cost associated with travelling to licensed inspection facilities for Periodic Motor Vehicle Inspections.
- Recognizing these challenges, we extended the PMVI interval from six months to 12 months to reduce travel and costs for operators.
- In addition, inspection facilities are available in most Yukon communities, helping improve access across the territory.
- Periodic Motor Vehicle Inspections in the Yukon must be conducted by certified technicians at licensed inspection facilities that are approved and monitored by the Government of Yukon.
- This approach aligns with National Safety Code Standard 11, which requires inspections to take place in a government or approved inspection facility.

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Periodic Motor Vehicle Inspections (PMVI)

Highways and
Public Works

- Licensed facilities are required to meet specific standards, including proper equipment, controlled working conditions and oversight, to ensure inspections are consistent, thorough and properly documented.
- While inspections are completed by certified mechanics, the facility itself also plays an important role in ensuring quality control, accountability and compliance with national standards. There are no immediate plans to change the current approach, though we remain open to ongoing dialogue with industry on this and other operational matters.

Approved by:	
T. Allen	April 28, 2026
Deputy Minister, Highways and Public Works	Date Approved

Rest Area Maintenance and Strategy

Highways and
Public Works

Topic: Maintenance of Yukon's highway safety rest areas and development of a rest area strategy.

Key messages:

- Safety rest areas are an important part of Yukon's transportation network, providing travellers with safe, predictable places to stop and rest.
- The Government of Yukon is developing a territory-wide rest area strategy to ensure a consistent, high level of service across the highway network.
- The strategy will support safer travel, better trip planning, and future-ready infrastructure.
- Rest areas are maintained year-round through contracts managed and inspected by Highways and Public Works.

Key facts and stats:

- Most highway rest areas fall under Highways and Public Works, which owns 45 of the 64 sites with outhouses.
- The rest area strategy will standardize spacing between safety rest areas so travellers can reliably plan stops.
- All rest areas provide basic services, such as outhouses and garbage bins, at predictable intervals.
- Service standards will guide decisions on amenities, locations, and future upgrades.
- To improve trip planning, safety rest areas were added to the 511 Yukon platform in February 2024.

Rest Area Maintenance and Strategy

Highways and
Public Works

- Along key corridors, such as the Alaska Highway and North Klondike Highway, rest stops are cleaned three times per week in summer and one to two times per week in winter, depending on the site.
- Some lower-traffic sites may close in winter, but key highways, remain open year-round.
- To maintain ongoing service levels, the government is investing an additional \$773,200 this fiscal year for rest stop cleaning and septic pump out services.

Status:

- Highways and Public Works is developing and preparing to implement a rest area strategy for the territory.
- The strategy will be finalized this summer.
- Public and stakeholder feedback is being used to guide site selection and service standards.
- Rest area locations and services continue to be maintained to meet traveller needs during this transition.

If asked about the Drury Creek rest area:

- There is a 141-kilometre gap between rest areas between Carmacks and Faro, which has identified the need for an additional site.
- Following public feedback received in spring 2024, an alternative locations have been identified and a revised proposal will be brought forward to YESAB.
- The government continues to work with partners to provide consistent and reliable services along Yukon highways.

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Rest Area Maintenance and Strategy

Highways and
Public Works

If asked about contractor accountability:

- Contractors are required to meet cleaning and maintenance standards outlined in their contracts.
- Department staff regularly inspect rest stops and contractors must provide photo confirmation that work has been completed.
- Any deficiencies identified are addressed with the contractor to ensure facilities meet expected standards.
- Rest stops along major highways, including from the Alaska Highway junction to the Five Finger Recreation Site and from Pelly River Viewpoint to Dawson City, are cleaned multiple times per week in summer and regularly in winter to maintain safe and clean facilities for travellers.

Approved by:	
T. Allen	March 25, 2026
Deputy Minister, Highways and Public Works	Date Approved

Rural Road Upgrade Program/Resource Road Access Road Program

Highways and
Public Works

Topic: General updates to the two programs and increased funding.

Key messages:

- Our government is committed to revitalizing both the Rural Road Upgrade Program and the Resource Access Road Program.
- These programs support safer, more reliable transportation infrastructure for rural Yukoners and for industries that rely on access roads.
- Both programs help ensure road upgrades are community-driven, cost-effective and aligned with Yukon's economic and regional needs.

Key facts and stats:

- The Rural Road Upgrade Program provides funding to improve both maintained and unmaintained rural roads across the Yukon.
- Yukoners can apply to have rural roads considered for upgrades through the program.
- Projects are evaluated to ensure benefits are distributed across Yukon regions.
- Eligible roads must be publicly accessible and located on public land or formally recognized as public roads.
- The Resource Access Road Program supports infrastructure improvements that provide a clear economic benefit to the Yukon.

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Rural Road Upgrade Program/Resource Road Access Road Program

Highways and
Public Works

Status:

- The Rural Road Upgrade Program and Resource Access Road Program are active.
- The department will be reviewing applications in the lead up to the 2026/27 construction season.
- Information on program criteria and application processes is available on Yukon.ca.

Approved by:	
T. Allen	February 16, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Rehabilitation of the North Alaska Highway between Destruction Bay and Beaver Creek.

Key messages:

- The Government of Yukon is moving forward with rehabilitation of the North Alaska Highway, a key transportation corridor linking Yukon and Alaska.
- Funding partnerships with the State of Alaska and the U.S. Federal Highway Administration, allowed construction to begin in 2025.
- Rehabilitation work focuses on sections most affected by permafrost damage and responds to long-standing concerns from Yukoners about highway conditions.

Key facts and stats:

- In 2024, funding was announced for rehabilitation of the North Alaska Highway for the first time since the end of the Shakwak Agreement in 2015.
- Approximately \$37.6 million USD in project funding is allocated through partnerships with Alaska and U.S. federal agencies.
- Of this amount, \$12.3 million USD is formally committed through the Statewide Transportation Improvement Program (STIP), a program that identifies transportation projects eligible for U.S. federal funding. This funding is available until fall 2027.
- Approximately 90 kilometres of highway will be rehabilitated between 2025 and 2030, prioritizing areas with severe permafrost damage.
- In the 2025 construction season, work included:
 - producing aggregate for future construction; and

- rehabilitating 17 kilometres of highway between km 1762 and km 1790.

Status:

- The Government of Yukon continues to work with U.S. partners to finalize approvals and tendering requirements needed to advance 2026 construction.
- Despite uncertainty around approval of a U.S. Federal BUILD infrastructure grant due to changes in U.S. administration and trade policies, progress is continuing and final approval is expected in 2026.
- The department is prioritizing sections experiencing severe settlement and movement caused by permafrost degradation.
- Planned 2026 construction includes:
 - rehabilitating permafrost-damaged sections from Koidern River Bridge #1 to White River Bridge (km 1790–1818); and
 - BST resurfacing of previously restored sections between km 1762 and 1790.

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Shakwak

Highways and
Public Works

If asked about delays or coordination with U.S. partners:

- Construction requires environmental approvals and tender authorization from the U.S. Federal Highway Administration.
- Recent emergency weather events in Alaska have affected coordination timelines; however, work continues to ensure construction can proceed as planned.

Approved by:	
T. Allen	March 18, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Spring weight restrictions on Yukon roads.

Key messages:

- Every spring, weight restrictions are applied to specific Yukon roads to prevent heavy loads from causing damage to the highway network during the spring thaw.
- These restrictions are a proactive measure that preserve infrastructure, improve safety, and reduce long-term maintenance costs.
- Weight restrictions are a key part of multi-year maintenance planning. They help preserve the road network, improve safety, and reduce long-term costs.

Key facts and stats:

- During the spring thaw, road surfaces are more vulnerable, and heavy loads can cause rutting and compromise road resiliency.
- Many areas of the Yukon are also seeing increasingly unpredictable weather conditions and quickly changing temperatures due to climate change.
- Restrictions limit the maximum legal load on vehicle axles, sometimes up to 50 per cent of the normal legal load.
- Weight restrictions are implemented when the ground temperature reaches 0°C, typically in April.
- The department communicates well in advance of spring road restrictions and strives to provide industry with at least two days of advance notice before they actually come into effect.

- The temperature of the road surface is measured using in-ground sensors called thermistors. These sensors measure temperatures at key locations, from multiple depths.
- Lowering speed limits does not prevent road damage and may worsen rutting in some conditions.
- Information on weight restrictions can be found on 511 Yukon as well as from our weigh stations in Watson Lake and Whitehorse.

Status:

- As spring conditions continue to change, seasonal weight restrictions are being expanded to additional roads across the territory to protect road infrastructure during the thaw period.
- Seasonal weight restrictions are in effect on many primary and secondary routes, with further adjustments expected as conditions evolve.
- As of April 20, current restrictions include:
 - 100 per cent load limit on the Alaska Highway;
 - 75 per cent load limit on the Dempster Highway;
 - 75 per cent load limit on the North Klondike Highway (Carmacks to Dawson); and
 - 75 per cent load limit on secondary roads connected to the highway system.
- These measures are necessary to reduce damage to road surfaces that become more vulnerable during freeze-thaw cycles.
- Crews are monitoring conditions closely, and restrictions will be updated as required.

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Spring Weight Restrictions

Highways and
Public Works

- Details on current weight restrictions are available on 511 Yukon and Yukon.ca.

Approved by:	
T. Allen	April 20, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Takhini River Bridge safety and active transportation upgrades.

Key messages:

- The Takhini River Bridge is an important travel link for Whitehorse residents and for those travelling along the North Klondike Highway.
- Although the existing bridge is expected to remain safe and fully functional for another 10 to 15 years, our government is committed to continuing to improve safety in the area.
- Highways and Public Works is looking at options for enhancements through future capital planning exercises.

Key facts and stats:

- The Takhini River Bridge is approximately 75 years old and has a remaining life expectancy of 10-15 more years.
- Replacing the bridge deck and performing truss strengthening could extend its lifespan by up to 30 additional years however it would not facilitate widening of the bridge.
- In 2025, speed limits were reduced to 70 km/h approaching the bridge.
- In fall 2024, speed display, speed reduction, and “Share the Road” signs were installed on both approaches to improve safety.
- Routine maintenance of the bridge’s concrete deck is planned for summer 2026.

If asked about active transportation components:

- In 2022, the Government of Yukon secured \$6.2 million in federal funding through the Active Transportation Fund to enhance safety

and accessibility on the Takhini River Bridge, for a total project value of \$8.5 million.

- Design work for a cantilevered sidewalk on the outer west side of the bridge was recently completed.
- Further work on the sidewalk will not proceed until the department completes a review of options for the bridge.

If asked about bridge replacement:

- Planning for the replacement of the Takhini River Bridge is included in the five-year capital plan.
- Bridge replacement will be subject to an Executive Committee environmental assessment, which adds time for permitting and approvals.
- The Executive Committee, made up of the YESAB Chair and two Board members, screens larger projects that come directly to it or are referred by a Designated Office, following a legislated timeline of up to 16 months.
- The screening process includes two public engagement stages; one for comment on the project proposal and another to review and comment on the Draft Screening Report.

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Takhini River Bridge

Highways and
Public Works

If asked about bridge width:

- The Takhini River Bridge was designed for two lanes of traffic and supports regular vehicle weights, comparable to other Yukon bridges.
- Sightlines and bridge width concerns are being addressed through speed reductions, line painting, and signage.

Approved by:	
T. Allen	March 18, 2026
Deputy Minister, Highways and Public Works	Date Approved

Takhini River Road and Gully Road

Highways and
Public Works

Topic: Takhini River Road safety, maintenance, and planned reconstruction.

Key messages:

- Takhini River Road has faced long-standing drainage, and erosion challenges, which the government is actively addressing.
- Reconstruction and safety improvements are in design and will include upgraded drainage, widening at narrow sections, and structural strengthening.
- These improvements are built on recent targeted drainage improvements and erosion control work already completed.

Key facts and stats:

- Large spring runoffs over the past decade have caused erosion at the Takhini River Road and Gully Road intersection.
- Takhini River Road is regularly monitored, with scheduled grading at least twice per year and more frequently as required.
- In summer 2024, ditch and culvert improvements were completed to address erosion issues.
- An information session for Takhini residents was held on November 12, 2024, to discuss proposed improvements prior to the YESAB proposal submission.
- Proposed improvements include strengthening the road structure, improving drainage and alignment, installing culvert markers and steam pipes, and cleaning and adjusting existing culverts.
- The YESAB decision document for this project was issued in November 2025.

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Takhini River Road and Gully Road

Highways and
Public Works

- Road maintenance and upgrade planning considers traffic volumes and socio-economic factors under the government's road classification system.

Status:

- Detailed design work is underway for the Gully Road intersection and the Takhini River Road.
- The department recently completed the YESAB process to support improvements and will be completing the detailed designs in the 2026/27 fiscal year.

Approved by:	
T. Allen	March 18, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Condition, inspections, and planned pier repairs at the Teslin River Bridge located at Johnson's Crossing.

Key messages:

- The Teslin River Bridge at Johnson's Crossing is a critical piece of transportation infrastructure on the Alaska Highway.
- Regular inspections have identified concrete deterioration on two bridge piers and the need for work around the bridge abutments.
- The bridge remains safe for use, and repair work is being advanced as a priority to maintain public safety and extend the structure's service life.

Key facts and stats:

- The Teslin River Bridge, located at kilometre 1296 of the Alaska Highway, was completed in 1944 and remains the only original Public Roads Administration bridge still in use.
- The bridge is safe for use and does not currently require weight or speed restrictions.
- Multiple rehabilitation projects have occurred over the bridge's 81-year history, with the most recent completion in 2020.
- In 2024, a detailed condition assessment was completed, confirming significant concrete deterioration on piers 3 and 4 and movement affecting abutments and pier 7.
- Construction planning considers safety, environmental protection, and consultation with the Teslin Tlingit Council.
- A YESAB proposal for the pier repairs was submitted in August 2025 and is currently in the evaluation stage.

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Teslin River Bridge

Highways and
Public Works

- Two project information sessions were held in summer 2025 for the Teslin Tlingit Council and community.

Status:

- Repair designs for piers 3 and 4 have been completed and reviewed for constructability. A design for the abutment retrofit and expansion joint restoration is in progress.
- The concrete rehabilitation project for piers 3 and 4 is currently in the YESAB review process (evaluation stage).
- Construction is planned for 2027–28.
- Planning incorporates safety, environmental protection, and community input.

Approved by:	
T. Allen	March 18, 2026
Deputy Minister, Highways and Public Works	Date Approved

Top of the World Highway and Little Gold Creek Border Crossing

Highways and
Public Works

Topic: Coordination with the Canada Border Services Agency for the Little Gold Border Crossing.

Key messages:

- The Department of Highways and Public Works dedicates resources each year to maintain the Yukon's year-round and seasonal highways.
- The Government of Yukon is ensuring critical transportation infrastructure is ready to support industry, tourism, and local travel.
- Coordination with the Canada Border Services Agency ensures the Little Gold Border Crossing and Top of the World Highway is ready for the 2026 season.

Key facts and stats:

- The Little Gold Creek port of entry is the northernmost border crossing in North America, located 105 km west of Dawson City on the Top of the World Highway.
- It closed on September 15, 2025, and is set to reopen on May 14, 2026, weather permitting.
- Between May 18 and September 7, 2025, 10,169 travellers entered Canada at Little Gold Creek.
- Due to harsh winter conditions, the port operates seasonally, typically from Victoria Day long weekend to September 15 each year.
- Travellers can use Beaver Creek port of entry as an alternative during the seasonal closure.

Top of the World Highway and Little Gold Creek Border Crossing

Highways and
Public Works

Status:

- Highways and Public Works is coordinating with Canada Border Services Agency to align maintenance and opening schedules.
- Preparations are underway to ensure the Little Gold Creek border and associated highways are ready for safe travel and a successful 2026 season.

If asked about Top of the World Highway maintenance:

- The Government of Yukon is committed to keeping the Top of the World Highway safe and passable.
- Maintenance on the Yukon portion of the highway is closely tied to the operation of the Yukon River ferry near Dawson City, which provides the only crossing point to access the highway.
- This means some maintenance activities are limited until the ferry is operational each season, although crews can carry out temporary repairs beforehand where possible.
- Highways and Public Works manages maintenance through regional highway camps, which are responsible for maintaining multiple roads within their area using a single operating budget.
- Crews prioritize work across the network based on factors such as safety, road conditions and available resources, and plan maintenance activities accordingly.
- This year, the department will replace 800 metres of damaged barrier, starting with the section uphill from the ferry.

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Top of the World Highway and Little Gold Creek Border Crossing

Highways and
Public Works

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- While there are currently no plans for major upgrades, grading and other maintenance work will be carried out where it has the greatest impact on safety and travel conditions.
 - We continue to monitor the highway and listen to residents' concerns, and maintenance priorities are adjusted as needed within available funding.

Approved by:	
T. Allen	April 2, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Implementation of regulations under the new *Traffic Safety Act*.

Key messages:

- The new *Traffic Safety Act* and its regulations are designed to improve road safety, deter dangerous driving, and modernize how traffic laws are enforced in the Yukon.
- Several regulations must be in place before the Act can come fully into force, and this work is actively underway.
- The department is moving forward as efficiently as possible while ensuring research and engagement with stakeholders is thorough and informed.

Key facts and stats:

- The *Traffic Safety Act* received assent on October 29, 2024, but is not yet fully in force.
- At least 11 regulations must be finalized before the Act can replace the *Motor Vehicles Act* in its entirety.
- Yukon's *Motor Vehicles Act* has not undergone a significant update since the late 1970s.
- In July 2025, initial regulations came into force that increased fines for unsafe driving behaviours.
- These changes include higher penalties for:
 - speeding;
 - careless or distracted driving;
 - driving without a valid licence; and
 - failing to stop for school buses.

Traffic Safety Act

Highways and
Public Works

- The new regulations also provide municipalities with greater authority to create traffic bylaws that reflect local conditions and priorities.
- Engagement has taken place with stakeholders, municipalities, and First Nations during development of the Act and will continue throughout the regulatory process.

Status:

- Drafting and development of the remaining *Traffic Safety Act* regulations is ongoing.
- Additional research and targeted stakeholder engagement are planned before regulations are finalized.
- The department is prioritizing completion of the regulatory framework while ensuring the changes are practical, enforceable, and improve safety outcomes.

If asked about why the Act is not fully in force

- The Act requires a comprehensive set of regulations to ensure it can be implemented safely and effectively.

Approved by:	
T. Allen	February 16, 2026
Deputy Minister, Highways and Public Works	Date Approved

Wait times for Class 5 Licenses and Commercial Tests

Highways and
Public Works

Topic: Reducing driver's road test wait times in the Yukon.

Key messages:

- The Government of Yukon ensures that all drivers meet safety requirements through rigorous written, road, and medical testing where required.
- The Motor Vehicles Office is actively reducing road test wait times by adding staff, streamlining processes, and implementing digital tools to better serve Yukoners.
- For example, the department is piloting a combined Class 4 and Class 5 road test for tourism operators so drivers do not have to book two separate tests. This reduces wait times and helps tourism operators get licensed faster for shuttle and tour vehicles.

Key facts and stats:

- All Yukoners applying for any class of driver's license must pass both a written test and a road test.
- Licence Classes 1 to 4 also require a medical examination certificate.
- Yukon Motor Vehicles has two full-time examiners performing Class 5 and commercial licence testing, with an additional seasonal examiner hired for April through September.
- Outside Whitehorse, auxiliary on-call staff conduct testing.
- The Whitehorse office uses Waitwell, a digital program which monitors wait times and ensures clients are being served as efficiently as possible.
- In 2025, the Whitehorse office served 37,706 clients and reduced average wait times to under 15 minutes.

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Wait times for Class 5 Licenses and Commercial Tests

Highways and
Public Works

- Road tests have been streamlined, allowing more tests to be completed daily.
- Class 4 licensing for tourism operators is being expedited through a pilot program which combines Class 4 and 5 road tests, reducing wait times for seasonal operators.

Status:

- The Government of Yukon is fully staffed and actively managing road test demand during the spring and summer months.
- Testing demand, service levels, and processes, including the pilot program, are being continuously monitored and adjusted to meet the needs of Yukoners.

Approved by:	
T. Allen	February 16, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Update on the Yukon Resource Gateway Program.

Key messages:

- The Yukon Resource Gateway Program is a joint investment by the Government of Canada and the Government of Yukon to improve road access to mineral-rich regions and strengthen Arctic security.
- Our government is working with Canada to maximize the remaining Gateway funding before the program expires.
- The Department of Highways and Public Works is responsible for delivering Gateway road projects and ensuring they are planned and constructed in collaboration with affected Yukon First Nations and industry.

Key facts and stats:

- The Yukon Resource Gateway Program includes \$398.4 million in road infrastructure investments across the territory.
- Funding has been extended to March 31, 2031, with no further extensions confirmed by Canada.
- Every Gateway project requires a Project Agreement with affected First Nations, outlining how projects will be delivered and how benefits will flow to citizens.
- Discussions are underway with Canada to increase program flexibility in order to increase likelihood of delivering the program within its timeline.
- Eligible project components approved in the 2025 amendment of the agreement with Canada include:
 - Nahanni Range Road – \$10 million

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Spring 2026

Yukon Resource Gateway Program

Highways and
Public Works

- Robert Campbell Highway (km 114–232) – \$60 million
- Robert Campbell Highway (km 354.9–414.4) – \$60 million
- Silver Trail – \$76 million
- Dempster Highway – \$45 million
- Casino Road – \$37 million
- Freegold Road Phase II – \$10 million
- North Canol Road – \$31 million
- The department is prioritizing projects with signed First Nation project agreements.

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Yukon Resource Gateway Program

Highways and
Public Works

Status:

- Project Agreements have been signed and are being implemented or completed with four First Nations.
- The department continues to engage with First Nations and industry proponents to align infrastructure investments with mine development timelines and regulatory requirements.
- As funding deadlines approach, the government is prioritizing projects that are ready to proceed and deliver the greatest benefit to Yukoners and the territorial economy.
- Planning activities for the following components will take place this year:
 - Campbell Highway #4 – km 354.9 to km 414.4
 - Campbell Highway #4 – km 114 to km 232
 - Mayo River Bridge Replacement – km 49.8, Silver Trail
- \$5 million has been allocated in the Capital Budget to support the Gateway Program, including these improvements along the Campbell Highway and the Silver Trail.

Approved by:	
T. Allen	March 25, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Overview of the department's role in road safety, including safe work practices for highway maintenance crews, school-zone safety, and municipal road safety.

Key messages:

- The Yukon government is committed to improving road safety for all users including drivers, pedestrians, cyclists, students, and maintenance crews working on our roads.
- The Department of Highways and Public Works plays an important role in road safety through highway operations, public awareness campaigns, and tools that help Yukoners make safer travel decisions.
- Road safety is a shared responsibility. The Yukon government works with the Department of Education, the City of Whitehorse, the RCMP, and the public to improve safety outcomes across the territory.

Key facts and stats

- Throughout the year, the department supports targeted road safety campaigns focused on winter driving preparedness, impaired driving (including alcohol and cannabis), motorcycle safety, speeding, and work-zone awareness.
- RCMP enforcement compliments education efforts through proactive traffic enforcement, including impaired-driving check stops and visibility in high-risk periods such as holidays.
- New regulations under the *Traffic Safety Act* came into effect in July 2025, increasing fines for several unsafe driving behaviours in the Yukon. These updates respond directly to concerns raised by Yukoners about dangerous driving behaviour on our highways.

- The City of Whitehorse and the Government of Yukon have been working together through initiatives such as the Neighbourhood Speed Program and a School Zone safety campaign to address community safety concerns.

Status

- Highways and Public Works continues to coordinate with the Department of Education on school-zone safety messaging and resources for parents and students.
- We continue to work with the City of Whitehorse who is responsible for roads within the City of Whitehorse.
- Yukon participates in federal-provincial-territorial transportation forums where jurisdictions share best practices and collaborate on road safety initiatives.
- Real-time road condition tools, including 511 Yukon and road weather information systems, continue to support safe trip planning across the territory.

If asked about highway maintenance crew safety:

- The safety of highway maintenance crews working on Yukon roads is a priority.
- During construction season, the department uses signage, communications, and public awareness messaging to remind drivers to slow down and respect work zones to protect transportation crews.
- While signage is in place for every road construction project, in some locations, there are also electronic message boards.

- Drivers are informed of upcoming road work 500 meters before a construction zone begins, are warned of loose gravel and dusty conditions, and are instructed to slow their speed.
- Our standards and specifications for road construction projects clearly lay out the requirements regarding traffic control and signage that road crews need to implement.

If asked about school drop-off and pick-up areas:

- The department works with the Department of Education to promote school-zone and school-bus safety before the start of each school year.
- This includes developing student road safety resources and school pick-up and drop-off maps designed to reduce congestion and unsafe vehicle movements.
- In partnership with the City of Whitehorse, bright blue boxes were installed at select elementary schools as part of a School Zone Safety campaign.
- They help mark where school zones begin and end, reminding drivers to slow down and stay alert.
- School bus safety is a top priority as well. It is the law for drivers to respect the flashing lights and stop signs on school buses that are intended to keep students safe.
- In July 2025, penalties increased for drivers failing to stop for a school bus and for passing a stopped school bus when not permitted.
- Further increases in fines and penalties, as well as additional penalty options, are being analyzed.

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Road Safety

Highways and
Public Works

- The government will continue working with partners, including the City of Whitehorse and the RCMP, to support safe travel for students and families.

Approved by:	
R. Gorczyca	April 13, 2026
A/Deputy Minister, Highways and Public Works	Date Approved

Topic: Contract management and Yukon First Nation participation.

Key messages:

- The Government of Yukon's contracts clearly outline requirements, deliverables, timelines, pricing, and Yukon First Nation participation commitments.
- Contractors are expected to meet all contractual obligations, with active oversight to ensure projects stay on track and deliver value for taxpayers.
- Where issues arise, the government works to resolve them promptly, using formal dispute resolution processes when necessary.

Key facts and stats:

- Contractors' bid commitments, including Yukon First Nation subcontracts or labour become enforceable contract requirements once awarded.
- Project managers monitor performance against schedules, budgets, deliverables, and participation commitments, addressing issues early to ensure consistent enforcement.
- Contracts may include provisions designed to encourage suppliers to fulfill their participation commitments, such as holdbacks.

Status:

- Active contract management is required on each contract to ensure compliance with the schedule, price and deliverables.
- Government staff will work directly with contractors to address any challenges and keep projects moving.

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Contract Management

Highways and Public
Works

- The department is currently initiating a review of the YFNPP in order to identify any potential improvements in this area.

If asked about inflationary pressures in contracts:

- The Government of Yukon is committed to managing contracts responsibly while ensuring essential services remain in place for government operations.
- We recognize that suppliers are experiencing inflationary pressures and regularly review contract provisions that allow for price adjustments where appropriate.
- We value our relationships with local businesses and will continue to work collaboratively to support continued service delivery.

Approved by:	
T. Allen	April 20, 2026
Deputy Minister, Highways and Public Works	Date Approved

Ensuring Contracts are Scoped Appropriately

Highways and
Public Works

Topic: Government of Yukon procurement practices that make it easier for small businesses and Yukon First Nations businesses to compete.

Key messages:

- The Government of Yukon is committed to designing clear, realistic contracts that set businesses up for success.
- Unbundling larger contracts into smaller ones increases opportunities for small businesses to participate in major capital projects.
- A review of the government's procurement policy as well as the Yukon First Nation Procurement Policy in 2026 will consider business and First Nation perspectives on how the policies are working and what improvements can be made.

Key facts and stats:

- Unbundling breaks large projects into smaller, manageable contracts to support participation by small businesses.
- Under the Yukon First Nations Procurement Policy, project managers must, where reasonable, structure contracts so they are manageable for Yukon First Nations Businesses.
- Yukon First Nations final agreements require government to make best efforts to structure contracts in a size manageable for small businesses.
- Direct awards and invitational tenders can also be used in alignment with the policy to engage and support smaller Yukon businesses.
- Community Development Agreements with Yukon First Nations governments typically incentivize involvement of smaller Yukon First Nations - owned businesses.

Ensuring Contracts are Scoped Appropriately

Highways and
Public Works

- The Procurement Support Centre provides tools and guidance, including an unbundling analysis, to help departments apply these practices consistently.
- The government is considering additional measures such as raising the direct award threshold and adjusting bonding requirements to reduce barriers for small contractors.
- These approaches support broader government commitments to economic reconciliation and increasing participation of Yukon First Nations businesses.

Status:

- Departments are actively using unbundling, direct awards, invitational tenders, and Community Development Agreements to support smaller businesses in capital projects.
- A full review of the Government of Yukon procurement policy and Yukon First Nation Procurement Policy is planned for 2026, including evaluation of current tools and identification of new opportunities for small business participation.

If asked about scoping commitments:

- Ensuring contracts are appropriately scoped is a government platform commitment, and existing practices – such as unbundling – directly support this commitment.
- The upcoming 2026 policy review will help clarify expectations around contract scoping and strengthen supports for small Yukon and Yukon First Nations businesses.

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Ensuring Contracts are Scoped Appropriately

Highways and
Public Works

- The Government of Yukon remains committed to procurement approaches that are accessible, fair, support local businesses, and improve outcomes for communities.

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Supporting local agriculture and agri-food businesses through government procurement.

Key messages:

- The Yukon government is supporting agriculture, agri-food businesses and the local food sector by prioritizing purchases of locally produced foods for government-run facilities.

Key facts and stats:

- In 2024, the Government of Yukon launched Online Marketplace, a digital platform for government employees to purchase a variety of supplies from local vendors online.
- The Online Marketplace allows producers to list their products in an online catalogue and to interact directly with purchasers.
- In fiscal 2025-26, Online Marketplace has processed approximately \$790,000 in purchases from 14 local suppliers.
- The Government of Yukon spends approximately \$3 million per year on food. Based on the current local suppliers, there is an opportunity to increase the amount spent on locally produced food in the coming year.
- Online Marketplace currently lists six local food producers, with two more expected soon. Cross-department work is ongoing to expand local food purchasing.

Status:

- Highways and Public Works track local food purchases by departments and provides data in monthly updates to Directors and ADMs for food purchasing departments.
- Energy, Mines and Resources and Highways and Public Works staff and senior management continue to work with local food producers and senior management from food-purchasing departments to increase local food purchases.
- Strong communication between purchasers and producers is vital to clarify which local food products are the most likely to increase the government's purchasing from local producers.

Approved by:

Jeff O'Farrell

February 13, 2026

Deputy Minister, Department of
Energy, Mines and Resources

Date approved

T. Allen

March 18, 2026

Deputy Minister, Department of Highways
and Public Works

Date approved

Measures Supporting Local Businesses

Highways and
Public Works

Topic: Near-term procurement efforts to support Yukon businesses and prepare for the 2026 policy review.

Key messages:

- The Government of Yukon is making procurement more accessible, transparent, and supportive of Yukon business growth.
- Recent measures such as cancelling the Vendor Performance Review Program, piloting public bid openings and evaluating increasing direct award thresholds, and will help Yukon businesses more easily access government contracts.
- Highways and Public Works is also working with government departments to enhance local-food purchases through an Online Marketplace.
- An independent review of the Yukon First Nations Procurement Policy will ensure long-term improvements that benefit First Nations, industry and Yukoners.

Key facts and stats:

- Online Marketplace currently lists five local food producers, with three more expected soon; cross-department work is ongoing to expand local food purchasing.
- Tracking success will be measured through milestone completion, partner feedback, adherence to budgets/schedules, and increased Yukon business participation in government procurement.

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Measures Supporting Local Businesses

Highways and
Public Works

Status:

- The Vendor Performance Review Program was cancelled in January 2026 and replacement options are being explored.
- Public bid opening pilot launched in February 2026, with results to be reviewed July 2026.
- Local industry was engaged prior to implementing these changes to gather feedback and ensure business needs and realities are reflected.
- These changes also support the government's commitment to modernize procurement practices to enable business growth and competitiveness.
- Independent reviews of GAM 2.6 Procurement Policy and the Yukon First Nations Procurement Policy (YFNPP) will be undertaken in 2026.

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: The government is introducing new fleet fuel cards to modernize fuel management and strengthen oversight.

Key messages:

- The Government of Yukon is introducing new fleet fuel cards to improve security, streamline processes, and support more efficient fuel management for both government staff and fuel suppliers.
- This change will greatly reduce administrative burden on industry and will ensure quicker payment for fuel purchases made by the Yukon government.
- The new approach improves accountability and protects public funds.

Key facts and stats:

- The new fleet fuel cards will replace the current system used across Government of Yukon departments.
- Enhanced security features will help prevent misuse and support stronger oversight.
- The update reduces paperwork and administrative burden for staff and suppliers, supporting red tape reduction.
- Automated reporting provides clearer records of fuel purchases, ensuring accurate reporting and reconciliation.
- Simplifies tracking and monitoring of fuel use and fleet expenses.

Status:

■ [REDACTED]

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New Fleet Fuel Cards

Highways and
Public Works



If asked “Why Now?”

- The Government is updating the fleet fuel card system to replace an outdated system, improve security and reduce administrative burden.
- This timing aligns with broader efforts to reduce red tape and streamline processes for staff and fuel suppliers.
- Modern digital tools now allow automated tracking, reporting, and reconciliation, providing immediate efficiency gains and faster payments.

Approved by:	
T. Allen	March 18, 2026
Deputy Minister, Highways and Public Works	Date Approved

Procurement Audit and Review of Procurement Policy

Highways and
Public Works

Topic: Yukon government procurement audit and response to Office of the Auditor General recommendations.

Key messages:

- In 2024, the Office of the Auditor General of Canada audited Yukon government procurement and provided recommendations to strengthen processes.
- The department takes these recommendations seriously and is using them as an opportunity to strengthen existing procurement processes.
- Highways and Public Works has implemented a plan to address all recommendations, completing two so far (contract documentation and conflict-of-interest certification) and is continuing work on performance measurement, reporting, and benchmarking.

Key facts and stats:

- Highways and Public Works appeared before the Standing Committee on Public Accounts on January 16, 2025.
- 16 Yukon government departments were included in the procurement and contracting performance audit.
- The audit made five recommendations focused on:
 - Ensuring procurement decisions are documented and contracts are signed before work begins;
 - Strengthening conflict-of-interest disclosure and documentation;
 - Collecting and monitoring procurement data to assess competitiveness and value for money;

Procurement Audit and Review of Procurement Policy

Highways and
Public Works

- Improving reporting on procurement policy outcomes and risks; and
 - Enhancing accountability by reporting on advice provided when procurement processes may contravene policy.
- The Public Accounts Committee released a follow-up report based on the audit in May 2025 requesting:
 - Clear documentation of market research and First Nations participation in procurement decisions;
 - An updated plan to monitor and enforce conflict-of-interest requirements; and
 - A status update on procurement data collection and monitoring.
- Completed actions include implementing processes to document procurement decisions and certify no conflict of interest before work begins.

Status:

- The department responded the Public Accounts Committee requests from summer 2025 outlining the department's actions and next steps.
- An implementation plan has been developed and actions are underway to address audit recommendations.
- Current actions underway include:
 - Preparing for a five-year review of the Yukon government procurement policy
 - Creating a benchmarking program
 - Developing metrics to measure procurement policy performance
 - Establishing formal reporting procedures

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Procurement Audit and Review of Procurement Policy

Highways and
Public Works

- Enhancing the Yukon First Nations Procurement Policy performance measurement framework, and
- Updating the Request for Analysis of Procurement Process to monitor whether intended outcomes are achieved.

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Training and support provided to Government of Yukon procurement authorities.

Key messages

- Our government is committed to ensuring that officials responsible for procurement have the training, oversight and support they need to conduct fair, efficient, and effective procurement.
- Strengthening procurement skills helps build a stronger economic future for Yukoners.
- Procurement training is regularly reviewed and updated to reflect evolving needs and support consistent, high-quality government procurement.

Key facts and stats:

- Procurement training is mandatory for government officials before they can use the online tendering system.
- The courses are delivered online and include tests that must be passed to demonstrate understanding of key concepts before employees can proceed to the next course.
- Staff at the Procurement Support Centre receive additional specialized training.
- Strong procurement skills ensure officials can make decisions that are fair, transparent, and keep public dollars working for Yukon businesses.

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Procurement Training

Highways and
Public Works

Status:

- A review of existing procurement courses is underway to ensure they reflect current best practices and meet the evolving needs of procurement authorities.
- Training updates will support strong oversight, continuous improvement, and consistent procurement practices across departments.
- The following training courses are mandatory for Government of Yukon procurement authorities:
 - Procurement policy overview;
 - Market research;
 - Solicitation methods;
 - Bids&tenders tutorial;
 - First Nation Procurement Policy; and
 - Public Procurement Law

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Government collaboration with the Yukon Contractors Association and pilot of public bid openings.

Key messages:

- The Government of Yukon is working with the Yukon Contractors Association to respond to industry feedback on procurement practices.
- A six-month pilot for online public bid openings began in February 2026 for price-driven construction projects, with bid prices posted electronically once submissions are unsealed.
- The government will monitor the pilot, engage stakeholders, and continue reviewing the policy to support fair, transparent, and efficient procurement.

Key facts and stats:

- In summer 2025, the Yukon Contractors Association requested a return to public bid openings upon tender closing.
- The initial prices posted are unofficial and have not yet been checked for compliance or had Bid Value Reductions.
- The pilot does not include Yukon Housing Corporation tenders, which are managed independently.
- Prior to 2019, in-person public bid openings were held for Government of Yukon Public Tenders. Yukon Housing Corporation previously held separate openings.
- Tender documents for selected projects will indicate if an in-person public opening will be held, otherwise bids will be posted online.

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Public Opening of Bids

Highways and
Public Works

- A full Procurement Policy review is underway in 2026, including engagement with Yukon First Nations and industry partners.

Status:

- The public bid opening pilot is now underway and the results will be assessed after 6 months.
- Updates will be shared publicly once a path forward is identified.
- The Procurement Policy review is currently in progress and will guide any future policy and process changes.

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Regional Economic Development Exceptions

Highways and
Public Works

Topic: Supporting Yukon businesses through Regional Economic Development exceptions.

Key messages:

- The Yukon government uses Regional Economic Development exceptions in the Canadian Free Trade Agreement to support qualified Yukon businesses.
- These exceptions allow up to ten contracts per year to be tendered exclusively to Yukon businesses, which helps to stimulate local economic development.
- Since 2018, 68 contracts worth \$31 million in manufacturing, construction, and consulting have been awarded to Yukon businesses.

Key facts and stats:

- Projects are selected based on local economic benefit, support for Yukon industries, and potential for employment of Yukoners.
- Contracts are limited to projects under \$1 million.
- The government aims to maximize the use of exceptions while ensuring projects meet local needs and maintain value for taxpayers.
- Regional Economic Development exceptions have been used since 2018.
- So far, in 2025-26, four contracts were awarded with a total value of \$546 thousand.

Status:

- The Yukon government continues to identify suitable projects for the exceptions, working across departments to maximize their use each fiscal year.

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Regional Economic Development Exceptions

Highways and
Public Works

- Suppliers report on local labour and material usage to measure the economic impact of the exceptions.
- Contract details are posted publicly on Yukon.ca to maintain transparency and encourage local business participation.

If asked for examples of this year's projects:

- In the 2025-26 fiscal year, four contracts were awarded to Yukon businesses, including:
 - Contractor Services for Replacement of Septic Field at Nelna Bessie John School (\$63,841.00)
 - Contractor Services for Abatement and Structural Assessment (\$60,022.20)
 - Embankment Rehabilitation Works at Rose River #1 Bridge Km 104.8, Canol Road #6 (\$50,195.60)
 - Public Address, Phone and Clock System Upgrades at École Émilie Tremblay (\$372,343.50)
- Total value of these contracts: \$546,402.30.
- Since 2019-20, reporting requirements show 17 completed contracts using the exception, with eight projects using 100% Yukon labour and materials.
- Over \$1.7 million has been spent employing Yukoners through these 17 projects.

Approved by:

T. Allen

March 20, 2026

Deputy Minister, Highways and Public Works

Date Approved

Timing and Tendering of Forecasts

Highways and
Public Works

Topic: Government of Yukon tendering practices.

Key messages:

- The Government of Yukon is committed to improving procurement processes and providing timely information to contractors.
- Contractors receive early notice of planned procurements to help them plan, hire staff, and prepare bids.
- Tender timing is carefully planned to consider seasonality, project type, location, and market conditions, supporting efficient project delivery and contractor readiness.
- The government is exploring options through fall budget process to enable earlier tendering of seasonally dependent capital projects, providing greater certainty for contractors and allowing construction to begin as soon as the weather permits.

Key facts and stats:

- Notices of planned procurements are posted on Yukon Bids&Tenders, with email alerts to registered bidders.
- Early notice helps contractors plan their season, manage labour, and place orders, supporting price stability.
- Closing dates are staggered so contractors can bid on multiple projects.
- Project start dates are aligned with seasonal requirements, location, and contractor readiness.

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Timing and Tendering of Forecasts

Highways and
Public Works

Status:

- Projects are tendered as early as possible to support contractor planning for the short building season in the Yukon.
- Contractors can check Yukon Bids&Tenders to see planned and active tenders.

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Exploring alternative approaches to supporting vendor performance.

Key messages:

- The Government of Yukon cancelled the existing Vendor Performance Review Program earlier this year.
- Procurement policies are being reviewed to ensure they deliver value for money, fairness, and accountability for Yukoners.
- Highways and Public Works will work with the Yukon Contractors Association, Yukon First Nations, and other partners to develop practical alternatives to support vendor performance and continuous improvement.

Key facts and stats:

- The Vendor Performance Review Program was launched in October 2021 to recognize strong vendor performance and provide constructive feedback.
- Implementation of the program was phased over four years, but stakeholder feedback identified issues with the program's design and application, which hindered the ability to implement the final phase.
- The decision to halt the program was informed by input from industry.
- Engagement with the Yukon Contractors Association and Yukon First Nations will guide development of next steps.
- The review aligns with broader efforts to strengthen procurement processes across the territory.

Status:

- The existing Vendor Performance Review Program has been discontinued.

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Vendor Performance Review

Highways and
Public Works

- In the absence of the program, Government of Yukon employees are still required to actively manage and enforce contract deliverables, and maintain documentation on contract performance.
- This change does not eliminate or reduce contractors' obligations under their contracts, including commitments related to Yukon First Nation participation and labour.
- Where issues arise, the government works to resolve them promptly, using formal dispute resolution processes when necessary.

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Yukon First Nations Procurement Policy

Highways and
Public Works

Topic: Evaluation and improvement of the Yukon First Nations Procurement Policy.

Key messages

- The Government of Yukon is committed to improving the Yukon First Nations Procurement Policy to ensure it is meeting its intended goals.
- The government will work with Yukon First Nations and industry partners to inform enhancements to the policy.
- Procurement continues to be used to strengthen local contracting opportunities whenever possible.

Key facts and stats:

- The Yukon First Nations Procurement Policy came into effect on February 22, 2021.
- An independent review of the bid value reduction measure was completed in October 2023 and is publicly available on Yukon.ca.
- The Monitor and Review Committee includes representatives from Yukon First Nations governments, industry, and the Government of Yukon.
- The committee reviews procurement data and issues regular public reports online. The most recent report was published in January 2026.
- An independent review of the Government of Yukon's overall Procurement Policy, including the Yukon First Nations Procurement Policy, is planned for 2026.

█ [REDACTED] been allocated to the 2026-27 O&M budget to support the review of the procurement policy.

Yukon First Nations Procurement Policy

Highways and
Public Works

██████████ in transfer payment agreements is also allocated to support the Yukon First Nations Procurement Policy, enabling external partners to meet related obligations.

- Ongoing data and committee findings inform policy adjustments and implementation.

Status:

- The Procurement Support Centre provides standardized templates and oversight of procurement processes to enable consistent application of the procurement policy across departments.
- This branch also provides centralized guidance and support on procurement processes and decisions related to the policy.
- The Government of Yukon is preparing for the 2026 independent review of the Procurement Policy.
- Engagement with Yukon First Nations and industry partners is ongoing to identify areas for improvement and the Monitor and Review Committee continues to inform policy adjustments and implementation.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

March 25, 2026

Date Approved

Topic: Yukon Highways and Public Works approach to First Nations engagement, partnerships and procurement opportunities.

Key messages:

- The department works collaboratively with Yukon First Nations to support respectful, early and ongoing engagement on infrastructure projects.
- Engagement approaches are tailored to each project and community, with a focus on early involvement, transparency and ongoing communication throughout the project.
- Each year, a list of forecasted projects are shared with Yukon First Nations governments and businesses to support their efforts in planning and responding to government procurement opportunities.
- Collaboration is guided through tools like Community Development Agreements, which help align projects with community priorities and create local benefits.

Key facts and stats:

- Community Development Agreements may be used on major projects such as the Whitehorse Airport runway upgrades to outline commitments related to employment, training and business opportunities for Yukon First Nations.
- A new unit within Highways and Public Works has been established to improve coordination and consistency in First Nation engagement across the department.
- Procurement approaches align with the Yukon First Nations Procurement Policy (YFNPP), which incentivized participation of

Yukon First Nation businesses in government contracts through subcontracting, labour, and direct bidding.

- The policy is intended to support economic development and increase Yukon First Nation participation in government procurement.
- Department staff also participate in training to build awareness of Yukon First Nations history, governance and engagement best practices.

Status:

- The department continues to implement existing Community Development Agreements and refine corporate guidance based on experience and feedback.
- A review of the Yukon First Nations Procurement Policy will be completed by early next year to evaluate how effectively the policy's objectives are being achieved and to inform potential updates.

Approved by:	
T. Allen	April 2, 2026
Deputy Minister, Highways and Public Works	Date Approved

Access to Information and Protection of Privacy (ATIPP)

Highways and
Public Works

Topic: An update on Access to Information and Protection of Privacy (ATIPP) services.

Key messages:

- The Government of Yukon supports transparency by providing access to information while protecting personal privacy.
- Yukon's access to information legislation provides a strong framework for openness, accountability and privacy protection.
- ATIPP services balance timely disclosure with the need to safeguard sensitive and personal information.
- The department is preparing for the next legislated review of the ATIPP Act in April 2027, with a focus on ensuring the legislation remains modern, effective, and responsive to the needs and expectations of Yukoners.

Key facts and stats:

- Highways and Public Works continually reviews and improves ATIPP processes by incorporating client feedback and lessons learned.
- ATIPP analysts balance transparency with privacy considerations, which is particularly important in a small jurisdiction.
- On average approximately 695 access to information requests are handled each year.
- In 2024–25, 19.33% of access requests were released in full with no information withheld.
- In 2024–25, 96.5% of access requests were processed with no application fee.

Access to Information and Protection of Privacy (ATIPP)

Highways and
Public Works

- In 2024–25, 723 requests (97%) were completed within the legislated timelines.
- Approximately 10 of 745 requests completed in 2024–25 were withheld to protect third-party personal privacy.
- Since August 2021, 642 access requests have been published to the Access to Information Registry on Open.Yukon.ca.
- The Office of the Information and Privacy Commissioner reviews complaints and provides recommendations, consistent with practices in most Canadian jurisdictions.
- Applicants may seek judicial review through the Yukon Supreme Court if recommendations are not accepted.

Status:

- Departments continue to process ATIPP requests in line with legislative timelines and privacy requirements.
- Access requests are regularly published to the Access to Information Registry to support transparency.
- Planning is underway in advance of the next legislated review of the ATIPP Act, scheduled for April 2027.

If asked why some requests are denied or partially withheld:

- Access to information legislation is designed to strike a careful balance between transparency and the protection of personal privacy and other sensitive information.
- Certain records fall outside the scope of the Act including court records, examination or test materials and records of officers of the Legislative Assembly acting in their statutory roles.

- When information is withheld, it is typically to protect personal details, confidential business information, Cabinet confidence, or other content that is protected under the law.
- Our goal is always to release as much information as possible with only the protected information removed.

If asked about delays in responding to requests:

- We are working to improve turnaround times, especially for more complex ATIPP requests.
- These requests can involve large volumes of records and consultations with multiple parties, which can take more time.
- While timelines are set in legislation, our priority is making sure responses are accurate, complete, and protect personal privacy.
- We're continuing to invest in training, consistent practices, and better planning to manage workload and improve service.

Approved by:

R. Gorczyca

April 14, 2026

A/ Deputy Minister, Highways and Public Works

Date Approved

Topic: The department is improving cyber security measures to combat potential threats.

Key messages:

- A key objective of our government is keeping information systems and government-held information secure.
- The Government of Yukon uses robust security systems to detect and respond to cyber threats in real time. We are confident these measures will continue to protect government data.

Key facts and stats:

- Highways and Public Works leads long-term digital security infrastructure planning, ensuring the government is:
 - continuously evolving our security threat monitoring;
 - performing vulnerability assessments on systems;
 - providing security training to all YG employees; and
 - working with a security contractor to monitor our IT infrastructure 24/7.
- Multiple safeguards are in place to protect government data, including multifactor authentication, secure backups and established incident response procedures to ensure resilience against ransomware attacks.

Status:

- The government is an active member of the Canadian Centre for Cyber Security and receives regular threat briefings and response guidance.

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Cyber security

Highways and
Public Works

- Highways and Public Works also participates in the Federal-Provincial-Territorial Committee on Cyber Security to share intelligence, best practices, and mitigation strategies.

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: MyYukon digital identity and online service platform.

Key messages:

- MyYukon is a secure digital platform that modernizes how citizens and businesses access Government of Yukon online services.
- It allows users to sign in once and access multiple government services through a single, secure account.
- The platform aligns with national digital identity standards to ensure security, privacy, and compatibility with provincial and federal systems.

Key facts and stats:

- MyYukon was launched in 2023.
- In 2025, MyYukon recorded over 90,000 successful logins.
- MyYukon reduces the need for multiple usernames and passwords across different government programs.
- The system is designed to align with the Pan-Canadian Trust Framework, supporting compatibility with provincial and federal digital identity systems.
- Services currently available through MyYukon include YuDrive, Campground reservations, Angling & Hunting permits and an online mapping portal where you can view and access Yukon's geographic data.

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Status

- The system is available to the public and sees approximately 5,000 active users per month.

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: How the department responds to privacy breaches to protect Yukoners' personal information.

Key messages:

- Protecting the personal information of Yukoners is a priority for our government.
- Clear procedures and trained staff allow for a prompt and effective response to any suspected privacy breach.
- Designated privacy officers in each department provide oversight and ensure accountability.

Key facts and stats:

- The *Access to Information and Protection of Privacy Act* outlines what personal information may be collected, how it is managed, who has access to it, and how privacy breaches must be reported.
- All departments have a designated privacy officer.
- Privacy training is available to all employees and contractors to support and help them understand the proper handling of personal information.
- This training covers authorized collection, use, and disclosure of personal information to prevent privacy breaches, as well as the appropriate action required in the event of a suspected breach.
- Staff have access to a privacy officer toolkit, breach assessment and reporting forms, and detailed response procedures.
- Privacy breaches that pose risk of significant harm – such as the loss of reputation or identity theft – must be reported to the head of the public body responsible for the breach, the applicant whose

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Privacy Breaches

Highways and
Public Works

information has been subject of the breach, as well as the Information and Privacy Commissioner.

Status:

- Designated privacy officers in each department have responded to recent suspected breaches.
- Updated procedures and tools have been provided to staff to ensure timely assessment and reporting.
- High-risk breaches are escalated to the Corporate Privacy Office and the Information and Privacy Commissioner as required.

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Supporting the local economy through YG ICT

Highways and Public Works

Topic: Modernizing government's digital services while supporting the Yukon's technology sector.

Key messages:

- Our government is modernizing digital services to improve service delivery, reduce red tape and provide better value for taxpayer dollars.
- Investing in practical, secure digital tools makes it easier for Yukoners and businesses to interact with government.
- Working with Yukon-based technology companies helps grow the local economy while ensuring systems are built with northern needs in mind.

Key facts and stats:

- Highways and Public Works is strengthening government service delivery through digital platforms like Online Marketplace, Yukon Bids&Tenders, and MyYukon.
- Launched in 2025, Online Marketplace is a digital platform for government employees to purchase a variety of supplies from local vendors online.
- In fiscal 2025-26, Online Marketplace has processed approximately \$790,000 in purchases from 14 local suppliers.
- In 2025–26, the Government of Yukon invested \$14.3 million in the local IT industry, supporting connectivity, software development and core technology infrastructure:
 - \$10.4 million for network connectivity and communications services;
 - \$1.7 million for software development; and

Supporting the local economy through YG ICT

Highways and Public
Works

- \$2.2 million for technology infrastructure and support services.
- Most of this funding supported core connectivity and communications services.
- Additional investments went toward software development and IT infrastructure, including equipment and support services.
- Yukon Bids & Tenders provides businesses with easier, more transparent access to government procurement opportunities by enabling bids to be submitted online.
- The Government of Yukon has established the MyYukon login, a secure, single log-in allowing Yukoners to access a variety of government services using one account.
- MyYukon currently provides access to 10 government services, including booking campsites, renewing vehicle registrations and applying for student financial assistance.
- The system sees approximately 5,000 active users per month.
- Expanding digital access reduces in-person visits, improves convenience for Yukoners and increases efficiency across government.

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Status:

- The department is exploring opportunities to expand digital services in partnership with local vendors. These include:
 - using electronic platforms to speed up project approvals; and
 - developing local skills and experience with new software developments.
- ICT is modernizing how government financial data is stored and managed to reduce costs and improve how decision-makers access and use the information.

Approved by:	
T. Allen	April 1, 2026
Deputy Minister, Highways and Public Works	Date Approved

Supporting the Yukon's Digital Infrastructure

Highways and
Public Works

Topic: Keeping the Yukon's digital infrastructure secure and ensuring reliable access to digital services for residents.

Key messages:

- Secure and reliable digital infrastructure is essential to delivering government services, supporting the economy, and connecting communities especially in rural Yukon.
- Our government is committed to keeping information systems and government-held information secure, while continuing to ensure that Yukoners can access the government services they need.
- Highways and Public Works plays a leadership role by planning, building, and maintaining core digital infrastructure, including fibre networks that strengthen reliability and resilience.

Key facts and stats:

- The Government of Yukon uses robust security systems to monitor, detect, and respond to cyber threats in real time. Highways and Public Works leads long-term digital infrastructure planning, including broadband expansion, cybersecurity, and digital service delivery.
- Completed last year, the Dempster Fibre Line has helped support resiliency in our digital infrastructure.
- The 778-kilometre line provides a critical backup telecommunications route for the Yukon, improving internet and phone reliability and connecting to the Mackenzie Valley Fibre Link and northern B.C. networks through the Canada North Fibre Loop.

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Supporting the Yukon's Digital Infrastructure

Highways and
Public Works

Status:

- With the Canada North Fibre Loop complete, the Yukon government is focused on monitoring performance through its contract with Northwestel, which operates the network.
- Highways and Public Works works closely with federal partners, municipalities, First Nations, and telecom providers to align investments and improve reliability and security.
- The government is an active member of the Canadian Centre for Cyber Security and receives regular briefings on threats and response guidance.
- Yukon also participates in the Federal-Provincial-Territorial Committee on Cyber Security to share intelligence, best practices, and mitigation strategies.

Approved by:	
T. Allen	February 11, 2026
Deputy Minister, Highways and Public Works	Date Approved

Telecommunication Outages and Redundancy Measures

Highways and
Public Works

Topic: Government of Yukon actions to address telecommunications disruptions and improve service resilience.

Key messages:

- The Government of Yukon recognizes the impact unreliable cellular, internet and phone services have on Yukoners, businesses and essential services.
- We are engaging federal regulators and service providers while taking practical steps to protect government operations and public safety during outages.
- A layered approach, including regulatory engagement, satellite backup systems and new fibre infrastructure, is improving Yukon's overall telecommunications resilience.

Key facts and stats:

- The Government of Yukon works with the Commission for Complaints for Telecom-television Services (CCTS) to support Yukoners experiencing service issues.
- Approximately 90 Starlink units are in operation to improve connectivity, safety and business continuity.
- Starlink is installed in eight community health centres, Emergency Medical Services stations, remote highway maintenance camps and select government facilities.
- Work with Northwestel is underway in Whitehorse to add redundancy for services critical to government data centres.

Telecommunication Outages and Redundancy Measures

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Public Works

- The Dempster Fibre Line, connecting Dawson City to Inuvik, was completed in 2024 and provides a new fibre-optic route to improve redundancy and reliability for northern Yukon.

Status:

- Starlink satellite internet is being expanded across critical facilities to ensure continuity during network outages.
- Government officials continue to engage with federal regulators, service providers and partners on reliability and notification requirements.

If asked about Mobile Radio Systems:

- First responders rely on the Mobile Radio System (MRS) for secure, encrypted communications during emergencies.
- The Government of Yukon has overseen the system for the past 15 years, with technical and operational support provided by Northwestel.
- A new 10-year contract with Northwestel has been signed to ensure long-term stability for its operation and maintenance.
- The new contract includes increased costs and requires additional operations and maintenance funding for the departments of Highways and Public Works and Justice.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

March 18, 2026

Date Approved

Topic: Government of Yukon's approach to the use of Artificial Intelligence.

Key messages:

- The Government of Yukon is developing a *Use of Generative AI Directive* to guide employees in safe and responsible AI use.
- The directive will minimize risks related to privacy, security, accuracy, and bias while enabling informed adoption of AI tools.
- The Department of Highways and Public Works is leading the development of a government-wide AI framework to ensure consistent and responsible use across departments.

Key facts and stats:

- The directive establishes clear conditions to help employees determine:
 - which tools are appropriate and authorized for use;
 - what must be documented and managed as a record; and
 - any intellectual property issues.
- An internal AI Hub has been launched to provide guidance, FAQs, examples, and links to training resources for staff.
- The directive will align with existing legislation and policy requirements, including the *Access to Information and Protection of Privacy Act* (ATIPP) and the *Health Information Privacy and Management Act* (HIPMA).
- The directive is being developed with input from other government departments and in consultation with unions and the Office of the Information and Privacy Commissioner.

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YG Use of Artificial Intelligence

Highways and
Public Works

- Microsoft Copilot for Enterprise Use is currently the only approved generative AI tool for government use, as it includes enterprise-grade security and data protection.

Status:

- The Government of Yukon has implemented Microsoft 365 Copilot with licenses available for those employees who will benefit from access.
- The government is monitoring AI developments nationally and participating in federal-provincial-territorial forums to stay aligned with emerging standards.
- Future work includes expanding AI training, assessing additional use cases, and exploring other programming options to support responsible AI use across departments.

If asked about privacy concerns:

- AI tools undergo security and privacy reviews before being approved for use.
- A Privacy Impact Assessment for Microsoft Copilot was completed and shared with the Office of the Information and Privacy Commissioner for review and comment.

Approved by:	
T. Allen	March 18, 2026
Deputy Minister, Highways and Public Works	Date Approved

Topic: Key highlights from the 2026–27 Main Estimates.

Key messages:

- The 2026–27 Main Estimates represent a balance of fiscal discipline in the face of our current financial situation and investment in key priorities to improve the lives of Yukoners.
- The Government of Yukon needs to focus investments on critical priorities and, in time, balance spending.
- Budget 2026 includes gross O&M expenditures of \$1.97 billion, addressing O&M pressures in health and energy affordability, as well as housing, education and public safety.
- The 2026–27 Main Estimates forecast a \$81.8 million deficit as we continue to prioritize service delivery for Yukoners while undertaking further planning for future capital investments.
- As we identify strategic capital investments in future years, these additions to publicly owned assets will have an upward effect on the surplus.

Key facts and stats:

- 2026–27 Operations and Maintenance Expenditures total \$1.97 billion, plus a \$100 million contingency vote, with recoveries totaling \$188 million.
- Capital expenditures are estimated at \$385 million, with \$105.8 million in recoveries.
- Revenue will increase by \$138 million, or 7.6 per cent, over the 2025–26 Main Estimates, which is driven mainly by increased federal transfers.

- Transfers from Canada are forecast to increase by \$130.8 million, due to an increase in the Territorial Formula Financing Grant.
- Tax and General Revenue are expected to increase by \$7.7 million compared to last year's Main Estimates.

Ensuring Reliable Power for Yukoners and Protecting the Integrity of the Electricity Grid:

- Budget 2026 reflects our commitment to make energy affordable through the \$13 million the Affordability Rate Relief program, for rebates on residential electricity bills.
- Major investment in our energy grid is required to ensure our grid is stable. We have earmarked up to \$100 million in additional debt space for Yukon Energy Corporation to undertake critical investments in its infrastructure this year, including upgrades to the Mayo site.

Improve timely access to frontline health care services for Yukoners:

- We have prioritized support to ensuring access to front-line health care, reflected through increased investment in the Yukon Hospital Corporation.
- The 2026–27 Main Estimates include an additional \$12.5 million in O&M funding. Including increases at the supplementary estimates, this is a \$15.8 million or 11.7% increase in O&M funding for the hospital corporation over the 2025-26 Main Estimates.
- We will also move ahead with planning for the Whitehorse General Hospital Expansion and have allocated \$4 million in capital for that planning work in 2026–27.

Theme 3: Increase the affordability and availability of housing and land

- Budget 2026 includes investments to expand the availability of housing stock and make homes more affordable.
- \$16.2 million has been allocated to complete the replacement of the Korbo apartments in Dawson and \$9.2 million for the replacement of the Ryder apartments in Whitehorse.
- The 2026-27 Main Estimates also include \$1.1 million for an anticipated lease agreement for 75 units at the new Winter Crossing development in Whistle Bend.
- \$22.2 million is allocated to advance land development in Whitehorse and rural Yukon.
 - In Whitehorse, work will continue on the Range Point Subdivision. Additionally, Whistle Bend Phases 12 and 13 will be completed, with design work completed for Phases 10 and 11.
 - In rural Yukon, work is planned on the Dredge Pond Phase II subdivision in Dawson and Mitchell Road lots in Faro.

Theme 4: Put the needs of students at the centre of our education system

- Budget 2026 provides additional funding totaling \$2.7 million for more teachers and learning assistants to support students.
- As we continue to assess improvements to how the Department of Education supports our education system, we are moving ahead with planning for a new school in Whitehorse, with \$400,000 for planning in 2026–27.

- Construction of the new school in Burwash will continue, with \$17.3 million in capital earmarked for that project in 2026–27.

Theme 5: Restoring public safety and keeping communities safe

- Budget 2026 includes a significant \$4.3 million increase in funding for the RCMP, which will allow for the hiring of 10 new officers and two support staff, as well as upgrading equipment.
- In addition, \$3.1 million in capital upgrades will be invested in RCMP detachments.
- We are investing an additional \$550,000 for gear, equipment and training for the Fire Marshal’s Office. With the \$812,000 provided at the 2025–26 Supplementary Estimates to address ongoing personnel pressures, this is a \$1.4 million year-over-year increase to the Fire Marshal, or a 62 per cent increase in that budget from the 2025–26 Main Estimates.

Theme 6: Creating the conditions to allow the private sector to grow and lead economic growth

- To streamline and refocus government’s investment in our tourism, cultural and economic sectors, we are merging the departments of Economic Development and Tourism and Culture.
- The capital budget includes up to \$7.5 million to complete delayed planning work on the proposed Convention Centre.

Approved by:

Katherine White

March 16, 2026

Deputy Minister, Finance

Date approved