

SPRING 2025 HPW SESSION BRIEFING NOTES

Table of Contents by Category

Hot Topics		Tab 1	Binder
TD	Active Transportation and Commuter Safety Projects (April 14) ...	1	A
TD	Alaska Highway Upgrades through Whitehorse (March 31)	2	A
TD	Dawson City Yukon River Crossing (Ice Bridge and George Black Ferry) (April 22)	3	A
TD	Gateway (Yukon Resource Gateway Program) (April 25).....	4	A
HPW	HPWs Approach to Reconciliation with First Nations (April 7)	20	A
PMD	Kêts'ádañ Kù (Burwash Landing School) (April 23)	5	A
TD	Lewes River Bridge and Sawmill Road (March 17)	6	A
TD	Main Runway Replacement Project (April 15)	7	A
CIDO	Nisutlin Bay Bridge Replacement (April 23)	8	A
CS	OAG Audit on Procurement and Contracting.....	9	A
PMD	Propane Incident at Whistle Bend Place (April 2).....	10	A
TD	Shakwak (North Alaska Highway) (April 25)	11	A
TD	Takhini River Bridge (April 17)	12	A
TD	Takhini River Road and Gully Road (April 22)	13	A
TD	Tariffs and Procurement	19	A
TD	Teslin River Bridge at Johnson's Crossing (April 22).....	14	A
CS	Vendor Performance Review Program (April 2)	15	A
PMD	Water Quality Testing in YG-Owned Buildings (April 8).....	16	A
PMD	Water Quality in Yukon Schools (April 25)..... • EDU: Water in Schools	21	A
PMD	Whitehorse Elementary Replacement School (April 23)	17	A
CS	Yukon First Nations Procurement Policy (April 23)	18	A

Capital Infrastructure Delivery		Tab 2	Binder
CIDO	Whitehorse Airport Maintenance Facility (March 14)	26	A

Climate Change Initiatives		Tab 3	Binder
TCP	Biomass and Solar Renewable Energy Projects.....	28	A
TD/TCP	Climate Resilience in Infrastructure and Buildings.....	29	B

SPRING 2025 HPW SESSION BRIEFING NOTES

Table of Contents by Category

Climate Change Initiatives		Tab 3	Binder
CS	Electric Fleet Vehicles (March 31)	30	B
TCP	Energy Assessments	31	B
TCP	Energy Retrofits	32	B
TCP	Our Clean Future – HPW Actions (March 31)	33	A
TCP	a) List of Buildings with Completed Energy Assessments	34	B
	b) List of Completed Sites with Renewable Energy Feasibility Studies		
	c) List of Small Communities Fund Building Energy Retrofit.....		

Corporate Services		Tab 4	Binder
CS	Biathlon Yukon Facility (April 23)	45	A
CS	Joint Health and Safety Committee Reporting (April 7)	37	B
CS	Online Marketplace and Central Stores (April 10).....	44	A
CS	Regional Economic Development Exceptions(10x\$1M) (April 1)	38	A
CS	Review of HPW Travel Services.....	43	B
CS	Special Warrant for Highways and Public Works	39	B
CS	Third Party Heavy and Light Equipment Rentals (March 31)	40	B
CS	Timing of Tendering and Forecasting (April 1)	41	A
CS	Traffic Safety Act	42	A

Information and Communication Technology		Tab 5	Binder
ICT	Access to Information and Protection of Privacy	48	A
ICT	Cyber Security	50	B
ICT	Dempster Fibre Line (March 10)	51	A
ICT	Privacy Breaches and Protecting Personal Information	52	B
ICT	YG Starlink (March 26)	53	A
ICT	YGs Use of AI and Chat GPT	49	B

SPRING 2025 HPW SESSION BRIEFING NOTES

Table of Contents by Category

Property Management		Tab 6	Binder
PMD	Khàtinas.àxh Community School [pronounced Kaw keen ah sa] (Teslin School)	58	A
PMD	Marwell Grader Station – Relocation.....	61	A
PMD	Old Crow Health and Wellness Centre and 10-Plex (Maintenance)	55	B
PMD	Polarettes Gymnastics Club (April 1)	56	A
PMD	Pool in Ross River (April 9).....	57	A
PMD	Ross River School.....	59	A
PMD	School Maintenance	62	A
PMD	Seismic and Schools.....	60	A

Transportation		Tab 7	Binder
TD	Big Creek Bridge Replacement (March 24)	63	A
TD	Brushing and Roadway Safety Improvements (April 22)	64	B
TD	Dawson City Airport	65	B
TD	Dempster Highway (April 22).....	66	B
TD	Early Mining Road Opening and Little Gold Border Crossing (Top of the World Highway) (April 22)	76	A
TD	General Highway Maintenance (April 23)	79	A
TD	Highway Safety -511 Yukon	67	B
TD	Mailing Driver's Licences Motor Vehicles Breach	75	A
TD	Mechanical Contracts for Highway Camps (April 22)	68	A
TD	North Klondike Highway and Upgrades (April 23).....	69	A
TD	Pelly Barge – River Crossing (April 7)	70	B
TD	Periodic Motor Vehicle Inspections (PMVIs).....	80	A
TD	Rest Area Strategy	71	B
TD	Rural Roads Program (Rural Road Upgrade Program & Resource Access Road Program).....	72	B
TD	Spring Weight Restrictions (April 8).....	73	B
TD	Swift River Highway Maintenance (April 8)	77	A

SPRING 2025 HPW SESSION BRIEFING NOTES

Table of Contents by Category

Transportation		Tab 7	Binder
TD	Wait Times for Commercial and Class 5 Drivers Licence Road Tests – Tourism Pilot Project (April 28)	74	A
TD	Yukon Small Bridges (March 31)	78	B

HPW Corporate Notes		Tab 8	Binder
HPW	HPW Accomplishments (April 7)	81	B

Corporate Notes		Tab 9	Binder
FIN	2024-25 Supplementary Overview	84	B
FIN	Budget Highlights	85	B
ENV-FIN	Carbon Pricing.....	86	B
ECO	Canada and United States Relations – Corporate Response.....	87	B
ECO/FIN /EMR	Eagle Gold Mine	88	B
YHC	Housing Landscape	89	B
FIN	Inflation and Affordability	90	B
ENV/EM R	Our Clean Future.....	91	B
ECO	Truth and Reconciliation Commission	92	B

Session Briefing Note**SPRING 2025****Active Transportation and
Commuter Safety Projects**Highways and
Public Works

Recommended response: Highway and Bridge Design

- Promoting active transportation is important as it not only helps support healthy lifestyles it also moves us toward a cleaner and more sustainable future for the Yukon.
- Highways and Public Works is incorporating active transportation options into our highway infrastructure projects wherever possible.
- To help with this, we developed Yukon-specific design guidelines, known as the Active Transportation Design Guide for Yukon Highways.
- This new guide will help ensure that any new or changed infrastructure is engineered with a focus on comfort and safety for active transportation users.
- The Active Transportation Design Guide for Yukon Highways was released on April 10, on Yukon.ca.
- The design guide offers essential guidance on the design, operation and maintenance of active transportation infrastructure, particularly within rural highway rights-of-way.
- The guide also aligns with national best practices yet are tailored to the Yukon's context which includes rural areas with lower populations, winter conditions and constraining topography.
- We are developing a Multi-Use Trail plan with the goal of creating a continuous, separated multi-use trail along the Alaska Highway, extending from the Carcross Cut-off to the North Klondike Highway to provide safer and more comfortable options for people walking and riding.

Session Briefing Note**SPRING 2025****Active Transportation and
Commuter Safety Projects**Highways and
Public Works

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- Within Whitehorse, we have been actively engaging with the Whitehorse Urban Cycling Coalition to receive their feedback on our projects.
 - We are similarly incorporating active transportation trails as part of the Nisutlin Bay Bridge replacement project, which will include a pedestrian walkway across the bridge and a trail underneath the bridge that will provide all-season access.

Additional response: Alaska Highway Intersection Upgrades at Robert Service Way and Two Mile Hill

- Our priority is to improve the safety and efficiency 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. This is why we are designing upgrades to the Robert Service Way and Two-Mile Hill intersections, which are the two key access points to Whitehorse.
- The Two-Mile Hill intersection is being planned and designed jointly with the City of Whitehorse as part of the HART project: the Hamilton Boulevard, Alaska Highway-Two Mile Hill and Range Road Combined Intersection Upgrades project.
- The planned upgrades to these intersections will reduce collisions, improve traffic flow and will make crossings safer by improving active transportation infrastructure.

Additional response: Rabbit Foot Canyon

- In September 2024, we started working on a plan for a continuous multi-use trail along the Alaska Highway from the South Klondike

Session Briefing Note**SPRING 2025****Active Transportation and
Commuter Safety Projects**Highways and
Public Works

Highway to the North Klondike Highway to expand the existing paved trail network along the highway.

- We have started design work on the 6-kilometre section of trail between Two Mile Hill and Porter Creek as a near-term priority, which aligns with the City of Whitehorse's Transportation Master Plan.
- Any work will be thoughtfully planned with environmental priorities and safety of all road users in mind.
- We have discussed the project with Ta'an Kwäch'än Council and Kwanlin Dün First Nation and are working with them to explore opportunities to incorporate First Nation names and history as part of the trail plan.
- We have also discussed the project with the Chasàn Chùà [pronounced Cha-saan Chew-wa]/McIntyre Creek Protected Area Steering Committee, which includes members from Ta'an Kwäch'än Council and Kwanlin Dün First Nation, to help align the outcomes of the project with the interests of the future protected area.

Additional response: Watson Lake Pedestrian Safety Improvements:

- The Government of Yukon prioritizes the safety of travellers and pedestrians. In Watson Lake, Highways and Public Works has been making several safety improvements within the community.
- Safety improvements include installing streetlights along the Robert Campbell Highway and upgrades to pedestrian crossings along the Alaska Highway.
- The project is valued at \$1.5 million including a \$1.1 million contribution from Canada's Active Transportation Fund. \$750,000 has been allocated across fiscal years 2025-26 and 2026-27 to expand

Session Briefing Note**SPRING 2025****Active Transportation and
Commuter Safety Projects**Highways and
Public Works

the scope of the project with additional pedestrian infrastructure improvements.

- Two overhead crosswalk signs – one near the Robert Cambell Highway intersection and the other in front of Andrea’s Hotel – were installed in late 2024. The addition of pedestrian-activated flashing beacons to the crosswalks improve pedestrian safety and visibility for drivers.
- Highways and Public Works met with the Watson Lake Chief Administration Officer in fall 2023 to complete a needs assessment for connecting pathways to the new crosswalks in anticipation of construction in 2025.
- In 2025, the department will also be installing additional side-mounted crosswalks along the Alaska Highway and Robert Cambell Highway at key locations along with connecting trails.
- All crosswalks will have pedestrian-activated flashing beacons to provide safer connections between the school, local businesses, tourism and walking trails on the opposite side of the highway.
- Highways and Public Works has been delivering the construction work in coordination with the Department of Community Services’ Watson Lake Infrastructure Upgrades project.
- Construction of streetlights along Robert Campbell Highway between Ravenhill Drive and Two and One-Half Mile Village were completed in November 2023.

Additional response: Building and Parking Lot Design

- Active Transportation planning is incorporated into how we design and construct new buildings.

Session Briefing Note**SPRING 2025****Active Transportation and
Commuter Safety Projects**Highways and
Public Works

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- For example, the new Whistle Bend School has been constructed to accommodate children riding bikes in front of the school, and the trails behind the school integrate into the Whistle Bend trail system to allow students to actively commute to school.
 - The construction of a new staff parking area behind Selkirk Elementary School is now complete. The design has allowed for a bike and walking path alongside the parking lot which links with the City of Whitehorse's active transportation plan for Selkirk Street.
 - We are working closely with the City of Whitehorse on these projects and are committed to incorporating active transportation options as much as possible.

Additional response: 20-year Transportation Plan (Action T35)

- Highways and Public Works is making progress on an Our Clean Future commitment to develop a 20-year transportation plan by the end of 2025.
- The 20-year transportation plan includes both climate change and active transportation in the planning process.
- The plan will prepare our territory's transportation system for future opportunities and challenges and will guide infrastructure investment and policy development initiatives.
- This will be the Yukon's first long-term, system-wide transportation plan, that will consider how various drivers of transportation demand, such as population growth and economic conditions, are likely to change over the long-term.
- This will help the Yukon government set objectives for how to best manage those emerging trends.

Session Briefing Note**SPRING 2025****Active Transportation and
Commuter Safety Projects**Highways and
Public Works

Additional response: Developing a One-Government Approach to Active Transportation

- Highways and Public Works has been collaborating with the departments of Community Services and Environment to work seamlessly together on active transportation initiatives.
- This initiative was developed from a recognition that multiple departments have a role to play in advancing active transportation priorities.
- Our goals are to enable continuous and seamless working relationships across relevant departments, to support active transportation initiatives, and to make it easier for communities to access support for their active transportation priorities.

Context—this may be an issue because:

- There was a tragic fatal collision involving a cyclist along the Alaska Highway in June 2024. A memorial bike ride organized for the lost community member, and to show support for improved infrastructure, included hundreds of riders.
- The Government of Yukon is incorporating active transportation in the design of highways and other transportation infrastructure near communities. This will help meet the commitments of Our Clean Future.

Background:

- In January 2024, two push-button pedestrian crossings were activated along the Alaska Highway at Birch Street and 17th Avenue in Porter Creek, to increase safety for active transportation commuters.
- On January 10, 2024, the Government of Yukon announced federal funding for active transportation being used for pedestrian safety improvements in Watson Lake. The \$1.5 million announced was allocated toward the new streetlights and for upgrading crosswalks.

Session Briefing Note**SPRING 2025****Active Transportation and
Commuter Safety Projects**Highways and
Public Works

- In July 2023, the department completed construction of a paved, multi-use trail between the Lodestar Lane and the intersection of Robert Service Way and the Alaska Highway.

Approved by:

T. Allen

April 14, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Alaska Highway Upgrades through Whitehorse**Highways and
Public Works

Recommended response:

- The Alaska Highway through Whitehorse is not only an international highway; it is a vital link for local transportation in Yukon that includes people from the communities travelling to Whitehorse and for Whitehorse residents commuting to and from work and school in cars, on bikes, and as pedestrians.
- We take the safety of those travelling on our highways very seriously and so we continue to look at measures we can implement to improve safety for all travellers.
- Through 2024, the Department of Highways and Public Works has worked closely with road safety experts to conduct a Road Safety Review of the Alaska Highway through Whitehorse to help prioritize safety improvements in the corridor.
- This includes a review of collision reports and statistics to understand the factors that led to highway incidents for the purpose of planning highway safety improvements
- 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.
- This is why we are currently focusing on upgrades to the Robert Service Way and Two Mile Hill intersections, which are the two key access points to downtown Whitehorse.
- We are also looking for more innovative ways to improve safety that minimize costly highway expansion projects.

Session Briefing Note**SPRING 2025****Alaska Highway Upgrades through Whitehorse**

Highways and Public Works

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- This includes designing more sustainable travel options, such as expansions to the paved multi-use trail along the highway, with a focus on the section between Two Mile Hill and Porter Creek.
 - We are working closely with our colleagues at the City of Whitehorse on these corridor projects to align with the priorities outlined in their Transportation Master Plan.
 - Our goal is to create infrastructure that integrates seamlessly with theirs.

Additional response: Upcoming Work – Robert Service Way Intersection

- Highways and Public Works is continuing to plan for upgrades to the Robert Service Way intersection.
- Two design options for the intersection were considered, an improved four-way traffic light intersection or a roundabout. These two options were shared with the public in early 2022.
- If a roundabout is determined to be the best option, we will ensure that it would be designed with all Yukoners in mind.
- Roundabouts are proven to improve traffic safety by slowing traffic down, reducing the severity of collisions and making it easier for cyclists and pedestrians to cross.
- Roundabouts can also improve traffic flow to accommodate future city growth.
- Before any construction at this intersection can occur, utility infrastructure will have to be relocated. Prior to that happening, an information session will be held to share the selected intersection design with the public.

Session Briefing Note**SPRING 2025****Alaska Highway Upgrades through Whitehorse**Highways and
Public Works

Additional response: Two Mile Hill Intersections

- The City of Whitehorse and Government of Yukon have partnered on the Hamilton Boulevard, Alaska Highway, Range Road, Two Mile Hill intersection, also known as HART, upgrades project.
- This joint initiative is focused on developing designs that will improve the Hamilton Boulevard and Alaska Highway intersection with an emphasis on making travelling safer and more efficient for all transportation modes.
- In 2023, we started the first round of public engagement for the project, which included an online survey that received 455 responses.
- The proposed intersection designs were shared with the public in April 2024 during a second round of public engagement.
- The feedback received during the second round of engagement prompted the team to explore additional options to address the issues raised by the public, which focused on better accommodation for active transportation.
- The project team is working to finalize the preferred option and present it to the public during **later in 2025**.
- More information can be found online at engagewhitehorse.ca.

Additional response: Upcoming Work – Porter Creek Area

- We have made a number of safety improvements in Porter Creek, including:
 - installing a new left hand turn traffic signal at the Alaska Highway and Wann Road intersection in November 2022; and,

Session Briefing Note**SPRING 2025****Alaska Highway Upgrades through Whitehorse**

Highways and Public Works

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- upgrading the crosswalks at Birch Road and 17th Avenue with pedestrian-activated flashing beacons. This project was completed in January 2024.
 - A priority project for this government is a paved multi-use trail along the highway through Porter Creek that will connect Two Mile Hill to Wann Road.
 - We have conceptual planning for this project and construction is planned to begin in late summer 2025.
 - The construction start date is dependent on the project completing the environmental assessment phase in time for the construction season.
 - The multi-use trails in development will reflect valuable input from the public and key stakeholders.
 - As designs are finalized, we are committed to continuing meaningful discussions with the City of Whitehorse, Ta'an Kwäch'än Council, Kwanlin Dun First Nation and local community groups to help design trails that meet the needs and preferences of everyone involved.
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Context—this may be an issue because:

- The safety improvements through Whitehorse will affect many road users.
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Background:

- We completed several projects along the Alaska Highway, including:
 - installing a left turn light at the Robert Service Way intersection;
 - major reconstruction at both the South and North Klondike Highway intersections;
 - improvements to the Range Road intersection, including traffic lights with pedestrian-controlled lights and a paved multi-use trail;

Session Briefing Note**SPRING 2025****Alaska Highway Upgrades through Whitehorse**Highways and
Public Works

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- improvements at the Hillcrest Drive intersection, including acceleration and deceleration lanes and traffic lights;
 - improvements between Hillcrest Drive and Burns Road, including the addition of:
 - streetlights;
 - two crossings with pedestrian-controlled traffic lights;
 - a paved multi-use trail connecting to trails going into downtown; and
 - upgrades to the multi-use trail adjacent to the highway.
 - Public engagement for these projects happened at various times over the last few years, and included open houses, pop-up information booths, an interactive website, and expert panel discussions.
 - In addition, the project team has engaged with First Nations governments and a variety of stakeholder groups, such as the City of Whitehorse community associations and local businesses.

Robert Service Way Intersection

- Highways and Public Works held meetings in 2021 with local business owners, adjacent property owners and the City of Whitehorse to share conceptual designs.
- The Yukon Environmental and Socio-economic Assessment Board has completed its review and issued their recommendations. The Yukon government issued the decision document. The water licence and DFO Letter of advice have been issued for this project. The initial desktop heritage assessment and detailed heritage assessment have been completed.
- Based on comments received, the department reviewed design options that would best address public concerns, while still upholding highway safety priorities and limiting environmental impacts to McLean Lake Creek.

Session Briefing Note**SPRING 2025****Alaska Highway Upgrades through
Whitehorse**Highways and
Public Works

Porter Creek

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

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

March 31, 2025

Date Approved

Session Briefing Note**SPRING 2025****Dawson City Yukon River Crossing
(Ice Bridge and George Black Ferry)**Highways and
Public Works

Recommended response: George Black Ferry

- The George Black Ferry typically launches for the season by the May long weekend and is operational until Thanksgiving.
- Before launching, a significant amount of work is required to prepare the ferry for the upcoming season. This includes:
 - onboarding ferry staff and providing extensive training;
 - painting and cleaning the ferry; and
 - ensuring necessary supports are in place.
- Mechanical systems are reviewed and repaired as necessary, and parts inventory is reviewed to ensure essential spare parts are on hand.
- Additionally, the ferry is inspected by Transport Canada to ensure compliance with federal legislation.
- We assess river conditions before launching to ensure that water levels are high enough, and that there is no risk of major ice impacts.
- After ferry launch and before operations begin, time is required to ensure safety training and emergency response drills are completed. Emergency response drills are also required as part of routine operations.
- While regular maintenance is performed to ensure the George Black Ferry can continue to operate effectively, we recognize there is a need to be proactive to ensure continued operation for years to come.

Session Briefing Note**SPRING 2025****Dawson City Yukon River Crossing
(Ice Bridge and George Black Ferry)**Highways and
Public Works

Additional response: Future Planning

- For over 50 years, the George Black Ferry has been an important connection and a piece of history for Dawson City, supporting residents, businesses, and visitors alike. As the ferry nears the end of its life, it is time to look ahead.
- After public input and extensive analysis, the Government of Yukon is moving forward with the replacement of the George Black Ferry.
- By investing in a new ferry, we are prioritizing reliability, sustainability, and efficiency while keeping the rich history of river crossings in Dawson alive.
- To move this project forward, we will be issuing a Request for Proposal this spring for a planning study to replace the ferry. The study will assess the viability of constructing permanent concrete landings to replace the current seasonal gravel landings. This project has been factored into the 5-Year Capital Plan under the Transportation budget.
- The next two years will focus on design and planning studies for the ferry replacement and in 2025-26, \$100 thousand is budgeted toward this project.
- The replacement of the George Black Ferry is planned for fiscal years 2027-28 and 2028-29.
- As the planning phase advances, we will conduct several studies, including fish, wildlife and hydraulics assessments, to understand how the new ferry could impact the surrounding environment.

Session Briefing Note**SPRING 2025****Dawson City Yukon River Crossing
(Ice Bridge and George Black Ferry)**Highways and
Public Works

- A submission to the Yukon Environmental and Socio-economic Assessment Board, as well as consultation will be required before this project proceeds to implementation.
- The Government of Yukon values its strong working relationship with the Tr'ondëk Hwëch'in Government and the City of Dawson and is committed to meaningful dialogue throughout this project.

Additional response: Ice Bridge Closure

- The safety of Dawson City residents and the travelling public is our government's priority when considering the timing and construction of the ice bridge as well as its closure.
- The Dawson region received heavy rainfall on April 5-6.
- Due to weather conditions and the resulting standing water on the surface of the bridge the ice bridge was closed on April 7 and remained permanently closed.
- We have been updating residents through social media and 511yukon.ca.
- 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.

Additional response: Ice Bridge Construction

- The ice bridge typically opens in December or January and closes mid-April.
- Ice bridge construction is dependent on several environmental factors, including river hydrology, ice conditions, and temperature.

Session Briefing Note**SPRING 2025****Dawson City Yukon River Crossing
(Ice Bridge and George Black Ferry)**Highways and
Public Works

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- The ice bridge was opened to light duty vehicles on December 17 and successfully opened to heavy duty vehicles on December 31, 2024.

Additional response: Statistics

- The crossing takes about 10 minutes, excluding wait times.
- Approximately 60,000-70,000 vehicles cross each season.
- During peak operating times the ferry may see an average of 1,208 passengers per day.
- During the last five years, the George Black Ferry was pulled on the following dates:
 - 2019: October 15
 - 2020: October 19
 - 2021: October 21
 - 2022: October 19
 - 2023: October 16
 - 2024: October 16

Context—this may be an issue because:

- The ice bridge and George Black Ferry are important transportation routes for West Dawson residents.

Background:**George Black Ferry**

- The ferry is over 50 years old and was transferred to the Government of Yukon by the federal government.
- The ferry can haul about 143 thousand pounds, is 83 feet long and 17 feet wide.
- During the 2024 season, the ferry ran well and there were no long stoppages in service.

Session Briefing Note

SPRING 2025

Dawson City Yukon River Crossing (Ice Bridge and George Black Ferry)

Highways and
Public Works

- Highways and Public Works has undertaken many activities to keep the George Black Ferry in the best condition possible to continue to provide river-crossing services in Dawson City.
- After an inspection in 2022, the engines were rebuilt in April 2023.
- A lightship survey, which involves measuring the performance of the ferry while in the water, was completed in the fall 2023 and the ferry passed inspection.
- To mitigate against the risk of service disruption from a mechanical failure, Highways and Public Works maintains a supply of critical spare parts in Dawson City.
- This supply includes spare drivetrain parts such as propellers and propeller shafts, couplings, and marine gears.

Ice Bridge

- The tender for the 2024-25 ice bridge construction was posted in September and awarded in October.
- Once an ice bridge is constructed and in use, Highways and Public Works staff monitor the condition of the ice bridge to determine when to close and decommission it for the season.
- The City of Dawson was without an official ice bridge in the winters of 2016-17, 2017-18 and 2023-24. This was because environmental conditions did not allow for a safe crossing to be constructed.

Historical opening and closing dates:

Year	Opening Date	Closing Date
2023-24	No bridge	-
2022-23	Jan 5, 2023 – Light Duty Vehicles (5,000 kg) Feb 2, 2023 – Heavy Duty Vehicles (40,000 kg)	April 20, 2023
2021-22	Dec 13, 2021 – Light Duty Vehicles (5,000 kg) January 8, 2022 – Heavy Duty Vehicles (40,000 kg)	April 20, 2022
2020-21	Dec 14, 2020 – Light Duty Vehicles (5,000 kg) January 6, 2021 – Heavy Duty Vehicles (40,000 kg)	April 15, 2021

Session Briefing Note**SPRING 2025****Dawson City Yukon River Crossing
(Ice Bridge and George Black Ferry)**Highways and
Public Works

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- Light traffic includes vehicles that are up to 5,000kg in weight. Heavy duty vehicles include vehicles up to 40,000kg.

Engagement

- Given the impacts of climate change along the Yukon River, we proactively started discussions with the residents of Dawson City on the future of the river crossing.
- Through stakeholder engagement, many Dawson residents had ideas for what the future of the crossing could look like. Ideas included: a vehicle bridge, a pedestrian bridge, an energy-efficient ferry, a cable car, and a gondola.
- Department officials met with Tr'ondëk Hwëch'in Chief and Council on May 10, 2024, to discuss the findings in the report.

Alternative Ice Crossing

- The feedback received from Tr'ondëk Hwëch'in and Dawson City residents in 2023 on the crossing was mixed and will be used to guide discussion on what options are feasible.
- As such, there is currently no reference to a bridge in Dawson City in the Government of Yukon's Five-Year Capital Plans.
- The department is exploring the feasibility of a possible alternative route that can be utilized should ice not form in the traditional location.
- Conversations have begun with both the City of Dawson and Tr'ondëk Hwëch'in about the alternative route option.

Prime Minister's Remarks

- In February 2024, the Prime Minister made reference to funding earmarked for a bridge in Dawson during question period.
- The Prime Minister's office later issued a statement clarifying that the funding had been reallocated for the Nisutlin Bay Bridge project as it was in urgent need of replacement.
- The Department of Highways and Public Works continues to work with Transport Canada to ensure the Prime Minister's Office has the most up-to-date information

Session Briefing Note**SPRING 2025****Dawson City Yukon River Crossing
(Ice Bridge and George Black Ferry)**Highways and
Public Works

on the Nisutlin Bay Bridge project and other Yukon-based infrastructure projects moving forward.

- In 2021, the department's application for funding was approved under the National Trade Corridors Fund for Phase 2 of the North Klondike Highway Reconstruction Project, which included the potential construction of a new bridge in Dawson City and an additional 110 kilometres of highway reconstruction.
- This Phase 2 project would build on the critical highway and bridge upgrades that are part of the ongoing North Klondike Highway Reconstruction Project originally approved by National Trade Corridors Fund in 2019.
- In 2022, Yukon requested that the National Trade Corridors Fund funding secured for the Yukon River bridge be instead allocated to the Nisutlin Bay Bridge replacement project.
- This scope change was approved by Federal Minister Alghabra in June 2022 and formalized in updated agreements:
 - for the North Klondike Highway in May 2023; and
 - for the Nisutlin Bay Bridge in September 2023.
- The Nisutlin Bay Bridge is a valuable link along our busiest trade route, the benefits of which are seen by all Yukoners.
- In the winter of 2013-14, an alternate route for the ice bridge was necessary because the ice conditions did not allow it to be built at the usual location.
- In the winters of 2016-17, 2017-18 and 2023-24, the City of Dawson was without an official ice bridge due to a number of factors, including water levels and speed of flow, ice conditions and air and water temperatures.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

April 22, 2025

Date Approved

Session Briefing Note**SPRING 2025****Gateway (Yukon Resource Gateway Program)**Highways and
Public Works**Recommended response:**

- The Yukon Resource Gateway Program originally supported infrastructure upgrades of existing roads in areas with high mineral potential and active mining in the Yukon. The revised Agreement emphasizes roads benefiting both mining and inter-regional connectivity projects and arctic security.
- Largely funded by the Government of Canada, the program aims to improve safety, reliability and accessibility of the Yukon's road network.
- These upgrades will create short and long-term employment, training opportunities and benefits for Yukon First Nations, Yukoners, local communities, and industry.
- Our government has been actively engaged on this critical program to deliver the best results for Yukoners. This has included necessary amendments over the life of the program to adjust anticipated costs for inflation.
- We have also expanded the scope of the program with approval by the Government of Canada to include work that can be completed by the program expiration in 2031.
- In January 2025 we awarded two contracts to a Ross River Dena Council business for highway right-of-way clearing and salvage. One contract was for kilometre 363.5 to 366, and the other for kilometre 366 to kilometre 368.1, at the Robert Campbell Highway.
- In August 2024 we awarded a contract to replace a culvert at kilometre 23.2 on the Silver Trail to a First Nation of Nacho Nyak Dun business.
- The existing culvert at this location was putting the road at an increased risk of washout.

Session Briefing Note**SPRING 2025****Gateway (Yukon Resource Gateway Program)**Highways and
Public Works

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- The 2024-25 fiscal year's budget has also funded Silver Trail heritage studies, fish studies, and an engineering assessment of the Mayo River Bridge.

Additional response: Dempster Amendment

- The Government of Canada and the Yukon government recently amended the objectives of the Gateway contribution agreement.
- The original Gateway Agreement supported infrastructure upgrades of existing roads in areas with high mineral potential and active mining in the Yukon.
- The revised Agreement emphasizes roads benefiting both mining and inter-regional connectivity projects and arctic security.
- This is good news for the Dempster Highway. \$45 million is now allocated toward this important Yukon highway to make much-needed improvements and improve regional connectivity.
- As Canada's only all-season public road crossing the Arctic Circle, the Dempster Highway is a vital transportation route for residents, businesses, and travellers.
- This investment will improve year-round reliability, upgrade northern infrastructure, and ensure safer, more efficient travel.
- The Government of Yukon will begin working with affected Yukon First Nations to develop Project Agreements. These agreements outline how we will work collaboratively in terms of structuring procurements to align with the Yukon First Nations Procurement Policy and to ensure the project benefits their Traditional Territory.
- Beyond improving road conditions, these upgrades will strengthen Arctic Security by enhancing critical infrastructure in Canada's North.

Session Briefing Note**SPRING 2025****Gateway (Yukon Resource Gateway Program)**Highways and
Public Works

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- We recognize the importance of the Yukon's mining sector and we remain committed to supporting resource development through strategic infrastructure investments as part of Gateway.
 - This reallocation was a time-sensitive opportunity for our government to make a bold and significant investment in arctic security, and we took that opportunity.
 - By building a more resilient Dempster Highway, we are enhancing a critical corridor for Yukoners that serves multiple sectors, including tourism, the transport of vital supplies and local communities.
 - The Government of Yukon and the Government of Canada informed the public through a joint news release on March 22.
 - The Government of Yukon also informed the Chamber of Mines, the Klondike Placer Miners Association, and the mining companies with a Class 4 licence for projects along the Gateway road components in mid-April.

Additional response: Goldfields

- We recognize the importance of access throughout the goldfields to support mining activity in the Dawson region.
- The Department of Energy, Mines and Resources have reached out and will continue to work with stakeholders including the Klondike Placer Miners Association and Yukon Chambers of Mines.
- As we move forward with implementing this program we will continue to evaluate new opportunities within Gateway.
- Our government has always and will always support the placer mining industry and the Dawson Goldfields.

Session Briefing Note**SPRING 2025****Gateway (Yukon Resource Gateway Program)**Highways and
Public Works

- As we speak, our highway crews are once again performing early opening of these roads to allow miners to get to their camps to begin their season.
- Over the course of the summer, we will be maintaining these roads and ensuring that they are safe for the travelling public, and for the placer mining industry.
- Our crews actively monitor the goldfield roads – ready to prioritize emerging maintenance needs.
- In short, our investment in the Dawson Goldfields has never ceased and we will continue to support this important sector.

Additional response: Tr'ondëk Hwëch'in Employment

- The change in Gateway funding allocation will not affect employment and infrastructure maintenance for the Tr'ondëk Hwëch'in community.
- The safety of all highway and road users is a priority for our government and funds are dedicated toward road improvements for years to come in the Tr'ondëk region.
- For example, in 2024, through the Resource Access Road Program, approximately \$200 thousand in funds was committed to road improvements on the Goldfield roads in the Dawson Area as well as replacing the deck on the Indian River Bridge, also in the Goldfields area.
- Through the federal government's National Trade Corridors Fund, a total of \$267.6 million will be invested to upgrade critical sections of the North Klondike Highway, including three bridge improvements and Intelligent Transportation Systems components, over a 10-year period.

Session Briefing Note**SPRING 2025****Gateway (Yukon Resource Gateway Program)**Highways and
Public Works

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- The project includes a total of 209 kilometres planned highway reconstruction between Carmacks and the City of Dawson.
 - The project will also provide economic opportunities for Yukon First Nations through the Yukon First Nations Procurement Policy.
 - An upgrade to the Hunker Creek culverts between the Dempster Highway and Dawson City is also planned for an approximate value of \$6 million.
 - In the 2025 construction season, a structural culvert will be replaced just south of Dawson City at kilometre 711.
 - A revegetation project covering the newly constructed road slopes with native seed mixtures between kilometre 613 and kilometre 651 has been awarded with work to begin this summer.
 - As the newly added Dempster component within Gateway is advanced, there will be opportunities for Tr'ondëk Hwëch'in businesses and employment to participate in the project.

Additional response: Details of Funding Re-profiling

- The Government of Yukon has been seeking opportunities to reallocate federal funding in order to prioritize the repair and upgrade of the Dempster Highway to the Arctic. The Government of Yukon began active discussions with Canada to explore the possibility of adding the Dempster Highway as a new Gateway component.
- As repairs to the Dempster Highway fit within the scope of the federal program which funds Gateway, reallocating those funds toward this important project has far reaching benefits.

Session Briefing Note**SPRING 2025****Gateway (Yukon Resource Gateway Program)**Highways and
Public Works

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- The Dempster component includes construction of structural culverts, highway improvements such as road reconstruction, and roadside safety measures, including avalanche and rockfall mitigation.
 - The reallocation of funding to upgrade the Dempster Highway was designed to be cost-neutral in terms of the Gateway funding agreement and to maximize Canada's contribution. This decision was made strategically, considering government priorities.
 - We recognize the importance of resource access roads for industry. The funding allocated to Gateway supports resource roads and maintains a strong focus on industry needs.
 - The Yukon government remains committed to supporting the mining industry and ensuring Yukon's roads support economic growth to the benefit of all Yukoners.
 - As industry projects progress we are committed to reviewing the Gateway components to ensure that we are able to facilitate areas of high potential and maximize the funding opportunity through the Government of Canada.
 - Although this shift is in the interest of Arctic Security and inter-territorial connectivity, the Dempster Highway is an access route for more than 3000 mineral claims, including 551 placer and 2512 quartz and four oil and gas leases.

Additional response: Consultation

- In summer and fall 2024, discussions with Canada regarding potential amendments to the Gateway program were in an exploratory phase.

Session Briefing Note**SPRING 2025****Gateway (Yukon Resource Gateway Program)**Highways and
Public Works

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- Recently, these discussions were accelerated, creating a time-sensitive opportunity for our government to make a bold and significant investment in Arctic Security. We seized that opportunity.
 - This Yukon government is proud of this new investment in the Dempster Highway, and what that it means for the territory.
 - Prior to beginning site preparation or construction work under this program, a formal agreement must be established with the First Nation whose Traditional Territory the project will impact.
 - Additionally, the project must have completed a review through the Yukon Environmental and Socio-economic Assessment Board process.
 - We remain committed to engaging respectfully and collaboratively with First Nations to establish these necessary agreements.
 - We place the highest value on meaningful consultation and I look forward to these discussions as we advance the Gateway program.

Additional response: Gateway expiration

- Funding for the Gateway program is set to conclude in March 2031, and Canada has confirmed there will be no extensions beyond this date.
- The Government of Yukon has worked to establish a broad base of project components in the scope of this critical agreement that benefit communities throughout the Yukon and improve the safety and resilience of the highway network for all users.
- Now more than ever, it is essential the Government of Yukon ensure these funds are invested in the Yukon.
- As we advance delivery of this important program, we are also required to continually adjust the estimated costs for each component.

Session Briefing Note**SPRING 2025****Gateway (Yukon Resource Gateway Program)**Highways and
Public Works

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- The Gateway program itself was not pegged to inflation.
 - Inflationary pressures must be accounted for in updated estimates, which require us to review and adjust component funding.

Additional response: 2025-26

- This year, efforts will be focused on preparing for construction on Silver Trail and advancing construction of a section of the Robert Campbell Highway between Ross River and Faro.
- In addition, preparation is underway to support the environmental assessment of the Robert Campbell Highway component, which runs just past the Tuchitua River Bridge to the Frances Lake campground, from kilometre 114 to kilometre 171.
- This preparation work is focused on collecting environmental information in the project area to ensure responsible and informed decision making.
- This work will be done in collaboration with Liard First Nation to develop capacity and bring project-related opportunities to the community.

Additional response: Broadened Goals under Gateway

- Improving transportation infrastructure along our remote northern highways is important to our government.
- Our transportation infrastructure across the Yukon will be improved as the Yukon Resource Gateway Program is implemented.
- Roads will be constructed to enhance safety by improving the line of sight, reducing travel time and increasing vehicle load limits. Bridges will also be constructed or rehabilitated.

Session Briefing Note**SPRING 2025****Gateway (Yukon Resource Gateway Program)**Highways and
Public Works

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- Through the delivery of these projects, we aim for significant employment and training opportunities for Yukoners and Yukon First Nations.
 - These opportunities are not limited to only construction services, they include many indirect services required to support construction.
 - With this work happening in and around Yukon First Nation communities, the project agreements are in place to help ensure that their citizens and businesses see the benefits of these construction projects.
 - In our discussions with Yukon First Nations with project agreements, we are discussing how to prepare citizens for these employment opportunities through training and skills development.
 - During the tendering phase of the projects, contractors submitting bids will be asked to outline their First Nation participation plans that align with community interests and capacity.

Additional response:

- For each component identified, the Department of Energy, Mines and Resources negotiates a project agreement with the affected Yukon First Nation in whose Traditional Territory the project resides.
- These agreements provide a process by which the Government of Yukon and Yukon First Nation governments will work collaboratively.
- They also outline how we will structure procurements to align with the Yukon First Nations Procurement Policy and to ensure there are benefits for each community.
- Once an agreement is signed, the Department of Highways and Public Works starts implementing the agreement.

Session Briefing Note**SPRING 2025****Gateway (Yukon Resource Gateway Program)**Highways and
Public Works

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- This process involves continued planning and collaboration with the affected Yukon First Nation. It encompasses key steps like project planning and design, Yukon Environmental and Socio-Economic Assessment Board assessment, regulatory review and permitting.
 - Implementation work is crucial. Once the foundational work is complete, project procurement and construction can begin.
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Context—this may be an issue because:

- The Yukon Resource Gateway Program includes several high-profile projects with multiple stakeholders and First Nations involvement.
 - The Victoria Gold Eagle Gold Mine failure might negatively impact the perception of road improvements undertaken through this Program.
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Background:**Yukon First Nations involvement**

- The Government of Yukon is working in collaboration with Yukon First Nation governments to seek input and finalize Project Agreements for components of the Yukon Resource Gateway Program within their respective Traditional Territories.
- The program will provide opportunities to Yukon First Nations through short and long-term employment opportunities, training, and benefit agreements.

Funding

- A Contribution Agreement between the Government of Yukon and the Government of Canada resulted in the Yukon Resource Gateway Program's completion date being extended from 2025 to March 2031.
- The program budget for the 2024-25 fiscal year is approximately \$4.2 million and as project agreements are implemented, spending is expected to increase in 2025-26 to \$10.0 million and continue to grow in following years as construction advances.

Carmacks Bypass

Session Briefing Note

SPRING 2025

Gateway (Yukon Resource Gateway Program)

Highways and
Public Works

- The Carmacks Bypass officially opened on Friday October 27, 2023. This project is the first to be completed under the Yukon Resource Gateway Program and is jointly funded by the Government of Canada. The road connects the existing Freegold Road with the Klondike Highway.
- The project was a collaborative effort between Pelly Construction, the Yukon government and Little Salmon/Carmacks First Nation.
- The project was successfully finished a year in advance of the designated timeframe and within budget.

Freegold Road Phase II – Termination of the Project Agreement with Little Salmon Carmacks First Nation

- On October 2024, Little Salmon Carmacks First Nation made the decision to terminate the Freegold Road Phase II Project Agreement.
- Nothing precludes our governments from working together on a new agreement for the Freegold Road, and we will be reaching out to the First Nation to discuss a path forward.
- The recent completion of the Carmacks Bypass route is an example of how the Yukon Resource Gateway Program can ensure Little Salmon Carmacks First Nation participation in infrastructure projects.

Approved by:

T. Allen

April 25, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****HPWs Approach to
Reconciliation with First Nations**Highways and
Public Works

Recommended response:

- Maintaining strong working relationships with First Nations for the benefit of all Yukoners is a key priority of the Government of Yukon.
- In keeping with our commitment to reconciliation, we are fully committed to working with Yukon First Nations to create a brighter future for the territory.
- As such, Highways and Public Works strives to improve our relationships with First Nations and employ First Nations within the department.
- At Highways and Public Works, we are committed to supporting the implementation of Breaking Trail Together, a 10-year strategic plan to achieve a representative Yukon public service that is inclusive of Yukon First Nations people.
- One way we are breaking trail together is through the Indigenous Training Program – a 6-month internship that provides training, on the job mentorship, skill building and career development opportunities for Indigenous youth and young adults.
- The department is proud to employ many First Nation individuals: nearly a quarter of Highways and Public Works staff self-identify as Indigenous.

Additional response:

- Highways and Public Works strives to make significant progress on projects that will not only improve the well-being of residents but will set our territory up for success in the future.

Session Briefing Note**SPRING 2025****HPWs Approach to
Reconciliation with First Nations**Highways and
Public Works

- We engage with local communities and First Nations across the territory to promote career opportunities with Highways and Public Works and build stronger partnerships.
- Through career fairs, community visits and workshops, we support Indigenous employment, foster collaboration, and align initiatives with shared priorities such as enhancing local workforce participation, promoting skills development and increasing representation of Indigenous employees in Highways and Public Works.
- To promote a safer workplace, we have enhanced health and safety reporting and tracking systems, improving statistical data and processes to ensure transparency, accountability and better oversight of health and safety.
- Additionally, we have provided training to health and safety committee members to strengthen their ability to address workplace safety concerns effectively.

Additional response:

- A priority for our government is to advance reconciliation through our everyday work.
- The Yukon First Nations Procurement Policy is a great example of this commitment - designed to bring more economic opportunities to First Nations across Yukon.
- The Government of Yukon also adheres to the Truth and Reconciliation Calls to Action, and we are working with Yukon First Nations to honour our commitments.

Session Briefing Note**SPRING 2025****HPWs Approach to
Reconciliation with First Nations**Highways and
Public Works

- We are building strong government-to-government relationships with Yukon First Nations.
- We are taking meaningful actions that support Yukon First Nations and Indigenous peoples residing in the Yukon Territory.
- Increasing Indigenous representation in the Yukon government is a crucial step toward reconciliation.
- Supervisors in participating branches also receive support from the Indigenous Training Program Coordinator and training for working with Indigenous youth.
- The Indigenous Training Program was piloted within the Supply Services Branch. The first two trainees successfully graduated from the pilot program in June 2023.
- During the second round, the cohort doubled to four positions and provided opportunities within Supply Services and Facilities Management branches.
- To-date, feedback from program trainees and department employees has been overwhelmingly positive.
- The Indigenous Training Program Coordinator is now exploring opportunities to expand the Indigenous Training Program to other areas of the Highways and Public Works and to other Yukon Government departments.
- The third Indigenous Training Program cohort began in October 2024. Over the course of six months, the four trainees worked in diverse job placements across Highways and Public Works and Community

Session Briefing Note

SPRING 2025

HPWs Approach to Reconciliation with First Nations

Highways and Public Works

Services. The four trainees completed the program on March 28, 2025.

Context—this may be an issue because:

- The topic of reconciliation and First Nation participation on Highways and Public Works projects is one that concerns many communities and Yukoners.

Background:

- The overall proportion of Indigenous employees across the Yukon government is 13.5 per cent.

Approved by:

T. Allen

April 7, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Kêts'ádañ Kù
(Burwash Landing School)**Highways and
Public Works

Recommended response:

- The Government of Yukon is excited that construction work has started on a new school on the Traditional Territory of the Kluane First Nation.
- Kêts'ádañ Kù (Ket-zah-Done-coo) -which means “house of learning” in the Southern Tutchone language will be built in the community of Burwash Landing.
- The new school will provide learning and community space that meets the needs of residents in the surrounding area.
- We look forward to working together – government to government – throughout this important project.

Additional response:

- The \$26.9 million contract was awarded on August 22, 2024, to GenMec ACL Inc.
- Construction started in late September 2024 and the preliminary schedule for completion is late 2026.
- The contractor is preparing to remobilize the site on May 5, with groundwork scheduled to resume on May 12.
- The project is on track for the foundation to be delivered in early September, which is a key milestone in the project timeline.
- Through our ongoing collaboration with the contractor, we've identified and had to incorporate a required design change with respect to the building code.

Session Briefing Note**SPRING 2025****Kêts'ádañ Kù
(Burwash Landing School)**Highways and
Public Works

- We are actively working with the contractor to determine the full scope of the design change and finalize the design. We expect to have a clear understanding of both the revised design and the updated timeline by the end of August.
- \$5.7 million, or 21 per cent of total contract value, is allocated to Yukon First Nation businesses through subcontracting opportunities.
- This approach reflects the government's commitment to enhance outcomes for Yukon First Nations Citizens and businesses.

Third response:

- The school will accommodate students from Kindergarten through Grade 12, with a maximum capacity of up to 40 students, ensuring personalized attention and a close-knit learning environment.
- A State-of-the-Art Facility – spanning 1,290 square meters, the school's modern design includes a variety of specialized learning spaces tailored to the needs of all grade levels.
- Comprehensive Learning Spaces – the school will feature:
 - a fully equipped gymnasium for physical education;
 - a versatile kitchen/life skills room for hands-on learning;
 - a dedicated STEAM room for science, technology, engineering, arts, and mathematics exploration; and
 - classrooms designed for primary, junior, and senior students.
- Additionally, collaborative learning circle will foster teamwork and interactive learning experiences.

Session Briefing Note**SPRING 2025****Kêts'ádañ Kù
(Burwash Landing School)**Highways and
Public Works

Context—this may be an issue because:

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

Background:

- Kluane First Nation has long requested a new K-12 school in Burwash Landing.
- The Department of Education signed a Memorandum of Understanding with Kluane First Nation in June 2020 committing to build a school and establish an Oversight Committee.
- The contract for Consultant Services was awarded in April 2021.
- The community was consulted on the conceptual design in 2022 and the best options were moved forward.
- In July 2022, a Yukon Asset Construction Agreement was signed with Kluane First Nation to provide benefits to the community from the construction of the school.
- On May 31, 2023, a land clearing ceremony was held on the site to celebrate the partnership between the Yukon government and Kluane First Nation.
- Construction of the road and parking lot, as well as drainage improvements, were completed in 2023 under the Kluane First Nation Yukon Asset Construction Agreement.
- Funding is provided in part by both the Government of Yukon and Infrastructure Canada's Investing in Canada Infrastructure Program.
- This project is jointly funded by the governments of Canada and Yukon. The Government of Canada is contributing just over \$10.8 million through its Rural and Northern Infrastructure Stream of the Investing in Canada Infrastructure Program and the Government of Yukon will provide \$21.7 million. The total investment for construction and project costs is \$32.5 million.

Session Briefing Note**SPRING 2025****Kêts'ádañ Kù
(Burwash Landing School)**Highways and
Public Works

- Officials have been meeting regularly with the Kluane First Nation to discuss the design and construction of the school.

Approved by:

T. Allen

April 23, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Lewes River Bridge**Highways and
Public Works

Recommended response:

- Lewes River Bridge, located at kilometer 1393 of the Alaska Highway, is an important part of Yukon's transportation network, and is 154 metres long.
- Highways and Public Works is actively working on several safety enhancements for the Lewes River Bridge area.
- In 2024 we updated the line markings and extended the no-passing zone further from the bridge approach.
- This spring when conditions allow, reflective hazard signage will be added on the bridge to help improve visibility.
- We are currently assessing the speed limit in the area as well.

Additional response: Sawmill Road and bridge approach

- In early December 2024, the department submitted a project to YESAB to improve safety for travellers in the approach areas of the bridge. YESAB issued their recommendation in March, and the decision document was issued on April 2.
- The project design proposes modifications for the access of Sawmill Road onto the Alaska Highway to allow for an improved approach guiderail at the northern side of the bridge.
- \$500 thousand is allocated in the 2025-26 budget to start work on this project. The tender for this work is expected to be published in early summer.
- Planning and design work is also underway for new lighting on the bridge and streetlighting along the highway approaching the bridge

Session Briefing Note**SPRING 2025****Lewes River Bridge**Highways and
Public Works

- The bridge lighting will be tendered this summer, and the highway streetlights are being designed and implemented in coordination with ATCO.
- Construction of the highway streetlights is planned to start this summer.

Additional response: Lewes River Bridge Maintenance

- As part of regular maintenance for the bridge, the department hired a consultant through a Request for Proposal process to conduct a detailed site inspection of the bridge in 2024, and concrete repairs were identified as part of this work.
- The repair work will take place on the central pier of the bridge and are anticipated to take place above the water line. The repair process while out of the water, may impact navigation of boats under the bridge.
- As such, another YESAB assessment will need to be submitted in 2025 and the bridge repairs will be completed once the appropriate permitting is in place.
- There are no immediate safety concerns and until the bridge is repaired, we are continuing to perform regular maintenance and inspections to ensure that it remains safe for the travelling public.
- Highways and Public Works regularly monitors and maintains the protective barrier in the area beside the Sawmill Road intersection, repairing any damaged sections as needed to ensure safety.

Session Briefing Note**SPRING 2025****Lewes River Bridge**Highways and
Public Works

Additional response: Changes to project timelines and budget

- Work was undertaken in 2024 to identify any heritage values in the project area, as well as to advance the engineering design.
- As design work for this project progressed, some project specifications had to be re-evaluated due to topographical challenges.
- Highways and Public Works has now refined the scope with a focus on improving safety outcomes in the bridge vicinity.

Additional response: Collision Analysis

- We consider collision information when making decisions related to the design and maintenance of our infrastructure.
- Vehicle collisions are reported to the RCMP and are stored in the National Collision Database.
- Engineers and road safety planners in the department use the collision database information to assess the safety performance of highway infrastructure.
- Collision analysis is part of the overall safety analysis for infrastructure design that includes review of existing conditions, operations and human factors.

Context—this may be an issue because:

- The bridge is close to the City of Whitehorse and is a critical link along the Alaska Highway.

Background:

- On September 16, 2024, a pickup truck pulling a trailer with two passengers drove into the water on the east side of the Lewes River Bridge.

Session Briefing Note**SPRING 2025****Lewes River Bridge**Highways and
Public Works

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- To date, the RCMP have not released the results of the investigation or cause of the accident.
 - In the past 30 years, there have been a total of 14 reported collisions on this bridge. In reviewing these collisions, there were a variety of contributing factors, with no single common cause.

Approved by:

T. Allen

April 7, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Main Runway Replacement Project**Highways and
Public Works

Recommended response:

- The Government of Yukon is making significant investments to the Yukon's infrastructure to provide Yukoners with safe and reliable aviation infrastructure for years to come.
- The work at the Erik Nielsen Whitehorse International Airport includes reconstructing the main runway, replacing the maintenance facility, upgrading the parallel runway, upgrading taxiways and improving the runway lighting, all essential for enhancing the airport's capacity and safety.
- This work is part of a broader \$263 million program to improve Erik Nielsen Whitehorse International Airport.
- While this is a major project, we are committed to minimizing disruptions for the travelling public and will continue to work closely with all aviation stakeholders to ensure smooth operations during the construction period.
- Due to the construction, the main runway closed on April 15, 2025, for the season and is anticipated to reopen mid-October when the project is scheduled to be complete. All aircraft will be using the parallel runway during this time.

Additional response: Impacts to Air Carriers

- As part of the overall project plan, in 2022 the parallel runway was lengthened and strengthened to allow 737 type aircraft to use the runway.
- Lights were also added to the parallel runway to allow for nighttime operations.

Session Briefing Note**SPRING 2025****Main Runway Replacement Project**Highways and
Public Works

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- However, the parallel runway is still shorter than the main runway which means that during the construction seasons, diverted aircraft larger than a 737 will not be able to land.
 - We have been and will continue to work with air carriers to plan for and minimize any impacts while we reconstruct the main runway.
 - While the airline Condor will not be able to offer direct service to Whitehorse during the 2024 and 2025 construction seasons, Air North has secured interline agreements with both WestJet and Condor that allow travellers to connect to the Yukon through Toronto, Edmonton, Calgary and Vancouver.

Additional response: Project Budget and Schedule

- The original \$160.7 million contract to reconstruct the main runway was awarded to Flatiron Constructors Canada Limited.
- The contract is now valued at \$165.7 million due to a \$5 million change order issued on February 17, 2025, to account for pricing received for the south approach lighting system that was only a provisional estimate at the end of tender.
- As with many construction projects, particularly those of this size, change orders are often necessary. They allow for adjustments to the contract and mitigate the evolving circumstances that are a reality of construction.
- The federal government is contributing \$186 million through the National Trade Corridors Fund with the Yukon government funding the remaining \$77 million.
- The estimated budget for 2025-26 is \$75.5 million.

Session Briefing Note**SPRING 2025****Main Runway Replacement Project**Highways and
Public Works

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- In 2025-26, 67 per cent of the project costs will be recoverable through the National Trade Corridor Fund. Overall, the entire suite of projects, including the parallel runway, will be 72 per cent funded through Canada.
 - Construction began during the 2023 season and is on schedule to be completed in fall 2025.
 - To date, half of the main runway has been rebuilt and construction on the southern half of the runway re-started again during the week of March 17.

Additional response: Canadian Contracting

- Yukon's contract for the runway reconstruction work is with Flatiron Constructors Canada, a Canadian company with offices in Calgary and Vancouver.
- All of the work is being done by Canadian companies with approximately 70 per cent of the total contract value being performed by local contractors, and the remaining 30 per cent are non-Yukon, but still Canadian companies.

Additional response: 2025 Construction Activities

- Work for the 2025 construction season commenced the week of March 17.
- Planned construction activities this season include:
 - reconstruction of the south half of the runway surface which includes rubblization of the existing asphalt and concrete surface, placing new base material and asphalt pavement;
 - installation of new edge lighting;

Session Briefing Note**SPRING 2025****Main Runway Replacement Project**Highways and
Public Works

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- construction of drainage ditches to connect to the new storm drain system;
 - extension of taxiway E;
 - relocating the NavCanada Glide Path antenna; and
 - the installation of approach lighting towers to the south.

Additional response: Approach Lighting Towers

- Airports with instrument landing systems are required to have an approach lighting system installed. Currently the approach lights in Whitehorse are inset into asphalt within the portion of the runway under construction.
- The approach lighting system extends 720 metres beyond the threshold of the runway.
- With the removal of the displacement on the south end, the approach lighting system needs to move further south to line up with the new runway threshold.
- Normally approach lights are installed at ground level or on short towers because they need to be within a specified elevation of the runway centreline.
- Due to the Whitehorse airport's unique location, on top of the clay cliffs, the lighting needs to be installed on larger towers to meet the elevation requirements.
- When completed, the south approach light towers will be the tallest in Canada.

Session Briefing Note**SPRING 2025****Main Runway Replacement Project**Highways and
Public Works

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- Highways and Public Works is in the process of finalizing a re-zoning application with the City of Whitehorse for a portion of the land required for the south approach lights.
 - The department has been working with our partners at the City of Whitehorse to stay informed of the application as it moves from the public consultation phase to the second and third reading prior to finalization.

Additional response: Removal of Displacements

- The displacements are the portion of the runway that cannot be used for landing due to obstacles, pavement conditions, or other restrictions.
- During the summer of 2024 the north displacement on the runway was removed as part of the construction work. This summer, the south displacement will also be removed.
- We are removing the displacements on the runway to increase the amount of runway surface available to pilots for takeoff and landings. This does not change the overall footprint of the paved portion of the runway.
- The removal also requires changes to runway paint markings, runway lighting and the instrument landing system; all of which will be addressed as part of the reconstruction work.

Additional response: Extending Taxiways

- The project includes extension to Taxiway E on the south and the relocation of Taxiway F on the north.

Session Briefing Note**SPRING 2025****Main Runway Replacement Project**Highways and
Public Works

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- This work will minimize delays and also increase pavement lifespan by reducing the amount of times heavy aircraft turn around on the surface.
 - Previously there was no taxiway access to the end of the runway and planes needed to taxi on the runway surface and turn around at the end.
 - This could cause delays if an aircraft was taxiing while another was scheduled to land.
 - Adding taxiways to the end of the runway allows aircraft to taxi directly to the end without needing to turn or backtrack along the runway itself.

Additional response: AGN V Upgrades

- There are six Aircraft Group Number, AGN classifications, ranging from I to VI, or smallest to largest.
- Airports classified as AGN V in Canada typically support significant metropolitan area populations and have passenger volumes in the millions. Examples of AGN V aircraft are Boeing 777 or Airbus A330.
- While additional investments are required to support moving from a category 4 airport, AGN IV, to a category 5, AGN V, airport, the length and width of the existing and new main runway does not limit the Whitehorse Airport from supporting larger aircraft.
- As part of the runway reconstruction work Taxiway F and portions of Taxiway E have been upgraded to accommodate AGN V aircraft
- There are relatively few airports in Canada classified as AGN V, and those airports support significant metro area populations and have passenger volumes in the millions.

Session Briefing Note**SPRING 2025****Main Runway Replacement Project**Highways and
Public Works

Additional response: YESAB Assessment

- During the initial planning phase Highways and Public Works reviewed the project scope and determined that the planned activities did not require a water licence or a YESAB assessment as it is considered “repair and maintenance of an aerodrome.”
- However, during preparatory construction work in the Baxter’s Gulch area, an underground stream was encountered near where the existing north approach lighting towers were planned to be replaced.
- Once the stream was found, work in the area was stopped and we immediately enhanced existing erosion and sediment controls to prevent any deposit of silt or waste into the stream during ongoing construction from other areas on the project site.
- A YESAB decision document for the replacement of the approach lighting with the north and south approaches has been received.
- Highways and Public Works is now currently awaiting the review of its water license submission for the north approach lights work with Baxter’s Gulch.

Additional response: Impacts to Trails

- The Puckett’s Gulch area is currently undergoing active construction as we work on developing a new airside access road.
- The active transportation trail from the Alaska Highway to the top of the Black Street Stairs will remain open during construction. There may be times where minor detours will be required this summer depending on construction progress.
- For safety reasons, there will be temporary closures of the footpaths that extend around the airport beyond the Black Street Stairs.

Session Briefing Note**SPRING 2025****Main Runway Replacement Project**Highways and
Public Works

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- The footpaths in this area, including those past the Black Street Stairs and along the escarpment around the airport, are part of the City of Whitehorse's jurisdiction.
 - Highways and Public Works continue open dialogue with the City of Whitehorse as they develop their active transportation infrastructure near the airport.

Additional response: Drainage work and sediment control

- The Contractor's Environmental Management Plan is in place to mitigate environmental concerns.
- The Environmental Management Plan outlines the Contractor's plans for sediment controls, monitoring requirements, and reporting requirements for all planned work on site.
- Highways and Public Works and their Consultant, regularly review the implementation of this plan and report any issues to the Contractor.
- The drainage work planned for the airport includes replacement of existing drainage systems, some of which date back to the 1950s.
- The updated drainage system includes subdrains around the perimeter of the main runway.
- These subdrains work to ensure the gravel below the runway pavement stays dry and frost free. This helps increase the lifespan of the runway surface by reducing the amount of movement experienced during freeze-thaw cycles.
- Re-grading and seeding of the infields on either side of the runway will reduce the amount of water that remains on the runway surface after rain or melt events.

Session Briefing Note**SPRING 2025****Main Runway Replacement Project**Highways and
Public Works

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- These revised systems are intended to meet current Transport Canada best practices and do not increase the overall drainage footprint of the site.

Additional response: Sustainability and Resilience

- As part of the reconstruction work at Erik Nielsen Whitehorse International Airport, a new Field Electric Centre was constructed.
- The new Field Electric Centre replaces the current one which was originally constructed in 1992.
- The new centre offers upgraded electrical control systems which allow for easier maintenance of the airfield lighting system.
- The new centre also has added space available for additional regulators or for any future expansions that may be required.
- Electrical components on the airfield have been installed in conduit and pull-pits.
- This replaces the old system which had many wires buried directly beneath the ground.
- The conduit and pull-pits allow for easier repairs if issues arise, and minimize the potential for damage due to freeze thaw cycles.

Additional response: Community Development Agreements (Yukon First Nation Participation)

- We have entered into two Community Development Agreements for work on the main runway, one with Kwanlin Dün First Nation, and one with the Ta'an Kwäch'än Council.

Session Briefing Note**SPRING 2025****Main Runway Replacement Project**Highways and
Public Works

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- Both agreements are tailored to maximize socioeconomic benefits that are important to each community such as employment, subcontracting, training and workforce and business development.
 - A job fair may be held during this 2025 construction season for vacant positions, as required, targeting employment for First Nations citizens. The contractor held a similar job fair in March 2024.
 - The framework for these agreements was developed as part of the Yukon First Nations Procurement Policy. We are working closely with both First Nation governments to implement these two agreements.

Additional response: Project Rationale

- As asphalt ages, the ability for the asphalt mix to hold together degrades and the surface loses its flexibility. The lower flexibility results in increased cracking and produces foreign object debris, which can be detrimental to aircraft.
- Since 2017, the department has been regularly patching and rehabilitating the runway to extend the runway's life, but it was no longer economical or practical to continue with this approach.
- There are existing concrete panels under the asphalt surface of the runway which were originally installed in 1943 when the airport was first built.
- These panels are approximately 20 cm thick and lie under 15 cm of asphalt.
- The panels are cracked throughout due to age and the cracks are reflecting through the asphalt layers causing the top layer of asphalt to also break down.

Session Briefing Note**SPRING 2025****Main Runway Replacement Project**Highways and
Public Works

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- Large cracks on runways are a major source of foreign object debris (FOD) and pose potential dangers to aircraft.
 - These existing layers of concrete will undergo rubblization to be used as base material in the new runway structure.
 - Where poor quality materials are found, below the existing concrete, they will be removed and replaced with new aggregates to ensure there is at minimum 1.5 metres of quality materials under the new asphalt surface.
 - Part of the reconstruction work will allow the use of the full paved surface, which will go from being 2,216 metres of usable runway to 2,900 metres of usable runway.
 - In addition, part of the reconstruction also includes raising the elevation of the runway in order to install new drainage infrastructure.
 - This will help minimize the impact of frost below the runway and also help keep subbase soils dry and solid to prevent movement and cracking of the asphalt surface.

Additional response: Facts and Quantities

- 75,000 square metres of old concrete runway was rubblized this past summer.
 - This method helps avoid costly and time-consuming process of removing and hauling away the old concrete, while also allowing for construction of a solid foundation for the new surface.
- Approximately 100 runway edge lights and 200 taxiway edge lights will be installed over the two years of the project.

Session Briefing Note**SPRING 2025****Main Runway Replacement Project**Highways and
Public Works

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- The new edge lighting has transitioned us to energy efficient, eco-friendly lighting solutions.
 - The modern runway and taxiway edge lights are LED, which consumes less energy, have a longer lifespan, requires less maintenance compared to traditional incandescent bulbs, and the light output is also more uniform for approaching aircraft.
 - By switching to more efficient lighting systems, airports can significantly lower their carbon emissions, making the lighting systems more environmentally friendly.
 - Overall, the shift to newer lighting technologies makes the runway and taxiway edge lights more sustainable and energy efficient.
 - 40 airfield guidance signs will be installed for the project.
 - The increase is important to provide crucial information to pilots and ground personnel to ensure safe navigation while on the ground.
 - Over 300 pull-pits and 60 manholes make up the underground portion of the work. This allows for a highly accessible and maintainable underground system.
 - Drainage and electrical crossings that go under taxiway or runway surfaces are encased in concrete to ensure they withstand the forces exerted on them by large aircraft.
 - Horizontal directional drilling was used to install electrical conduits under the main runway to minimize the chances of the conduit trench reflecting up to the surface and causing cracks or bumps.

Session Briefing Note

SPRING 2025

Main Runway Replacement Project

Highways and
Public Works

Context—this may be an issue because:

- This is a major infrastructure project happening in the territory that is of interest to aviation stakeholders and the public.

Background:**2024 Construction Activities**

- Work completed during the 2024 season included:
 - reconstruction of the north half of the runway surface which included rubblization of the existing asphalt and concrete surface, placing new base material, and placing new asphalt pavement;
 - installation of new edge lighting;
 - installation of a storm drainage system;
 - construction of a new taxiway F; and,
 - adjustments to the north perimeter service road.
- Our operations and engineering teams inspected the work completed over the summer and approved the runway to reopen for the winter.

Drainage

- The Contractor's Environmental Management Plan is in place to mitigate environmental concerns. The plan outlines the contractor's plans for sediment controls, monitoring requirements, and reporting requirements for all planned work on site.
- Highways and Public Works consultant regularly reviews the implementation of this plan and reports any issues to the contractor.
- The drainage work planned for the airport is the replacement of existing drainage systems, some of which date back to the 1950s.

Engagement

- The department is working closely with aviation stakeholders to minimize impacts on their operations during the construction period.

Session Briefing Note

SPRING 2025

Main Runway Replacement Project

Highways and
Public Works

- On August 3, and September 28, 2023, information sessions were hosted for aviation and tourism stakeholders, respectively, about the project.
- Both sessions were well attended and provided the opportunity to ask questions about the project.
- There will also be posters at the Whitehorse airport communicating information about the project and upgrades. This information is also found on Yukon.ca.

Fast Facts

- The total quantity of electrical cable required for the project could reach from the airport in Whitehorse to Carcross, and back.
- The total volume of aggregates required for the project could fill 85 Olympic sized swimming pools.
- There are 40 kilometres of paint markings on the main runway alone.
- The project requires 73,000 tonnes of asphalt, that's about the weight of approximately 145,000 moose.

Runway Length Comparison

ENIWA (Parallel runway)	Watson Lake	YVR's (largest)	Canada's largest runway (Calgary)
<ul style="list-style-type: none"> • 6600' long • 100' wide 	<ul style="list-style-type: none"> • 5500' long • 150' wide 	<ul style="list-style-type: none"> • 10,800' long • 200' wide 	<ul style="list-style-type: none"> • 14000' long • 200' wide

Approved by:	
T. Allen	April 15, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****Nisutlin Bay Bridge Replacement**Highways and
Public Works

Recommended response:

- The existing Nisutlin Bay bridge was constructed in 1953 by the Department of National Defence and crosses the Nisutlin Bay at kilometre 1,243 along the Alaska Highway.
- This is the longest bridge along the Alaska Highway within the Yukon, spanning 584 metres or 1916 feet.
- The replacement project is in its third year and the construction is being completed by Graham Infrastructure LP.
- This project provides a significant positive economic outcome for the territory, local businesses, and the community of Teslin.
- The new bridge will be wider and designed to accommodate modern traffic, including larger commercial vehicles. It will also improve safety through better sightlines, wider lanes, and improved pedestrian and cyclist access.
- The new bridge is expected to be open to traffic in fall 2025.

Additional response: Project Cost and Schedule

- The Government of Yukon remains committed to transparency, responsible fiscal management, and delivering critical infrastructure that meets the needs of Yukoners now and into the future.
- The construction contract with Graham Infrastructure LP, a Canadian company, was originally awarded for \$159.96 million.
- Infrastructure Canada will contribute \$41.25 million through the *Building Canada Fund* and Transport Canada will contribute \$52.5 million through the *National Trade Corridors Fund*.

Session Briefing Note**SPRING 2025****Nisutlin Bay Bridge Replacement**Highways and
Public Works

- The amended *Fisheries Act Authorization* resulted in a change order that increased the construction contract by \$23.89 million to a total of \$183.8 million to accommodate for additional work and services required. It also compensated the contractor for a delay in construction commencement and a 6-day extension.
- The Five-Year Capital Plan spending is expected to be \$35-\$40 million for 2025–26.
- We continue to work collaboratively with the contractor to manage any additional work that might arise throughout construction.
- As with any major capital project, the potential exists for future change orders to address changes.
- Now in its final year of construction, the Nisutlin Bay Bridge replacement project is progressing toward completion.
- The fall 2025 plan to switch traffic to the new bridge remains unchanged.

Additional response: Progress To-date

- Milestones completed to-date include:
 - the construction and use of the temporary trestle bridge and cofferdams;
 - the construction of 6 piers and 2 abutments, involving the driving of 58 permanent piles with a combined length of 1,801 meters, and the pouring of 3,000 cubic meters of concrete between the piers and abutments;
 - the installation of 52 girders, totaling 1,935 meters in length;

Session Briefing Note**SPRING 2025****Nisutlin Bay Bridge Replacement**Highways and
Public Works

- the installation of 32 bearings, comprising 4 bearings per abutment and pier; the placement of 504 precast panels on the bridge deck;
- the pouring of the bridge deck ends and the infill between the precast panels totaling 373 cubic meters of reinforced concrete;
- the installation of utility conduit;
- the placement of 16,000 cubic meters of preload material on both the south and north abutments; and
- the construction of fish offsetting areas on the south and north sides.

Additional response: Winter Work progress

- A smaller crew worked on the project during the 2024-25 winter season, focusing on:
 - removal of the trestle spans;
 - construction of curb formworks in preparation for the spring pour; and
 - preparation for the 2025 construction season.

Additional response: 2025-26 Work Plan

- Graham's summer construction team are now on site to begin work.
- The 2025-26 fiscal year includes:
 - complete removal of the trestle piles;
 - construction of cast in place concrete curbs, and approach slabs;

Session Briefing Note**SPRING 2025****Nisutlin Bay Bridge Replacement**Highways and
Public Works

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- installation of deck waterproofing, bridge drainage pipes, deck drains, luminaires on the bridge, bridge expansion joints, bridge guardrails, bicycle railing and pedestrian fences, precast concrete roadside and median barriers;
 - completion of electric work;
 - production and placement of armoring rip rap;
 - construction of snowmobile bench;
 - completion of the north and south earthworks and road-related works, culverts and spillways;
 - opening of the new bridge to traffic; and
 - beginning the demolition process of the existing bridge.

Additional response: Quality Assurance/Addressing Potential Deficiencies

- As with any large infrastructure project, frequent inspections are a regular part of construction monitoring.
- Throughout the project, the Contractor is responsible for developing and following an approved Quality Control plan.
- To check quality control the Government of Yukon has a fulltime team of onsite technicians and engineers who are based in Teslin to provide Quality Assurance.
- Inspections are happening at every step of the project and as defects or non-conformances are found they are rectified following an approved protocol to ensure compliance with the project specifications.

Session Briefing Note**SPRING 2025****Nisutlin Bay Bridge Replacement**Highways and
Public Works

- It is also important to note that deficiency correction is a normal part of large construction projects.

Additional response: Community Wellness/Issues raised

- The Community Wellbeing Working Group, with representatives from Teslin Tlingit Council and the Government of Yukon meet every two weeks to work through issues related to community wellbeing that may arise from the project.
- This working group includes representatives from Highways and Public Works and the Department of Health and Social Services.
- On occasion, representatives from the contractor also attend these meetings to hear directly from Teslin Tlingit Council on issues pertaining to community health and wellbeing.
- Additionally, the contractor has two positions funded by the Government of Yukon to address issues stemming from the project and their work activities. One is a dedicated liaison for their workers, and one is a different liaison for community members to contact.
- The contractor is required to meet all legislative requirements for occupational health and safety, including providing a framework to prevent workplace violence and harassment as well as to support psychological injury.
- Highways and Public Works, Teslin Tlingit Council and the contractor have struck a separate working group focused on Teslin Tlingit Council employment recruitment and retention. This forum is designed to discuss and collaboratively address issues raised by Teslin Tlingit workers.

Session Briefing Note**SPRING 2025****Nisutlin Bay Bridge Replacement**Highways and
Public Works

Additional response: Occupational Health and Safety/Employee Complaints

- Graham Infrastructure LP is the prime contractor for the purposes of occupational health and safety for this project.
- Under the prime contractor role, Graham Infrastructure LP is responsible for compliance with the rules and practices required by *Workers' Safety and Compensation Act* and regulations.
- This legislation provides Yukon workers and employers with the tools they need to prevent and respond to workplace violence and harassment.
- The Yukon government's role as Project Owner in this framework is to confirm the Prime Contractor is abiding by the legislated requirements set out for them above.
- Individual complainants will need to follow the complaint handling steps described in the legislation and Prime Contractor's policies.

Additional response: Yukon Motel Access and Parking

- The Yukon Motel is situated on Nisutlin Bay, along the Alaska Highway, and is a long-standing business providing accommodation, fuel, and additional services to Yukoners and the travelling public.
- The motel operates their business adjacent to the highway-right-of-way.
- Highways and Public Works is working with the owners of the Yukon Motel to provide more clarity about the new bridge alignment and the design of the highway access into the Yukon Motel.

Session Briefing Note**SPRING 2025****Nisutlin Bay Bridge Replacement**Highways and
Public Works

- We continue to prioritize safety during the construction of the replacement bridge and in the design of the new bridge and highway access.
- Between 2019 and 2022, Highways and Public Works conducted an engagement with the Teslin community and local businesses, including the Yukon Motel, regarding the design of the highway alignment extending from the bridge replacement.
- The Teslin community and business owners were given the option to provide input on their preferred highway alignment option.
- Feedback from the Yukon Motel owners was also accounted for and changes were made to the design based on their input.
- The current design has not diverged from this agreement presented to the Teslin community and business owners in 2021. The design benefits for the new highway alignment, include:
 - maintaining the highway elevation;
 - preserving the existing highway footprint along the grass-covered shoulder;
 - improving access to the Yukon Motel to meet code requirements with safe grading;
 - enhancing the embankment and drainage system; and,
 - ensuring a safe entrance.
- Our government is committed to ensuring that the replacement bridge meets the needs of the community, while adhering to the safety requirements and applicable design codes.

Session Briefing Note**SPRING 2025****Nisutlin Bay Bridge Replacement**Highways and
Public Works

- Department officials met with the owners of Yukon Motel on March 28, 2025, to discuss the design of the south access.
- Highways and Public Works is developing a 3D model of the south access to present to the owners to help illustrate the appearance and functionality of the design.
- The department continues to be available to meet with stakeholders and answer questions about the design.

Additional response: Sub-contracting/Benefits for Local Businesses

- The contractor, Graham infrastructure LP, is responsible for the hiring of sub-contractors for the project. The Government of Yukon does not direct the contractor, on any sub-contracting opportunities.
- For supplementary project procurements related to the bridge, the Yukon government works with Teslin Tlingit Council to identify opportunities for Teslin Tlingit Council citizens and businesses.
- Sub-contractors perform work such as electrical, logistics, earthworks, quarry development, materials procurement, and environmental monitoring.
- There are several Teslin and Yukon businesses that are working as sub-contractors on the project.
- As part of the monthly progress claim submission process the contractor provides a summary of the progress on the involvement of Yukon First Nation businesses and local suppliers.
- The Government of Yukon does not publicly comment on the values or terms of these sub-contracts, as this is proprietary information.

Session Briefing Note**SPRING 2025****Nisutlin Bay Bridge Replacement**Highways and
Public Works

- However, the project team actively works with the contractor and Teslin Tlingit Council to monitor their progress toward their proposed targets.

Additional response: First Nations Participation Commitments

- The Government of Yukon meets with Teslin Tlingit Council to share information on the implementation of the Nisutlin Bay Bridge project.
- The Contractor is required to track Teslin Tlingit Citizens and Yukon First Nations Citizens participation hours throughout the project and to report monthly to the Yukon government.
- The Yukon government works with the Teslin Tlingit Council to review the contractor's progress toward the targets.
- As the project is over half-way completed, the contractor has met 68 per cent of the target employment hours for Teslin Tlingit Council Citizens on the project.
- The Government of Yukon has also provided funding to the Teslin Tlingit Council to support their engagement in the project.
- These agreements range from project planning, implementation support, a community liaison position, fisheries initiatives and environmental baseline studies, wood fibre recovery, and artwork for the new bridge.
- Supporting Teslin Tlingit Council's engagement on the project provides a unique opportunity to benefit Teslin Tlingit Council Citizens, distinct from the contracting and employment opportunities available for Teslin Tlingit Council Citizen-owned businesses.

Session Briefing Note**SPRING 2025****Nisutlin Bay Bridge Replacement**Highways and
Public Works

Additional response: Environmental Protection

- From the outset, environmental protection has been a major component of the project.
- Under the project's *Fisheries Act* Authorization, we are required to establish a sonar enumeration project to make sure that the construction work is not negatively impacting fish populations or migrations.
- The project helps researchers with Teslin Tlingit Council count Chinook salmon passing through the Nisutlin River Delta National Wildlife Area.
- This important natural area is along the migration route for Chinook salmon returning to the Nisutlin and Wolf rivers and their tributaries.
- This work is essential to monitoring salmon migration numbers and making sure the fish reach their spawning grounds while a new bridge is being built in the Nisutlin Bay.
- The contractor and the Yukon government meet bi-weekly to discuss any environmental issues on the project, such as underwater noise, water quality or spill reports, and mitigations are confirmed.
- Environmental site inspections with the contractor, the Yukon government and environmental consultants are also conducted weekly to provide a high degree of environmental oversight.
- The Yukon government has also retained an environmental consultant based onsite to monitor construction activities.

Session Briefing Note**SPRING 2025****Nisutlin Bay Bridge Replacement**Highways and
Public Works

- An Environmental Technical Working Group meets every two weeks, composed of representatives from Teslin Tlingit Council, the Yukon government and the contractor to review plans in advance of work commencing.
- Through this working group, we are able to address many environmental concerns of Teslin Tlingit Council and the community before they arise during construction.

Additional response: Granular Material

- This project will use over 100,000 cubic metres of aggregate for the various components. This does not include asphalt.
- All the granular material for roadwork is locally sourced.
- However, the Nisutlin Bay Bridge Project will require approximately 2,400 cubic metres of coarse aggregate for the cast-in-place concrete being used.
- This small amount of coarse aggregate for concrete work came from Whitehorse.
- The aggregate being used in this concrete has specific requirements to ensure the structural integrity of the bridge.
- There are very limited sources of aggregate in the Yukon that meet this requirement which is why aggregate from the Whitehorse area will be used for this specific portion of the project, which equates to less than 2.5 per cent of the aggregate needed.

Session Briefing Note**SPRING 2025****Nisutlin Bay Bridge Replacement**Highways and
Public Works

Additional response: Interesting Project Details

- The replacement of the Nisutlin Bay Bridge is a large, complex and challenging project, posed by its remote location and harsh weather conditions.
- As this existing bridge is the longest bridge along the Alaska Highway, this project is the largest bridge replacement project in Yukon history.
- The new bridge will ensure improved safety and accessibility, especially given the anticipated wear and tear from decades of service and heavy transport use.
- The new bridge will reflect modern engineering while respecting the cultural and historical context of the region.
- Once completed, the new bridge will continue to serve as a critical link on the Alaska Highway, supporting the region's economy by facilitating the movement of goods and people. It's a vital lifeline for the community of Teslin and travellers heading to and from Alaska.
- These aspects highlight the bridge's importance not just as a piece of infrastructure but also as a cultural and historical landmark in the Yukon.
- This replacement project is a significant investment in Yukon's future infrastructure while balancing the historical and environmental factors tied to this iconic bridge.

Session Briefing Note**SPRING 2025****Nisutlin Bay Bridge Replacement**Highways and
Public Works

Additional Response: Fun Facts

- Approximately 3,500 cubic metres of concrete is being used for the bridge. That's nearly 1.5 Olympic-sized swimming pools!
 - Material for the new bridge includes concrete for the piers and deck, steel for girders and structural components, and wood for the temporary structures like the temporary bridge deck.
 - There are 52 girders in total, making the bridge very strong and stable. They are made from weathering steel, which develops a rust-like appearance after exposure to protect against corrosion.
 - The new bridge has 6 piers and 2 abutments. Piers support the middle sections of the bridge and are in the water, while abutments connect the bridge to the land.
 - The piers each contain around 410 cubic metres of concrete and 71 tons of steel. Each abutment has about 235 cubic metres of concrete and 22 tons of steel.
-

Context—this may be an issue because:

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

- Maintenance costs of the existing bridge leading up to the replacement project were between \$0.5 to \$1 million per year.
 - In spring 2019, the Government of Yukon and the Teslin Tlingit Council signed a project charter to work together to design and build the replacement bridge.
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Session Briefing Note

SPRING 2025

Nisutlin Bay Bridge Replacement

Highways and
Public Works

Yukon First Nation Procurement Policy

- The Nisutlin Bay Bridge Replacement project was tendered shortly after the Yukon First Nation Procurement Policy was implemented.
- This project is in its third year and Teslin Tlingit Council continues to work with the Yukon government to make improvements to the implementation of the Yukon First Nations Procurement Policy to help it meets its original intent.
- The Government of Yukon is grateful to Teslin Tlingit Council for their ongoing participation in the implementation of the Nisutlin Bay Bridge project.
- We continue to look at continuous improvement and incorporating the lessons learned from all projects into recommendations to strengthen the policy moving forward.

Authorizations

- The Water Licence for the project was issued on August 31, 2022.
- The Fisheries Act Authorization was issued on October 17, 2022.
- We received the amendment to the Water License on February 24, 2023, and a variance to the authorization on December 6, 2022, and another variance on March 8, 2023.
- Due to the collaborative work undertaken by the contractor, YG and TTC to address the unforeseen restrictions of the FAA and Water Licence, the project is progressing well, and all piles have been installed in compliance with the Fisheries Act Authorization and Water Licence.

Approved by:	
T. Allen	April 23, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****OAG Audit on Procurement and Contracting**Highways and
Public Works

Recommended response:

- The Office of the Auditor General of Canada released the procurement and contracting performance audit on November 26, 2024. The audit focused on the Yukon government's procurement and contracting activities between 2019 and 2023.
- The Yukon government appreciates the insights of the Office of the Auditor General of Canada and accepts their recommendations.
- The report reveals issues in documentation, not necessarily flaws in the procurement process itself.
- Officials from Highways and Public Works and the Office of the Auditor General of Canada were called before the Standing Committee on Public Accounts on January 16, 2025, to address questions from committee members.

Additional response: Action Plan Development

- Highways and Public Works is working collaboratively with all departments involved to develop and implement an action plan to address audit recommendations.
- Recommendations in the Auditor's report point to areas for process improvement, such as:
 - post-project evaluation,
 - documentation of such evaluations,
 - risk assessments,
 - conflict of interest declarations,
 - consistent documentation of value for money; and,

Session Briefing Note**SPRING 2025****OAG Audit on Procurement and Contracting**Highways and
Public Works

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- consistent document of creating a competitive procurement environment.

Additional response: Engagement

- Highways and Public Works regularly engages with industry stakeholders to work on specific procurement related matters that are of interest.
- Engagement also takes place through working groups that are comprised of industry, First Nation and Yukon government officials.
- Through these efforts we ensure that our procurement practices are transparent, responsive and aligned with industry and First Nation needs.

Additional response: Review of the Procurement Policy

- A review of the Procurement Policy will be conducted by an external contractor by 2026.
- This review will be aligned with the review of the Yukon First Nation Procurement Policy.
- It is anticipated that the review will take a broad, holistic assessment of the overall effectiveness of the policy, its implementation and overarching outcomes.

Additional response: Request for Analysis of Procurement

- A Request for Analysis of Procurement, also known as a RAP, can be used when a procurement authority needs to engage in a non-standard procurement situation described in the procurement policy.

Session Briefing Note**SPRING 2025****OAG Audit on Procurement and Contracting**Highways and
Public Works

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- Examples where a RAP may be used include a direct award contract above a certain dollar limit, or issuing a change order above the threshold of an invitational procurement.
 - In these situations, Highways and Public Works reviews the RAP and provides a written recommendation to the Deputy Minister of the contracting department.
 - The contracting department has the discretion to agree with or overturn these recommendations.
 - As part of the Action Plan, Highways and Public Works is exploring options to better document rationale in cases where contracting departments decide not to follow Highways and Public Works procurement advice.

Additional response: Conflict of Interest

- The Government of Yukon has a comprehensive ethical framework that includes a Values and Ethics Code, an Oath of Office, a Directive on Post-Employment Restrictions, and a Conflict-of-Interest Policy.
- Each department is responsible for ensuring employees have declared any real or perceived conflicts.
- There were no instances of real or perceived conflicts of interest found in the audit.
- Any allegations of real or perceived of a conflict of interest are addressed by the relevant department in accordance with the processes under each applicable policy.
- In October 2024 additional procurement guidance was issued to all departments which included declaring any conflicts of interest, of lack

Session Briefing Note**SPRING 2025****OAG Audit on Procurement and Contracting**Highways and
Public Works

of a conflict, and ensuring that it is documented in the individual procurement and/or contract files.

Additional response: Work starting prior to contract signing

- In the audit report, the Auditor notes that in 8 per cent of the contracts, the contracts were signed between two weeks and four months after work under the contracts had started.
- While this shows majority of contracts are signed before work commences, we intend to look into this matter further.
- As part of the action plan, we will investigate situations where work started before a contract was officially signed to determine the conditions and rationale that led to this practice.

Context—this may be an issue because:

- The public, First Nation governments, vendors, industry associations and the media may have questions or concerns regarding the audit findings and the action plan to address the audit recommendations.

Background:

- The Government of Yukon procurement practices were audited due to significant changes in the way procurement and contracting activities take place following changes to the procurement policy in 2019 and 2021, and the introduction of an online bidding system in 2020.
- Within the Yukon government, 16 departments are involved in the procurement and contracting performance audit including: Community Services, Economic Development, Education, Executive Council Office, Energy, Mines and Resources, Environment, Finance, French Language Services Directorate, Health and Social Services, Highways and Public Works, Justice, Public Service Commission, Tourism and Culture, Women and Gender Equity Directorate, Yukon Liquor Corporation and Yukon Development Corporation.

Session Briefing Note

SPRING 2025

OAG Audit on Procurement and Contracting

Highways and
Public Works

- Each department was audited for its role as a procurement authority because, as per GAM 2.6 section 1(5), all departments are responsible for understanding the strategic purpose of procurement and its role in achieving outcomes for all of government, as well as complying with all aspects of the procurement policy.
- In addition to being audited for its role as a procurement authority, the Department of Highways and Public Works was being audited for its role as the central agency responsible for procurement and contracting oversight for all of the Yukon government.
- 53 contracts were audited across all 16 departments, and an additional 10 contracts with a value of over \$250 thousand were also audited.
 - 52 of the 53 contracts had a contract value under \$50,000.00.
 - All 53 contracts followed the Government of Yukon Procurement Policy thresholds for direct award.
 - There were no instances of fraud found by the Auditor in the contracts that were sampled.
 - The Minister of Highways and Public Works has the overall responsibility and authority for Government of Yukon procurement, and the department is tasked with managing the tendering system and providing procurement and contracting advice, guidance, training and templates to all organizations.
- The period covered by the Audit is April 1, 2019, to January 31, 2024. Sample contract files audited include contracts that started on or after April 1, 2019, and ended on or before October 31, 2023.

Approved by:	
T. Allen	January 28, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****Propane Incident at Whistle Bend Place**Highways and
Public Works

Recommended response:

- On January 19, 2024, Government of Yukon officials, Superior Propane and the Whitehorse Fire Department responded to a propane leak at Whistle Bend Place.
- The Whitehorse Fire Department were on scene within thirty minutes and turned off the propane system with the proper safety gear to activate the emergency shut off.
- Superior Propane repaired the leak and conducted a system inspection to make sure there were no other issues.
- Superior Propane reported that the safety gauge was broken, dispersing propane into the air and then into the building through the air intake vents.
- The Yukon government retained a third-party contractor, Associated Engineering, to conduct an in-depth assessment of the propane infrastructure at Whistle Bend Place.
- The report was received by Highways and Public Works in September 2024, and included seven additional recommendations for improvements as well as additional measures to guard against future leaks.
- The department has reviewed the recommendations and is currently implementing them.
- Implementing the recommendations includes design changes that will be publicly tendered this month, with the project expected to be completed by Fall 2025.
- In the interim, Highways and Public Works has worked collaboratively with the Department of Health and Social Services to review their

Session Briefing Note**SPRING 2025****Propane Incident at Whistle Bend Place**Highways and
Public Works

existing Emergency Response Plan and provide updates and details as they pertain to propane and related building systems, including holding emergency response drills.

Additional response:

- Highways and Public Works worked closely with the Yukon Workers' Safety and Compensation Board to respond to a series of orders arising from this incident.
- These orders have now been closed and Highways and Public Works has worked with Superior Propane to review all propane systems in our portfolio to ensure they meet regulatory standards.
- We are confident that the building is safe for those that live and work in Whistle Bend Place.

Third response:

- Ensuring the health and safety of Yukoners is a priority for our government.
- Highways and Public Works confirms that the propane system at Whistle Bend Place is in good condition and receives monthly maintenance/servicing by Superior Propane as well as a standard pre-fill inspection by the fuel delivery driver.
- The department relies on local engineers to design all systems in conformance with all applicable codes and standards. The current propane system is code conformant.
- Propane is a commonly used heating source at Yukon government facilities and leaks are extremely rare.

Session Briefing Note**SPRING 2025****Propane Incident at Whistle Bend Place**Highways and
Public Works

- All propane tanks at Yukon government facilities are installed by certified professionals and inspected regularly by the propane fuel supplier.
-

Context—this may be an issue because:

- The public may have concerns about the propane incident at Whistle Bend Place and other buildings reliant on propane.
-

Background:

- At approximately 03:00 on January 19, 2024, security began receiving reports from employees in multiple areas that they could smell propane.
 - Security investigated and determined that there was a propane leak from the main propane tank outside the building.
 - By approximately 03:25 the Whitehorse Fire Department was on scene.
 - At approximately 05:00 MG Support Services and Security Officers attended all areas in Whistle Bend Place to again communicate with staff an update on the situation.
 - By 05:30 the incident was resolved.
 - Due to the estimated quantity of propane vaporizing into the air, it was immediately considered a serious incident and was reported to the Yukon Worker's Safety and Compensation Board by the Health and Social Services' OH&S Coordinator.
 - Whistle Bend Place employees and residence contacts were notified to ensure that if they experienced symptoms, adverse effects, or illness due to propane exposure to:
 - complete a worker's report of injury;
 - seek medical attention;
 - inform your direct supervisor immediately to complete an employer's report of injury; and
-

Session Briefing Note

SPRING 2025

Propane Incident at Whistle Bend Place

Highways and Public Works

- complete an incident report.
- Issues with propane tanks, including broken gauges, can be more common in winter months due to temperature fluctuations and increased usage for heating. Cold temperatures can affect the gauge's accuracy, and condensation can lead to ice formation around fittings, which might also affect performance. Regular checks and maintenance are especially important.

Associated Engineering recommendations on the propane incident at Whistle Bend Place includes:

Recommendation	Description	Status
Propane System Local Alarm and Manual Shutdown	It is recommended that the vaporizer and the pumps are integrated into the building management system so that the status and alarms can be viewed on the building management system interface.	Planned design – Winter 2024-2025 Tendered Winter 2024-2025 Execution - Spring/Summer 2025
Automatic Leak Detection and Valve Control	Automatic leak detection would have prevented the large volume of propane from escaping from the tank. These systems sense quick changes in pressure, or propane gas to close the emergency valve and sound an alarm.	Planned design – Winter 2024-2025 Construction Tender – April 2025 Execution - Summer 2025
Assessment of all Property Management Division (PMD) Managed Sites for E2 Threshold	Several sites require the development of E2 plans. These include: <ul style="list-style-type: none"> • Yukon Justice Centre • Erik Neilsen Whitehorse International Airport • Sara Steele Building 	Contract to be tendered by April 30 with an aim to have work completed by August 30, 2025

Session Briefing Note

SPRING 2025

Propane Incident at Whistle Bend Place

Highways and Public Works

	<ul style="list-style-type: none"> • FH Collins Secondary School • Whistle bend Continuing Care <p>Sites to be reviewed and confirmed if they should be included in the E2 regulatory portfolio:</p> <ul style="list-style-type: none"> • YG Education Building • Whitehorse Correctional Centre • Whitehorse Grader Station • Eijah Smith Elementary School • Golden Horn Elementary School • Ecole Emile Tremblay School • FH Collins Tech. Education Wing • Paul-Emilie Mercier SS • Whistle Bend Elementary School • Dawson Airport Grader Station • Dawson Grader Station • Carmacks Grader Station 	E2 Regulations will be incorporated into PMD Design Requirements and Technical Standards Manual
Become Certificate of Recognition (COR) Member	<p>The program involves yearly safety audits and external audits every three years.</p> <p>This creates a culture of continuous improvement and has been proven to make a workplace safer.</p> <p>There are alternative safety management standards that can also be applied to ensure standards are consistently met.</p>	PMD is working with Corporate Health and Safety to explore implementation of a comprehensive Safety Management System that meets required safety standards.
Remote Alarm and Emergency Shutdown	It is recommended that another emergency shutdown is located a safe distance from the propane tank. The operations staff would be notified by a	<p>Planned design – Spring 2025</p> <p>Tender – Summer 2025</p>

Session Briefing Note

SPRING 2025

Propane Incident at Whistle Bend Place

Highways and Public Works

	remote alarm in a location that is audible for the staff.	Execution - Summer/Fall 2025
Propane detection	It is recommended that a hydrocarbon gas sensor be installed near the tank to either notify the operations staff so they can investigate the cause, and to automatically shut off the propane storage tank supply valve when the concentrations reach the lower explosive limit (LEL).	This recommendation is under review by Property Management to better understand the practicalities involved in this type of mechanism.
Investigation into exterior pipe materials	It is recommended that the pipe materials are confirmed and that the pipe is replaced with ASTM A333: Seamless Carbon steel pipe for low temperature standard. This will prevent future failures caused by temperatures below the temperature rating of the steel.	This recommendation will be included in PMD's Design Requirement and Technical Standards Manual.

Approved by:

T. Allen

April 2, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Shakwak – North Alaska Highway –
Haines Junction to Beaver Creek –
Haines Junction to Haines, Alaska**

Highways and
Public Works**Recommended response:**

- In 2024, through partnership with the State of Alaska and U.S. Federal Highways, the Government of Yukon announced \$37 million USD in project funding over the next several years to rehabilitate sections of the north Alaska Highway.
- The recent change in the U.S. administration, and its approach to trade with Canada, has raised uncertainty about the finalization of funding agreements between Alaska and the U.S.
- The Government of Yukon remains committed to securing the funding that was previously announced as we work collaboratively with our American counterparts to complete funding agreements.
- Our government is reviewing existing agreements that may apply to the North Alaska Highway and remains committed to fulfilling our obligations under those agreements.
- The Department of Highways and Public Works has committed \$8 million in 2025-26 for capital investment within the North Alaska Highway corridor. These funds would be recoverable through the funding agreement with the U.S. after the work has been completed.

Additional response: Ready to tender

- Planning and pre-construction work for this project is underway. Two major procurements are planned for the upcoming construction season. Tenders have been developed, and once the U.S. approves, we will tender shortly afterward. We expect a final decision by the beginning of May.

Session Briefing Note**SPRING 2025****Shakwak – North Alaska Highway –
Haines Junction to Beaver Creek –
Haines Junction to Haines, Alaska**

Highways and
Public Works

- The date of U.S. approval will dictate when the work is able to take place.
- The majority of work planned during this construction season is aggregate production, which is more flexible in terms of tendering timelines.
- Aggregate production must begin well in advance to ensure the necessary materials are available for road construction.

Additional response: Work that is going forward this season

- This construction season, transportation maintenance activities on the North Alaska Highway include:
 - conducting 5 to 10 kilometres of BST and 2 kilometres of overlay;
 - identifying and mitigating large dips and holes in the BST surface with premix materials between Destruction Bay and the Alaska border to ensure a smoother driving experience and prevent further surface deterioration; and,
 - maintaining existing gravel patches between kilometers 1796 and 1856 which typically involves resurfacing or adding more gravel to areas that may have worn down or been eroded over time and applying calcium for dust control to maintain a stable and safe road surface.

Additional response: Accelerate other roadwork

- To ensure that work for Yukon businesses is maintained despite uncertainty related to U.S. funding decisions our team is working hard to maintain continuity of roadwork.

Session Briefing Note**SPRING 2025****Shakwak – North Alaska Highway –
Haines Junction to Beaver Creek –
Haines Junction to Haines, Alaska**Highways and
Public Works

- In the event that the North Alaska Highway rehabilitation project is unable to proceed as planned the department is looking to prioritize other important infrastructure projects that improve our transportation network.
- This approach provides fiscal flexibility for the Shakwak work to commence in future years once funding becomes available, while managing risks to Yukon contractors during the uncertainty relating to U.S. funding decisions.

Additional response: Tolls on U.S. Vehicles Using the Alaska Highway

- As part of their initial response to U.S. tariffs, the Government of British Columbia has announced that they will be considering the implementation of tolls on U.S. travellers passing through the province to Alaska.
- The U.S. and Canada's 1970s signed Shakwak Agreement specifies that tolls cannot be charged to U.S. travellers on the section of highway referred to as the Shakwak.
- Specifically, the Shakwak corridor begins at the Haines border to Haines Junction, and between Haines Junction and the U.S./Canada border north of Beaver Creek.
- The Yukon government is in contact with the province of British Columbia regarding potential tolls in that province, and any possible implications for the Yukon.
- The Department will be seeking a legal opinion to further its understanding of the potential impacts of tolls on the Shakwak Agreement.

Session Briefing Note**SPRING 2025****Shakwak – North Alaska Highway –
Haines Junction to Beaver Creek –
Haines Junction to Haines, Alaska**

Highways and
Public Works

- At this time, the Government of Yukon has no intention of implementing tolls on Yukon highways.

Additional response: Ongoing Inspections

- The Department of Highways and Public Works will continue to inspect and maintain segments of the North Alaska Highway.
- Each spring and fall, inspections take place to identify and prioritize areas of maintenance need. Some sections of road have been converted from Bituminous Surface Treatment, or BST, to gravel to mitigate the impacts of shifting permafrost.
- Capital expenditures for the North Alaska Highway were estimated to be nearly \$300 thousand for the 2024-25 fiscal year.
- In 2025-26, if funds are available, the rehabilitation of kilometre 1762 to kilometre 1790 – Donjek River Bridge to Koidern Bridge #1, will be tendered for construction.
- The aggregate production contract would also be tendered in 2025-26, but it must be completed first to allow the construction contract to proceed.
- In summer 2024, the department resurfaced over 20 kilometers of the North Alaska Highway along the Shakwak corridor between Destruction Bay and Beaver Creek.
- Operations and maintenance expenses for the Shakwak portion of the highway vary from year to year and averaged approximately \$4.2 million per year since 2022-23.

Session Briefing Note**SPRING 2025****Shakwak – North Alaska Highway –
Haines Junction to Beaver Creek –
Haines Junction to Haines, Alaska**

Highways and
Public Works**Additional response: Funding Plan**

- There is a shared recognition by Alaska and the Yukon of the positive influence that the North Alaska Highway has on the quality of life and well-being of northerners.
- At this time, although the funding has been approved through Alaska's Strategic Transportation Infrastructure Program (STIPP), and a grant under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program, we do not know how the change in administration will affect the timing and scope of the project.
- Highways and Public Works continues to work collaboratively with the U.S. Federal Highways Administration and State of Alaska to complete the funding agreements to begin project work in 2025 and continue implementation over the next several years.
- Right now, our priority is working with the State of Alaska to obtain the necessary approvals to access their funding, which is valued at \$12 million USD over the next two years.
- We are meeting regularly with our US counterparts to advance the first stage of the funding and we hope to begin on schedule this year.
- Unlike in previous Shakwak funded years, the Yukon can only submit recoveries after completing construction rather than receiving the funding up front.
- As well, the project must receive U.S. approvals in advance of tendering in order to be able to recover the funds. Our teams are working closely together, and the approval process is advancing.

Session Briefing Note**SPRING 2025****Shakwak – North Alaska Highway –
Haines Junction to Beaver Creek –
Haines Junction to Haines, Alaska**

Highways and
Public Works**Additional response: YESAB**

- Rehabilitation work on an existing highway within the right-of-way does not normally trigger a YESAB assessment.
- A proposal has been submitted into YESAB to permit the location of construction camps within existing Yukon government gravel pits.
- While this assessment moves through the process, for the 2025 season, construction contractors will be asked to identify private land to support their construction camps.
- In previous Shakwak projects, this was often the preferred approach by the construction contractors.
- Highways and Public Works has also been sharing information and working together with Kluane First Nation and White River First Nation.

Additional response: Tendering

- Highways and Public Works will be tendering and leading the construction projects throughout the corridor.
- All projects are planned to be delivered over the next seven years with one to two construction tenders issued per year starting in 2025.
- The 'Buy America' policy does not apply to our projects because the projects take place in Canada and are being delivered by the Yukon government.
- Procurements related to the funding will follow the Yukon government's procurement policy which includes the Yukon First Nation Procurement Policy.

Session Briefing Note**SPRING 2025****Shakwak – North Alaska Highway –
Haines Junction to Beaver Creek –
Haines Junction to Haines, Alaska**

Highways and
Public Works**Additional response:**

- Road rehabilitation activities will primarily consist of the restoration of the existing (BST) pavement surfaces by removing the significant cracks, bumps and (shoulder depressions) other deformations that result from permafrost thawing under the roadway.
- This is part of a long-term strategy to keep the road between Destruction Bay and Beaver Creek in good repair while emphasizing value for money.
- The planned approach allows for an improvement to surface condition over the life of the road at a lower overall cost.
- The project will divide the highway between Destruction Bay and Beaver Creek into six zones and restore approximately 14-kilometres of road within one zone per year. The order of work will be prioritized based on current condition.
- The funding announced is anticipated to repair approximately 90 kilometres of the 222-kilometre section of highway between Destruction Bay and Beaver Creek, addressing the sections most impacted by permafrost.

Context—this may be an issue because:

- 2024 marks the first time stable funding was announced for the North Alaska Highway in the Yukon since the Shakwak agreement funding ended in 2015. Yukoners have expressed concern with the condition of the road in recent years.
- The recent change in US administration and their tariffs on Canada has resulted in questions regarding the finalization of funding agreements between Alaska and the United States.

Session Briefing Note**SPRING 2025****Shakwak – North Alaska Highway –
Haines Junction to Beaver Creek –
Haines Junction to Haines, Alaska**

Highways and
Public Works

Background:

- The North Alaska Highway from the Alaska border at Beaver Creek to Haines Junction, and the Haines Road from Haines Junction to Haines, Alaska is the stretch we often call the “Shakwak”.
- These sections of highway have not benefited from significant capital investment since 2015, when stable funding under the U.S.-Canada Shakwak agreement ended, until now.
- Alaska’s Governor and Commissioner dedicated time to visit the Yukon on February 8, 2024, to discuss highway funding for the Shakwak corridor.
- In February 2024, a Memorandum of Understanding between Alaska and Government of Yukon was signed to create an official partnership with Alaska’s Department of Transportation to develop a project description that was included in Alaska’s Statewide Transportation Improvement Program (STIP).
- As the Memorandum of Understanding states, the Yukon government and Alaska Department of Transportation and Public Facilities will collaborate on specific work plans and financial agreements for the project term.
- The RAISE application was submitted by February 28, 2024, with letters of support from Federal Minister of Transport Canada, Pablo Rodriguez, and Yukon’s Member of Parliament, Brendan Hanley.
- In April 2024, the State of Alaska confirmed funding for the Shakwak through their Statewide Transportation Improvement Program (STIP) to allow much-needed work on the North Alaska Highway to begin in 2025. The project area falls between Destruction Bay and the United States and Canada border north of Beaver Creek.
- In June 2024, Alaska was informed that a \$25 million USD from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program had also been awarded to the project.

Permafrost Issues

Prepared for Minister Clarke
Highways and Public WorksDate prepared: February 3, 2025
Last Updated: April 25, 2025
Page 8 of 9

Session Briefing Note**SPRING 2025****Shakwak – North Alaska Highway –
Haines Junction to Beaver Creek –
Haines Junction to Haines, Alaska**

Highways and
Public Works

- Thawing permafrost causes severe distortions of the road surface and significant cracking along the road shoulders, creating issues for highway users.
- Highway maintenance costs in areas impacted by thawing permafrost can be up to six times higher per kilometre than in non-permafrost areas.
- Inspections carried out in July 2020 confirmed significant distortions from permafrost degradations in the northern segments of the Alaska Highway.

Approved by:

T. Allen

Deputy Minister, Highways and
Public Works

April 25, 2025

Date Approved

Session Briefing Note**SPRING 2025****Takhini River Bridge**Highways and
Public Works

Recommended response:

- In 2022, the Yukon government secured federal funding through the Active Transportation Fund to enhance safety and accessibility on the Takhini River Bridge, creating an active transportation crossing.
- The total project value was \$8.5 million with a federal contribution of \$6.2 million.
- On April 3, 2025, a Request for Proposal was published to secure a consultant for design services. The **proposed** scope includes a cantilevered sidewalk on the west side of the bridge and rehabilitation such as strengthening bridge trusses. **The tender is scheduled to close on May 8, 2025.**
- The proposed sidewalk will be attached to the outer edge of the bridge, meaning that the current vehicle lane widths are not impacted.
- The work includes the design of new trail connections to the sidewalk on the bridge, to make travel by active transportation safer and more comfortable through this corridor.
- Sightline improvements for vehicles users are also being reviewed.
- Once the design package is developed, an information session will be held with the public prior to submitting the project to YESAB.

Additional response: Bridge Safety Actions

- Highways and Public Works recognizes that there are concerns related to sightlines leading to the Takhini River Bridge and the width of the bridge itself.
- A detailed engineering assessment has revealed that the bridge piers are not capable of supporting the additional weight that a wider deck would introduce.

Session Briefing Note**SPRING 2025****Takhini River Bridge**Highways and
Public Works

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- Our government is committed to enhancing safety in this area which includes improvements to sight lines and line painting wherever possible.
 - For many years, the speed limit over the bridge has been 90 kilometres per hour with an 80 kilometres per hour advisory speed limit.
 - A recent review of the speed limit in the area has led to a reduction of speed to 70 kilometres per hour approaching the bridge to enhance safety in the area.
 - With the speed limit reduction to 70 kilometres per hour, the advisory speed while crossing the bridge itself was also reduced to 50 kilometres per hour.
 - These safety improvements were recommended through a third party assessment of speed limits in the area and meaningfully improve safety for bridge users.
 - Advisory speeds are used for specific road features such as curves, bridges, intersections and crossings and help drivers to travel the highways safely.
 - For example, advisory speeds are used in the City of Whitehorse approaching every roundabout.
 - Across the Yukon, advisory speeds are used elsewhere along the North Klondike Highway such as on curves near Fox Lake and Minto.
 - You can also find advisory speeds along several bridges on the Alaska Highway, North Klondike Highway and the Dempster Highway.

Session Briefing Note**SPRING 2025****Takhini River Bridge**Highways and
Public Works

Third response: Speed Display Signs

- Last fall, the department installed speed display and speed reduction signs on the approaches to the bridge to encourage safer driving and improve road safety. “Share the road” signs were also installed in both directions.
- The intent of the signs is to encourage drivers to be mindful of oncoming vehicle traffic and of other bridge users, such as cyclists.
- Unfortunately, the sign on the north side of the bridge was damaged last fall but it will be replaced this spring.
- The condition of the bridge is regularly monitored as part of our bridge inspection program.

Context—this may be an issue because:

- Upgrades to the Takhini River Bridge were announced in January 2024.

Background:

- In July 2017, an engineering review of the structure was completed.
- In September 2017, based on the engineering review, a strengthening project was completed to improve the bridge’s capacity for supporting heavy loads.
- The bridge assessments that were used for the initial project proposal were from 2017 and were conceptual in nature.
- Detailed engineering assessments revealed that the bridge piles will not support the additional loading of a cantilevered sidewalk on each side of the bridge or a widened bridge deck.
- The bridge currently has a life expectancy of 10 to 15 years.
- Takhini River Bridge allows regular weights for vehicles, and is comparable to other bridges in the Yukon:

Session Briefing Note**SPRING 2025****Takhini River Bridge**Highways and
Public Works

Bridge Name	Width
Takhini River Bridge, Klondike Hwy	7.316
Lewes River Bridge, Alaska Hwy	7.240
Lower Rancheria, Alaska Hwy	7.200
Upper Rancheria, Alaska Hwy	7.315
Little Rancheria, Alaska Hwy	7.390
Burwash Landing Bridge, Alaska Hwy	7.315
Flat Creek, Klondike Hwy	7.400
Klondike River Bridge in Dawson Klondike Hwy	7.315

Approved by:

T. Allen

April 17, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Takhini River Road and Gully Road**Highways and
Public Works

Recommended response:

- The safety of travellers is a priority for the Department of Highways and Public Works.
- The conditions of the Takhini River Road are regularly monitored, and the road surface undergoes scheduled grading at least twice per year, and more frequently as required.
- Our highway crews are actively working to improve drainage to address erosion issues near the intersection of Takhini River Road and Gully Road.
- Over the summer, the department completed repairs, such as ditch and culvert improvements.

Additional response:

- The department is conducting preliminary design work and reviewing reconstruction options to improve safety and drainage for the Takhini River Road beyond the Gully Road intersection area.
- The reconstruction design will include strengthening the road structure, improving drainage and alignment, widening the road at narrow sections, installing culvert markers and steam pipes, and cleaning and adjusting existing culverts.
- On November 12, 2024, Highways and Public Works hosted an information session for Takhini residents. This was an opportunity to discuss the proposed improvements.
- We will be submitting a proposal to YESAB by the end of April 2025.

Session Briefing Note

SPRING 2025

Takhini River Road and Gully Road

Highways and
Public Works

- The submission will include the proposed upgrades to the Gully Road intersection as well as the reconstruction of the maintained section of the Takhini River Road.
- Construction on the road will be prioritized in relation to our overall upgrade priorities. In the meantime, we will continue to monitor and provide maintenance to these roads as required.
- According to the 5-Year Capital Plan, construction is scheduled to begin in 2027-28 and will continue in subsequent years.

Context—this may be an issue because:

- Takhini River Road maintenance is a topic that receives a lot of attention.

Background:

- During 2023-24, we invested \$81 thousand on the road.
- In 2024-25, the department invested \$190, 110 thousand on maintenance and upgrades to the Takhini River Road.
- In the past decade, large spring runoffs have caused significant erosion to the Takhini River Road and the Gully Road.
- The Government of Yukon uses a road classification system that considers traffic volumes and socio-economic factors when determining maintenance schedules and planning upgrades.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

April 22, 2025

Date Approved

Session Briefing Note

Tariffs and Procurement

SPRING 2025

Highways and
Public Works

Recommended response:

- The Yukon stands firm in the face of economic challenges, and our response to tariffs is no exception.
- In response to the broad U.S. tariffs, the Government of Yukon is preparing to implement procurement measures aimed at reducing purchases from U.S. businesses and prioritizing alternatives whenever possible.
- We remain steadfast in our response despite being exempt from the new reciprocal tariffs introduced by the U.S. Administration on April 2.
- The following U.S. tariffs remain in effect for Canada:
 - 25 per cent tariffs related to border security and fentanyl;
 - 10 per cent on energy and potash;
 - 25 percent on steel and aluminum which can info effect on March 12
 - 25 per cent on all autos that do not meet the Canada-U.S.-Mexico Agreement rules of origin which came into effect on April 3;
 - 25 percent on the value of non-U.S. content, for autos that qualify for the Canada-U.S.-Mexico Agreement preferential treatment, but only once the Commerce Secretary certifies the determination of U.S. content on a model-by-model basis; and
 - 25 per cent on auto part value of non-U.S. content, once Commerce Secretary establishes process to determine that value.

Session Briefing Note
Tariffs and Procurement**SPRING 2025**Highways and
Public Works

- The Government of Canada, and provincial and territorial governments, are working to establish a clear definition of what constitutes a U.S. business within the context of this situation.
 - The Government of Yukon aims to align with Canada's proposed definition to ensure consistency across our nation.
 - In industries where supply chains are heavily integrated with U.S. businesses, such as healthcare and IT, we recognize the need for flexibility.

Additional response: Regarding existing contracts

- We are evaluating contractor ownership, with a specific focus on foreign ownership and will continue to closely monitor the situation.
- While contracts contain termination clauses, exercising these clauses could result in legal disputes, cost implications, and project delays.
- The Government of Yukon will assess contract modifications on a case-by-case basis, including the possibility of negotiating with general contractors to reduce reliance on U.S. suppliers and subcontractors.
- The implementation of procurement measures may lead to increased contract costs, particularly if contractors must source alternative suppliers.
- In cases where cost increases were to arise, project managers will work with general contractors to substantiate and validate any tariff related cost increases while prioritizing non-U.S. suppliers where possible.

Session Briefing Note
Tariffs and Procurement**SPRING 2025**Highways and
Public Works

- The Yukon has procurement obligations under a number of trade agreements, including Canada-U.S.-Mexico Agreement and the World Trade Organization Agreement on Government Procurement.
- The countermeasures are justified by the substantial breaches by the U.S. of its own obligations under Canada-U.S.-Mexico Agreement, and as a member of the World Trade Organization Agreement in its application of unjustified tariffs against all Canadian imports.
- We are also considering whether restricting access to Government of Yukon procurement for U.S. businesses, may affect local service delivery, employment, and project costs.
- These risks are being carefully evaluated to ensure a balanced approach that safeguards Yukon's economic interests while responding effectively to proposed U.S. trade actions.
- This is a fluid situation, and we will ensure to keep Yukoners informed.

Third Response:

- Strengthening our economy starts with investing in Yukon and Canadian businesses.
- By prioritizing local suppliers and leveraging Canadian online marketplaces, we create jobs, boost innovation, and ensure our procurement dollars support homegrown industries.
- In May 2024, the Department of Highways and Public Works launched the Government of Yukon Online Marketplace, a new digital platform for government employees to purchase supplies from local suppliers online.

Session Briefing Note
Tariffs and Procurement**SPRING 2025**Highways and
Public Works

- Currently Marketplace has nine suppliers on Marketplace, all which are local suppliers.
- Orders placed through the Online Marketplace are delivered directly by local suppliers.
- In January 2025 the Online Marketplace expanded to include local food producers. This allowed local food producers the opportunity to have direct access and communication to food purchases within the Government of Yukon through the platform.
- A strong response means choosing made-in-Yukon, made-in-Canada solutions whenever possible, reinforcing our supply chains, and driving long-term economic growth.

Fourth Response: Major Infrastructure Projects

- For our existing larger construction projects, such as the runway reconstruction at the Erik Nielsen Whitehorse International Airport and Nisutlin Bay Bridge, we are proud to be working with Canadian companies and local contractors.

Context—this may be an issue because:

- The U.S. has been threatening breach of CUSMA through implementing tariffs, and intermittently imposing them, starting with a 25% tariff on Canadian imports on March 4, which was removed shortly after.
- On March 12, the U.S. administration imposed sweeping 25% tariffs on all steel and aluminum imported into the U.S. This includes all steel and aluminum articles and all listed derivatives, including many auto, construction and consumer products.

Session Briefing Note

Tariffs and Procurement

SPRING 2025

Highways and
Public Works

- In response, on March 13, Canada implemented retaliatory tariffs of 25% on \$30 billion worth of U.S. goods, with plans to expand this to \$155 billion in three weeks if U.S. tariffs were to persist.
- Coming into effect on April 3, the U.S. Administration imposed tariffs on autos; 25% on all autos that do not meet the CUSMA rules of origin, 25% on the value of non-U.S. content, for autos that qualify for CUSMA preferential treatment, but only once the Commerce Secretary certifies the determination of U.S. content on a model-by-model basis.
- The U.S. Administration also announced tariffs on auto parts; 0% for auto parts that qualify for CUSMA preferential treatment, 25% on the value of non-U.S. content, once Commerce Secretary establishes process to determine that value
- The Prime Minister of Canada announced new countermeasures on April 3 to protect Canadian workers and businesses and defend Canada's economy. These countermeasures include:
 - 25% tariffs on non-CUSMA compliant fully assembled vehicles imported into Canada from the U.S.;
 - 25% tariffs on non-Canadian and non-Mexican content of CUSMA compliant fully assembled vehicles imported into Canada from the U.S.;
 - Canada's intention to develop a framework for auto producers that incentivizes production and investment in Canada; and
 - every dollar raised from these tariffs will go directly to support our auto workers.
- On April 3, the U.S., Administration announced they will impose expansive country-specific tariffs ranging from 10 to 49 per cent, but did not levy any additional tariffs against Canada and Mexico. The U.S. stipulated that exemptions will continue for goods from Canada and Mexico that are compliant under the CUSMA free trade agreement.
- This trade conflict is expected to disrupt longstanding economic ties and exacerbate inflation in both countries.

Session Briefing Note

Tariffs and Procurement

Tab# 19
SPRING 2025
Highways and
Public Works

Background:

- In 1987, both countries agreed to the Canada-U.S. Free Trade Agreement. Negotiations began in 1986 and was brought into force on January 1, 1989.
- President Trump signed proclamations on March 8, 2018 imposing tariffs of 25 per cent on steel imports and 10 per cent on aluminum imports. Canada and Mexico received provisional exemptions from the tariffs, which took effect on March 23, 2018.
- In October 2018, a new NAFTA had been negotiated. On November 30, 2018, Canada, the U.S. and Mexico signed the new Canada-U.S.-Mexico Agreement, on the margins of the G20 leaders' summit in Buenos Aires. That agreement officially took effect in July 2020 and was ratified after tariffs were lifted.
- Similar issues were presented at the outset of COVID-19, and when steel tariffs were put in place and because of the issues involved in the supply chain challenges. A case-by-case approach was taken for contracts already in place.

Approved by:	
T. Allen	April 8, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****Teslin River Bridge at Johnson's Crossing**Highways and
Public Works

Recommended response:

- The Teslin River Bridge, located at Johnson's Crossing at kilometre 1296 of the Alaska Highway in the Yukon, was completed in 1944.
- The bridge was, and still is, a critical piece of transportation infrastructure in the region.
- Over the bridge's 81-year history, multiple rehabilitation projects have occurred with the most recent project taking place in 2018 and 2019.
- In summer 2024, a consultant engineer conducted a full inspection of the bridge including an underwater inspection of the piers.
- Based on the consultant engineer's recommendations, the Yukon government will be prioritizing concrete repairs on two of the bridge piers.
- The bridge continues to be safe for the travelling public and weight or speed limitations are not required, at this time.
- Work is underway to complete the repair design plans and to fulfill regulatory requirements.
- Ongoing discussions are taking place with the Teslin Tlingit Council about the project and will continue to occur as the repair design plans are finalized and the permitting processes unfold.

Additional response:

- Since the rehabilitation work on the Teslin River Bridge in 2020, Highway and Public Works have performed regular inspections of the bridge piers to monitor known concrete damage on two of the piers.

Session Briefing Note**SPRING 2025****Teslin River Bridge at Johnson's Crossing**Highways and
Public Works

- Based on the progression of the concrete damage and the need to ensure that the bridge remains a safe and resilient structure – repairs to the piers are planned to begin as soon as regulatory permitting is complete.
- The repair procedure is being designed to minimize impacts to fish and water quality. A constructability expert is also providing input to ensure the design is practical for the contractor who will ultimately be performing the repairs.

Additional response:

- The Teslin River acts as the migration route for Chinook salmon returning to the Nisutlin and Wolf rivers, and their tributaries.
- Staff are reviewing methods of isolating the piers for repairs that don't require disturbing the riverbed.
- As the repair design advances, a YESAB submission will take place this spring along with applications for any relevant permits.
- An information session will also be hosted in the community to talk about the project.

Context—this may be an issue because:

- Teslin Tlingit Council may try to link this project with the Nisutlin Bay Bridge project.
-

Background:

- We have allocated \$4.4 million in 2025-26 in the event that construction work can be advanced this construction season, after the design and regulatory processes are complete.

Session Briefing Note**SPRING 2025****Teslin River Bridge at Johnson's Crossing**Highways and
Public Works

- In 2005, the bridge's roadbed was replaced and widened. At the same time, other structural improvements were made to help strengthen the bridge.
- The bridge was built during World War Two and is the only original Public Roads Administration bridge that's still in use on the Alaska Highway.

Approved by:	
T. Allen	April 22, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****Vendor Performance Review
Program**Highways and
Public Works

Recommended response:

- The Vendor Performance Review Program is being designed to recognize and encourage vendors who deliver good performance on contracts and provide constructive feedback for those contractors who do not.
- We continue to evaluate contracts over the \$50 thousand threshold, to have a mechanism to monitor and enhance performance.
- Since the introduction of the Vendor Performance Review program in late 2021, 391 performance reviews have been completed.
- In fiscal year 2023-24, 180 Vendor Performance Reviews were completed. This included:
 - 74 for construction contracts;
 - 8 for goods contracts; and
 - 98 for service contracts.
- Two formal contestations to performance reviews were submitted.
- In fiscal year 2024-25, 141 Vendor Performance Reviews were completed. This includes:
 - 49 for construction contracts;
 - 6 for goods contracts; and,
 - 86 for service contracts.
- Two formal contestations to performance reviews were submitted.
- The Government of Yukon is committed to collaborating with industry to ensure that the evaluation framework and implementation of the Vendor Performance Review program meets its intended goals.

Session Briefing Note**SPRING 2025****Vendor Performance Review
Program**Highways and
Public Works

Additional response: Engagement

- The Department of Highways and Public Works is actively engaged with the Yukon Contractors Association and the Yukon Chamber of Commerce's Procurement Committee to help vendors adapt to the program and to gather feedback for continuous improvements.
- We will continue to meet with industry to listen to their input and consider potential adjustments to the program.

Additional response: Scoring

- Based on the tender type, there are up to seven key performance indicators that are assessed for each contract, which creates an overall performance score. The key performance indicators are:
 - cost control;
 - health and safety;
 - quality assurance;
 - schedule and time control;
 - staff and administration;
 - Yukon First Nation participation, (if applicable); and
 - functionality and training (for goods contracts).
- When a vendor receives their scores, they can either accept, contest, or not respond.
- If a vendor contests their score, it will initiate the contestation process. The first step will be the project manager and vendor working together to come to an agreement.

Session Briefing Note**SPRING 2025****Vendor Performance Review
Program**Highways and
Public Works

- If no agreement is reached, the Procurement Support Centre will review and submit a recommendation to the Deputy Minister of Highways and Public Works for a final decision.
- Our government continues to work with industry representatives to refine the key performance indicators, also known as KPI, to ensure they are objective and can be applied across all government contracts.

Third response: Implementation

- The Government of Yukon is striving for strong adoption rates of Vendor Performance Reviews in all contracts over \$50 thousand. We are currently monitoring uptake, areas for improvement and success stories.
- Implementation of the program has been phased to ensure that both the Yukon government project managers and vendors have sufficient time to become familiar with the new process.
- The first phase was between October 2021 and October 2022 where scores were collected but not kept.
- The second phase began in October 2022, which collected scores from vendors but did not apply them to procurements.
- We are still in a research and development phase. The government will continue to collect Vendor Performance Review Scores but are not using scores to impact procurements.
- The Department of Highways and Public Works is reviewing industry feedback on the program and considering changes which will be discussed with industry and project managers and rolled out in phases.

Session Briefing Note

SPRING 2025

Vendor Performance Review Program

Highways and
Public Works

- Our government is eager to continue advancing this program and strongly encourages the industry representatives to join us at the table, helping to drive this work forward.

Context—this may be an issue because:

- Suppliers are interested in being rewarded for good performance on government contracts. Industry has been supportive of the concept of the program and want to make sure the implementation of the program delivers the anticipated results but have recently called for a halt to the program for one year.

Background:

- Vendor Performance Review Programs are becoming more commonplace in Canada. Many jurisdictions are interested in creating a Vendor Performance Review Program to get better procurement outcomes by avoiding contracting with those who have a documented history of poor performance. Highways and Public Works is part of a Federal Provincial Territorial working group to capture lessons learned from other jurisdictions.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

April 2, 2025

Date Approved

Session Briefing Note**SPRING 2025****Water Quality Testing in
YG-Owned Buildings**Highways and
Public Works

Recommended response:

- The Government of Yukon prioritizes the safety of Yukoners.
- Highways and Public Works has partnered closely with Health and Social Services to ensure we are providing clean drinking water in our facilities.
- Water quality is tested for a variety of parameters as per the Canadian Drinking Water Guidelines.
- If sampling reveals that a fixture is providing water that exceeds a regulated level, mitigation efforts are immediately taken to bring the fixture within acceptable levels. The fixture is then re-tested to ensure regulatory compliance.
- The Chief Medical Officer of Health and our partners at Environmental Health Services have advised that there are no immediate safety concerns related to the drinking water quality in our buildings.
- To ensure it remains that way, Highways and Public Works has proceeded to test buildings within our portfolio that house children and youth.
- Highways and Public Works tested drinking water sources at these facilities in March 2025 and confirmed that these fixtures are safe to drink from.
- Our government will follow the advice of the medical experts at Health and Social Services to continue monitoring for lead in these buildings as part of our ongoing water quality testing program.
- As another added precaution, earlier this year we also tested all facilities that house adult occupants 24 hours per day such as continuing care facilities.
- These results confirmed that the water in these buildings is also safe to drink.

Session Briefing Note

SPRING 2025

Water Quality Testing in YG-Owned Buildings

Highways and
Public Works

Context—this may be an issue because:

- The public may be interested in an update on water quality testing in all government buildings.

Background:

- Municipally fed water lines are tested at water treatment facilities and again at designated facility fixtures within the larger distribution network. Highways and Public Works has also established a 5-year water sampling cycle for all well and water holding tank systems which aligns with the recommendations in the Canadian Drinking Water Guidelines, in addition to:
 - Monthly bacteriological testing at all locations on wells and water holding tanks;
 - Chemical and bacteriological testing of water from well systems when a new well is developed;
 - Annual cleaning of holding tanks; and
 - Annual bacteriological testing of the water following the cleaning.
- The Guidelines for Canadian Drinking Water Quality introduced stricter standards regarding lead levels in drinking water in 2019. The acceptable limit changed from 0.010mg/l to 0.005mg/l.
- Work completed to date by the Department of Highways and Public Works includes:
 - Collaborating with the Chief Medical Officer of Health and Environmental Health Services to create a methodology and additional testing parameters for Yukon government buildings. This includes:
 - Creating a risk-based methodology to sequence and action work from our highest risk buildings to our lowest risk.
 - Testing has been completed in our buildings that frequently house children as they are our occupant group at highest risk.
 - These buildings include group homes, daycares and youth corrections facility.

Session Briefing Note

SPRING 2025

Water Quality Testing in YG-Owned Buildings

Highways and
Public Works

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- Lead filters were installed at fountains in schools and work was completed in October 2024.
 - Results for our testing of these buildings are providing water within the acceptable limits of the Canadian Drinking Water standards.
 - HPW will continue to consult with the Chief Medical Officer of Health and Environmental Health Services to ensure we are meeting our regulatory requirements.
 - However, at this time there has been no indication of any concerns. We will continue to work with the Chief Medical Officer of Health on all water quality matters.

Approved by:	
T. Allen	April 8, 2025
Deputy Minister, Highways and Public Works	Date Approved

Water Quality in Yukon Schools

Highways and
Public Works

Recommended response:

- The safety of our schools is a top priority for Highways and Public Works. We are dedicated to creating a secure environment where students can learn and grow.
- Over 700 fixtures have been tested across Yukon schools to date.
- All schools have multiple sources of drinking water that meet the Canadian Drinking Water Quality Guidelines.
- Fixtures identified as drinking water sources include drinking water fountains, kitchen and staff room sinks, and dental program sinks.
- Test results from 2024 identified that 78 of the total number of fixtures tested were above the Maximum Acceptable Concentration for lead based on the new Canadian Drinking Water Guidelines.
- Fixtures identified as drinking water sources that exceeded the Guidelines for Canadian Drinking Water Quality were identified for remediation.
- Remediation measures include removing 'bubblers' (water fountain-style attachments) from classroom sinks, replacing fixtures and upgrading valves as needed, installing lead filters on all Elkay water bottle filling stations, and implementing pre-use flushing protocols for Children's Dental Program room sinks.
- The Department of Highways and Public Works has completed or is in the process of responding to all requests for remediation work that we have received from the Department of Education.
- The Government of Yukon will continue to work with the Department of Education, Environmental Health Services, and the Chief Medical Officer of Health to remediate fixtures as they're identified. In addition,

Water Quality in Yukon Schools

Highways and
Public Works

an ongoing water quality monitoring program is being developed for all Yukon schools to guide ongoing testing efforts.

Additional response: Testing, Remediation, and Health Guidance

- In December 2024, the Department of Education completed comprehensive third-party water testing at all Yukon schools.
- The analysis of the results was completed in January 2025 and a remediation plan was prepared.
- Fixtures that are over the Canadian drinking water guideline's maximum acceptable concentration for lead are addressed based on usage.
- Where necessary, filters may be installed or fixtures will be replaced with new faucets, supply tubes, and valves.
- In some situations, classroom sinks that tested in exceedance of the guidelines will remain in use for hand washing or other education-related activities.
- The Chief Medical Officer of Health has stated that this approach creates no immediate risk to building occupants, even if this water is consumed.

Additional response: Flushing Protocols

- Dental room sinks in many schools were in exceedance of Health Canada's guideline for drinking water quality for lead due to their infrequency of use.
- On the advice of Environmental Health Services, the Department of Education has advised the Children's Dental Program to flush dental

Water Quality in Yukon Schools

Highways and
Public Works

room fixtures for five minutes prior to use on days when these fixtures will be in use.

Additional response: Ongoing Monitoring and Future Plans

- Environmental Health Services, in collaboration the Yukon government and the Chief Medical Officer of Health, is leading the drafting of a long-term drinking water monitoring program.
- This plan will include a comprehensive list of drinking water fixtures requiring ongoing monitoring and will define the frequency and type of testing.
- In May and June of this year, representatives from the departments of Education and Highways and Public Works will inspect every fixture identified under the long-term monitoring program.
- The long-term monitoring plan will be ready to share with the public at the end of June 2025.

Context—this may be an issue because:

- In the spring of 2024, levels of lead that exceeded Health Canada's Guidelines for Drinking Water Quality were discovered in some schools.
- There is access to water that meets the current water quality guidelines at all schools, although some fixtures are still under remediation.

Background:

- In 2017, routine work on the water mains at the Del Van Gorder Faro School required a chemical parameter test which showed elevated lead levels in the school's water.
- As a result, the Department of Education began testing all Yukon schools.

Water Quality in Yukon Schools

Highways and
Public Works

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- In 2019, the Government of Canada lowered the maximum acceptable concentration of lead in the Guidelines for Canadian Drinking Water Quality from 0.01 mg/L to 0.005 mg/L.
 - In 2019 the Department of Highways and Public Works and the Department of Education worked collaboratively to test for lead in the water supply for all Yukon schools and then remediated where required.
 - In 2024, two students found elevated lead levels in the water at Del Van Gorder School in Faro as part of a science fair project.
 - On April 23, 2024, the water testing and remediation action plan was shared with the Department of Highway and Public Works, Environmental Health and the Chief Medical Officer of Health.
 - A meeting took place on May 27, 2024, where the departments of Education, Highways and Public Works, and Environmental Health, and Chief Medical Officer of Health discussed how Education and Facilities Management will manage to meet the Canadian Drinking Water Guidelines.
 - Weekly meetings continue to be scheduled with representatives from Education, Highways and Public Works, Environmental Health and the Chief Medical Officer of Health to ensure work remains on schedule.
 - Highways and Public Works contracted a third party to install filters at fountains in schools. This work was completed in October 2024. These filters are required to be replaced after every 3,000gal and will be an ongoing cost incurred by Highways and Public Works.
 - Education contracted a third-party contractor to complete compliance and monitoring testing in all schools tested in 2018-2020. This work commenced in October and was completed in December 2024, and is now being used to guide remediation requests and mitigation efforts.
 - During the 2024 sampling, a Random-Day-Time sampling method was used to test any fixture that had previously been sampled in 2018–2020. This method provides a sample designed to monitor the average or typical exposure to lead in drinking water in a population.

Water Quality in Yukon Schools

Highways and
Public Works

- An investigative sampling method was used for fixtures that were not tested in 2018-2020. This was comprised mainly of fixtures in recently constructed schools. This method requires that a plumbing system sit stagnant for at least 8-hours prior to sampling.
- This sampling method was selected by Education through consultation with Health and Social Services.
- Fixtures that exceed Health Canada's recommendations for lead in drinking water are assessed based on the intended purpose, location in the building, and previous testing results. Where appropriate, remediation work is completed, and the fixture is retested. In other instances, based on the guidance of Environmental Health Services, Education will implement a flushing protocol.

School	Fixtures that meet CDWG as of April 15, 2025
Nelna Bessie John School	1 fountain 3 kitchen 4 total
Ghüch Tlà School	5 kitchen 2 fountains 7 total
Tantalus Community School	5 kitchens 2 fountains 7 total
Robert Service School	6 fountains 3 kitchen 9 reverse osmosis 18 total

Session Briefing Note

Tab# 21
SPRING 2025

Water Quality in Yukon Schools

Highways and
Public Works

Kluane Lake School	1 fountain 2 kitchen 3 total
Del Van Gorder School	9 kitchen 3 fountains 12 total
St. Elias Community School	2 fountain 1 kitchen 3 total
JV Clark School	4 fountains 4 kitchen 8 total
Chief Zzeh Gittlit School	5 kitchen 2 fountains 7 total
Eliza Van Bibber School	5 kitchen 1 fountain 6 total
Ross River School	6 kitchen 1 fountain 7 total
Khatinas.axh Community School	3 kitchen 1 fountain 4 total

Session Briefing Note

Tab# 21
SPRING 2025

Water Quality in Yukon Schools

Highways and
Public Works

Johnson Elementary School	1 kitchen 1 fountain 2 total
Watson Lake Secondary School	6 kitchen 3 fountains 9 total
Christ the King Elementary	2 fountains 2 kitchen 4 total
CSSC Mercier	12 kitchen 6 fountains 18 total
École Emile Tremblay	4 kitchen 3 fountains 7 total
École Whitehorse Elementary School	8 fountains 2 kitchen 10 total
Elijah Smith Elementary School	5 fountains 3 kitchen 8 total
F.H. Collins	16 kitchen 6 fountains 22 total
F.H. Collins – Tech Wing	2 fountains

Session Briefing Note

Tab# 21
SPRING 2025

Water Quality in Yukon Schools

Highways and
Public Works

F.H. Collins – Weight Room	1 fountain
Gadzoosdaa Student Residence	1 fountain 2 kitchen 3 total
Golden Horn Elementary School	2 kitchen 3 fountains 5 total
Grey Mountain Primary	3 fountains 1 kitchen 4 total
Hidden Valley Elementary School	2 kitchen 1 fountains 3 total
Holy Family Elementary School	2 kitchen 1 fountain 3 total
Individual Learning Centre	3 kitchen sinks
Jack Hulland Elementary School	2 fountains 2 kitchen 4 total
Porter Creek Secondary School	13 kitchen 8 fountains 1 camp jug fill 22 total

Session Briefing Note

Tab# 21
SPRING 2025

Water Quality in Yukon Schools

Highways and
Public Works

Selkirk Elementary School	3 kitchen 4 fountains 7 total
St Francis of Assisi Catholic Secondary School	10 fountains 6 kitchen 16 total
Takhini Elementary School	2 kitchen 4 fountains 6 total
Teen Parent Center	3 sinks
Whistle Bend Elementary School	3 kitchen 5 fountains 8 total
Wood Street Centre	2 kitchen 2 fountains 1 camp jug fill 5 total

Approved by:

Tracy Allen

Deputy Minister, Highways and Public Works

April 25, 2025

Date Approved

Value:

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

Recommended response:

- All Yukon schools have access to clearly identified sources of potable water.
- For the start of the school year, each school had at least one clearly identified potable water source that meets Health Canada's *Guidelines for Canadian Drinking Water Quality*.
- The Department of Education supported the Department of Highways and Public Works and contracted a third-party firm to complete water sampling in all schools owned and operated by the Yukon government. The sampling was finished in December 2024, and all results have been received.
- Potable water fixtures were sampled at Independent Learning Centre on March 20, 2025. All three fixtures sampled meet Health Canada's *Guidelines for Canadian Drinking Water Quality*.
- The Department of Education, Highways and Public Works, Environmental Health, and the Chief Medical Officer have developed an action plan to address fixtures that exceed Health Canada's *Guidelines for Canadian Drinking Water Quality*. Mitigation work includes removal or isolation of fixtures; replacement of some fixtures or valves; installation of filter systems; and daily flushing protocols at all dental program sinks. All classroom sinks remain in use as they are suitable for hand washing or other education related activities but will be removed from the long-term monitoring program, except for kindergarten and grade one classrooms.
- Testing and remediation of potable water sources is an ongoing

project. The Department of Education and Highways and Public Works, in consultation with Environmental Health and the Chief Medical Officer, are developing a long-term water management plan. The plan will include regular monitoring of potable water sources in Yukon schools.

Context—this may be an issue because:

- In the spring of 2024, the department learned that lead levels in some schools exceeded recommended standards.
- In the spring of 2024, the Department of Education provided signs to school to clearly identify sources of clean drinking water.
- Potable water fixtures were sampled at Independent Learning Centre on March 20, 2025. All three fixtures sampled meet Health Canada's Guidelines for Canadian Drinking Water Quality. This was the last school to be tested, as collaboration with the building owner was involved.

Background:

- The Departments of Education, Highways and Public Works, Environmental Health, and the Chief Medical Office of Health have met weekly since May 2024 to discuss water in schools, testing, and mitigations and to ensure work remains on schedule.
- Highways and Public Works has installed filters at all Elkay water stations in Yukon schools – some by a contractor and some by HPW in collaboration with EDU.
 - An Elkay water filter is a type of filtration system designed to improve drinking water quality. These filters typically work to reduce contaminants such as chlorine, lead, and other impurities, ensuring cleaner and better-tasting water.
- A critical fixture is defined as that which is used for drinking water and food preparation. These fixtures are most likely utilized for the preparation of food for consumption. Critical fixtures include hallway drinking fountains, kitchen faucets in staff rooms, home education rooms, cafeteria, and kindergarten and grade one classroom sinks.

- Non-critical fixtures include janitor's sinks and bathroom sinks. These fixtures are less likely to be used for consumption. These faucets are not designated for use for drinking or food preparation.

Fixture signage

- Signage was necessary during the initial phase of the testing and remediation project to aid building occupants in identifying sources of drinking water.
 - Analyses of the comprehensive water testing in 2024 has confirmed that fixtures meet Canada's drinking water guidelines.
 - Based on these analyses, and recommended by the CMOH, it was determined that signage at each individual fixture is no longer necessary.
- Students and staff have been directed to use drinking fountains, water bottle filling stations and kitchen sinks as the source of their drinking water.
 - Incidental ingestion of water from other locations presents no significant risk to health.
 - Fixtures that are over Canada's drinking guideline maximum acceptable concentration for lead in drinking water will be addressed based on usage.
- Signs remain in the Children's Dental Program treatment rooms at schools.
 - As these sinks are used infrequently, the water sits in the plumbing and fixtures for extended periods.
 - The best mitigation at this point is to encourage routine flushing prior to use. Flushing is a proven mitigation to reduce the level of lead at the fixture.

Approved by:

Mary Cameron

2025-04-02

Deputy Minister, Department of Education

Date approved

Session Briefing Note**SPRING 2025****Whitehorse Elementary
Replacement School**Highways and
Public Works

Recommended response:

- The Government of Yukon is investing in the Yukon's education system by building new schools and renovating existing ones to meet the needs of Yukon students for years to come.
- Whitehorse Elementary School is a top priority for replacement due to the age and condition of the building, its energy consumption, greenhouse gas emissions and the need for significant seismic upgrades.
- The new school is currently in the pre-design phase.
- The replacement school will be much more energy efficient and could see a reduction of up to 260 tonnes of greenhouse gas emissions per year compared to the current school.

Additional response: Results of the Traffic impact assessment

- A traffic impact assessment has been conducted. As part of the assessment the consultant took into consideration the project's location, current traffic, and the project's anticipated demands on the area including parking.
- This assessment also included vehicle, public transit, pedestrian and bike traffic considerations.
- The traffic impact assessment did not identify impacts that could not be mitigated.
- With most students relying on bus transportation rather than private vehicles, this will help minimize the overall traffic impact in the neighbourhood.

Session Briefing Note**SPRING 2025****Whitehorse Elementary
Replacement School**Highways and
Public Works

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- Currently, three bus routes serve Takhini Elementary School, and optimization efforts will ensure that these routes are adjusted efficiently to meet the needs of both schools.
 - The traffic impact assessment also found that traffic impacts will be minimal if 90 per cent of students take the bus, **as anticipated**. The school itself will not significantly add to congestion at key intersections, but some improvements will still be needed to support safe and efficient traffic flow.
 - If significantly fewer than 90 per cent of students take the bus, potential mitigation **measures** may include enhanced signage and traffic monitoring. We are prepared to address these to maintain safe and efficient transportation in the area.
 - To improve safety, the traffic study recommends:
 - extended school zones on Range Road and University Drive;
 - new bike lanes and pedestrian crosswalks along Range Road;
 - a detailed parking plan to ensure safe drop-off and pick-up areas; and
 - mini roundabouts at Range Road/Normandy Road and Range Road/University Drive to slow traffic and improve safety.
 - Mini roundabouts help slow down vehicle speeds while keeping traffic moving efficiently. They improve safety for pedestrians and cyclists and reduce the risk of violent collisions compared to traditional stop signs or traffic lights.

Session Briefing Note**SPRING 2025****Whitehorse Elementary
Replacement School**Highways and
Public Works**Additional response: community engagement**

- There was a drop-in open house on April 10 at Takhini Elementary School to discuss the relocation plans as well as the results of the traffic impact assessment.
- Over 110 people attended the event, and attendees had the opportunity to learn more about the findings of the traffic impact assessment, project details, bussing and transportation as well as the sports infrastructure investments.
- Participants were able to provide feedback through a survey and over 160 surveys were received, with half of the respondents being Takhini residents.

Additional response:

- The replacement school is proposed to be located on the Northwest corner of the Takhini Education Land Reserve, where Softball Yukon's T4 and T5 fields are currently located. This is option 1 of the options presented at the March 2024 meeting with stakeholders.
- Option 1 scored highest in the site analysis and test-fit carried out by the consultant due to:
 - Being the ideal location for accommodating both the replacement school and Takhini Elementary on the site, as it allows for the greatest separation and some treed area between the schools.
 - Having the least impact on local traffic, as the school would be accessed from University Drive and not Range Road.
 - Being located away from the area on site with the poorest drainage.

Session Briefing Note**SPRING 2025****Whitehorse Elementary
Replacement School**Highways and
Public Works

- Minimizing the impact on the healthy trees area.

- As part of Option 1, one of the two impacted adult softball fields would be relocated across the street to where the youth softball fields are, and a new multi-sport field would be built where the Takhini school playfield is.
- This option provides community benefits as it would offer the Takhini school a brand-new playfield for their students, as well as renovated fields for Softball Yukon members.

Additional response: Site Selection on the Takhini Land Reserve

- The selected location on the site scored the highest in our consultant's assessment report. Compared to other options it scored higher due to the following factors:
 - Low impact on the Takhini Elementary School, as it does not encroach onto the school's space, protects exists programming, and provides a new soccer field.
 - Lower impact on traffic on Range Road due to access to the new school located on University Drive which provides appropriate queuing space.
 - Fewer drainage management measures and ground upgrades, which saves cost, due to the location being outside of the poor drainage and flood prone treed areas of the lot.
 - Proximity to existing municipal services.
 - The location outside of the treed area which also allows for more of the healthy trees on site to be kept.

Session Briefing Note**SPRING 2025****Whitehorse Elementary
Replacement School**Highways and
Public Works

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- Construction will take place on the existing softball fields along College Drive which will mitigate impacts to the Takhini Elementary School.

Additional response: Planning and design

- The Project Advisory Committee and stakeholders will provide input on key aspects of the school's planning and design, including ways the school can meet community needs through functionality, cultural components, and community space.
- The Government of Yukon will continue engaging with the First Nation School Board, the Project Advisory Committee, and Softball Yukon to determine the best plan for moving forward on the site.
- Kobayashi + Zedda Architects, the company hired to plan the design of the replacement school, completed the first phase of the project – a site analysis and test fit, for a total cost of \$272 thousand.
- To date the following work has also been completed, as part of the second phase of the project – Pre-design, for a cost of \$310 thousand:
 - a geotechnical study;
 - a topographic survey;
 - phase 1 environmental site assessment;
 - a school specific functional and spatial program and business case;
 - site analysis and test fit by the professional engineering consultant; and
 - a traffic impact assessment.

Session Briefing Note**SPRING 2025****Whitehorse Elementary
Replacement School**Highways and
Public Works

Additional response: Green Space

- The second most important development issue was the risk of a road through green space.
- McIntyre Creek is an important green space that holds significant ecological, recreational, and cultural value for the community.
- The proposed location results in the least impact on our natural ecosystem, with reduced tree removal.

Additional response: Existing Whitehorse Elementary School

- Whitehorse Elementary School was built in 1950 in accordance with the building codes and construction practices of the day.
- Highways and Public Works conducts regular assessments of Yukon schools and, if potential structural issues are identified, we immediately address them.
- We have taken important mitigation measures at Whitehorse Elementary School to properly secure the building and its contents in the event of seismic activity.
- Until Whitehorse Elementary School is replaced, we will continue to make sure the current school remains safe.

Additional response: Site Selection on the Takhini Land Reserve

- The selected location on the site is the highest scored in our consultant's assessment report. Compared to other options it scored higher due to the following factors.
 - Low impact on the Takhini Elementary School, as it does not encroach onto the school's space, protects existing programming, and provides a new soccer field.

Session Briefing Note**SPRING 2025****Whitehorse Elementary
Replacement School**Highways and
Public Works

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- Lower impact on traffic on Range Road as the new school can be accessed from University Drive, which provides appropriate queuing space.
 - Fewer drainage management measures and ground upgrades, which saves cost, as the selected location is situated away from the poor drainage and flood prone treed areas of the lot.
 - Proximity to existing municipal services.
 - The location outside of the treed area also allows for more of the healthy trees on site to be kept.
 - There is ample room for staging and construction across the lot from the Takhini School, which will mitigate impacts to that school while the new Ecole Whitehorse Elementary School is being built.
- With the traffic impact assessment now completed, the Government of Yukon has started engaging with the community to share the findings and recommendations from the report.

Context—this may be an issue because:

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

Background:

- The building itself is over 70 years old and nearing the end of its useful life.
- The size of the current Whitehorse Elementary School lot would make it extremely difficult to build a new school on the current lot. Working around the existing building would heavily impact design decisions and would mean loss of school parking and playgrounds for a minimum of 2-3 years during construction.

Session Briefing Note**SPRING 2025****Whitehorse Elementary
Replacement School**Highways and
Public Works

- The Takhini Educational Land Reserve will be ideal to accommodate French Immersion students from around the city and has a number of advantages, including better access to green space.
- We will have plans in place to manage noise, traffic and dust during construction.
- A Test Fit and Site Analysis meeting was held in March 2024, presented by Kobayashi and Zedda, and shared the three location options on the Takhini educational land reserve and provided an opportunity to receive feedback from stakeholders.
- A traffic study was included in the scope of the Kobayashi + Zedda contract and was completed as part of Phase 2, the pre-design portion of the contract.
- Costs to renovate the existing school would be roughly 1.4 times more than building a new identically sized school, in large part due to the estimate of \$15-20 million needed to complete seismic upgrades.
- Following construction of the replacement school, an assessment will be performed on the existing building downtown to determine whether to move forward with a demolition.
- Highways and Public Works will consider factors such as public health and safety, ongoing maintenance costs and the value of the land for potential development in making such a decision.

Approved by:

T. Allen

April 23, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Yukon First Nations Procurement Policy**Highways and
Public Works

Recommended response:

- The Yukon First Nations Procurement Policy promotes a more inclusive economy by levelling the playing field for Yukon First Nations people and businesses.
- As a leading example of Indigenous procurement, this policy has been widely praised as a model for other jurisdictions to follow.
- This policy represents a positive step toward advancing reconciliation, as it was developed in close collaboration with Yukon First Nations governments as partners.

Additional response: Current state

- It has been more than three years since this policy was implemented, and the Yukon continues to lead the way in Indigenous procurement, setting a standard that others strive to meet.
- We are advised that many Yukon First Nation and industry partners remain strong supporters of the policy and to collaboratively achieve its goals.
- Yukon's leadership in this area is being noticed across Canada. Other provinces, territories, and the federal government are looking to the Yukon to understand how they can leverage our experiences.
- For example, the Yukon government participated in a government panel at the Canadian Council for Indigenous Business Conference in October to share how the Yukon First Nations Procurement Policy has been developed and is being implemented in the Yukon.
- We will be initiating an independent evaluation of the Government of Yukon Procurement Policy, which includes the Yukon First Nations

Session Briefing Note**SPRING 2025****Yukon First Nations Procurement Policy**Highways and
Public Works

Procurement Policy this year and anticipate for the review to conclude in 2026.

Additional response: Bid Value Reductions

- Bid value reductions, also known as BVRs, play an important role in achieving the objectives of the Yukon First Nations Procurement Policy. They are accessible to all businesses and help increase the competitiveness of bids that include Yukon First Nation participation and/or ownership.
- The department is addressing the recommendations from the 2023 two-year review of BVRs, such as improving public communication about how the policy is meeting its outcomes, improving data collection, and increasing accountability for contract delivery.
- The report and its recommendations have helped us to understand that our approach is reasonable and fair while creating positive changes for our Yukon First Nation partners.
- The report is available online at Yukon.ca/growing-together.

Additional response: Term Sheets

- Highways and Public Works Procurement Support Centre is introducing a Yukon First Nation Business subcontractor confirmation form, also known as a 'Term Sheet' to improve transparency and encourage better collaboration between contractors and Yukon First Nations subcontractors before bids are submitted.
- The approach to the term sheet is simple. Both the general contractor and the Yukon First Nation Business subcontractor will agree to the scope and price of work being submitted in the bid on a term sheet, which includes both of their signatures.

Session Briefing Note**SPRING 2025****Yukon First Nations Procurement Policy**Highways and
Public Works

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- The term sheet will be requested at the time of tender closing and required before the Bid Value Reduction is applied.
 - To ensure a smooth transition, we will roll out this process over the next few months on selected projects.
 - Contractors who want to use bid value reductions must work with their Yukon First Nations subcontractor to complete a term sheet.

Additional response: Yukon First Nation Business Registry

- Implementation of the bid value reduction program is a key early step in creating opportunities for Yukon First Nation businesses.
- On December 1, 2021, the Yukon First Nation Business registry was launched with 23 businesses registered. It now has over 140 verified Yukon First Nation businesses and is growing.
- We are committed to refining the verification process and the business registry in collaboration with our Yukon First Nation partners, and the Monitor and Review Committee.
- To make the verification process for businesses more robust, the Yukon government updated the Yukon First Nations Procurement Policy in May 2023, and then released an updated guide for applicants in June 2024.
- Both improvements have provided more scrutiny in the verification process to prevent shell companies from being listed on the registry and preventing these companies from accessing the benefits of the Yukon First Nation Procurement Policy.

Session Briefing Note**SPRING 2025****Yukon First Nations Procurement Policy**Highways and
Public Works**Additional response: Workforce Development**

- The Yukon government is committed to increasing employment and training opportunities for Yukon First Nations through procurement activities.
- The expectation is that Workforce Liaison funding will:
 - contribute to the job readiness of Citizens through the development of individualized employment assessments and training plans in collaboration with contractors and Yukon government procurement authorities;
 - connect Citizens to workforce development programming to equip Citizens with the experience, skills, and certifications needed at the jobsite; and
 - identify training needs, opportunities, and programs for community needs with government, industry and relevant organizations.
- Highways and Public Works is engaging with Yukon First Nations partners, industry stakeholders, and other government departments to refine and enhance the policy component on Workforce Development.

Additional response: Enforcement of commitments around YFN involvement

- The Yukon government is committed to ensuring the benefits from the Yukon First Nations Procurement Policy flow to the intended recipients.
- Contractors must understand that when they place bids, they are then responsible for upholding commitments, such as labour levels and

Session Briefing Note**SPRING 2025****Yukon First Nations Procurement Policy**Highways and
Public Works

Yukon First Nation business participation, outlined within their proposals. These requirements form part of the contract.

- To reinforce this, we also require contractors to provide sufficient proof that they met their Yukon First Nation Participation Plan commitments, which includes the submission of a statutory declaration.
- Highways and Public Works has heard concerns raised by industry and Yukon First Nations of misrepresentation in the bidding process, and potential over commitments to gain additional advantages.
- The department continues to engage with Yukon First Nations and industry representatives in a specific working group to develop additional tools and resources to support contractors being held to those commitments made.

Additional response: Monitor and Review Committee

- The Monitor and Review Committee reviews and assesses the progress of the Yukon First Nation Procurement Policy.
- In 2023, the Monitor and Review Committee started receiving more detailed reports through the Performance Measurement Framework.
- Though there is still work for the Monitor and Review Committee and the Yukon government on the data, the framework gives us more insights into the performance of this policy.
- The committee will continue to conduct regular data analysis and to monitor for any market disruption.
- To date the committee has not indicated any recommendations involving market distribution.

Session Briefing Note**SPRING 2025****Yukon First Nations Procurement Policy**Highways and
Public Works

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- The third report, that details the period between April 2023 to March 2024 is available on Yukon.ca.
 - Highways and Public Works is reviewing the report and its recommendations to determine if there are changes that can be implemented to achieve greater progress toward policy targets.

Additional response: Review of the Yukon First Nation Procurement Policy

- A review of the Yukon First Nation Procurement Policy will be initiated by an independent contractor by 2026.
- This review will be aligned with the larger review of the Yukon government's Procurement Policy.
- It is anticipated that the review will take a broad, holistic assessment of the overall effectiveness of the policy, its implementation and overarching outcomes.

Context—this may be an issue because:

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

Background:**History of Policy**

- The policy was developed through partnership with Yukon First Nation Governments. All 14 Yukon First Nations were invited to contribute, and most collaborated on its development. This level of collaboration on a policy was a first for our government and has been a key feature of implementing the policy as well.
- The Yukon government listened to the public and took a phased approach to the implementation of this important policy to ensure that Yukon businesses, Yukon First Nations and Yukon government employees had adequate time to prepare for and understand the policy.

Session Briefing Note**SPRING 2025****Yukon First Nations Procurement Policy**Highways and
Public Works

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- The Yukon First Nations Procurement Policy was approved on December 9, 2020, and endorsed through a joint announcement with Yukon First Nation leaders at the Yukon Forum on December 11, 2020. The policy came into effect on February 22, 2021, with added measures being implemented on April 26, 2021, and October 4, 2021, with the latest revisions made May 1, 2023.
 - Yukon government won a national prize “Ten to Watch” in 2021 because of YFNPP from the Indigenomics Institute.

Bid Value Reductions

- As part of our commitment to continuous improvement, an independent contractor conducted a two-year review of the bid value reduction measure that was completed in October 2023. The consultant produced a report that is available on Yukon.ca/growing-together. The report found that:
 - bid value reductions have led to an increase in the number of contracts awarded to Yukon First Nation businesses and an increase in bids from Yukon First Nation businesses;
 - there is no evidence of unintended negative consequences for bid value reductions such as large market disruptions; and
 - socio-economic and cultural changes are long-term endeavors that require ongoing relationship building, education and communication. The Yukon First Nation Chamber of Commerce administers the registry.
- Feedback from Yukon First Nation partners and industry has focused on ensuring that Yukon First Nation businesses are properly designated, and that the definition of a Yukon First Nation business aligns with the policy's intent.

Monitor and Review Committee

- The Monitor and Review Committee is made up of representatives from Yukon First Nations governments, industry and Yukon government. It provides data and recommendations through reports, with the first report released in March 2023 and the third issued in October 2024.
- The Monitor and Review Committee 2023-24 annual report's recommendations include:

Session Briefing Note**SPRING 2025****Yukon First Nations Procurement Policy**Highways and
Public Works

- the Government of Yukon consider how to increase the number of Direct Awards going to Yukon First Nations Businesses;
 - that to achieve greater progress toward the policy targets, the Monitor and Review Committee recommends that appropriate incremental targets are created and reported on, as highlighted in GAM 2.6 section 11(11)(e); and
 - the Government of Yukon make additional efforts to collect additional data, to report on the remaining metrics, to automate certain reporting functions, and to enhance standardization of data entry practices.
- We share the view that improving data collection and reporting will better inform future policy insights.
 - Some of the recommendations from the first annual report included advancing workforce development, improving data collection, raising awareness about the policy, strengthening relationships, confidence and buy-in among First Nations and industry. Progress has been made on each of these items since the recommendations were brought forward.
 - Vendors will also be evaluated on how well they fulfilled their Yukon First Nation commitments through the Vendor Performance Review program.
 - With funding from Highways and Public Works, the Council of Yukon First Nations has hired a consultant to design the workforce development program with direct engagement with Yukon First Nation governments.
 - With funding from Highways and Public Works, the Yukon Contractors Association has hired a consultant to work with Yukon First Nations and Yukon government on policy issues and implementation.

Approved by:

T. Allen

April 23, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Whitehorse Airport Maintenance Facility**Highways and
Public Works

Recommended response:

- The maintenance facility at the Erik Nielsen Whitehorse International Airport is critical to the operation of the airport. However, this building is over 60 years old and is no longer meeting the needs of our growing airport.
- Planning work is underway for the replacement of this facility in the coming years.
- The new facility is being considered in a location on the east side of the airport to maximize the land available for commercial aviation operators on the west bench of the airport.
- Part of this work is included in the \$263 million program to improve several components at the Erik Nielsen Whitehorse International Airport. The federal government is contributing \$186 million through the National Trade Corridor Fund.
- Utility upgrades and road access construction will be taking place this year for development of the east bench of the airport. These utilities are intended to tie into the new facility.
- Timelines for tendering and construction of the new facility and demolition of the old maintenance facility will be announced in a future capital budget.

Context—this may be an issue because:

- The Erik Nielsen Whitehorse International Airport is the largest airport in Yukon and has been undergoing improvements that are of interest to aviation stakeholders and the public.
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Session Briefing Note**SPRING 2025****Whitehorse Airport Maintenance Facility**Highways and
Public Works

Background:

- The Whitehorse Airport Maintenance Facility is currently scheduled to be replaced, with design work scheduled for 2025-26 reflected in this year's capital plan.
- The new facility is planned to be relocated as the existing facility is located within the Alaska Highway right-of-way.
- Geotechnical studies have confirmed that an east-side location at the Whitehorse Airport is suitable for the development of the new facility.
- The existing maintenance facility will be demolished once the new facility is completed.

Approved by:

T. Allen

March 14, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Biomass and Solar Renewable Energy Projects**Highways and
Public Works

Recommended response: Renewable Energy

- As part of our commitment to clean energy under *Our Clean Future* (Action H17), the Yukon government continues to invest in renewable energy projects, including installing renewable heating systems in government buildings.
- Highways and Public Works is nearing completion of the expansion of Whitehorse Correctional Centre's district biomass system, and the completion of two solar and battery systems in off-grid highway maintenance camps on the Dempster Highway.
- These projects together will offset a total of 545 tonnes of greenhouse gas emissions annually, with 275 tonnes for the biomass project and 270 tonnes for the solar projects.
- Highways and Public Works is moving ahead with projects based on the completed renewable energy feasibility studies.
- We have completed 12 renewable energy feasibility studies to evaluate biomass, geothermal and other renewable heating options such as geo-exchange and waste heat exchange for 66 buildings across the territory.
- These studies have identified numerous renewable energy projects that could be constructed over the next several years. As well as a potential expansion to the existing Dawson City district heating biomass system.

Additional response: Biomass

- Biomass systems use renewable fuels to reduce reliance on fossil fuels and lower overall emissions.

Session Briefing Note**SPRING 2025****Biomass and Solar Renewable Energy Projects**Highways and
Public Works

- The Elijah Smith Elementary School and Khà̀tìnas.à̀xh [Kaw Keen Ahh Saw] Community School biomass systems have been operational since October 2023 and are anticipated to reduce greenhouse gas emissions by 259 tonnes per year.
- We have expanded the biomass system at Whitehorse Correctional Centre to connect two other buildings. This project is expected to reduce greenhouse gas emissions by 275 tonnes per year.

Additional response: Solar

- One of the commitments of *Our Clean Future* (Action E4) is to install renewable energy systems in off-grid government buildings to reduce reliance on diesel-generated electricity.
- Solar energy systems use the sun's energy to reduce reliance on fossil fuels and lower overall emissions. The inclusion of battery storage allows the system to optimize the reduction in generator use and prolong the availability of the energy captured by the solar panels.
- The Klondike and Ogilvie battery and solar power sites reached substantial completion in November 2024, with total completion anticipated in the coming months.
- These two projects will offset approximately 103,000 litres of diesel fuel each year and reduce emissions by 270 tonnes.
- We are also moving forward with solar energy projects at the Tuchitua and Blanchard highway maintenance camps. Construction activities started in the fall 2024 with substantial completion planned by fall 2025.
- These projects will offset approximately 98,000 liters of fuel and reduce emissions by 260 tonnes per year.

Session Briefing Note**Biomass and Solar Renewable
Energy Projects**Highways and
Public Works

- These four sites represent the most suitable off-grid locations for battery and solar power systems and with the greatest impact for this action.
-

Context—this may be an issue because:

- Renewable energy systems are an important way for the Yukon government to reduce emissions from its buildings. They are also an OCF commitment.
-

Background:**Biomass:**

- All new biomass systems are designed to use either local wood chips or imported wood pellets. This provides flexibility to ensure that operations are both reliable and sustainable.
- Local sustainably harvested wood chips are the lowest carbon option for biomass heating in the Yukon.
- In 2024, wood pellets were sourced from waste wood or from a byproduct of lumber mills that is diverted from landfills.

Biomass – Elijah Smith Elementary School

- In July 2021, we engaged with biomass contractors to discuss our plans for the Elijah Smith School biomass project and to listen to their suggestions and feedback.
- Construction of the Elijah Smith biomass system was completed by Budget Plumbing and Heating for \$2.5 million.
- The Build Operate Maintain procurement has secured the contractor to provide operation and maintenance of the system from 2023 to 2026 - and incentivized the contractor to maximize the operational efficiency of the system throughout its construction and operation.

Session Briefing Note

SPRING 2025

Biomass and Solar Renewable Energy Projects

Highways and
Public Works

Biomass – Whitehorse Correctional Centre

- In December 2022, a contract was awarded for the Whitehorse Correctional Center biomass expansion project.
- The project connected underground piping from Takhini Haven and the Young Offenders Facility to the Whitehorse Correctional Centre that had an operational biomass boiler with available excess capacity.
- The system currently uses low-carbon wood pellets made from the waste of a sawmill in Northern Alberta.
- The system is fully constructed and provides heat to the District Energy System. Final commissioning and substantial completion are anticipated **in April 2025.**

Solar

- The four sites, Ogilvie, Klondike, Blanchard and Tuchitua, are not connected to the Yukon power grid or local community grids. Without these projects, all power would be provided by onsite diesel generators at each location.
- The solar energy projects were initially identified during a solar feasibility study completed in 2021.
- The systems are designed to reduce the run time of the onsite generators. This results in reduced fuel consumption, fuel costs and greenhouse gas emissions.
- The solar projects involve installing photovoltaic solar panel arrays, battery energy storage systems, generators and associated controls and system integration work.

Approved by:	
T. Allen	April 4, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****Climate Resilience in Infrastructure
And Buildings**Highways and
Public Works

Recommended response:

- The impacts of climate change are evident in the north, whether it be wildfires, flooding, landslides, increased precipitation, permafrost thaw or avalanches.
- It is important that the infrastructure built today will withstand the climate impacts of tomorrow.
- To mitigate the effects of climate change on the built environment, Highways and Public Works is developing new processes and tools to consider climate risk in new and existing infrastructure across the Yukon. These tools will help connect complex climate change data and project-level requirements.
- In March 2024, the department completed a climate change vulnerability study of the road transportation network. This study is the first step to understand where our roads are most exposed to long-term climate related risks (OCF Action T25).
- This assessment looks at our highways' current exposure to climate related geohazards and forecasts where they might occur over the next 50 years.
- The results of this study will target areas of interest for monitoring, support requests for capital funding applications, and include a mitigation and adaptation package to support our project prioritization for capital planning and asset management.
- We will use the information from these projects and studies to help build safer and more resilient transport infrastructure for years to come.

Session Briefing Note**SPRING 2025****Climate Resilience in Infrastructure
And Buildings**Highways and
Public Works

Additional response:

- In summer 2023, Highways and Public Works commissioned a climate risk mapping report with Yukon University that focused on the technical risk climate change poses to Government of Yukon buildings throughout the territory.
- This project identified the type and severity of climate change hazards our buildings are facing, such as floods, wildfires, and thawing permafrost. This is an OCF commitment for the department (Action L14).
- We are expanding on this work by developing a consistent framework for assessing the risk to proposed and existing buildings due to identified geohazards in 14 Yukon communities.
- This work will be complete in 2025.
- Conducting project-level climate risk assessments during the conceptual design stage for all infrastructure projects will help us build safer, longer-lasting infrastructure that is prepared for future climate events.

Third response:

- The Department of Highways and Public Works is conducting climate risk assessments of all major transportation and building infrastructure projects over \$10 million, under OCF Actions T28 and H15.
- Unlike the Yukon-wide climate risk assessment that looks broadly at the climate hazards of the territory, these project-level assessments influence the design of new infrastructure so they can better withstand climate hazards over the next several decades.

Session Briefing Note

SPRING 2025

Climate Resilience in Infrastructure And Buildings

Highways and
Public Works

- Climate risk assessments consider the potential damage, how likely it is to occur, and what options exist to mitigate that threat.
- Since 2019, the department has completed climate risk assessments for the following eight major construction projects:
 - Dempster Fibre Line;
 - Carmacks Bypass;
 - North Klondike Highway reconstruction;
 - Whitehorse Airport Airside Improvements;
 - Alaska Highway Safety Improvements Through Whitehorse;
 - Takhini Thaw Slump;
 - Dawson City Yukon River crossing; and
 - Kêts'ádań Kù (Kay-et-zah-Done-coo) the new Burwash Landing school, under OCF Actions H15 and T28.
- The assessments were conducted during the design stage of these projects, helping the department predict climate change impacts to inform decisions.
- For example, the foundation of the Kêts'ádań Kù (Burwash Landing School) project, was modified due to the presence of permafrost, and the overall building shape was designed to address changing weather patterns.
- We are also working with the Government of Northwest Territories and the Government of Nunavut to inform best practices and lessons learned from other projects in the north.

Context—this may be an issue because:

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

Session Briefing Note**SPRING 2025****Climate Resilience in Infrastructure
And Buildings**Highways and
Public Works**Background:**

- The “Assessing Climate Change Risk and Resilience in the Yukon” commissioned by Climate Change Secretariat report was released in September 2022 and can be found on Yukon.ca.
- The Yukon-wide climate risk assessment had three main objectives:
 - build an understanding of climate resilience across the Yukon;
 - highlight the priorities for reducing risks; and
 - identify the factors that contribute to resilience.
- This report outlines the impacts of climate change that pose the highest risk to Yukoners and will be a key resource for the government to assess, adjust and accelerate climate actions under Our Clean Future.
- Climate risk assessments focus on determining risk for permafrost, fire, flood, and other environmental factors.
- We continue to build on the findings of this report. The report was published in 2022 and is a summary of the input received from First Nations, municipalities, various departments, and subject matter experts.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

January 27, 2025

Date Approved

Session Briefing Note

SPRING 2025

Electric Fleet Vehicles OCF Action T2

Highways and
Public Works

Recommended response:

- The Government of Yukon is committed to electrifying its vehicle fleet to reduce its greenhouse gas emissions.
- The Department of Highways and Public Works is leading by example by adding zero-emission vehicles to the fleet and promoting sustainable and suitable vehicle options that meet operational requirements.

Additional response:

- Our Clean Future Action T2 commits Highways and Public Works to continue the electrification of the Government of Yukon's fleet and incorporate emissions reductions into vehicle replacement decision-making as available and suitable.
- At the end of the 2024-25 fiscal year, we have a total of 70 electric vehicles, or 9 per cent of our light duty fleet.
- This is an increase from 35 electric vehicles, or 5 per cent of our light duty fleet at the end of 2023-24 fiscal year.

Context—this may be an issue because:

- This is a commitment in *Our Clean Future: A Yukon strategy for climate change, energy and a green economy*.

Background:

- Zero-emission vehicles include both battery-electric vehicles and plug-in hybrid-electric vehicles.

Total Electric Fleet Vehicles		
Type	Number	Acquired
Full battery-electric cars	3	2016+2021

Session Briefing Note

SPRING 2025

Electric Fleet Vehicles OCF Action T2

Highways and
Public Works

Plug-in hybrid SUVs	12	2022
Hybrid pick-up trucks	13	2023
Hybrid passenger vans	6	2025
Full battery-electric vans	4	2023+2024
Full battery-electric trucks	2	2023+2024
Full battery-electric compact SUVs	30	2023+2024
TOTAL	70	

- In 2016, the Yukon government purchased its first zero-emission vehicle as a pilot project.
- Progress on this commitment includes:
 - 2 battery-electric passenger cars were delivered in 2021;
 - 12 plug-in hybrid SUVs were delivered in 2022;
 - 13 gas hybrid pickup trucks and the two full battery-electric pickup trucks were delivered for use across the fleet in 2023;
 - 3 Battery electric trucks were delivered in 2023 and 2024, and 2 remain in service.
 - 4 battery-electric cargo vans were delivered in 2023 and 2024. They are used by mail and courier services, facilities management and education facilities support;
 - 6 hybrid passenger vans were delivered in 2025.
 - 30 battery electric compact SUVs were delivered in 2023 and 2024;
 - 9 per cent of the light duty fleet are electric vehicles – 70 vehicles in total.
- Now there are electric vehicle cars and SUVs and electric hybrid SUVs and trucks available for government use from Fleet Vehicle motor pool services.

Fleet-owned EV Range estimates

Make	Model	Summer Range +20	Winter Range -20
Ford	Lightning	480 kms	300 kms
Ford	E-Transit MR	186 kms	100 kms
Ford	Escape PHEV	60 kms (battery)	40 kms (battery)

Session Briefing Note**SPRING 2025****Electric Fleet Vehicles
OCF Action T2**Highways and
Public Works

Chev	EV Bolt	416 kms	250 kms
Kia	Niro	407 kms	300 Kms

- The federal program ZEV for zero-emission vehicles which provided incentives of up to \$5,000 for light-duty vehicles is on pause, while the IMHZEV program for up to \$10,000 for medium or heavy-duty vehicles continues.
- Procurement of zero-emissions vehicles will follow the federal rebate standards set by Natural Resources Canada to determine vehicle eligibility.

Approved by:

T. Allen

March 31, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Energy Assessments
OCF Action H2**Highways and
Public Works

Recommended response: Energy Assessments (OCF Action H2)

- The Department of Highways and Public Works is making significant progress toward reducing the energy use of our public buildings and meeting the greenhouse gas reduction commitments in Our Clean Future (H30).
- The department has completed energy assessments of all high-emitting Government of Yukon buildings to identify energy retrofits that reduce energy use and greenhouse gas emissions from buildings (OCF Action H2).
- To date, we have assessed 112 high-emitting Government of Yukon buildings. These assessments identified a large number of possible building energy retrofit projects.
- The results of the latest energy assessments are being analyzed using a prioritization methodology that looks at greenhouse gas emissions, the business case, and operational improvements (OCF Action L4).

Additional response:

- In February 2024, the department awarded a project to conduct energy assessments on the 36 remaining buildings that are currently classified as high-emitting government buildings.
- The site visits for these energy assessments were completed in July 2024, and the final reports were completed in December 2024.
- These assessments identified a large number of potential energy retrofits, which will be evaluated and prioritized.

Session Briefing Note

SPRING 2025

Energy Assessments OCF Action H2

Highways and
Public Works

- Highways and Public Works is also partnering with the Department of Energy, Mines and Resources and Vuntut Gwitchin First Nation to improve energy use data collection in Old Crow.
- In 2023, fuel and electricity meters were installed in all 11 Government of Yukon buildings in Old Crow. Data collection will conclude in October 2025. Further energy assessments may be conducted for those buildings depending on emission results.

Context—this may be an issue because:

- Energy assessments are action items under Our Clean Future.

Background:

- A building energy assessment identifies retrofits to reduce energy costs and lower greenhouse gas emissions, enhancing overall building energy efficiency.
- Energy assessments create retrofit recommendations that reduce greenhouse gas emissions and save energy costs.
- Retrofits are scored and prioritized based on magnitude of greenhouse gas reductions, business case analysis and operational and reliability improvements. Retrofits that score highest are recommended for implementation.

Approved by:

T. Allen

January 27, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Energy Retrofits
OCF Actions H1, H2, H30 and L4**Highways and
Public Works

Recommended response: Energy Retrofits (OCF Action H1)

- The Department of Highways and Public Works is making significant progress toward reducing the energy use of our public buildings and meeting the greenhouse gas reduction commitments in Our Clean Future (H30).
- Highways and Public Works is investing in retrofits to government buildings to reduce energy use and contribute to a reduction in greenhouse gas emissions.
- Since the launch of Our Clean Future, 31 building energy retrofits have been completed using the Small Communities Fund. These projects are estimated to reduce 225 tonnes of greenhouse gas emissions per year.
- In addition, the Yukon University's roof is being replaced and is anticipated to be completed in 2026. This project is estimated to reduce greenhouse gas emissions by 137 tonnes per year.
- Our latest energy assessments will identify further retrofit priorities. Assessment results are currently being analyzed using the prioritization methodology.

Additional response:

- Potential projects include high efficiency boiler and furnace upgrades at various sites including Porter Creek Secondary, Swift River Grader Station, JV Clark School, and Tantalus School.

Context—this may be an issue because:

- Energy retrofits and assessments are action items under Our Clean Future.
-

Session Briefing Note**SPRING 2025****Energy Retrofits**

Highways and

OCF Actions H1, H2, H30 and L4

Public Works

Background:

- Completed retrofits include HVAC, lighting and envelope upgrades. The retrofits aim to improve equipment efficiency and reduce the amount of energy required to heat the buildings.

Approved by:

T. Allen

March 14, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Our Clean Future – HPW Actions**Highways and
Public Works

Recommended response:

- Under the commitments outlined in Our Clean Future, Highways and Public Works is improving energy efficiency, reducing greenhouse gas emissions and strengthening our resilience to the ongoing impacts of climate change.
- Some of the actions we have undertaken include:
 - building energy assessments, retrofit projects and renewable energy projects in government buildings;
 - increasing the number of electric fleet vehicles; and
 - project-specific climate risk assessments and permafrost monitoring to improve climate resilience of infrastructure construction projects.

Additional response:

- When Our Clean Future launched in 2020, Highways and Public Works had 23 specific actions.
- As of 2023, Highways and Public Works is now responsible for 33 actions in Our Clean Future. Many of these are progressing ahead of schedule and 11 have already been completed.
- In 2024 we completed action H2 (energy assessments of high emitting buildings) and continue to make progress on our remaining actions.
- Action item L15 – ‘Develop and implement a framework to incorporate greenhouse gas emissions and climate risk into government infrastructure investments in 2024’ was transitioned under the responsibility of the Department of Finance in 2024.

Session Briefing Note**SPRING 2025****Our Clean Future – HPW Actions**Highways and
Public Works

Additional response: Green investment and planning

- By investing in a diverse range of decarbonization projects, such as building energy retrofits and renewable energy and heating, the Yukon government is committed to achieving the goals set out in Our Clean Future.
- In 2024, we became the first government jurisdiction in Canada to achieve ISO-50001 Ready Canada recognition by Natural Resources Canada. We are also the organization with the most buildings under this program.
- This achievement showcases Government of Yukon's commitment to sustainable practices and efficient energy use in accordance with industry best practices.
- To date, we have completed 112 energy assessments in high-emitting Government of Yukon buildings. These assessments are used to identify opportunities for building energy retrofits.
- We have also completed 12 renewable energy feasibility studies to evaluate biomass, geothermal, and other renewable heating options at 66 sites across the territory.
- Based on these studies, the department has initiated the early stages of implementing more renewable energy heating projects.
- We are also reducing our reliance on fossil fuels by installing renewable power systems in four highway maintenance camps currently powered by diesel-generated facilities. These sites are in off grid, isolated locations.
- Construction of the Klondike and Ogilvie battery and solar power sites is now completed, with substantial completion achieved in November

Session Briefing Note

SPRING 2025

Our Clean Future – HPW Actions

Highways and
Public Works

2024. System optimization is expected in the coming months with project completion anticipated in April 2025.

- Contracts for the solar powered systems at the Tuchitua and Blanchard Grader Stations were awarded in June 2024, and civil work began in fall 2024 with substantial completion expected in fall 2025.
- In March 2024, the department completed a climate change vulnerability study of the road transportation network. This study is the first step in understanding where our roads are most exposed to long-term climate related risks.

Additional response: Electric Vehicle Charging Stations

- One of the ways to reduce greenhouse gas emissions and help to meet *Our Clean Future* goals is by switching to electric vehicles.
- In the Yukon, on-road gasoline and diesel vehicles accounted for 39 per cent of our territory's 2021 greenhouse gas emissions.
- Under Action T4 of *Our Clean Future*, the Government of Yukon has committed to making it possible for electric vehicles to reach all road accessible communities in the Yukon, by 2027.
- The Department of Energy Mines and Resources has installed 20 fast charging stations available for public use within the following Yukon communities and Whitehorse:
 - Alaska Hwy and South Canol Rd Intersection;
 - Beaver Creek – Visitor Information Centre;
 - Burwash Landing – Kluane Energy Café;
 - Carcross – Carcross/Tagish First Nation Learning Centre;
 - Carmacks – Tantalus Community Centre;
 - Dawson City – Visitor Information Centre;

Session Briefing Note**SPRING 2025****Our Clean Future – HPW Actions**Highways and
Public Works

-
- Faro – Campbell Region Interpretive Centre;
 - Haines Junction – Da Kų Culture Centre;
 - Marsh Lake – Army Beach water treatment plant;
 - Mayo - Government of Yukon Administration Building;
 - Mendenhall Subdivision – Mendenall Road;
 - Pelly Crossing – School Avenue;
 - Ross River – by the Ross River School;
 - Stewart Crossing – Rest Stop at kilometre 213;
 - Teslin – Boat Launch;
 - Watson Lake – Northern Lights Space and Science Centre;
 - Whitehorse – Yukon Centre Mall, Yukon Transportation Museum, Yukon Visitor Information Centre.
- In addition, one level 2 charger is now operational at Swift River, providing an additional charging opportunity for vehicles travelling between Teslin and Watson Lake.
 - For those travelling through northern British Columbia, electric vehicle charging station locations include:
 - Alaska highway at Liard Hot Springs, Toad River, Tetsa River, Fort Nelson, Prophet River, Pink Mountain, Wonowon, Fort St John, and Dawson Creek
 - Stewart Cassiar Highway at Good Hope Lake, Dease Lake, Iskut, Meziadin Junction, and Kitwanga.
 - The Departments of Highways and Public Works and Energy, Mines and Resources are working closely to fill critical gaps between

Session Briefing Note**SPRING 2025****Our Clean Future – HPW Actions**Highways and
Public Works

chargers throughout winter and spring 2025 at the Dempster Corner, Braeburn and Junction 37.

- Installation timelines are dependent on the necessary electrical and communications infrastructure for each site and require coordination with Yukon Energy Corporation, ATCO Electric Yukon and Northwestel.

Additional response: Key accomplishments

- Through the addition of electric cars, plug-in hybrid SUVs, hybrid pick-up trucks and battery electric cargo vans, we are reducing the carbon footprint of our fleet vehicles.
- In coordination with the Department of Energy, Mines and Resources, we've recently completed the installation of public charging stations at the Jim Smith south parking lot for Yukoners to access.
- We also have climate change adaptation pilot projects underway. For example, thermosyphons have been installed at Dry Creek along the Alaska Highway. These are intended to stabilize permafrost thaw by running cool air beneath the surface of the road.
- Climate risk assessments are being conducted on an ongoing basis for major building and road infrastructure projects above \$10 million.

Context—this may be an issue because:

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

Background:

- Highways and Public Works is investing in energy retrofits to improve building envelopes, lighting, heating and ventilation equipment, and in renewable energy systems such as biomass and solar.
-

Session Briefing Note

SPRING 2025

Our Clean Future – HPW Actions

Highways and
Public Works

- Renewable energy systems are a significant component of the department's strategy to meet the greenhouse gas reduction targets in Our Clean Future.
- The Yukon government and the Government of Canada have worked together through the Northern Transportation Adaptation Initiative to invest in climate change adaptation projects in Yukon.

Electric Vehicle Charging Stations

- Investing in the Yukon's roadways to support low carbon transportation, such as electric vehicles, is a Government of Yukon commitment under Our Clean Future: A Yukon strategy for climate change, energy and a green economy.
- Energy, Mines and Resources installed Yukon's first Level 3 electric vehicle fast-charging station in 2019.
- Energy, Mines and Resources is working to reduce long gaps between charging stations in the communities by installing additional fast-charging stations along the highways, where feasible. Highways and Public Works is supporting this work by modifying existing highway pullouts to support the electric vehicle charging infrastructure where needed.
- The different types of charging stations are:
 - Level 1 – a common household outlet (120 volts) that can charge a vehicle overnight;
 - Level 2 – similar to a household outlet for ranges or clothes dryers (240 volts) that can charge a vehicle in a few hours; and
 - Level 3 – specialized units (DC chargers) that can charge a vehicle in 30-60 minutes, also known as fast charging stations.

2024 Installation Completion	
Sites	Does a rest stop exist?
Alaska Highway and South Canol Road intersection;	Yes

Session Briefing Note**SPRING 2025****Our Clean Future – HPW Actions**Highways and
Public Works

2025 Installation	
Sites	Does a rest stop exist?
Dempster Highway and North Klondike Highway intersection	No
North Klondike Highway, Braeburn Kilometre 281	No
Alaska Highway and Highway 37 intersection	No

Approved by:

T. Allen

March 31, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

List of High-emitting Buildings with
Completed Energy Assessments in
2025Highways and
Public Works

#	Building Name
Beaver Creek	
1	Beaver Creek Airport Terminal
2	Beaver Creek Grader Station
3	Beaver Creek Health Centre
4	Nelna Bessie John School
Blanchard River	
5	Blanchard Highway Maintenance Camp
Burwash Landing	
6	Burwash Landing Airport Terminal
7	Burwash Landing Firehall
Carcross	
8	Carcross Grader Station
9	Ghùch Tlá Community School
Carmacks	
10	Tantalus School
Dawson City	
11	Airport Terminal
12	Dawson City Grader Station
13	Initial Attack Base for Dawson District Wildland Fire
14	Liquor Store in the Red Feather Saloon Building
15	Robert Service School
16	Yukon School of Visual Arts
17	Visitor Information Centre
Destruction Bay	
18	Destruction Bay Grader Station
19	Destruction Bay Health Centre
Drury Creek	
20	Drury Creek Grader Station
Faro	
21	Del Van Gorder School
22	Faro Health Centre
23	Faro Liquor Store
Fraser	
24	Fraser Grader Station

Session Briefing Note

List of High-emitting Buildings with Completed Energy Assessments in 2025

Highways and
Public Works

Haines Junction	
25	Haines Junction Administration Building & Library
26	Haines Junction Grader Station
27	St. Elias Community School
Klondike Highway Maintenance Camp	
28	Klondike Grader Station
29	Klondike Power Plant
Mayo	
30	Administration building
31	J.V. Clark School
32	Mayo Grader Station
Marsh Lake	
33	Community Centre
Ogilvie Highway Maintenance Camp	
34	Ogilvie Grader Station
35	Ogilvie Warm Storage Building
36	Warehouse
Pelly Crossing	
37	Eliza Van Bibber School
38	Health Centre
Ross River	
39	Ross River Grader Station
40	Ross River Health Centre
41	Ross River Multi Use/Community Hall
42	Ross River Recreation Center
43	Ross River School
44	Ross River Water Treatment Plant and Firehall
Swift River	
45	Swift River Grader Station
Teslin	
46	Health Centre
Tuchitua	
47	Tuchitua Highway Maintenance Camp
Watson Lake	
48	Fire Control Centre

Session Briefing Note

List of High-emitting Buildings with Completed Energy Assessments in 2025

Highways and
Public Works

49	Office for Facilities Management - East Region
50	Johnson Elementary School
51	Watson Lake Airport Terminal
52	Watson Lake - District Office - Department of Environment
53	Watson Lake - District Office – Department of Energy, Mines and Resources
54	Watson Lake Grader Station
55	Watson Lake Grader Station - Storage
56	Watson Lake Secondary School
57	Watson Lake Storage Maintenance
58	Watson Lake Weigh Station
Whitehorse	
59	#2 Hospital Road
60	#4 Hospital Road
61	461 Range Road
62	Air Tanker Base - Cold Storage Building - Whitehorse
63	Airport Terminal - Erik Nielsen Whitehorse International Airport
64	Beringia Interpretive Centre
65	Central Operations Complex
66	Christ the King Elementary School
67	Combined Services Building - Airport Whitehorse
68	Copper Ridge Place
69	Copper Ridge Place Storage Building
70	École Émilie-Tremblay
71	École Selkirk Elementary School
72	École Whitehorse Elementary School
73	Education Building
74	Elijah Smith Elementary School
75	Emergency Response Centre
76	F.H. Collins Secondary School
77	F.H. Collins Technical Education Wing
78	Field Operations Office Building - Whitehorse
79	Facilities Management Office/Shop - Whitehorse
80	Gadzoosdaa Residence
81	Golden Horn Elementary School
82	Grader Station - Whitehorse

Session Briefing Note

List of High-emitting Buildings with Completed Energy Assessments in 2025

Highways and
Public Works

83	Grey Mountain Elementary School
84	H.S. Bostock Core Library
85	Hidden Valley Elementary School
86	Holy Family Elementary School
87	Jack Hulland Elementary School
88	Liquor Warehouse and Office
89	Main Administration Building - Whitehorse
90	Mechanical Workshop Marwell
91	Pelly Block - Youth Justice
92	Porter Creek Secondary School
93	Sarah Steele Building
94	Sand Storage Shed for Aviation branch
95	St. Elias Adult Group Home
96	Supply Services & Stores
97	Takhini Elementary School
98	Teen Parent Centre
99	Tourism and Culture Business Centre - Yukon Visitor Information Centre
100	Transportation Museum
101	St. Francis of Assisi Catholic Secondary School
102	Warehouse (Hangar D) - Whitehorse
103	Whistle Bend Continuing Care Facility
104	White Pass & Yukon Route Railway Depot
105	Whitehorse Correctional Centre
106	Wood Street Centre
107	Workshop and Offices for Department of Environment's Parks branch
108	Young Offenders Facility
109	Youth Achievement Centre
110	Yukon Justice Centre
111	Yukon University
112	Yukon University Residence

Approved by:

T. Allen

January 27, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

SPRING 2025

List of Completed Sites with Renewable Energy Feasibility Studies

 Highways and
Public Works

Site Name	# of Buildings	Buildings
Dawson City		
Dawson biomass system expansion	6	• Alexander McDonald Lodge
		• Dawson City Swimming Pool
		• Dawson Hospital
		• Facilities Management Office
		• Old Territorial Administration Building
		• RCMP and Parks Canada
Haines Junction		
Haines Junction district heating system	4	• Administration Building, including Library, Yukon University Classrooms, Liquor Store and Property Management Division Office
		• Grader Station
		• Health Center
		• Residential Duplex Building
St Elias Community School	1	• St. Elias Community School
Mayo		
Mayo district heating system	4	• Administration Building
		• J.V. Clark School
		• Mayo Health Centre / Nursing Station
		• Mining Recorder's Office
Whitehorse		
2 Mile Hill Complex, Government of Yukon buildings	8	• Canada Games Centre (City of Whitehorse)
		• Central Operations Complex
		• Cold Storage Building
		• Emergency Response Centre
		• Environment and Climate Change Canada Administration Offices
		• Environment and Climate Change Canada Wildlife Enforcement Offices, Administration Offices and Laboratory

Session Briefing Note

List of Completed Sites with Renewable Energy Feasibility Studies

		<ul style="list-style-type: none"> Propane Shed Small Engine Repair Shop
Quartz Road	14	<ul style="list-style-type: none"> Grader Station Main Building Grader Station Storage Building Liquor Corporation Offices Liquor Corporation Warehouse Mechanical Automotive Workshop and Heavy Equipment Storage Mechanical Workshop Offices Municipal Service Storage Shed for Open Storage Storage Facility Shed for Transportation Maintenance Branch Supply Services and Stores Offices Supply Services and Stores Storage Building Supply Services and Stores Warehouse Welding Shop and Storage Workshop and Offices for Department of Environment's Parks branch
Erik Nielsen Whitehorse International Airport	6	<ul style="list-style-type: none"> Airport Terminal Building Combined Services Field Electrification Building Sand Storage Shed Yukon Beringia Interpretive Centre Yukon Transportation Museum
Jim Smith Building	2	<ul style="list-style-type: none"> Jim Smith Building Yukon Visitor Information Centre
Porter Creek Secondary School	1	<ul style="list-style-type: none"> Porter Creek Secondary School
Riverdale district heating system	9	<ul style="list-style-type: none"> Paul-Émile Mercier Secondary School Community Centre (Centre scolaire secondaire communautaire Paul-Émile Mercier)

Session Briefing Note

List of Completed Sites with Renewable Energy Feasibility Studies

		• École Selkirk Elementary School
		• Education Building
		• F.H. Collins Secondary School
		• F.H. Collins Technical Education Wing
		• F.H. Collins Weight Room
		• Gadzoosdaa Residence
		• Storage Building for Department of Education
		• Teen Parent Center
Whistle Bend district heating system	2	• Whistle Bend Elementary School
		• Whistle Bend Place
Yukon University	9	• Arctic Research Lab
		• Centre for Northern Innovation in Mining
		• Multipurpose Building
		• New Residence
		• Northern Science Centre/ Yukon Research Centre - Residence
		• Old Residence
		• Yukon Archives
		• Yukon Arts Centre
		• Yukon University Main Campus Building

Approved by:

T. Allen

January 27, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

**List of Small Communities Fund
Building Energy Retrofits**

Highways and
Public Works

31 Small Communities Fund Projects - COMPLETED	
Building	Project Description
Beaver Creek	
Grader Station	Heating Plant Upgrade
Blanchard Highway Maintenance Camp	
Crew Residence	Window Replacement
Carcross	
Ghùch Tlà Community School	Lighting Upgrade
Dawson City	
Grader Station	Heating Plant Replacement
Robert Service School	Lighting Upgrades
Haines Junction	
Administration Building/Library	Fuel Tank Replacement
Airport Terminal	Boiler Replacement
St. Elias Community School	Boiler Replacement
Keno	
Firehall Garage	Heating System Replacement
Mayo	
Administration Building	HVAC Upgrade
Tuchitua	
Crew Residence	Air Handling Unit
Watson Lake	
Watson Lake Secondary School	Wall and Roof Envelope Upgrades
Building	Project Description

Session Briefing Note**List of Small Communities Fund
Building Energy Retrofits**Highways and
Public Works

Whitehorse	
Andrew A. Philipsen Law Centre	HVAC Upgrades
Andrew A. Philipsen Law Centre	Atrium Skylight Replacement
Education Building	Window Replacement
Elijah Smith Elementary School	Lighting Retrofit
Elijah Smith Elementary School	Wall and Roof Envelope Upgrades
F.H. Collins Technical Education Wing	Lighting Upgrade
F.H. Collins Technical Education Wing	Wood Dust Collector System
Field Operations Office Building	Fuel Tank Replacement
Hidden Valley Elementary School	Generator and Boiler Exhaust
Holy Family Elementary School	Generator and Boiler Exhaust
Mechanical Workshop Marwell	Lighting Upgrade
St. Francis of Assisi Catholic Secondary School	Lighting Upgrade
St. Francis of Assisi Secondary School	Wood Dust Collector System Replacement
Supervised Consumption Site	Envelope Upgrade
Supply Services & Stores	HVAC System Upgrades
Teen Parent Centre	Fuel System Replacement
Tourism and Culture Business Centre – and Yukon Visitor Information Centre	Controls Upgrade
Workshop and Offices for Department of Environment's Parks branch	HVAC System Replacement
Yukon Arts Centre	Lighting Upgrades

Session Briefing Note

**List of Small Communities Fund
Building Energy Retrofits**

Highways and
Public Works

Small Communities Fund Projects – IN PROGRESS		
Building	Project Description	Status
Whitehorse		
Yukon University	Roof Replacement	Complete by March 2026

Projects	GHG Reductions (in tCO ₂ e)
Small Communities Fund Projects - COMPLETED	225
Small Communities Fund Projects – IN PROGRESS (Yukon University Roof Replacement)	137
Total	362

Approved by:	
T. Allen	January 27, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****Biathlon Yukon Facility Tender**Highways and
Public Works

Recommended response:

- A new \$2.9 million facility is being constructed at Biathlon Yukon's training site on Grey Mountain, funded jointly by the federal and Yukon governments.
- The facility aims to support the growing interest in biathlon and is anticipated to be ready for the 2026 Arctic Winter Games.
- The Biathlon Building Tender, a request for proposal, was cancelled on March 25, 2025, due to a clerical error resulting in proponents not being able to answer the Northern Knowledge and Experience question in Yukon Bids &Tenders.
 - As per the Government of Yukon Procurement Policy, when the Bid Depository is used no addenda can be issued once the Bid Depository has closed.
- To ensure there are no delays for the project timeline – the Yukon government worked closely with the Yukon Contractors Association, which manages the Bid Depository to retender the project. The tender closed on April 7, 2025, with five bids received.
- The compliance stage for this tender has been fully completed. Price submissions were displayed to the public on April 16.
- It is anticipated that a contract will be awarded by the end of April.
- This was an Open Tender that enabled all interested parties to resubmit their bids.
- Our government looks forward to supporting this project being completed on schedule, and in time for the 2026 Arctic Winter Games.

Session Briefing Note
Biathlon Yukon Facility Tender

Tab# 45
SPRING 2025
Highways and
Public Works

Context—this may be an issue because:

- There may be questions about the tender and schedule.
- During the compliance review it was determined that one of the five bidders had a non-compliant bid.

Background:

- Since April 1, 2019, bid prices must go through a compliance review and be verified before they can be posted. Bid prices do not get posted in situations where all bid responses are non-compliant or the project has been cancelled
- Once a tender is cancelled, so is the applicable bid depository. Given the value and type of work on this contract to stay in line with GAM 2.6, a new bid depository had to be established.
- The 2026 Arctic Winter Games will be held in Whitehorse on March 8 to 15, 2026.
- The retendering of this project was expedited and as a result, is not anticipated to affect overall project timelines.
- After the tender close, one submission was deemed non-compliant at the technical stage and was therefore not evaluated. A rejection memorandum was sent on April 14, 2025.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

April 23, 2025

Date Approved

Session Briefing Note**Joint Health and Safety
Committee Reporting**Highways and
Public Works

Recommended response:

- Maintaining a safe work environment is of utmost importance to Highways and Public Works.
- Under the *Workers' Safety and Compensation Act*, health and safety committees or representatives are responsible for maintaining records related to their activities such as meetings.
- The most recent Joint Health and Safety Committee Quarterly Report identified discrepancies within the Highways and Public Works health and safety committee statistics.
- We are reviewing existing reporting processes to improve communication between branches, health and safety committees at the Public Service Commission.
- Efforts are underway to develop an internal system for tracking and maintaining records of committee activities, ensuring accurate and accessible data.
- The safety and well-being of our employees is a top priority. By enhancing our reporting processes regarding committee activities, we are building on the excellent work already being done to create a safer and healthier workplace for everyone.
- Guidelines are being finalized which include clarification of roles and responsibilities of reporting practices within broader public service health and safety standards.

Additional response:

- Highways and Public Works is reviewing existing reporting processes to improve communication between branches, health and safety committees and the Public Service Commission.

Session Briefing Note

SPRING 2025

Joint Health and Safety Committee Reporting

Highways and
Public Works

- We are actively working to address discrepancies within the internal process to further enhance our reporting procedures.
- We are taking significant steps to centralize and standardize reporting processes to ensure transparency, accountability and improved oversight of health and safety committee activities.

Context—this may be an issue because:

- The report is shared with the Yukon Employees Union and questions could arise during the spring sitting.

Background:

- The health and safety committees have an active role in promoting safe work environments and ensuring compliance with legislative requirements. These committees are tasked with maintaining records of their activities as mandated by the *Workers' Safety and Compensation Act*.
- We recognize the importance of establishing clear guidelines and are committed to enhancing our reporting system to protect our workforce.
- The development of a centralized reporting system will enhance accountability, facilitate compliance, and promote a safer work environment for all employees.

Approved by:

T. Allen

April 7, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Online Marketplace and
Central Stores**Highways and
Public Works

Recommended response:

- In May 2024, the Department of Highways and Public Works launched the Government of Yukon Online Marketplace, a new digital platform for government employees to purchase a variety of supplies from local vendors online.
- The platform replaces the old Central Stores catalogue, making it easier and more efficient to order and pay for commonly used supplies.
- Orders placed through the Online Marketplace are delivered directly by local suppliers.
- The platform's electronic communication informs suppliers of receiving and confirming purchase orders, sends shipping notices, and emails invoices directly to Government of Yukon employees, creating a more streamlined process.
- The platform allows local suppliers access to an online ordering system without the need to build or maintain their own system and allows them to receive orders directly from the government of Yukon.
- In fiscal year 2024-25 approximately \$280 thousand of goods were purchased using the Online Marketplace.
- There are currently **nine** suppliers that have qualified to supply products to the Government of Yukon using the Online Marketplace.
- In January 2025 the Online Marketplace expanded to include local food producers. This allowed local food producers the opportunity to have direct access and communication to food purchases within the Government of Yukon through the platform.

Session Briefing Note**SPRING 2025****Online Marketplace and
Central Stores**Highways and
Public Works

-
- Local food producers had the opportunity to qualify through a Request for Qualifications in fall 2024. There are currently four local food producers on the marketplace, with another four producers working to be onboarded this spring. There will be an opportunity for other food producers to qualify later this year.

Context—this may be an issue because:

- The Online Marketplace may generate questions on the change from Central Stores and any resulting service changes.

Background:

- Until 2020, Central Stores provided warehouse and ordering services for general office supplies, cleaning materials, basic safety clothing and equipment, furniture, and paper products. A commitment to create an alternative supply system was made when Central Stores' closure was announced in late 2019.
- Online Marketplace is the modern method used to replace a central stores model.
- Online Marketplace is the first procurement tool for the Yukon government using the electronic signing authority application for all stages of the transaction process. It also facilitates workload optimization, cost savings for supply runs by individual employees, warehouse space savings, and error reduction in the payment systems.
- The Department of Highways and Public Works has been working on this platform since 2021 and included vendors in planning as early as fall 2022.
- Online Marketplace soft launched in January 2024, with a phased rollout to Highways and Public Works in February, followed by the rest of the departments in May.
- Currently the nine suppliers on the Online Marketplace are: G-P Distributing, Office Supply Centre, Integraphics, Staples (Whitehorse), Trinita Technology,

Session Briefing Note**SPRING 2025****Online Marketplace and
Central Stores**Highways and
Public Works

Hinterland Flour Mill, Little Red Hen Eggs, Cold Snap Chippery, and The Yukon Meat Company.

Approved by:	
T. Allen	April 10, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****Regional Economic Development
Exceptions (10x\$1M)**Highways and
Public Works

Recommended response:

- The Yukon government is helping boost economic development across the territory through trade agreement exceptions for qualified Yukon businesses.
- One way our government is doing this is through the Regional Economic Development exceptions in the Canadian Free Trade Agreement.
- The exceptions allow us to restrict competition in procurement for up to ten projects per year to help support and show Yukon businesses.
- Since 2018, Yukon businesses have competed for and secured 64 Yukon-exclusive government contracts worth \$30 million in manufacturing, construction, and consulting.

Additional response: This year's projects

- In 2024-25 fiscal year, we awarded six projects to Yukon businesses:
 - Hidden Valley School – public address, phone and clock system upgrades;
 - Boat launch upgrades in Teslin;
 - Culvert replacement at kilometre 23.2 of the Silver Trail, Highway 11;
 - Seismic and structural upgrade at Nelnah Bessie John School in Beaver Creek; and
 - Local food procurement project in Whitehorse.

Session Briefing Note**SPRING 2025****Regional Economic Development
Exceptions (10x\$1M)**Highways and
Public Works

- Access road construction for the Murray Agriculture Subdivision, phase 2, in Ibex Valley.
- The Yukon government strives to maximize the use of the exceptions each fiscal year.
- We post details of awarded contracts on Yukon.ca.

Additional response: Evaluating local benefits

- When selecting Regional Economic Development exceptions, we consider many factors including the dollar value of economic opportunities created in the Yukon and whether the project supports the territory's industries and suppliers.
- At the end of a project, suppliers are required to report on the total dollar value spent on Yukon labour and materials to help us quantify the positive impact these projects have.
- Since the new reporting requirement came into effect in the 2019-20 fiscal year, suppliers have reported on 16 completed contracts. Eight of these projects used 100 per cent Yukon labour and Yukon materials.
- These reports also confirm that over \$1.7 million was spent on employing Yukoners through those 16 projects.

Context—this may be an issue because:

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

Background:

- The following contracts were awarded in the 2024-25 fiscal year:

Session Briefing Note**SPRING 2025****Regional Economic Development
Exceptions (10x\$1M)**Highways and
Public Works

- Hidden Valley School – public address, phone and clock system upgrades for \$256,915.00;
 - Boat launch upgrades in Teslin for \$360,600.00;
 - Culvert replacement at kilometre 23.2 of the Silver Trail, Highway 11 for \$625,256.00;
 - Seismic and structural upgrade at Nelna Bessie John School in Beaver Creek for \$667,800.00;
 - Local food procurement project in Whitehorse. This was tendered as a Request for Qualifications; and
 - Access road construction for the Murray Agriculture Subdivision, phase 2, in Ibex Valley for \$114,979.00.
- The total value of these contracts is \$2,025,550.00.
 - It can be challenging to find tenders to maximize the use of these exceptions. Issues such as inflation, supply chain shortages and a tight labour market can impact the use of exceptions.
 - In recent years, there have been significant changes to the procurement landscape and fewer projects fall under the \$1 million threshold.
 - Highways and Public Works continue to work alongside departments to find projects that are suitable for the exception.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

April 2, 2025

Date Approved

Session Briefing Note**SPRING 2025****Travel Services Report Review**Highways and
Public Works

Recommended response:

- Highways and Public Works is responsible for supporting and coordinating air travel bookings for Yukoners with out-of-territory medical needs, as well as Government of Yukon employees' duty travel.
- In fall 2024, the Government of Yukon engaged in a review of the air travel services and our current procurement model to ensure that it continues to service government travel needs.
- The travel review report was received by Highways and Public Works on November 21, 2024, which included recommendations for improvement.
- The department is reviewing the results of the travel review and investigating options to fulfill Yukoners medical travel and employees' duty travel needs while also demonstrating value for money.

Additional response:

- One recommendation was to adjust the administration of travel bookings, where the Government of Yukon Travel Desk would take on a greater percentage of travel bookings.
- This option may result in some cost savings when compared with the current delivery model; however, consultation with impacted stakeholders is required.
- The department is currently evaluating this option or a variation to see if it could benefit Yukoners and government employees on duty travel. Engagement with local travel agencies would be undertaken before any changes are made.

Session Briefing Note**SPRING 2025****Travel Services Report Review**Highways and
Public Works

Third response:

- The travel review also recommended that the department use a competitive public procurement process to procure travel services.
 - The department is investigating ways to structure this procurement to best serve both Yukoners and government employees on duty travel.
 - No decisions have been made at this time, as we continue to review all options for these travel services.
-

Context—this may be an issue because:

- The Travel Services Report found that the current practices of our travel services need updating. The recommended hybrid approach would change the way we currently work with local travel agencies.
-

Background:

- Since 2001, the Government of Yukon has used Highways and Public Works travel services team to coordinate related needs with customers and to identify booking requirements for submission to external, third-party travel agents. These same agents hold the responsibility to issue the final ticket, collect payments, and manage the required changes to the booking.
 - A 2015 cost-benefit analysis concluded that Highways and Public Works should continue to operate using the existing relationships and model.
 - Highways and Public Works engaged MNP in 2024 to assess the costs and benefits of the following three air travel procurement options:
 - Status Quo Model – The travel desk will research travel options, completed, bookings, and then works with local travel agents to issue tickets coupled with finalizing air travel payment.
 - Outsource Model – All travel services are outsourced to the private sector through a competitive process.
-

Session Briefing Note**SPRING 2025****Travel Services Report Review**Highways and
Public Works

- Hybrid Model – The Travel Desk will research travel options, complete bookings, finalize air travel payments, and issue tickets for all Air North bookings. External travel agents coordinate and book flights with all other travel providers in combination with flights which may include several segments across airlines.
- MNP undertook a review of the procurement policies while comparing them to the process currently undertaken to select and contract with travel agent services.
- The analysis found that current informal agreements with local travel agents, and the approaches used to establish these relationships, are not aligned with the current Government of Yukon Procurement Policy.

Approved by:

T. Allen

February 4, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Special Warrant for Highways
and Public Works**Highways and
Public Works

Recommended response:

- The Government of Yukon issued a special warrant in January 2025 to ensure that essential government programs and operations could continue without disruption until the spring sitting of the Yukon Legislative Assembly.
- The \$8.4 million issued to Highways and Public Works was needed to help maintain our service levels and ensure the safety of the public through reliable operation of the Yukon's transportation infrastructure and government-owned buildings.
- The additional funds were required to cover the unanticipated costs of responding to emergencies such as flood and washout damage on the South Klondike Highway and flood mitigation work in Old Crow.
- There has also been increased infrastructure wear and tear due to unseasonal winter temperature fluctuations.
- The rising costs of winter maintenance materials including sand, deicing agents for the airport, fuel, and electricity have also caused budget pressures.

Context—this may be an issue because:

- The special warrant was for up to \$70.2 million in additional government spending for the 2024-25 fiscal year and included the departments of Energy, Mines and Resources (\$51.8 million), Community Services (\$10 million) and Highways and Public Works (\$8.4 million).
- Spending included as part of the special warrant is reviewed and debated during the next sitting of the Yukon Legislative Assembly.

Session Briefing Note
Special Warrant for Highways and Public Works

Tab#39
SPRING 2025
Highways and
Public Works

Background:

- Spending included in this special warrant will be included in the Third Appropriation Act 2024–25, which will be tabled during the spring sitting of the Yukon Legislative Assembly.
- On February 22, 2024, the Government of Yukon issued a special warrant designating \$40.9 million for Highways and Public Works. This was used to support the progress on key infrastructure, including the Dempster Fiber Line and the Nisutlin Bay Bridge replacement.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

February 3, 2025

Date Approved

Session Briefing Note**Third Party Heavy and Light
Equipment Rentals**Highways and
Public Works

Recommended response:

- The Government of Yukon regularly requires third-party heavy and light equipment rentals for various short-term projects.
- For many years, the Department of Highways and Public Works issued one annual tender for equipment as a Standing Offer Arrangement.
- Following the expiration of the 2023-24 Standing Offer Arrangement's on March 31, 2024, Highways and Public Works moved to a piloted Request for Qualifications approach.
- The Qualified Source List offers several advantages, including:
 - flexibility, allowing for regular updates, unlike a fixed Standing Offer Arrangement.
 - dynamic competition, as Qualified Source Lists permit ongoing qualification of suppliers, fostering competition.
 - efficiency, as pre-qualified suppliers streamline procurement, reducing administrative burdens and saving time.
 - customization, allowing tailored bids that in turn offers better value compared to pre-set Standing Offer Arrangements.

Additional response:

- Last year the Third-Party Equipment Qualified Source List had 78 qualified contractors with intakes from April through October 2024.
- The department will continue the Qualified Source List during the upcoming fiscal year.

Session Briefing Note**Third Party Heavy and Light
Equipment Rentals**Highways and
Public Works

- Any contractors that are currently qualified had the opportunity to add or update equipment. We also allowed new contractors the opportunity to qualify onto the list.
 - For 2025-26 we have 80 contractors on the Qualified Source List beginning April 1, 2025.
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Context—this may be an issue because:

- The Standing Offer Arrangements for third-party heavy equipment rental are of interest to many Yukon contractors, and the Yukon government piloted a new approach with a Qualified Source List and second stage procurements last year.
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Background:

- Typically, around 80 Yukon-based contractors submit, and in recent years approximately 10 of those submissions were rejected due to non-compliance. With this new one window approach, the department anticipates a reduction in the number of rejections.
 - Highways and Public Works proactively informed contractors of this change prior to posting the Request for Qualifications and met with the Yukon Contractors Association to discuss the approach and consider their input on ensuring transparency and fairness.
 - Once contractors are on the qualified source list, they may be engaged in the second stage for this type of procurement which is:
 - a direct award to a contractor on the qualified source list;
 - an invitational tender – which requires a minimum of 2 contractors; or,
 - an open tender to only the qualified source list contractors from the equipment group who have indicated they can work in the project area.
 - Under the Request for Qualification, qualified contractors will be asked in the second stage to provide an all-inclusive, real-time estimate for the job based on
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Session Briefing Note
Third Party Heavy and Light
Equipment Rentals

the location and project as outlined in the scope of work rather than hourly rates and complex mobilization and demobilization calculations.

- The Yukon government’s procurement policies are mandated by various trade agreements such as the Canada Free Trade Agreement and Comprehensive Economic and Trade Agreement.
- Contractors have asked for more transparency for planned opportunities, increased bid information sharing through posting online on Yukon Bids and Tenders, and more information regarding awarded contracts.
- Updated information from Third Party QSL from April 2024 to March 2025:
 - Current number of Contractors on QSL: 78
 - Number of intakes since original RFQ issued: 5 (May, June, July, Aug, Oct)
 - Number of contracts listed on public contract registry connected to the QSL as of March: 74
 - Estimated total value of contracts April – March: \$3,435,000.00
 - Numbers of Contractors issued contracts April – March: 24
- Summary of Third-Party SOA from April 2023 – March 2024:
 - Estimated number of contracts connected to Third Party Equipment Rental SOA (12 months): 94 (including change orders)
 - Estimated total value of contracts April 2023 – March 2024: \$3,900,000.
 - Numbers of Contractors issued contracts April 2023 – October 2024: 24

Approved by:	
T. Allen	March 31, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****Timing of Tendering and Forecasting**Highways and
Public Works

Recommended response:

- The Government of Yukon remains committed to the continuous improvement of our procurement processes.
- We understand the importance of public procurements and provide advance notice of upcoming projects by posting planned procurements to the *Yukon Bids and Tenders* website and sharing information through our Five-Year Capital Plan.
- When planning the timing of our tenders, we recognize that many projects are seasonally dependent and we also consider factors such as project type, location and market availability.

Additional response:

- The Government of Yukon forecasts and issues tenders as early as possible to help vendors prepare for upcoming work and be prepared for the short building season.
- We also stagger closing dates to make it easier for contractors to bid on several tenders and to encourage price stability.
- When planning and tendering projects, we aim to tender well in advance of the time when physical work needs to start.
- This timing allows contractors to plan their season, place orders and hire staff.

Third response:

- Between April 1, 2024 and March 31, 2025, the Yukon government tendered 177 projects totaling just below \$60 million, with adequate time for preparation of tender submissions and project activities to begin for seasonally dependent contracts.

Session Briefing Note**SPRING 2025****Timing of Tendering and Forecasting**Highways and
Public Works

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- We have many examples of tenders that were posted early so contractors could prepare for the work in advance. Some examples include:
 - the Request for Bids for the Tantalus School Classroom and Corridor Reflooring in Carmacks was tendered in winter 2024 with a construction mobilization in summer 2025.
 - the Request for Bids for the Contractor services for Roof Replacement at JV Clark School in Mayo was tendered in November 2024 with a Pre-construction and mobilization in spring 2025;
 - the Request for Bids for Construct Ice Crossings, Yukon River at Dawson City was awarded November 2024 with work to begin as soon as it was awarded;
 - the Request for Bids for the Contractor Services for Structural Upgrades at Transportation Maintenance Branch Central Workshop Building in Whitehorse was tendered in November 2024 with a mobilization for April 2025; and
 - the Request for Bids for the Contractor Services for Gas Detection System Upgrade at Mechanical Workshop Building in Whitehorse was tendered in October 2024 with a mobilization for April 2025.
 - This is just a short list of examples that demonstrate how we are issuing tenders early to help vendors prepare for the short construction season.

Session Briefing Note

SPRING 2025

Timing of Tendering and Forecasting

Highways and
Public Works

Context—this may be an issue because:

- Industry has historically requested more advanced notice regarding the timing and tendering of forecasts to ensure they can make the most of the Yukon’s short building season.

Background:

- Tender forecasts are posted as “Notice of Planned Procurements” within the Yukon Bids and Tenders eProcurement platform.
- Emails are sent to bidders with accounts when new planned procurements are added.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

April 2, 2025

Date Approved

Session Briefing Note**SPRING 2025*****Traffic Safety Act***Highways and
Public Works

Recommended response:

- In fall 2024, the Legislative Assembly passed the new *Traffic Safety Act*, to replace Yukon's *Motor Vehicles Act*.
- This new modernized Act addresses longstanding safety and administrative issues and fills gaps that have arisen in the time since the *Motor Vehicles Act* was proclaimed in 1977.
- The new Act is designed to enhance the safety of road users and deter dangerous driving behavior by increasing penalties, updating enforcement authorities, and modernizing programs.

Additional response: Regulations

- At least 11 regulations are necessary before the Act can come into force in its entirety.
- Work is underway on these regulations. More research and discussion with stakeholders will take place before they can be completed.
- The department will endeavor to expedite the process, while ensuring the research and stakeholder consultation is thorough.

Additional response: Early coming into force

- Highways and Public Works recognizes that it is critical to advance road safety in the territory without delay.
- This is why some areas of the *Traffic Safety Act* are planned to come into force earlier than the rest.
- In fall 2025, the parts of the Act setting out higher fines for some unsafe driving offences, as well as expanded municipal bylaw-making authorities are planned to come into force.

Session Briefing Note**SPRING 2025*****Traffic Safety Act***Highways and
Public Works

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- This will include increased fines for speeding, careless driving, driving while disqualified, and other poor driving behaviour which poses a safety risk to the public.
 - There will be a widespread campaign to inform the public of specific fine increases once the regulation has passed but before the fines are implemented.
 - Additionally, enabling municipalities to more broadly govern traffic will help to advance road safety by authorizing municipalities to expand bylaws on municipal roads.

Additional response: Engagement

- Public and stakeholder input was instrumental in the development of the new *Traffic Safety Act*.
- Further research, careful analysis, and discussions with relevant stakeholders are planned for the months ahead as the regulations are developed.

Additional response: Cost

- The implementation of this Act is anticipated to generate costs to government in some areas, although a large portion of these costs is anticipated to be covered within current operational budgets.
- Specific costs are largely dependant on the content of the regulations, which are in the process of being developed.
- As such, specific financial implications will be determined during the development of the regulations in the coming years.
- Some parts of the Act which are anticipated to generate costs to government include:
 - IT upgrades;

Session Briefing Note

SPRING 2025

Traffic Safety Act

Highways and
Public Works

- new processes for abandoned and impounded vehicles;
- the transition of the current Driver Control Board to the new Traffic Safety Board including hiring adjudicators;
- the implementation of new remedial programming and ignition interlock programming for those convicted of impaired driving;
- updating court services systems and policing processes; and
- training those responsible for administering the Act on the changes we are bringing into effect.

Context—this may be an issue because:

- The rewrite of the Motor Vehicles Act is a mandate letter item.
- The new Traffic Safety Act was passed in Fall 2025.

Background:

- Yukon's Motor Vehicles Act has not been significantly updated since it was first written in the late 1970s.
- This large, complex piece of legislation touches on a wide range of issues important to Yukoners.
- The government has engaged with stakeholders, municipalities and First Nations to ensure their interests are taken into consideration in the development of the new Traffic Safety Act and will continue to engage with stakeholders during the development of the regulations.

Engagement with the Office of the Information and Privacy Commissioner

- On October 10, Highways and Public Works received a letter from the OIPC regarding the use of facial recognition technology as part of the new Traffic Safety Act.
- Highways and Public Works officials worked with the Office of the Information and Privacy Commissioner to understand their concerns and to jointly formulate a path to addressing them, while also achieving government's policy goal of safeguarding against identity theft and fraud.

Session Briefing Note

SPRING 2025

Traffic Safety Act

Highways and
Public Works

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- Amendments to the Bill were drafted to add additional constraints to the scope of the authority to use facial recognition technology.
 - Highways and Public Works officials shared the proposed amendments with the Office of the Information and Privacy Commissioner, which confirmed that the proposed changes would, in fact, allay their concerns.

Approved by:

T. Allen

January 28, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**Access to Information and
Protection of Privacy**Highways and
Public Works

Recommended response:

- The Yukon's ATIPP Act was amended most recently in 2018 and came into force in 2021.
- Yukon's legislation is one of the strongest access to information regimes in the country and represents our commitment to increase government transparency.
- As we work through ATIPP requests, our ATIPP analysts and our department personnel are always balancing privacy with access to information and transparency. This is particularly relevant in a small jurisdiction like ours.
- Each year the ATIPP office handles on average about 630 access to information requests.

Additional response:

- The Government of Yukon is committed to increasing government transparency by proactively releasing information that was previously unavailable.
- This includes making public all of the session notes after a legislative sitting has finished, the organizational charts of how departments work and relevant policies.
- We are continually updating our processes, we listen to clients and consider lessons learned when issues arise such as within the complaint resolution process, to continually improve the services associated with ATIPP.

Session Briefing Note**Access to Information and
Protection of Privacy**Highways and
Public Works

- Since April 2021, Highways and Public Works has processed over 1,900 information requests, with only 6 cases going to formal adjudication, and only one case reaching court.
- The low number of formal adjudications to date suggests the system generally works well for applicants.
- When developing the ATIPP Act, our government made sure to include checks and balances in the legislation.
- As the Minister responsible for the ATIPP Act, I must ensure that a review is completed every six years.
- The 2027 legislative review of the ATIPP Act is a good opportunity to consider and propose changes to ensure the Act continues to meet the needs of Yukoners.

Additional response: IPC Recommendations

- In the current ATIPP Act the Office of the Information and Privacy Commissioner has the power to make recommendations, not binding orders. This is in line with access to information laws in most other Canadian jurisdictions.
- If a public body rejects the Office of the Information and Privacy Commissioner's recommendations, the applicant can seek a judicial review in the Yukon Supreme Court.
- There are a few legitimate reasons why a public body may choose not to disclose certain information despite a recommendation made by the Information and Privacy Commissioner, such as whether releasing the information could be harmful to a third party's interests.

Session Briefing Note**Access to Information and
Protection of Privacy**Highways and
Public Works

- If an applicant has a concern about an ATIPP response or anything related to it, they can exercise their right to make a complaint to the Office of the Information and Privacy Commissioner to launch an Informal Investigation resolution process with the department involved.
 - The Information and Privacy Commissioner performs a valuable role in the Yukon, and we take their recommendations seriously.
-

Context—this may be an issue because:

- ATIPP requests being denied despite the IPC's recommendations have been in the news several times in the last year.
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Background:**ATIPP Information**

- Since April 1, 2021, there have been approximately 2,300 ATIPP access requests processed.
 - On average there were about 630 access requests processed annually from 2021 to Mar 31, 2024.
 - 23% of access requests in 2023-24 were granted in full, with no information withheld.
 - 91% of access requests in 2023-24 paid no fee for access to the information.
 - 622 or 97% of access requests in 2023-24 were completed within the legislated deadline.
 - 40% of access requests in 2023-24 had information withheld to protect the privacy of individuals.
 - Since August 2021, 621 access requests have been posted to the Access to Information Registry. Most include the actual records in addition to the request and outcome.
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Session Briefing Note
**Access to Information and
Protection of Privacy**

TAB# 48
SPRING 2025
Highways and
Public Works

- The registry can be found on [Open.Yukon.ca](https://open.yukon.ca).

Approved by:

T. Allen

March 5, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Cyber Security**Highways and
Public Works

Recommended response:

- A key objective of our government is keeping information systems and government-held information secure.
- We continue to see an alarming and increasing trend in cyber attacks across the world.
- Critical infrastructure is increasingly being targeted by state-sponsored cyber threat actors.
- We have seen these attacks hit close to home as well as abroad. The Yukon government has experienced disruptions to operations due to cyber threats, as have our partners in other provinces and territories.
- Foreign state-sponsored adversaries represent a real risk to our systems, intent on disruption and destabilization. We take cyber security seriously, and to counter cyber threats, Highways and Public Works is:
 - continuously evolving our security threat monitoring and detection solutions to repel attacks;
 - improving the government's resiliency by taking new approaches to the ways in which we protect information;
 - providing information security awareness training to all YG employees;
 - conducting security threat risk assessments on systems and regularly mitigating vulnerabilities;
 - working with a security operations contractor to monitor our IT infrastructure 24 hours a day, seven days a week; and

Session Briefing Note**SPRING 2025****Cyber Security**Highways and
Public Works

- actively collaborating with the Canadian Centre for Cyber Security and provincial counterparts to share information on threats and activity.

Additional response: Foreign Adversaries

- As with all Provinces and Territories, we are seeing an increase in activity from foreign state-sponsored adversaries.
- Other jurisdictions in Canada have had cyber incidents attributed to foreign threat actors.
- We work with our partners at the Provincial, Territorial, and Federal level to ensure that we are up to date on the latest threat trends and evolving our security posture to safeguard Yukon government data.

Third response: Approach to Ransomware

- The Government of Yukon has robust security systems in place to monitor, detect and repel cyberattacks.
- There are numerous measures in place to ensure that our systems protect government data in the case of a potential ransomware attack. We are confident that these measures will continue to protect government data.
- The Government of Yukon's position on paying ransom for a cyberattack is confidential as it is part of our security approach to protecting government data.
- As such, we do not disclose our approach to protecting government data, including ransom attacks, as it is essential that this remains confidential to best protect our systems.

Session Briefing Note**SPRING 2025****Cyber Security**Highways and
Public Works

Context—this may be an issue because:

- People are aware of security breaches in other governments and in the private sector.
-

Background:

- The Yukon government is an active member of the Canadian Centre for Cyber Security. We attend weekly briefings with the centre about emerging threats and receive all security alerts and recommendations for actions to be taken.
- We are also active members of the Federal, Provincial, Territorial Committee on cyber security, where governments share information about threats, advice and best practices. The Yukon government also provides input into cyber security position papers that are produced by this committee.

Distributed Denial of Service Attack

- In September 2023, the Yukon government experienced a distributed denial of service attack. The attack resulted in the inability to access Yukon.ca web sites and disrupted access to cloud services for internal government employees.
 - This type of attack is designed to disrupt access to services by overwhelming the online systems with a massive load of requests. The attacks are not designed to gain access to internal information.
 - This was not a ransomware attack.
 - We were able to introduce new cyber security measures to minimize the impacts of the attack and make services available again within the same day.
 - Highways and Public Works officials worked with the Canadian Centre for Cyber Security, other impacted provinces and territories, and the RCMP cybercrime division to investigate the attack.
 - There is no evidence that any unauthorized access to private citizen data, government systems or government files took place.
 - As with all cyber security related incidents, we conducted a post-incident review to capture what we learned from this incident.
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Session Briefing Note**SPRING 2025****Cyber Security**Highways and
Public Works

- Highways and Public Works has taken action on new cyber security measures to reduce the impact of future denial of service attacks and continues to consider and explore further improvements.
- State-sponsored cyberattacks are on the rise due to global geopolitical tensions. Foreign interference through misinformation campaigns intended to interfere with elections and influence policy decisions is a growing concern.
- In early 2019, the Government of Nunavut had a significant ransomware attack that crippled their government's services for weeks. While capabilities were re-built and re-deployed, ultimately some data was never recovered.
- Newfoundland and Labrador's Health Authority experienced a significant attack in 2021 that exposed sensitive personal information for ransom resulting in impacts to delivering health care.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

January 27, 2025

Date Approved

Session Briefing Note**SPRING 2025****Dempster Fibre Line**Highways and
Public Works

Recommended response:

- Our government was mandated to complete the Dempster Fibre Project to ensure this critical backup telecommunications line is available for the benefit of residents and businesses of the Yukon and the Northwest Territories in the event of service disruption – and I am happy to report that we succeeded in completing another commitment made to Yukoners.
- The construction phase of the project was completed ahead of schedule by the contractor, on September 12, 2024.
- The Dempster Fibre Line is a 778-kilometre fibre optic line that follows the Dempster Highway from Dawson City, Yukon to Inuvik Northwest Territories.
- The completion of the Dempster Fibre Line project demonstrates our government's dedication to improving telecommunications infrastructure across the North.
- This fibre line plays a vital role in ensuring connectivity for northern residents and supporting a growing digital ecosystem in the Yukon.
- The new network line provides the Yukon with a backup fibre line in the event of a fibre line service disruption and provides more reliable internet and telecommunication services.

Additional response:

- For years, northern communities were dependent on a single fibre optic line. When that line went down, the region was largely cut off from the digital world.

Session Briefing Note**SPRING 2025****Dempster Fibre Line**Highways and
Public Works

- With the completion of the Canadian Northern fibre loop, the Yukon is now positioned with improved resiliency in the event of a fibre cut.
- Yukon residents and businesses will be able to count on fewer disruptions to their services.
- Now that the loop is completed the Yukon government will shift its focus to one of monitoring the performance of the fibre loop through its contract with Northwestel who is responsible for the direct operations of the loop and the services it carries
- The Canada North Fibre Loop is the connection of the Dempster Fiber Line to the Mackenzie Valley Fibre Link and other existing lines in northern British Columbia.

Additional response: Subcontractor Claim

- The Yukon government is aware that a subcontractor on the Dempster Fiber Line project has filed a Statement of Claim against the Contractor.
- Payment of subcontractors is generally a private commercial matter between the general contractor and subcontractor as per their individual subcontracts.
- As the matter is before the courts, further comment would not be appropriate at this time.

Additional response: Aerials

- Environmental protection remains a key value of this project. Stantec and Tetrattech were contracted directly by the Yukon government to mitigate the impacts of this project on the environment, particularly on permafrost.

Session Briefing Note**SPRING 2025****Dempster Fibre Line**Highways and
Public Works

- Construction of the fibre line took place in challenging terrain which required the use of specialized equipment and construction methods to minimize impacts to the environment.
- The preferred installation method for installing cable was beneath the ground — this method offers the greatest protection to the cable.
- The least preferred method is the installation of new poles for an aerial installation, which was only used when we encountered hard rock or unstable clay-like soil. Aerial installation methods are found outside of riparian areas, bodies of water and small rivers.
- Aerial installations were only used in rare instances when all other installation methods were not possible due to existing ground or environmental conditions.
- Overall, only 1.4 per cent of the line was installed on new poles. The original YESAB submission planned for approximately 25 kilometres of new aerals, and the actual installation was 9.3 kilometres
- Highways and Public Works staff are beginning discussions with the Tr'ondëk Hwëch'in and Northwestel to look at options to add art to a select number of aerial poles along the Dempster Highway.

Additional response: Key Facts**Route:**

- The fiber optic line follows the Dempster Highway, which is the only road connection between Yukon and the Northwest Territories
- It runs approximately 800 kilometers or 500 miles between Dawson City, Yukon, and Inuvik, Northwest Territories.

Session Briefing Note**SPRING 2025****Dempster Fibre Line**Highways and
Public Works

Purpose:

- The Canadian Northern Fibre Loop provides resiliency for high-speed internet and other telecommunication services and will improve connectivity for remote northern communities, which have long been underserved in terms of reliable telecommunications infrastructure.
- The Dempster fibre joins the existing Mackenzie Valley Fibre Link in the NWT to create Canadian Northern Fibre Loop increasing the resiliency of communications networks in the both territories.

Improved Connectivity:

- It enhances resiliency of internet and telecommunication services for northern communities, businesses, and government services.
- By creating a backup system the line significantly reduces the chances of network outages that have previously affected the North.

Economic Benefits:

- The project created jobs during the entire construction phase and will continue to provide long-term benefits by improving the economic prospects of the region through better digital infrastructure.
- Enhanced connectivity supports local businesses, tourism, and government services in remote areas.

Challenges:

- The construction of the Dempster Fibre Line faced significant challenges due to the harsh Arctic conditions, such as extreme cold, permafrost, and difficult terrain.
- It was carefully constructed to minimize the impact on the surrounding ecosystems, including the sensitive tundra regions.

Session Briefing Note**SPRING 2025****Dempster Fibre Line**Highways and
Public Works

Strategic Importance:

- Before the Dempster Fibre line project, the Yukon, Beaufort Delta and Mackenzie Valley were the only regions in Canada without a redundant or backup fibre optic line.
 - This left the territory vulnerable to communication outages in case of damage to the single fibre line that connected it to the rest of the country.
 - A backup fibre connection significantly improves Yukoners reliability of internet and telecommunications and all of the associated services that residents and businesses rely on.
 - The Dempster Fibre Line is a critical northern communication backbone, allowing for more reliable internet, cell phone service, and communication systems, it is especially important in emergency situations.
 - Overall, the Dempster Fibre Line is a transformative project aimed at bridging the digital divide for northern communities, enhancing economic opportunities, and ensuring more resilient telecommunications infrastructure in a challenging and remote region.
-

Context—this may be an issue because:

- This is a major infrastructure investment that is necessary to create a backup fibre connection for the territory.
 - This is a mandate commitment item.
-

Background:

- The construction phase of the project was completed by ROHL Global Networks, on September 12, 2024. The total contract value was \$94 million.
-

Session Briefing Note**SPRING 2025****Dempster Fibre Line**Highways and
Public Works

- The fibre line also crosses the Traditional Territories of eight First Nations and Indigenous groups in the Yukon and Northwest Territories, whose partnership and guidance were crucial to the successful completion of this essential infrastructure.

Approved by:

T. Allen

April 4, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Privacy Breaches and Protecting
Personal Information**Highways and
Public Works

Recommended response:

- Protecting the personal information of Yukoners is important to our government.
- The *Access to Information and Protection of Privacy Act* contains provisions that outline what personal information may be collected, how it is managed, who has access to it, and how privacy breaches must be reported.
- Privacy training is available for all employees and contractors to learn about what to do in the event of a suspected privacy breach.
- Privacy Impact Assessment Training is also available to help foster awareness and understanding of personal information and its protection in the public service.
- The department has also created an oversight and advisory resource for departments and has ensured that all government departments have a designated privacy officer.

Additional response:

- All privacy breaches with a risk of significant harm must be reported to the Corporate Privacy Office in the Department of Highways and Public Works.
- Privacy breaches with a risk of significant harm are also reported to the Information and Privacy Commissioner by the department where the significant breach occurred.
- Privacy breaches include issues such as loss of paper or digital records, inadvertently providing information to the wrong person,

Session Briefing Note**SPRING 2025****Privacy Breaches and Protecting
Personal Information**Highways and
Public Works

inappropriate access to information by employees, as well as phishing or hacking.

- When there is a suspected privacy breach, we notify those individuals who it may affect so that they are aware and can take further action to mitigate any potential impacts.

Third response:

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

Context—this may be an issue because:

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

Session Briefing Note**SPRING 2025****Privacy Breaches and Protecting
Personal Information**Highways and
Public Works

Background:

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

Approved by:

T. Allen

January 27, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****YG Starlink**Highways and
Public Works

Recommended response:

- The Government of Yukon understands the importance of having access to affordable, robust, and dependable internet for Yukoners.
- Since Starlink began offering services to Yukoners in January 2023 the service has proven beneficial for remote and underserved areas in Canada, providing affordable high-speed internet where other options are limited or non-existent.
- However, given the complexities of the U.S. tariffs, the Government of Yukon is reviewing our government's Starlink accounts and are cancelling those that are not required for business continuity or emergency response.
- As the Government of Yukon reviews its Starlink accounts and evaluates other low earth orbit satellite service providers, Yukoners may see continued use of Starlink by our government in necessary situations.

Additional response: Government of Yukon's use of Starlink

- The Government of Yukon has actively explored options to accommodate remote connectivity and will continue to evaluate alternatives as they arise.
- Starlink remains the most viable option for our needs at this time.
- The installation and hardware contracts associated with Starlink are done through local vendors.
- The Government of Yukon currently has approximately 90 Starlink units to improve remote connectivity, to enhance safety and reliability, and to provide business continuity.

Session Briefing Note**SPRING 2025****YG Starlink**Highways and
Public Works

- We have Starlink satellite internet in eight community health centres, and the Emergency Medical Services stations. This is to ensure that health care services remain connected and accessible during network outages.
- Work is underway to connect the Carcross, Old Crow and Teslin Health Centres to Starlink in 2025.
- Starlink is also used in all remote highway maintenance camps and in select remote project site offices.

Additional response: Enhance Safety

- Yukon legislation under the *Workers' Safety and Compensation Act* emphasizes employer responsibilities to ensure workplace health and safety.
- In the Yukon, Starlink currently remains the best internet option due to its ability to provide reliable high-speed connectivity in remote areas where traditional providers are not accessible.
- For example, Starlink enables camp workers to access critical communication tools essential for safety and operations in isolated regions.
- The Government of Yukon prioritizes the health, safety and wellbeing of Yukoners including government staff working in remote situations.
- Starlink remains a critical health and safety tool.
- Further, Starlink provides employees with the ability to remain in contact with family and friends while in remote settings, which bolsters morale in otherwise difficult situations, and continues to make this service an important tool in the toolbox.

Session Briefing Note**SPRING 2025****YG Starlink**Highways and
Public Works

Additional response: Business Continuity

- To help ensure business continuity, Starlink is also used in several urban locations, including the Jim Smith Building and Wildland Fire building, to provide a resilient connecting hub for key personnel in emergency situations.
- Starlink is accessible within our Emergency Measures offices and several communities as a backup for government operations in the event of a major network outage.
- Additionally, Starlink Roam is used on some government vehicles for connectivity in remote areas including highway corridors to enhance safety.

Additional response: Contracts and Cost

- Government of Yukon departments set up their own accounts and oversee their monthly payments.
- A number of units are on subscription pause, meaning we don't pay anything until they're re-activated.
- The range for monthly Starlink costs across the government varies as units are put into and out of service but is generally about \$10 to \$15 thousand per month.

Context—this may be an issue because:

- On April 4 Yukon government announced it would end Elon Musk associated contracts and services, where possible, due to his work with the current U.S. administration.
- Starlink had become a contentious issue in Canada with some jurisdictions cancelling or considering the cancellation of contracts due to negative sentiments regarding Elon Musk.

Session Briefing Note**SPRING 2025****YG Starlink**Highways and
Public Works

- Starlink provides a vital link for northern communities which have few options.
-

Background:

- Beginning in fall 2022, we informed Yukoners of the risk that Xplornet services could fail before September 2023; and we encouraged all Yukoners to switch to a new provider such as Starlink or OneWeb as soon as they were able to.
- At the time, Xplornet was the largest rural fixed wireless broadband service provider in Canada.
- In January 2023 Starlink began offering service to Yukoners in a 'beta' mode, and in September 2023 Xplornet satellite service ceased to be available.
- The Government of Yukon tested the alternative Internationally owned services called OneWeb; however, its performance and cost did not compare favourably to Starlink.
- We have also used geo-stationary satellite services, however their speed and latency costs do not compare favourably to Starlink
- Over the longer term, the Canadian company Telesat plans to launch a Low Earth Orbit service called Lightspeed. As it becomes available we will evaluate its capabilities, costs, and benefits relative to Starlink and other options expected to emerge over the next couple of years.
- There is another Low Earth Orbit service being launched soon by the American company Amazon called Project Kuiper.
- Telecommunications services in Canada are regulated by the Canadian Radio-television and Telecommunications Commission. Ultimately, the responsibility for managing, regulating, and providing satellite services rests with the Government of Canada.
- Innovation, Science and Economic Development is the lead department for broadband initiatives in Canada, with a mandate to improve rural Canadians' access to broadband.

Session Briefing Note
YG Starlink

- Departments with Starlink:
 - Community Services: 22 units.
 - Environment: 13 units.
 - Health and Social Services: 20 units.
 - Highways and Public Works: 31 units.
 - Justice: 1unit.
 - Tourism and Culture: 1 unit.
 - Energy, Mines and Resources: 4 units.

Approved by:	
T. Allen	April 4, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**AI and ChatGPT**Highways and
Public Works

Recommended response: Artificial Intelligence

- The Yukon government is exploring the use of Artificial Intelligence, also known as AI, while being mindful of its role in protecting citizens' information.
- The Yukon government is engaged with other governments across Canada through the Public Sector Chief Information Officer Council, as we collectively seek to understand more about these new and emerging platforms.
- It is important to find a balance between the potential benefits and risks of these platforms, as well as address the concerns of citizens and businesses.
- In the meantime, the Yukon government has provided initial guidance to all employees on the use of AI in the workplace, including the expectation to not upload personal or confidential information into AI platforms, as well as the use of AI generated graphics.

Context—this may be an issue because:

- Services such as ChatGPT are emerging quickly and have generated a significant amount of interest and use.
- The Canadian Privacy Commissioners launched investigations into the use of personal information to 'train' AI large language models like ChatGPT. The federal government announced the drafting of legislation concerning AI.

Background:

- ChatGPT is one of many manifestations of AI that are and will continue to emerge in the coming months and years.

Session Briefing Note

AI and ChatGPT

TAB# 49
SPRING 2025
Highways and
Public Works

- These platforms can provide seemingly factual or authoritative information that can be erroneous and must be independently verified.
- The basic ChatGPT is free to use, making it widely accessible.
- The federal government's proposed Artificial Intelligence and Data Act (Bill C-27) is in the committee stage and is Canada's first attempt to regulate AI.

Approved by:	
T. Allen	January 27, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**Khàtinas.àxh Community School
[pronounced “Kaw keen ah sa”]
Teslin School**Highways and
Public Works

Recommended response:

- Highways and Public Works leases the Khàtinas.àxh (pronounced Kaw keen ah sa) Community School from the Teslin Tlingit Council and are currently working to finalize an upcoming five-year lease, as the current one-year lease expires this summer.
- We work with the Teslin Tlingit Council to identify maintenance issues with the school and address them as quickly as practicable, recognising that the health and safety and wellbeing of students and staff is a top priority.

Additional response: drinking water

- The school has one dedicated fountain and bottle fill station that is used as the primary drinking water source. This aligns with the Canadian National Building Code requirement of one drinking water source per 100 students.
- There are also 3 kitchen sinks that are identified as additional drinking water sources.
- These fixtures have all been confirmed to meet Canadian Drinking Water Guidelines.

Additional response: school roof and heating

- A roof and siding assessment report was completed in 2023 and planning efforts are underway for remediation.
- The school is heated by a combination of biomass and an oil burning system.

Session Briefing Note

SPRING 2025

Khàtinas.àxh Community School [pronounced “Kaw keen ah sa”] Teslin School

Highways and
Public Works

- Highways and Public Works has been working throughout the winter on converting the heat distribution within the school to provide steady levels of heat to the building occupants.
- We are now in the process of upgrading the air handling units throughout the school to provide more consistency throughout the building.

Additional response: meetings with Teslin Tlingit Council

- Highway and Public Works representatives and representatives meet biweekly with the intent to finalize lease negotiations and address any ongoing maintenance priorities.
- Officials also started meeting biweekly in January 2025 to discuss maintenance of the biomass system.

Context—this may be an issue because:

- The Yukon government and Teslin Tlingit Council discussed the existing school and triggers for a new school, which would be responsibility of the Department of Education, at a meeting in January 2025. Questions may arise relating to the condition of the school, recent work completed and any upcoming maintenance.

Background:

- In 2018, the name of the Teslin School changed to Khàtinas.àxh [pronounced “Kaw keen ah sa”] Community School.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

April 1, 2025

Date Approved

Session Briefing Note**SPRING 2025****Marwell Grader Station - Relocation**Highways and
Public Works

Recommended response:

- The Department of Highways and Public Works is planning a new Whitehorse Grader Station, the project is expected to begin in 2028-29.
- The existing buildings that make up the grader station are over 70 years old, and have high energy and maintenance costs which makes replacing them the most economical solution in the long term.
- We have identified land along the Alaska Highway as a possible site for the future replacement.
- The current Marwell location is on land that may be better suited for other types of development.

Additional response: Kwanlin Dün First Nation

- Under the Kwanlin Dün First Nation Final Agreement, the First Nation has the right of first refusal to purchase, lease or otherwise acquire the existing Marwell site should the grader station be relocated.
- The Government of Yukon will collaborate with Kwanlin Dün First Nation government as this project moves forward.

Additional response: Assessment Remediation

- The Marwell Grader Station has been in use since World War 2 and has a large amount of contaminated soil.
- The Department of Environment has completed assessments that will be used to plan for remediation after the buildings are demolished.

Session Briefing Note

SPRING 2025

Marwell Grader Station - Relocation

Highways and
Public Works

Context—this may be an issue because:

- Minister Clarke’s March 2, 2023, mandate letter includes: “Advance early work alongside Kwanlin Dūn First Nation to determine the process for relocating the Whitehorse Grader Station, including the identification of a location and a review and initiation of the remediation work required. This work will be led by the Department of Highways and Public Works with support from the Department of Environment.”

Background:

- In 2015, Highways and Public Works completed initial planning for a replacement grader station. These plans were updated with new cost estimates in 2021.
- The project is set to begin in 2028-29 and is a part of the five-year capital plan.
- The Department of Environment completed a Phase 2 environmental site assessment and remedial options analysis in 2024. Remediation costs are estimated at \$14.2 million.
- The future planned site is located at Robert Service Way and the Alaska Highway and requires water and sewer services. The Yukon government has been working with the City of Whitehorse and Kwanlin Dūn First Nation to promote development of the area.
- While Kwanlin Dūn First Nation has right of first refusal should the Yukon government choose to dispose of the Marwell site; however, the Yukon government is not obligated to dispose of the land.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

March 26, 2025

Date Approved

Session Briefing Note**SPRING 2025****Old Crow Health and Wellness
Centre and 10-Plex**Highways and
Public Works

Recommended response:

- Since July 11, 2024, Old Crow has had their own Health and Wellness Centre, as well as a 10-plex to support service delivery and housing needs in the community.
- The 10-plex was substantially complete in January 2024, and the Health and Wellness Centre was substantially complete in May 2024.
- The Government of Yukon and Vuntut Gwitchin First Nation are excited to see the two beautiful facilities constructed in the Yukon's only fly-in community.
- Construction between March 2021 and May 2024 enabled the Vuntut Gwitchin community to benefit from \$13.67 million in employment, training, and business opportunities related to these projects.
- Both buildings were designed and built to high standards, including air tightness, insulation, energy efficient heating, ventilation, and lighting.
- They are constructed to exceed our energy performance target of 35 per cent below the 2017 National Energy Code standard.
- The Health and Wellness Centre's energy performance target was 37 per cent and the 10-Plex's energy performance target was 41 per cent.
- As a result, greenhouse gas emissions have been reduced for the Health and Wellness Centre by 40 per cent and the 10-Plex by 37 per cent.

Session Briefing Note**SPRING 2025****Old Crow Health and Wellness
Centre and 10-Plex**Highways and
Public Works

If asked about Operation and Maintenance issues**Additional response: Water Fill Line**

- The project team worked with the consultant team and contractor to address the issue and it is now properly functioning to prevent freezing.

Additional response: Operation and Maintenance

- The Old Crow Health and Wellness Centre is a groundbreaking facility in our most remote Yukon community providing a wide range of services to the community. This building marks a significant milestone in establishing standards for future health centres.
- As new systems and technologies are introduced into our northern environments, maintenance issues can sometimes arise during the handover of newly constructed buildings.
- In September 2024, the Health and Wellness Centre septic system was filling up at a faster rate than anticipated, requiring the tank to be drained every 1-2 days
- To resolve the issue, Highways and Public Works worked with a contractor to deliver building management system training remotely on September 19, 2024. The training was recorded for continued reference within the Facilities Management team.
- The issue has since been mitigated and the septic system is working as it should.
- Additionally, in mid-November the department will conduct an in-depth training session with staff on continued monitoring and maintenance of the system.

Session Briefing Note**SPRING 2025****Old Crow Health and Wellness
Centre and 10-Plex**Highways and
Public Works

Additional response: Oil Transfer Pump

- Oil transfer pumps in remote northern communities are crucial for transporting oil and other fluids efficiently. These pumps are designed to handle various viscosities and are often used in severe environments.
- Highways and Public Works became aware of an issue with the oil transfer pump at the Old Crow Health and Wellness Centre on October 18, 2024. The issue does not affect the 10-Plex.
- The oil transfer pump system was fixed on October 30, 2024, through the coordinated effort between Highways and Public Works and Ketza TSL using remote access to the building mechanical controls system.
- Additional staff have been recruited within the community to support the new facility.

Context—this may be an issue because:

- The Health and Wellness Centre and 10-plex housing unit is an important project for the community of Old Crow.
-

Background:

- Highways and Public Works was responsible for the procurement and management of the Health and Wellness Centre and the 10-plex housing unit design and construction.
 - A combined procurement was used for the two facilities to simplify construction resource demands in this small community and decrease the cost of both projects by realizing the benefits of economies of scale and shared resources.
 - Stantec Architecture and Engineering completed the conceptual design and is staying engaged during the final design and construction of both facilities.
-

Session Briefing Note**SPRING 2025****Old Crow Health and Wellness
Centre and 10-Plex**Highways and
Public Works

- The design-build contract for the project was awarded to Ketza TSL Construction in March 2021, for \$44.8 million. Higher shipping costs and a greater number of air freight loads, changes in market conditions have resulted in an increased contract amount of \$55.08 million.
- The design-build procurement was value-driven to look beyond the price to make sure the project brought as much value as possible to the community and to the territory. In this case, the winning proponent received points for the schedule, training plans, subcontracting plans, northern and Old Crow specific experience, and First Nations participation.
- A 60-year land lease to accommodate both facilities on one site was signed in spring 2021 with the Vuntut Gwitchin First Nation.

Shipping

- To assist with this project and other projects in the community, a winter road was constructed during the winters of 2021-22 and 2022-23 between Eagle Plains and Old Crow.
- In 2022, 67 truckloads of material were transported to and from Old Crow.
- In 2023, a total of 54 truckloads were shipped to Old Crow on the winter road, including:
 - 41 for Vuntut Gwitchin First Nation; and
 - 13 for the Yukon government and other parties.
- The first loads arrived in the community on February 22, 2022, and the last convoy left Old Crow on March 13, 2023.
- The winter road was used to haul 13 loads out of the community on behalf of Yukon government and other parties.
- These loads included construction equipment, old and outdated machinery, vehicles, and equipment no longer needed in the community, waste oil, batteries and other miscellaneous materials.

Session Briefing Note**SPRING 2025****Old Crow Health and Wellness
Centre and 10-Plex**Highways and
Public Works

- Air North Partnership has transported 794 loads of materials by air for the Old Crow Health and Wellness Center and 10-Plex project.
- The vast majority of shipping was by air and was carried out beginning in summer 2021 through to project completion. Air North is a Yukon company, partly owned by the Vuntut Development Corporation, and is helping to keep the benefits of this project flowing within the Yukon.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

March 3, 2025

Date Approved

Session Briefing Note

Polarettes Gymnastics Club

Tab# 56
SPRING 2025
Highways and
Public Works

Recommended response: New Facility

- The new Polarettes and Climb Yukon facility in Whistle Bend is planned to be completed this summer. It is an exciting milestone in recreation facilities for the territory and Whitehorse.
- The Polarettes Gymnastics Club will be moving into a purpose-built facility that is designed to meet the needs of the club.
- This new facility will help meet the territory's growing demand for recreational facilities
- We are continuing to work with Community Services on the O&M expenses.
- The space was funded by the Government of Canada's Investing in Canada Infrastructure Program with an investment of \$31.6 million and an additional \$2.5 million contributed by the Government of Yukon.

Additional response: Use of Previous Facility in St. Francis of Assisi Catholic Secondary School

- Highways and Public Works led a feasibility study for the former Polarettes space which confirmed upgrades are required to address building deficiencies and to prepare the space for a new user.
- Highways and Public Works met with school officials, Community Service's Sport and Recreation employees, and Sport Yukon to discuss potential options and the needs of each user group.

Session Briefing Note

Polarettes Gymnastics Club

Tab# 56
SPRING 2025
Highways and
Public Works

- Following the discussions it was determined that the space will be used as a community sport facility once the club moves to their new building in Whistle Bend later this year.
- The Riverdale facility, which is an annex of St. Francis of Assisi Secondary School, will be renovated so that it is better equipped to host a variety of sport competitions and events.

Context—this may be an issue because:

- The public may have questions about the current space occupied by Polarettes and their future space.

Background:

- Highways and Public Works worked with Education and Community Services to assess the options for the future use of the Riverdale facility.
- Sport Yukon would like an agreement with the Yukon government allowing them exclusive use of the Riverdale facility for community recreational activities.

Approved by:	
T. Allen	April 1, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note

Pool in Ross River

Tab# 57
SPRING 2025
Highways and
Public Works

Recommended response:

- The Government of Yukon understands the importance of the community swimming pool in Ross River.
- Unfortunately, over the years the swimming pool building's structure has deteriorated and its load is held by uneven columns and shifting ground.
- Our top priority is ensuring that all government facilities, including schools, offices, and recreational centers, are safe and secure for everyone.
- During fall 2024, Highways and Public Works conducted a detailed structural and geotechnical investigation along with a site survey to explore repair and releveling options.
- The final report was received in February 2025, and Highways and Public Works and the Department of Community Services have been conducting a review.
- The structural and geotechnical evaluation of the Ross River pool confirmed severe foundational and structural issues due to differential settlement and permafrost degradation at the pool.
- As a result of these findings, Highways and Public Works will support Community Services ongoing work towards identifying potential next steps.
- The Ross River Recreation Society has been contacted and is aware of the ongoing efforts.

Session Briefing Note

Pool in Ross River

Tab# 57
SPRING 2025
Highways and
Public Works

Context—this may be an issue because:

- The Ross River pool has been closed for several years due to COVID-19, ongoing issues with the building envelope and structure, and the pool system required upgrades, repair and replacement.
- There are concerns that should the pool be filled, it may not be able to support the weight of water and that this would further deteriorate the condition of the building.

Background:

- The Ross River Pool is an in ground, concrete pool with a liner. Built in 1999, the structure has shallow concrete strip footings with concrete knee walls that support the pool shell and decking, wood frame amenities block, and the metal framed pool enclosure.
- The Ross River community is built on changing permafrost that has also contributed to the need for structural assessments and repairs to other buildings in the community, such as the Ross River School and daycare. Highways and Public Works has established a permafrost monitoring program for the community.

Approved by:	
T. Allen	April 9, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****Ross River School**Highways and
Public Works

Recommended response:

- The Ross River community is built on changing permafrost that has contributed to the need for structural assessments and repairs to the Ross River School.
- The Department of Highways and Public Works continues to make sure the school is kept safe by mitigating structural movement, and by performing repairs to lessen the effects of building shifts.
- The Ross River School had been inspected quarterly by a multi-disciplinary team that includes an architect, a structural engineer, a geotechnical engineer and a surveyor.
- The final quarterly building condition inspection report, received on July 26, 2024, confirmed the school remains safe for occupancy. Quarterly inspections are no longer required since the building was relevelled in 2023 and is in stable condition.

Additional response:

- The Yukon is experiencing many climate impacts that affect our buildings and Highways and Public Works is implementing a new routine structural monitoring program for Yukon government buildings that are more vulnerable to the effects of climate change.
- The program is expected to be operational in spring of 2025 and will include those buildings, such as the Ross River school, that may be exposed to foundation and structural distress through permafrost degradation.
- Building on permafrost is challenging as the degradation to the permafrost destabilizes the structure. As temperatures continue to

Session Briefing Note**SPRING 2025****Ross River School**Highways and
Public Works

warm, these buildings will likely continue to be affected in the future by permafrost thaw created by climate change.

- Highways and Public Works is working to minimize the impact of climate change on our building infrastructure in the long term by investing in adaptation and planning. For example, we are conducting climate risk assessments on current government buildings and as part of planning for new builds.

Third response: Status of current projects

- During spring 2023, over 200 permanent jacks were installed underneath the Ross River School. The new releveling system can be re-used in the future to address any further movement of the school.
- The project provided significant Yukon First Nation Participation Plan opportunities for the Ross River Dena community.
- The construction of a new modular mechanical room to replace the existing mechanical plant was completed and operational in 2023. The heat emitted from the old mechanical plant was contributing to the deterioration of permafrost under the school.
- In 2024, the school received installation of a new septic field, to replace the old septic field which was comprised due to the shifting ground.
- In 2025, the school is undergoing a major roof repair to address adverse effects from building movement, as well as design for a remote level and temperature monitoring system.

Context—this may be an issue because:

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

Session Briefing Note

SPRING 2025

Ross River School

Highways and
Public Works

- With successful installation of the releveling system, the quarterly inspections are no longer required. The school is being moved onto an annual monitoring plan for buildings impacted by permafrost, starting in spring 2025.

Background:

- Permafrost conditions at the school have resulted in many structural assessments and repairs over the years.
- The contract for installation of the new roof, awarded to Ketz Construction Corporation in November 2024, was \$2,084,987.00.
- The contract for installation of the new septic system, awarded to United North Construction Group in May 2024, was 169k.
- The contract for the installation of the releveling system, awarded to T. Moon Construction in July 2022, was \$3.55 million.
- The contract for the new mechanical room, awarded to Cube Construction in June 2022, was \$1.29 million.
- Other maintenance works projects at the school in the last 5 years include:
 - 2023 – Lighting Upgrade (Gymnasium and Library) - \$59 thousand
 - 2023 – Passive Crawlspace Cooling – \$66 thousand
 - 2023 – Domestic Hot Water Tank Replacements - \$25 thousand
 - 2021 – Water Trough Installations – \$44 thousand
 - 2020 – Structural Upgrades – \$82 thousand
 - 2019 – Structural Upgrades – \$268 thousand

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

March 5, 2025

Date Approved

Session Briefing Note**School Maintenance**Highways and
Public Works

Recommended response:

- The Government of Yukon prioritizes a safe learning environment and continually undertakes routine and preventative maintenance work across Yukon's school facilities.
- Recognizing the importance of maintaining robust educational facilities, the Departments of Education and Highways and Public Works undertake a range of maintenance activities in Yukon school facilities.
- The preventative maintenance plan includes regular maintenance activities such as:
 - backup generator testing;
 - fire alarm, sprinkler system, and fire extinguisher testing;
 - emergency light testing and maintenance;
 - overhead door servicing;
 - boiler cleaning and servicing;
 - air system cleaning and air filter changes; and
 - propane appliance servicing.

Additional Response: custodial support

- Highways and Public Works also offers custodial services to schools located outside of Whitehorse.
- These buildings are cleaned primarily by internal department staff, however in some communities these services are contracted.
- Our custodial teams strive to provide a consistently high level of service within our buildings on a daily basis.

Session Briefing Note**SPRING 2025****School Maintenance**Highways and
Public Works

Additional response: custodial challenges at the Teslin School

- Recently, due to staffing and contracting challenges specific to Khàtinas.àxh [Kaw keen ah sa] Community School in Teslin, Property Management staff have been travelling from Whitehorse to provide custodial support.
- This caused a temporary reduction in cleaning services but we have now hired new staff from within the community to provide daily support.

Additional response: grounds maintenance

- We provide year-round grounds maintenance support to Yukon schools.
- We are responsible for snow and ice removal in parking lots, doorways and primary walkways or accessibility routes throughout the winter
- In the spring and summer months, we help with the clean-up of lawns and school grounds including dethatching, fertilizing, and mowing of lawns
- We also manage irrigation system start-up and shut down work.

Additional response: large maintenance projects

- Larger maintenance projects and school upgrades are typically planned for when the school is vacant. This includes the holiday season, spring break, and the summer when heating systems are not in use and the ground is not frozen.
- This work focuses on:
 - refurbishment, such as flooring and painting improvements;

Session Briefing Note**SPRING 2025****School Maintenance**Highways and
Public Works

- exterior maintenance, such as updates or repairs to paint and siding, exterior doors, and parking lot maintenance;
- interior maintenance, such as repairs to plumbing infrastructure, boiler replacements, heating, ventilation and air conditioning (HVAC) repairs, and lighting upgrades;
- summer cleaning program delivered by custodial teams; and
- reconditioning sports fields and upgrading irrigation systems.
- Every effort is made to minimize disruptions and inconveniences to building occupants.
- If any of the summer projects impact users returning to school at the beginning of the school year, the affected school community is notified by email in advance of classes starting.

Additional response: approach to maintenance planning:

- Highways and Public Works ensures that Yukon schools undergo regular inspections of assets connected to the life safety of occupants and the functionality of the buildings.
- If any structural issues are identified, precautionary response actions are prioritized based on a risk assessment of each issue, with impacts to life safety systems such as fire alarms and generator systems taking top priority.
- We maintain the building components that are critical to the functionality of the building. If a piece of equipment or furnishing is installed because it is required by the schools for programming, this is considered "program-specific equipment" and the Department of Education takes the lead on the care and maintenance of these assets.

Session Briefing Note

School Maintenance

SPRING 2025Highways and
Public Works

-
- Service requests submitted by our clients within each school are initially received and triaged by Highways and Public Works. Requests determined to be program-specific are routed to Education's Operations team to be responded to.
 - Larger maintenance projects like system replacements and upgrades are delivered through the Capital Building Maintenance Program, such as boiler replacements, fire alarm system upgrades and roof replacements.
 - The purpose of this program is to ensure that our buildings meet current standards for safety, comfort, energy efficiency and impact on the environment.
 - When project requests are received, they are reviewed, scored, and then approved.
 - Scoring criteria includes: Importance, Hazard, Feasibility, Service Life, Positive Impact, Energy Savings.
 - Projects are moved into the Building Maintenance Program based on priority score.
-

Context—this may be an issue because:

- Questions are sometimes raised about maintenance practices in schools and how we minimize impact to building occupants.
- The Ministers of Highways and Public Works and Education recently attended an Association of Yukon School Councils, Boards, and Committees meeting where building maintenance concerns were raised.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

April 2, 2025

Date Approved

Session Briefing Note**SPRING 2025****Seismic and Schools**Education
&
Highways and
Public Works

Value:

- Safe school infrastructure for students, staff and user groups is a priority for the Department of Education.

Recommended response:

- The department ensures that Yukon schools undergo regular inspections. If any structural issues are identified, the Government of Yukon takes precautionary actions and mitigation work is prioritized based on a risk assessment.
- The Government of Yukon continues to perform seismic and structural assessments on Yukon schools as required to ensure staff and student safety.
- The department has undertaken several mitigation measures by addressing structural issues identified during assessments. For example, repairs on roofs, floors and walls. Many non-structural problems have also been addressed, such as duct work, furniture upgrades and shelving.
- Seismic mitigation is one of the many factors considered in a new school design.

Additional response:

- Every school was built to the standard of the day and inspected to ensure they met all relevant codes at the time of construction.
- The Highways and Public Works and Education departments are reviewing all Yukon school facilities and planning for the future of those facilities.

Session Briefing Note**SPRING 2025****Seismic and Schools**Education
&
Highways and
Public Works**Context—this may be an issue because:**

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

Background:

- The Yukon's last major seismic event was in 2017, and the mitigations in place proved effective during that event.
- Yukon schools were built according to the building code at the time of construction, and modern building code requirements contain increasingly stringent structural requirements.
- The type and severity of seismic issues varies from building to building and can be categorized into:
 - structural components, like roofs, floors, walls, foundations,
 - non-structural components, like suspended ceilings, water piping, ductwork, furniture upgrades and shelving units.

Approved by:Mary Cameron2025-01-29

Deputy Minister, Department of Education

Date approved

Approved by:T. AllenMarch 19, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Big Creek Bridge Replacement**Highways and
Public Works

Recommended response: New Bridge Opening

- The new Big Creek bridge opened to traffic on October 5, 2024.
- The replacement bridge is wider than the bridge it replaced with improved road alignment upon its approaches.
- The demolition of the old bridge was completed in early 2025.
- During the upcoming construction season, the contractor will complete the paving of the highway, thereby concluding this project.

Additional response:

- Construction of a new bridge began in 2020, however, due to deficient work, the original contract was terminated from the project in the spring of 2023 for breach of contract. A new contractor was retained to complete the project.
- In August 2023, the contractor filed a statement of claim against the Government of Yukon claiming wrongful termination of the contract.
- The Government of Yukon has counterclaimed for costs to complete the project and repair the deficient work, with the bonding company being partied to the claim.
- Legal proceedings are continuing, and we will be looking to recover the costs of fixing the deficient work through the litigation process.
- As this project is fully funded by the Yukon government, there are no applicable federal recoveries.

Context—this may be an issue because:

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

Background:

- Big Creek Bridge is located approximately 65 kilometres west of Watson Lake on the Alaska Highway and is an important part of Yukon's transportation network.

Session Briefing Note

SPRING 2025

Big Creek Bridge Replacement

Highways and
Public Works

-
- In June of 2024, the Government of Yukon awarded a contract to complete the remaining road and bridge remediation works.
 - The total expenditure in the 2024-25 fiscal year is expected to be \$7.1 million. Up to \$2 million is budgeted in 2025-26 to complete the pavement on the access and egress of the bridges.
 - The total construction cost is expected to be \$14.9 million.
 - Following completion of the project, we will be working to recoup the costs of fixing the deficient work from the original contractor as well as the costs to complete the project.
 - Prior performance and deficiencies under the original Big Creek Bridge contract were part of the considerations in the 2024 procurement for the remaining road and bridge remediation.
 - The project to replace the existing bridge started in 2020.
 - In 2020, the tender to construct a replacement bridge was awarded and the original planned completion was in 2022.
 - However, in 2022 defects within the concrete deck were discovered during inspections of the new bridge.
 - The contract with the original contractor was terminated in May 2023, on the basis of a breach of contract.
 - The bonding company was immediately notified and asked to step in to fulfill their obligations under the bond.
 - For the 2024 procurement to complete the project, language was included in the tenders to restrict parties that previously performed deficient work from bidding.

Approved by:

T. Allen

March 27, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Brushing and Roadway Safety Improvements**Highways and
Public Works

Recommended response:

- The safety of the travelling public is a priority of the Department of Highways and Public Works.
- Throughout the year our crews and contractors are out brushing, improving lane markings and installing and maintaining roadside barriers.
- Vegetation control plays a key role in keeping road signs visible and reducing drifting and accumulating snow on the road.
- Frequent brushing also increases visibility for drivers, helping them better see wildlife and avoid collisions.
- Since the launch of the Roadway Safety Improvement Program in 2019, we have installed over 9 kilometres of new barriers, painted over 3,500 kilometres of highway lines, and cleared approximately 4,200 kilometers of vegetation in the right-of-way.
- The program has completed 66 per cent of Yukon highways to date, allowing for strategic revisiting of areas with mowing equipment.
- Regularly revisiting areas with mowing equipment costs half as much as heavier brushing, providing cost savings on completed areas moving forward.

Additional response:

- The Government of Yukon uses a Request for Qualifications process as an efficient way to quickly and effectively tender vegetation control contracts to a list of prequalified bidders.
- The initial 2022 to 2024 qualified source list successfully included 30 companies.

Session Briefing Note**SPRING 2025****Brushing and Roadway Safety Improvements**Highways and
Public Works

- A new five-year qualified source list was tendered in February 2025 and became active April 1.
- Thirteen companies qualified through the February procurement.
- Throughout the five year term of the qualified source list there will be regular opportunities for additional businesses to be added.
- The next onboarding opportunity is planned for May.
- In 2024, the Government of Yukon awarded \$2.8 million in vegetation control contracts to 15 companies and completed 564 kilometers of work.
- Depending on size, projects are offered by direct award, invitational, or open tenders to the full list of qualified companies.

Third response:

- Roadside barriers are an important safety feature along our roads.
- In 2021, Highways and Public Works increased the annual spending budget for roadside barriers to \$800 thousand, reinforcing our commitment to enhancing road safety.
- To boost industry awareness and participation, an information session was held on February 23, 2023, to inform the contracting community and seek feedback on tendering options.
- This proactive approach has led to an increase in the number of bids and greater efficiency in the delivery of barrier repairs. In 2023 seven bids were received on two tenders. In 2024 eight bids were received on three tenders.
- In 2024 our contractors repaired 15 roadside barriers.

Session Briefing Note**SPRING 2025****Brushing and Roadway Safety
Improvements**Highways and
Public Works

Context—this may be an issue because:

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

Background:**Engagement and online portal**

- Prior to each field season, letters are sent to property owners who live close to planned projects to inform them of upcoming brushing and mowing work.
- The letters direct owners to an online platform that outlines the locations where vegetation control is anticipated to be taking place, shares the specifications of planned vegetation control and explains the benefits.
- For the 2025-26 season, the online webpage is live and letters were sent to owners in March.

Roadway safety improvement

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

Vegetation Control

- Vegetation control is completed through contracts and through Memoranda of Understanding with First Nations and municipalities.
- Each contract contains detailed specifications for vegetation control that include stem height, clearing widths, steep slopes, riparian zones, inside curves for sight line distance, and salvageable wood, which is available for the public.
- Brushing must meet or exceed specification set out in "*Preventing Wildlife Injuries from Right-of-Way Vegetation Control*." These specifications were recommended

Session Briefing Note**SPRING 2025****Brushing and Roadway Safety
Improvements**Highways and
Public Works

by the Yukon Department of Environment, Carcross/Tagish First Nation and the
Southern Lakes Caribou Steering Committee.

Approved by:

T. Allen

April 22, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Dawson City Airport**Highways and
Public Works

Recommended response:

- The Dawson City airport is a hub for many important operations including Air Ambulance, Wildland Fire, mineral exploration, tourism, and outfitting.
- Over the past few years, the Department of Highways and Public Works has made several improvements to the Dawson City Airport, including:
 - paving the runway;
 - building a second apron;
 - constructing a new maintenance facility;
 - upgrading operational areas; and,
 - relocating the Canadian Border Services Agency building to better support airport operations.
- Work is underway at the Dawson City Airport to develop additional surface water management improvements such as ditching around the airport to ensure it remains operational during potential local flood events.
- The Yukon government has worked closely with Air North and Transport Canada to enable Air North to provide seasonal scheduled service to Dawson using larger 737-500 aircraft.
- The larger capacity 737-500 service augments the existing ATR-42 scheduled passenger service.

Context—this may be an issue because:

- Yukon's community airports are essential to all travellers.

Session Briefing Note

SPRING 2025

Dawson City Airport

Highways and
Public Works

Background:

- The Dawson City airport was built in the 1930s.
- The Department of Highways and Public Works prioritizes operations, maintenance and capital spending based on several factors, with safety being the most important. Regulatory requirements, costs, traffic volumes, impact on communities and impact on industry are also considered.

Approved by:	
T. Allen	March 3, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****Dempster Highway**Highways and
Public Works

Recommended response:

- The Dempster Highway is Canada's only all-season public road to cross the Arctic Circle. Starting near Dawson City, this 740-kilometre unpaved two-lane highway traverses northern Yukon all the way to Inuvik, Northwest Territories. 465 kilometres of the highway is in the Yukon.
- The Department of Highways and Public Works is responsible for maintaining the Dempster Highway between the North Klondike Highway and the Yukon-Northwest Territories border.
- We prioritize the safety of travellers and continuously monitor the Yukon's highway network for potential risks and road safety hazards.
- The Dempster Highway sees shifting weather patterns that can pose a safety risk to drivers.
- Throughout the year our crews maintain the highway daily, plowing, grading, blowing snow and fixing issues as they arise.
- We urge all drivers to use caution when travelling along the Dempster Highway, to drive to the current road conditions, and to check 511 Yukon for the latest updates.

Additional response: Gateway funding

- The Yukon Resource Gateway Program is a major infrastructure initiative aimed at improving road access in the Yukon.
- The Government of Canada and the Yukon government recently amended the contribution agreement objectives to emphasize roads benefiting both mining and inter-provincial connectivity projects.

Session Briefing Note**SPRING 2025****Dempster Highway**Highways and
Public Works

-
- This means good news for the Dempster Highway. \$45 million is reallocated toward this important Yukon highway to make much-needed improvements.
 - As Canada's only all-season public road crossing the Arctic Circle, the Dempster Highway is a vital transportation route for residents, businesses, and travellers.
 - This investment will improve year-round reliability, upgrade northern infrastructure, and ensure safer, more efficient travel.
 - By building a more resilient Dempster Highway, we are enhancing Arctic Security and supporting a critical corridor that serves multiple sectors and communities.
 - The Government of Yukon will be engaging with affected Yukon First Nations to develop Project Agreements. These agreements outline how we will work collaboratively to structure procurements to align with the Yukon First Nations Procurement Policy and to ensure the project benefits their Traditional Territory.

Additional response: Details of Funding Re-profiling

- The Government of Yukon has been seeking opportunities to reallocate federal funding in order to prioritize the repair and upgrade of the Dempster Highway to the Arctic.
- As repairs to the Dempster Highway fit within the scope of the federal program which funds Gateway, reallocating those funds toward this important project has far reaching benefits.
- The Dempster component includes construction of structural culverts, highway improvements such as road reconstruction, and roadside safety measures, including avalanche and rockfall mitigation.

Session Briefing Note**SPRING 2025****Dempster Highway**Highways and
Public Works

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- The reallocation of funding to upgrade the Dempster Highway was designed to be cost-neutral in terms of the Gateway funding agreement and to maximize Canada's contribution. This decision was made strategically, considering government priorities.
 - The focus was largely on reprofiling components that did not have a project agreement in place to make room for important work on the Dempster Highway.
 - We recognize the importance of resource access roads for industry. The funding allocated to Gateway supports resource roads and maintains a strong focus on industry needs.
 - The Yukon government remains committed to supporting the mining industry and ensuring Yukon's roads support economic growth to the benefit of all Yukoners.
 - In the coming weeks we will be working with affected First Nations and the mining industry to provide more information on this change.
 - Although this shift is in the interest of Arctic Security and inter-territorial connectivity, the Dempster Highway is an access for more than 3000 mineral claims, including 551 placer and 2512 quartz and over four oil and gas leases.

Additional response: 2025 Construction Season

- Highways and Public Works conducts routine annual maintenance activities on the Dempster Highway such as: gravel surface blading, dust suppression, culvert repairs, vegetation control, sign maintenance, and inspections.
- In addition to routine maintenance, this construction season the department plans to conduct gravel resurfacing, as well as installing

Session Briefing Note**SPRING 2025****Dempster Highway**Highways and
Public Works

culverts and rehabilitating existing drainage structures to improve drainage.

Additional response: Engagement with the Government of NWT

- The Government of Yukon is actively engaged with the Government of Northwest Territories to ensure the Dempster Highway remains resilient to the impacts of climate change and continues to meet the needs of our communities.
- Together, we are working on a Memorandum of Understanding to define our shared goals of maintaining the Dempster Highway as a safe, dependable and efficient route.
- To support this initiative, we have shared planning, engineering and climate data related to the Dempster Highway.
- Once the plans are complete, we will submit a joint application to the federal government to support upgrades to the Dempster Highway over the next 10 to 20 years.

Additional response: Weather and Road Conditions

- The Dempster Highway is a road unlike any other, and for many travellers, it could present challenges depending on weather.
- Snow, rain, freezing rain, strong winds and major temperature fluctuations can impact the conditions of the road, making it challenging to drive on for even the most experienced of drivers.
- While we work hard to keep it maintained, we encourage travellers to be prepared by travelling with spare tires, extra fuel, spare oil and anything else required to be self-sufficient in the remote wilderness.

Session Briefing Note**SPRING 2025****Dempster Highway**Highways and
Public Works

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- In August 2024, our engineers conducted an assessment of the highway and identified a number of areas for potential improvement from both an engineering and traveller perspective.
 - This detailed assessment will enable us to formulate effective plans and cost estimates for potential improvements.
 - The Government of Yukon spent approximately \$3.3 million on resurfacing and maintenance of the Dempster Highway this past year.
 - An additional \$1.5million was spent on aggregate production, vegetation control and planning work for future projects.
-

Context—this may be an issue because:

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

- Last year a number of serious motorcycle incidents took place on the Dempster Highway.

Road Closures

- In March 2024, the Dempster Highway was under a blizzard warning with extremely high winds and was closed for a week due to an accumulation of blowing snow, and extremely icy sections.
- Highways and Public Works officials were in contact with NWT throughout the closure to help keep travellers informed.

Road Washout

- In May 2023, there was a highway washout at kilometre 238 near the Oglivie River that required repairs, resulting in a highway closure lasting for several days.

Session Briefing Note

SPRING 2025

Dempster Highway

Highways and
Public Works

- During the 2024 construction season, gravel resurfacing on sections of the highway between Klondike and Ogilvie was completed.

General

- The Government of Northwest Territories operates ferries at the Peel and Mackenzie rivers, with ice bridges used in the winter.
- The Yukon section of the highway is supported by three grader stations located at Ogilvie, Klondike and Eagle Plains.
- The southern section of highway up to Tombstone Territorial Park receives moderate traffic volumes, about 80 vehicles a day, compared to the northern part of the highway, which receives about 50 vehicles a day.
- While traffic volumes for the 300-plus kilometres of the highway north of Tombstone are not significant, Highways and Public Works maintains this section of the highway to a set standard.
- The development of the Highway Infrastructure Improvement Plan for the Yukon portion of the Dempster Highway began in January 2024. It is planned to be completed in the 2024-25 fiscal year.

Approved by:

T. Allen

April 22, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**Early Mining Road Opening and
Little Gold Border Crossing (Top
of the World Highway)**

Highways and
Public Works

Recommended response:

- Mining is a key economic driver for the Yukon, and our government remains committed to supporting a strong and sustainable industry.
- We understand how critical early spring access is for Yukon placer miners to mobilize equipment and prepare for the season ahead.
- The Department of Highways and Public Works dedicates significant time and resources each year toward maintaining the Yukon's year-round and seasonal highway infrastructure.
- The goldfields roads are no exception, and we endeavor to keep our timelines in line with the operational needs of Yukon placer miners.
- The department began early mine road openings and maintenance on February 18, 2025, starting with the Dawson goldfields.
- Highways and Public Works is coordinating with Canada Border Services Agency to align our efforts with the forecasted opening date at the Little Gold Border Crossing.
- We also began work on the Top of the World Highway on March 15 using internal resources. Additional contracted support to deal with glacier affected areas joined these efforts on March 18.
- The Top of the World Highway is open beyond the 60 Mile Road.

Additional response:

- Highways and Public Works have opened the mine roads and continue to conduct routine maintenance on these roads using our equipment.

Session Briefing Note

Early Mining Road Opening and Little Gold Border Crossing (Top of the World Highway)

Highways and
Public Works

- Contracted specialized equipment is required to continue removing glacier affected areas and these contracts were finalized and in place on March 18, 2025.

Context—this may be an issue because:

- To help industry plan for the upcoming season, placer miners enquire about the date the goldfields road network will be opened and cleared for the spring.

Background:

- In the past, dates for early opening were dependent on several uncontrolled variables including winter conditions, snowpack, and ground water.
- The date is communicated to Klondike Placer Miner's Association each year as far in advance as possible to help with their planning.

Approved by:

T. Allen

April 22, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****General Highway Maintenance**Highways and
Public Works

Recommended response: General Maintenance Schedule

- Highways and Public Works prioritizes the safety of travellers and continuously monitors the Yukon's highway network for potential risks and road safety hazards and performs maintenance activities accordingly.
- To do this important work we operate 21 highway maintenance camps throughout the territory.
- As part of operations, department crews monitor the highways daily throughout the year.
- Our dedicated crews stationed at grader stations across the territory work tirelessly year-round, ensuring safe and efficient use of the highway network. This includes working holidays and weekends to ensure roads are open and safe for Yukoners.

Additional response: Spring maintenance

- Spring is a critical time for maintenance as the snow melts and we transition from winter to summer driving conditions.
- Our spring maintenance work includes a wide range of activities across the territory, which includes:
 - removing snow from the road shoulders to keep water and ice off the road;
 - Spring litter clean-up where non-profits can earn money by helping pick-up garbage near our highways;
 - pothole filling to improve safety and ride quality for drivers;
 - gravel road blading to smooth out washboards and clean up the driving surface;

Session Briefing Note**SPRING 2025****General Highway Maintenance**Highways and
Public Works

- sweeping to remove sand, gravel, and other debris from the roads and shoulders;
- steaming culverts to clear out ice blockages and make sure water can flow freely; and,
- cleaning highway signs to remove built-up dirt and grime so they are clearly visible to all road users.

Recommended response: General Year-Round Maintenance

- During the winter months, regional highway crews are scheduled to work seven days a week, and Whitehorse has 24/7 coverage.
- After a snowfall, our main highways are cleared based on priority, ensuring school bus routes and high-traffic areas are addressed first, followed by all other roads as quickly as possible.
- The department aims for priority roads to be cleared between 24 and 72 hours after snowfall, however delays may occur.
- Highways and Public Works is equipped to take on the challenging conditions with the required specialized graders and snowblowers needed for clearing the roads.
- It typically takes about four hours for a truck to complete a single pass on a highway, and two passes are usually necessary to fully clear the road of snow.
- In the summer, roads that are not primary highways are graded twice per year, with additional grading as needed to maintain safe road conditions.

Session Briefing Note**SPRING 2025****General Highway Maintenance**Highways and
Public Works

Additional response: Maintenance Decisions and Budget

- The department uses asset management principles to prioritize investments across the Yukon transportation network to ensure that we maximize the life of our infrastructure and minimize the cost to maintain that infrastructure.
- Investing in our infrastructure reduces maintenance costs down the road. For example, when we rebuild a section of the road, it reduces time spent patching potholes.
- Fiscal year 2025-26 O&M budget estimate for highway maintenance is \$49,758 million.
- This is made up of the following programs:
 - Highway maintenance, such as plowing, sanding and blading.
 - BST, aggregate production, signs and lines.
- The “2025-26 Supplementary information and statistics” report for Highways and Public Works lists budget estimates by highway, and also includes non-direct highway maintenance costs, such as administration costs, safety and training, and equipment.
- While the maintenance budgets per highway remain consistent year over year, the cost associated with non-direct highway maintenance are more subject to fluctuation.
- The department is currently conducting a review of how the highway maintenance budgets are presented in this schedule to provide more clarity in terms of the direct costs of maintenance being planned for each highway.

Session Briefing Note

General Highway Maintenance

Tab# 79
SPRING 2025
Highways and
Public Works

Additional response: BST application

- Of the 4,831 kilometres of maintained roads surfaced in the Yukon, 1,973 kilometres are bituminous surface treatment or chip seal.
- Road surfaces have an estimated useful life of 8 to 20 years depending on the surface type.
- BST has been used in the Yukon for highway surfaces since 1976.
- To support BST applications, on average each year we process approximately 1,000 to 2,000 aggregate samples and 100 BST oil samples in our lab.
- Resurfacing treatments are prioritized using asset management lifecycle analysis, which considers road conditions and traffic volumes.

Context—this may be an issue because:

- Road conditions in the Yukon are a frequent topic of discussion for residents and travelers, often prompting public discussions and inquiries.

Background:

- Road maintenance costs, where increases have accelerated throughout and since the pandemic. For example, emulsion costs per tonne have increased by 50 per cent since 2020.
- Maintenance requirements due to climate change has increased significantly, increasing routing maintenance and emergency maintenance needs. For example, on average the Yukon experiences an additional 24 days of snowfall annually compared to the 1990s and the proportion of budget allocated to snow removal has doubled.

Approved by:	
T. Allen	April 23, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****Highway Safety - 511 Yukon**Highways and
Public Works

Recommended response:

- 511 Yukon provides up-to-date road information to help notify drivers of road conditions before they encounter them.
- Information shared on 511 Yukon is based on data from monitoring devices along the highway and highway maintenance staff observations.
- We have 15 Road Weather Information Systems that provide real-time information on weather and road conditions, which informs maintenance response and helps citizens plan safe trips.
- 511 Yukon is updated daily to show road and weather conditions, as well as construction or unplanned incidents.
- The conditions displayed on 511 Yukon may also be coordinated with communications media, such as highway digital messages boards, text alerts and social media, as appropriate.
- We continually strive to enhance Yukon 511 and work to ensure Yukoners have ongoing access to the most up to date road information.

Additional response: Features of 511 Yukon

- Users can view roadside cameras to see what the road conditions are in real time in many areas of the Yukon, before heading to their destination.
- The 511 Yukon mobile app features a hands-free mode that uses voice recognition and provides important road condition notifications straight to your device. The app also features a drive-mode alert that provides an audio alert of any delays on the road ahead of you.

Session Briefing Note

SPRING 2025

Highway Safety - 511 Yukon

Highways and
Public Works

- Additional features are added to 511 Yukon as they are developed. Recent updates include:
 - in spring 2022, weight restrictions for highways and bridges were added;
 - in December 2023, Yukon’s electric vehicle charging stations were made visible; and,
 - in February 2024, Yukon’s highway rest stops were included.

Context—this may be an issue because:

- The improved 511 Yukon system is an example of how the government is making online services easier to access for Yukoners. Some travellers have noted gaps in information during key road closures.

Background:

- The website offers a user-friendly experience, including a Google Maps integrated interface and the ability to create a personal user profile.
- The mobile app can be downloaded for free from the Apple Store or Google Play Store.

Approved by:

T. Allen

January 28, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**Mailing Driver's Licences
Motor Vehicles Breach**

Highways and
Public Works**Recommended response:**

- Protecting the personal information of Yukoners is important to our government.
- The new Yukon licence is now the most secure in Canada and meets all North American standards for licencing.
- Due to the enhanced security features required to meet national standards, driver's licences and general identification cards are now printed in a secure facility in Ontario and mailed to the recipient's home address.

Additional response: Incident

- In fall 2024, a citizen filed a complaint with the Information and Privacy Commissioner about not receiving their driver's licence, which had been mailed by our newly appointed third-party card printing provider, Veridos Canada.
- An internal review was carried out concerning the possibility that someone may have received the driver's licence in error, though it has not been confirmed that this occurred.
- Although this incident is Canada Post's responsibility, Yukon Motor Vehicles takes these types of matters very seriously and cancelled the lost card as soon as the department was made aware. The staff worked quickly to assist this individual by reissuing and expediting a replacement without additional costs or delays.
- Veridos Canada verified with Motor Vehicles Office that the licence was mailed. We continue working with our contractor Veridos Canada to ensure that the standards of custody and control continue to be upheld.

Session Briefing Note**Mailing Driver's Licences
Motor Vehicles Breach**Highways and
Public Works

- Highways and Public Works has offered the use of an identity protection service to this resident to further reduce any risks.
- The Information and Privacy Commissioner is conducting an investigation and continues to review Yukon Motor Vehicles processes.
- Yukon Motor Vehicles follows a secure and standardized process for issuing and mailing driver's licences. This includes rigorous verification during production and ensuring all licences are sent via trusted postal services.

Additional response: Delivery standards for new IDs

- Once a driver's licence is printed by Veridos Canada in Ontario, the new secure third-party printer, they're mailed through Canada Post's regular mailing system.
- Canada Post is then liable for the delivery of mail once received and for investigating lost letters and parcels.
- Yukon Motor Vehicles used regular mail to send driver's licences before the recent change to the third-party printer.
- All Canadian jurisdictions use regular mail for the delivery of driver's licences as the use of registered mail would be cost prohibitive.
- This company currently produces Driver's Licences and ID cards for Ontario, Manitoba and Saskatchewan, as well as card programs for BCAA, Alberta Motor Association and the International Aero Transport Association in the U.S. This company produces more than three million driver's licences and one million ID cards annually.

Session Briefing Note

SPRING 2025

Mailing Driver's Licences Motor Vehicles Breach

Highways and
Public Works

Context—this may be an issue because:

- The public may have questions about their identification's security and the Information and Privacy Commissioner's investigation is continuing on this matter.

Background:

- The Government of Yukon introduced new driver's licences and general identification cards on May 21, 2024.
- The new cards are the first of their kind in North America to allow for the inclusion of Indigenous names in Athabaskan characters. The cards:
 - are produced on laser-engraved polycarbonate, rather than laminated plastic, a feature that increases the long-term durability and security of the IDs;
 - include cardholder photos in black and white, as well as updated Yukon design elements; and
 - contain specialized security features unique to the Yukon.
- Yukoners can generally expect to receive their new card in the mail within 10-14 days and will be given a temporary driver's licence in the meantime.
- For Yukoners planning to travel, it is best to allow up to 4 weeks for the new card to arrive.

Approved by:

T. Allen

March 3, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note

Mechanical Contracts for Highway Camps

Highways and
Public Works

Recommended response:

- Highway maintenance is a vital aspect of infrastructure management, ensuring the safety, functionality, and longevity of transportation routes. Central to this effort is the use of heavy equipment.
- The proper functioning of this equipment is crucial to maintaining an efficient and safe transportation network. Heavy equipment mechanics play a critical role in ensuring this equipment remains operational.
- The Government of Yukon is currently experiencing a significant shortage of heavy-duty mechanics, requiring the use of contracted external services. This allows us to maintain our fleet and ensure road safety while we continue to recruit internal heavy-duty mechanics.
- Mechanical contracts are for specific mechanical repairs on heavy-duty equipment. These contracts are awarded based on the scope of work required.
- Additionally, any parts required for repairs are procured through existing Standing Offer Agreements, which helps minimize costs.

Context—this may be an issue because:

- The public may have questions about mechanical contracts.

Background:

- In April 2023, Highways and Public Works issued a Request for Qualifications (RFQ) to find local businesses capable of providing these services. This RFQ was used to help identify qualified contractors.
- For the 2024-25 fiscal year, the RFQ was re-issued to identify local businesses to provide mechanical support. However, due to a lack of qualified bidders, the RFQ

Session Briefing Note

Mechanical Contracts for Highway Camps

Highways and
Public Works

was subsequently cancelled. As a result, the department had to hire external contractors to meet our maintenance needs.

- To streamline this process moving forward, the Government of Yukon will continue efforts to publicly procure mechanical services enabling Highways and Public Works' ongoing delivery of critical highway maintenance service.
- A public procurement for mechanical services in the Whitehorse area has recently resulted in the establishment of a mechanical services Standing Offer Arrangement.
- We are also committed to recruiting more heavy-duty mechanics, with ongoing until filled job postings which have been running continuously since 2023. These postings aim to expand our internal capacity and reduce reliance on contracted support.

Facts:

- The importance of heavy equipment in highway maintenance cannot be overstated. These machines are critical for ensuring the safety, efficiency, and functionality of the transportation network. However, their ability to perform these tasks is directly dependent on the effectiveness of their maintenance.
- Mechanics are indispensable in this process, ensuring that equipment is regularly serviced, quickly repaired, and kept in optimal condition.
- Investing in proper maintenance, skilled labor, and preventive strategies will ultimately reduce downtime, lower repair costs, and extend the lifespan of expensive equipment, all of which contribute to more efficient and effective highway maintenance operations.
- Heavy equipment is indispensable for the following highway maintenance activities:
 - Road Surface Repair: Equipment like graders, dump trucks, sweepers, and compactors rollers are essential for smoothing and resurfacing damaged roads.

Session Briefing Note**Mechanical Contracts for
Highway Camps****Highways and
Public Works**

- Snow and Ice Removal: Snowplows and sand spreaders are critical for clearing snow and ice during winter, preventing accidents and road closures.
- Given the essential tasks these machines perform, it is critical that heavy equipment remains operational at all times. Failure to maintain these machines can result in:
 - Increased Downtime: Equipment failures can delay maintenance projects, leading to longer periods of road disruption and increased traffic congestion.
 - Safety Risks: Malfunctioning machinery can pose safety hazards to workers and the public. For example, a malfunctioning snowplow may fail to clear roads efficiently, leading to hazardous driving conditions.
 - Higher Repair Costs: Delayed maintenance or lack of proper servicing often results in more severe breakdowns, which are costlier to repair. Regular maintenance helps identify potential issues before they escalate.
- Mechanics play a pivotal role in maintaining the operational readiness of heavy equipment. Their responsibilities include:
 - Routine Inspections: Mechanics perform regular inspections of equipment to identify signs of wear and tear, such as fluid leaks, damaged components, or abnormal sounds. Early detection of issues helps prevent major failures.
 - Preventative Maintenance: Implementing a scheduled maintenance program is essential to keeping machinery in optimal condition. Mechanics ensure that all equipment receives timely oil changes, hydraulic system checks, tire rotations, and other preventive measures.
 - Repairs and Troubleshooting: When equipment malfunctions, mechanics are trained to quickly diagnose and repair the issue, minimizing downtime.
 - Upgrades and Modifications: Mechanics help maintain the equipment's technological efficiency, ensuring that older machines are retrofitted with

Session Briefing Note
Mechanical Contracts for
Highway CampsHighways and
Public Works

newer components or updated to meet current safety and environmental standards.

- Inefficiency and Reduced Productivity: When equipment is not functioning optimally, it decreases operational efficiency, leading to slower progress on maintenance tasks and potentially more expensive operations.
- Asset Longevity: Regular upkeep not only ensures that machines run efficiently but also extends their useful life, maximizing the return on investment.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

April 22, 2025

Date Approved

Session Briefing Note**SPRING 2025****North Klondike Highway and Upgrades**Highways and
Public Works

Recommended response:

- The North Klondike Highway is a vital link for industry and a well-travelled route for Yukoners, and tourists from around the world.
- Through the federal government's National Trade Corridors Fund, a total of \$267.6 million will be invested to upgrade critical sections of the North Klondike Highway, including three bridge improvements and Intelligent Transportation Systems components, over a 10-year period.
- The project includes a total of 209 kilometres of planned highway reconstruction between Carmacks and the City of Dawson. The federal government's contribution is \$200.7 million with Yukon contributing the remaining \$66.9 million.
- Since 2020, a total of approximately \$73.4 million has been spent to reconstruct 68.5 kilometres of the highway, of which approximately \$55.1 million is recoverable from Canada.
- These upgrades increase safety, improve driving conditions, better connect the Yukon's resources to markets, and increase the resiliency of the highway to the impacts of climate change, such as thawing permafrost.
- This project will also provide economic opportunities for Yukon First Nations through the Yukon First Nations Procurement Policy.
- We have expanded the use of Intelligent Transportation System components that collect data on traffic, road conditions and weather – all of which helps to improve safety for road users.

Session Briefing Note

SPRING 2025

North Klondike Highway and Upgrades

Highways and
Public Works

Additional response:

- Upgrades between Stewart Crossing and the Dempster Highway involve the planned reconstruction of 73 kilometres of highway valued at approximately \$82 million.
- An upgrade to the Hunker Creek culverts between the Dempster Highway and Dawson City is also planned for an approximate value of \$6 million.
- In 2024, construction began on a 16.3-kilometre section of highway from kilometre 542.3 to kilometre 558.6. This area is approximately 8 kilometres north of Stewart Crossing.
- The 2-year project is valued at \$29 million, with an anticipated completion of October 2025. Approximately 9.6 kilometers was completed during the 2024 construction season.
- In the 2025 construction season, a structural culvert will be replaced just south of Dawson City at kilometre 711. The tender for this work closed on April 7, 2025.
- A revegetation project covering the newly constructed road slopes with native seed mixtures between kilometre 613 and kilometre 651 has also been tendered and awarded, and is anticipated to be completed this summer.
- During the 2024 construction season the department also completed 10.2 kilometres of Bituminous Surface Treatment, or BST.

Additional response:

- Upgrades between Carmacks and Stewart Crossing involve the reconstruction of 144 kilometres of highway between the communities of Carmacks, Pelly Crossing and Stewart Crossing, valued at approximately \$155.7 million.

Session Briefing Note

SPRING 2025

North Klondike Highway and Upgrades

Highways and Public Works

- Once complete, this reconstruction will support the removal of seasonal weight restrictions for heavy trucks on this section of highway.
- Road construction between kilometre 414, South of Stewart Crossing and kilometre 431, Minto Flats is the next anticipated highway construction project. This will be a two-year project, and the tender for this closed on March 24 and has now been awarded.
- The rehabilitation of McCabe Creek Bridge was completed this summer for a total cost of approximately \$1.8 million.
- The new Crooked Creek Bridge between Carmacks and Stewart Crossing was completed in summer 2023 for a total cost of approximately \$24 million.

Additional response:

- Road closures due to landslides or road washouts between the Dempster Corner and the Rock Creek area occurred in 2022 and 2023.
- Highways and Public Works has performed proactive maintenance activities on the All Gold to Hunker Summit Road, which allows alternate access to the City of Dawson, if required.
- This will provide emergency access for non-commercial vehicles to support the movement of supplies and support personnel in the event that additional emergency events occur in this area in the future.

Context—this may be an issue because:

- The North Klondike Highway is an essential transportation corridor.
-

Session Briefing Note

SPRING 2025

North Klondike Highway and Upgrades

Highways and Public Works

Background:

- The proposed work will occur in the Traditional Territories of Little Salmon Carmacks First Nation, Selkirk First Nation, First Nation of Nacho Nyak Dun and Tr'ondëk Hwëch'in.

2022 Mudslide near Rock Creek and Flat Creek

- In September 2022, heavy rainfall affected slope stability in the Rock Creek and Flat Creek areas resulting in a number of landslides onto the highway.
- This area is highly susceptible to precipitation-induced slides due to the surface layer detaching from the shallow permafrost layer underneath.
- In this case, once the ground became too saturated, the upper layer of the slopes became unstable and resulted in landslides.
- Slide activity may continue in this area until all the detached surface layer above the rock face slides down.
- The department continues to work with the Yukon Geological Survey to study and monitor climate-driven slope movements near Rock Creek and in the Klondike valley to improve predictive capability and response times for mass movement events.
- The equipment for this slope-monitoring project with the Yukon Geological Survey was installed in fall 2023.
- It includes roadside cameras to remotely monitor the slide area along the highway, as well as thermistors and tiltmeters on the slope to measure ground temperatures and detect movements.

Approved by:

T. Allen

April 23, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Pelly Barge – River Crossing**Highways and
Public Works

Recommended response:

- The Pelly Barge is important to the community of Ross River; the Ross River Dena Council, visitors who want to experience this unique region of the Yukon; and, to industry that works along the North Canol Road.
- The safety and well-being of Yukoners and visitors is always our first consideration. The barge typically operates between early June and early October.
- Opening for the season is based on water levels, which must be high enough so the barge can be safely operated.
- The barge is pulled from the river at the end of the season due to river conditions including low water and ice formation.
- During the off season, the barge undergoes inspection and any necessary repairs.
- A request for bids is currently open for structural repairs and safety improvements for the Pelly Barge. This work will be completed before the launch this June.

Additional response:

- Climate change has caused greater fluctuations in water levels, which impacts the barge. When water levels are low the barge is more likely to become stuck on a sandbar and when water levels are high, debris can damage the vessel.
- There are specific Transport Canada requirements for operating the Pelly Barge, as it falls under the regulations governing commercial vessels in Canadian waters.

Session Briefing Note**SPRING 2025****Pelly Barge – River Crossing**Highways and
Public Works

- These regulations ensure the safe operation of barges, proper equipment, crew qualifications, and adherence to safety and environmental standards.

Additional response: First Nations Engagement

- Highways and Public Works met with Ross River Dena Council in January 2023 to provide an update on the status of the Pelly Barge and the renewal of its *Fisheries Act* Authorization.
- The current *Fisheries Act* Authorization is in place until 2027, and Highways and Public Works will be engaging with Ross River Dena Council over the coming year to discuss the crossing.
- Highways and Public Works is committed to collaborating with Ross River Dena Council to discuss long term options for the river crossing.
- A possible new barge system would require assessment under the *Yukon Environmental and Socio-economic Assessment Act*, First Nation consultation and preliminary design.
- In the meantime, Highways and Public Works will continue to inspect and make improvements to the barge to ensure it is safe to use.

Context—this may be an issue because:

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

Session Briefing Note

Pelly Barge – River Crossing

SPRING 2025Highways and
Public Works

Background:

Fisheries Act Authorization

- In 2013, the permanent ramps for the Pelly Barge were washed out during a high-water level event. Since then, Highways and Public Works has had to add gravel material to the river to create temporary ramps to prevent the barge from running aground.
- Changes to the Fisheries Act in 2019 have resulted in greater restrictions on the deposit of sediment to the water and the need for a Fisheries Act Authorization to construct temporary ramps in the river.
- Highways and Public Works has received a Fisheries Act Authorization to authorize the Pelly Barge operation until 2027.
- In the fall of 2024, Highways and Public Works submitted a proposal to YESAB for work that will improve the efficiency of operating the Pelly Barge. The proposal involves constructing semi-permanent earthen ramps on both shores to allow the barge to remain in the deepest section of the river during low water periods.
- The YESAB proposal has received the following recommendations from Ross River Dena Council and the Water Resources Branch:
 - to engage with the Ross River Dena Council to agree on fish salvage and exclusion methods that reflect their values; and,
 - conduct a detailed ice jam modeling study to assess flood risks related to year-round ramps.
- The work proposed in this YESAB submission will not affect current operations or the barge launch schedule.

Long Term River Crossing Solution

- Highways and Public Works continues to engage with Ross River Dena Council on potential long-term river crossing options.

Session Briefing Note

Pelly Barge – River Crossing

Tab# 70
SPRING 2025
Highways and
Public Works

- Development of a long-term river crossing solution requires cost and feasibility analysis, engagement with First Nations, engagement with stakeholders and other Yukon government departments.

Approved by:	
T. Allen	April 7, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****Periodic Motor Vehicle Inspections
(PMVIs)**Highways and
Public Works

Recommended Response:

- Periodic Motor Vehicle Inspections, also referred to as PMVIs are the first line of defense when it comes to the safety of large commercial vehicles operating on Yukon's highways.
- To help keep our roads safe, the Yukon is aligned with other jurisdictions in Canada and the National Safety Code to require that all commercial vehicles undergo PMVIs conducted by certified inspectors.
- Regular, preventative maintenance of equipment catches small problems before they result in a mechanical failure.
- Operators are required to participate in a regular vehicle maintenance and servicing program for all commercial trucks, trailers and buses under their control to verify they are mechanically sound.
- The comprehensive maintenance program systematically identifies defects and allows an operator to undertake necessary repairs, while complying with the semi-annual requirements under the PMVI program.
- Certification for performing PMVIs is required for the inspections, not for performing the mechanical work.

Additional response: Government Exemption to PMVI

- National Safety Code Standard 11b also allows exemption of certain classes of vehicles from PMVI.
- The Yukon government, as a non-commercial and not-for-hire operation, is generally exempt from certain National Safety Code requirements and other regulations applicable to commercial carriers.

Session Briefing Note**SPRING 2025****Periodic Motor Vehicle Inspections
(PMVIs)**Highways and
Public Works

- The Yukon's requirements mirror the majority of Jurisdictions in Canada which exempt government registered vehicles from PMVI requirements.
- Contractors working under contract to the Yukon government are required to comply with PMVI requirements if they are operating as commercial carriers.
- This is because PMVI regulations in the Yukon apply to vehicles meeting specific thresholds regardless of whether the contractor is performing work for the government or other entities. As commercial carriers, they must adhere to the safety and inspection standards under the National Safety Code.

Additional response: HPW Conducts PMVIs for Equipment

- Despite the exemption, Transportation Maintenance Branch conducts PMVI's on its plow trucks, transport trucks, buses and trailers.
- PMVIs are completed in addition to a rigorous monitoring program that includes pre-trip inspections along with diligent documentation of any mechanical issues to initiate a comprehensive repair and maintenance schedule.
- Highways and Public Works maintains a rigorous service schedule for all of its heavy equipment to ensure safe operations for staff and for Yukoners.

Additional response: Licenced mechanics

- Commercial vehicles systems are becoming more complex. To become a certified PMVI inspector and perform PMVIs, a person must first be a certified mechanic.

Session Briefing Note**SPRING 2025****Periodic Motor Vehicle Inspections
(PMVIs)**Highways and
Public Works

- The inspections are performed by certified inspectors to ensure that commercial motor vehicles are mechanically sound and in safe working order.
- A certified mechanic includes both Journeyman and Red Seal mechanic qualifications.
- Non-certified mechanics can continue to challenge the Red Seal Mechanical Exam through the Yukon Apprentice and Trades Office.
- In October 2022, the Yukon government worked with the Yukon Apprentice and Trades Office to offer a free preparatory course to non-certified mechanics, so they can challenge the mechanics exam.
- Since November 2022, 16 local mechanics have completed the process of becoming a certified inspector.
- The Yukon now has a total of 325 certified inspectors in the following communities: Carmacks, Dawson City, Faro, Haines Junction, Mayo, Pelly Crossing, Ross River, Teslin, Watson Lake and Whitehorse.
- Non-certified mechanics can still perform work, however, only a certified inspector can complete the PMVI.
- A 15-month grace period was provided to allow industry to meet these new certification requirements. This grace period ended January 1, 2023.

Third Response: Tourism Operators

- The regulations regarding inspection requirements for passenger-carrying vehicles have not changed in the Yukon in over 20 years.
- The Canadian Council of Motor Transport Administrators' National Safety Code Standard 11b requires commercial transportation

Session Briefing Note**SPRING 2025****Periodic Motor Vehicle Inspections
(PMVIs)**Highways and
Public Works

vehicles to undergo an inspection every 6 months. This is consistent across the country for passenger bus carriers.

- Highways and Public Works officials have communicated these requirements to the Tourism Industry Association of the Yukon.

Fourth Response: 6-month Renewal Cycle

- The Yukon adopts the National Safety Code, Standard 11 that requires that vehicles be inspected every 6 months. This standard is also followed by British Columbia and Saskatchewan for vehicles that carry commercial goods.
- While many jurisdictions require inspections on all vehicles over 4,500kg, this requirement only applies to heavy trucks over 11,794kg in the Yukon.
- The 6-month inspection frequency is appropriate for the Yukon because the weather and driving conditions in a northern environment are hard on commercial vehicles, and regular certified inspections provide an additional level of assurance that commercial vehicles are mechanically sound and safe for operation.
- Every jurisdiction in Canada requires passenger carrying vehicles that have a manufactured seating capacity of more than 10, including the driver, to undergo an inspection every 6 months.

Context—this may be an issue because:

- There may be concerns related to the impacts on industry resulting from changes in the PMVI inspector qualifications requiring that only certified inspectors can perform these inspections.
-

Session Briefing Note**SPRING 2025****Periodic Motor Vehicle Inspections
(PMVIs)**Highways and
Public Works**Background:**

- The Yukon was the only jurisdiction in Canada that allowed non-certified mechanics to perform PMVIs for the 10 years prior to January 1, 2023.
- As of January 1, 2023, only certified mechanics can qualify to become certified inspectors and perform these inspections.
- Yukon's PMVI program had not been updated since the 1990s.
- The National Safety Code Office began work with industry on this issue in the summer of 2020.
- In the past, enforcement activities have identified numerous serious safety infractions with commercial vehicles that had passed inspection, which is why we are now requiring inspections to be done by certified inspectors.

Approved by:

T. Allen

March 24, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**Rest Area Strategy**

Highways and
Public Works

Recommended response:

- Safety rest areas along Yukon highways are an important part of our transportation network and provide travellers with a safe and appropriate area to rest.
- As such, the Government of Yukon is developing a rest area strategy to provide a consistent, high level of service for travellers.
- The strategy will standardize the distance between safety rest areas, allowing highway travellers to predict and rely on the Yukon's rest areas for their travel plans.
- The rest area strategy will also include service standards that will guide changes to amenities, locations, and the inclusion of fast-charging stations for electric vehicles.
 - One of the commitments of our government under Our Clean Future is to make it possible for electric vehicles to reach all road-accessible communities by 2027, and creating electric vehicle charging stations at safety rest areas in remote locations will help fulfill this goal.
- As the department develops and implements the rest area strategy, we will continue to ensure the needs of those travelling on our highways are met.
 - For example, to assist travellers in knowing where rest areas are located and planning their trips accordingly, rest areas were added to the 511 Yukon platform in February 2024.

Session Briefing Note**Rest Area Strategy**

Highways and
Public Works

Additional response: Criteria for new Rest Areas

- There are several criteria that go into constructing new rest areas.
- First, a Safety Rest Area provides defined services: at minimum outhouses and garbage bins, at clear intervals to provide predictable, dependable service to highway users.
- Second, these rest areas need to meet certain engineering standards, including clear lines of sight, multiple accesses, sufficient turning radius, and space for amenities and large commercial vehicles.
- Third, new safety rest areas should minimize environmental impacts by using existing sites where possible.
- Wooden outhouses in poor condition will be replaced with more durable recycled polymer outhouses. We will be evaluating their performance and cost effectiveness for potential future widespread adoption at our rest areas.

Third response: Drury Creek Project

- There is a need for a new safety rest area between Carmacks and Faro.
- There are currently outhouses at the Mitchell Road Junction/Campbell Highway kilometre 414 and Eagle Rock/Columbian Disaster kilometre 555. This 141-kilometre gap necessitates another rest area in between.
- Based on comments we received from Yukoners in spring 2024, we are evaluating alternative sites and will resubmit a proposal for this area once we have collected feedback from affected stakeholders.

Session Briefing Note**Rest Area Strategy**

Highways and
Public Works

- We remain committed to working with all partners and stakeholders to ensure that a consistent set of services, such as rest areas and electric vehicle charging stations, are available along Yukon roads.
-

Context—this may be an issue because:

- The closure of outhouses has generated media attention.
-

Background:

- Some rest areas have outhouses, garbage bins, and interpretive messaging on the Yukon's history and environment.
- Most highway rest areas in the Yukon fall under the domain of Highways and Public Works. 44 of the 64 sites with outhouses are owned by Highways and Public Works.
- The three site closures in 2023 were in alignment with the development of the Yukon government's rest area strategy.
- The three rest areas permanently closed on the North Klondike Highway:
 - The Conglomerates point of interest at kilometre 297.8.
 - There are outhouse facilities within 10 to 20 kilometers on either side of Conglomerates near Braeburn and Montague Roadhouse.
 - Yukon Crossing at kilometre 395.2.
 - There are outhouse facilities at Five Finger Rapids which is within 13 kilometres of Yukon Crossing.
 - Stewart River viewpoint at kilometre 551.
 - There are outhouse facilities in Stewart Crossing at kilometre 535 which is 16 kilometres away.

Session Briefing Note
Rest Area Strategy

TAB# 71
SPRING 2025
Highways and
Public Works

- The three outhouses were removed in October 2023 by Highways and Public Works.

Approved by:	
T. Allen	February 3, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**SPRING 2025****Rural Roads Program**Highways and
Public Works

Recommended response: Rural Road Upgrade Program

- The Government of Yukon is committed to continuing our work to construct and maintain public infrastructure.
- The Rural Road Upgrade Program provides financial support to Yukoners for the improvement of maintained and unmaintained rural Yukon roads.
- Applications can be found on Yukon.ca.
- In 2024-25, 8 projects were completed for approximately \$230 thousand.

Additional response: Resource Access Road Program

- The Resource Access Road Program continues to provide support for industry to develop transportation infrastructure to support commercial activity.
- In 2024 the Resource Access Road program committed approximately \$200 thousand in funds to road improvements on the Goldfields roads in the Dawson area. As well as replacing the deck on the Indian River Bridge, also in the Goldfields area.
- These projects were both Yukon government identified versus responding to industry applications.

Context—this may be an issue because:

- There could be questions about funding the Rural Road Upgrade Program. It will not appear in the 2025-26 budget, as the money will be reprofiled from projects that are unable to begin in this fiscal year.
-

Background:

- Rural Road Upgrade Program objectives:

Session Briefing Note**SPRING 2025****Rural Roads Program**Highways and
Public Works

- to serve the transportation needs of Yukoners;
 - to upgrade non-industrial rural roads in the Yukon, whether currently maintained by the Yukon government or not;
 - to upgrade rural roads based on requests and input from communities, property owners and other stakeholders;
 - to accomplish approved work with local contractors where available;
 - to evaluate projects on a geographical basis so that all regions of Yukon benefit from the program; and
 - to develop cost sharing arrangements for projects that are not in the Yukon government's current inventory of maintained roads.
- To be eligible, the road must be:
 - available for use by the public;
 - within a surveyed right-of-way where designated; and
 - located on public land or, if on private land, the road must be formally recognized as a highway, in other words a public road.
- In 2024-25 we completed projects on 3-Mile Road, Ten Mile Road, Annie Lake Road, Pennycook Lane, Ta'an Village Road and the Yukon Wildlife Preserve.

Resource Access Road Program

- The Resource Access Road Program funds transportation infrastructure improvements that support industrial activities.
- To be eligible, the road must be:
 - available for use by the public;
 - within a surveyed right-of-way where designated; and
 - located on public land or, if on private land, the road must be formally recognized as a highway, in other words a public road.
- The road must also provide an economic benefit to the Yukon.

Session Briefing Note**SPRING 2025****Rural Roads Program**Highways and
Public Works

- This is a joint program that is facilitated through Energy, Mines and Resources, Highways and Public Works, and Economic Development. Highways and Public Works assists through planning, contracting and road upgrading work.

Approved by:

T. Allen

February 10, 2025

Deputy Minister, Highways and Public Works

Date Approved

Session Briefing Note**SPRING 2025****Spring Weight Restrictions**Highways and
Public Works

Recommended response:

- Every spring, weight restrictions are imposed to preserve the integrity of the road, and as of April 1 have begun to be implemented.
- Weight restrictions prevent heavy loads from travelling on specified Yukon roads during the vulnerable spring thaw period when they are more susceptible to damage.
- This is done by reducing allowable legal axle loading. The possible ranges include unrestricted, 100 per cent legal axle loading, 75 per cent legal axle loading, or 50 per cent legal axle loading.
- Weight restrictions are implemented and removed in phases depending on temperature and road conditions.
- Having weight restrictions in place is the most viable way to reduce the impact of heavy vehicles on the road surface during the spring melt.
- Other actions, such as lowering the speed limit, will not prevent rutting and damage to the road surface and may in fact make it worse.
- If we delay or do not implement weight restrictions, it can result in millions of dollars of damage to the road network and possible failure of the road surface.
- Information on weight restrictions can be found on 511 Yukon as well as from our weigh stations in Watson Lake and Whitehorse.
- The weigh stations have the most detailed information on weight restrictions and can answer questions from the industry.
 - Whitehorse weigh station number is (867) 667-5729.
 - Watson Lake weigh station number is (867)-536-7400.

Session Briefing Note

Spring Weight Restrictions

SPRING 2025

Highways and
Public Works

Additional response:

- In 2024 the first phase of weight restrictions went into effect on March 28 and the second phase on April 2.
- Weight restrictions are in effect as of April 1 and will be updated regularly.

Additional response:

- The surface of many roads in the Yukon is more vulnerable during spring melt.
- This is particularly important for roads such as the North Klondike Highway with its minimal sub-base.
- In practice this means that heavy loads deflect the road surface creating rutting in the road and negatively impacting the resiliency of the road's surface.
- These repair costs take away from other projects or necessary upgrades to infrastructure, hence the need for seasonal weight restrictions.
- Since 2020, construction on the North Klondike Highway has included upgrades, that when completed, will support 100 per cent legal loads year-round from Carmacks to the City of Dawson.

Context—this may be an issue because:

- Seasonal weight limits impact businesses and carriers as they cannot carry the legal loads.

Background:

- Weight restrictions are implemented when the ground temperature reaches 0°C. The department provides the trucking industry with two days advance notice before imposing the restrictions.

Session Briefing Note

SPRING 2025

Spring Weight Restrictions

Highways and
Public Works

- The temperature of the road surface is determined by in-ground sensors called thermistors placed in key locations, and observations from Transportation Maintenance staff. Thermistors measure temperatures at multiple depths in the ground.
- The Department of Highways and Public Works bases the decision for the entire highway segment from the warmest thermistors, as the one soft section in the segment may be impacted by heavy traffic.
- Weight restrictions change from 75 per cent to 100 per cent legal loads when the road surface is thawed within the top 1.0 metres of the road surface and over-weights are permitted when road surface is thawed below 1.4 metres.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

April 8, 2025

Date Approved

Session Briefing Note**SPRING 2025****Swift River Highway
Maintenance**Highways and
Public Works

Recommended response:

- The safety of the travelling public is a priority for our government.
- I am aware of recent concerns raised about the Swift River area. Highways and Public Works takes the condition of our highways very seriously and continually strives to enhance safety across the territory.
- During winter, our road crews work seven days a week to keep highways safe and we regularly update traveller information systems such as 511 Yukon, informing users of conditions prior to travel.
- We are committed to ensuring the safety and well-being of all road users and appreciate the community's input as we work toward effective solutions.
- We actively collaborate with the RCMP, thoroughly reviewing their incident reports to better understand factors that may have contributed to incidents.
- This analysis will play a role in guiding our planning for potential safety improvements in the area.

Additional response:

- The Highways and Public Works snowplowing and sanding policy guides decision-making, including formal inspections of highways to identify hazards such as narrow sections, uneven patches, guardrails and bridge expansion joints.
- Our operational best practices prioritize sanding hills and corners, followed by other areas when conditions warrant, we reapply sand in these areas first.

Session Briefing Note**Swift River Highway
Maintenance**Highways and
Public Works

- To help keep our highway's safe, our highway maintenance crews work seven days a week, holidays included, to sand and maintain the roads.
- While we are committed to adhering to these practices, we also recognize that extreme weather and other factors can sometimes make conditions challenging despite our best efforts.

Additional response:

- The Swift River area is mountainous, and experiences above average snowfall compared to other areas of the Yukon.
- The region is also subject to frequent freeze-thaw cycles and rapidly changing weather conditions due to its elevation and geography.
- These conditions combined with elevation and highway curves can create slick conditions.
- To help alleviate these conditions, in 2024-25 Highways and Public Works increased the volume of sanding material produced and applied at Swift River, improving vehicle traction and highway safety.
- However, sand requires some moisture or adherence to stick to the highway and under cold and dry conditions the sand may not bond as well to the highway.
- To mitigate this, our crews prioritize sanding hills and curves, and then they will reapply sand to these areas first to maintain the highest level of safety.
- To improve road conditions, our highway crews will be rehabilitating sections of the highway surface in the area in 2025.

Session Briefing Note

SPRING 2025

Swift River Highway Maintenance

Highways and
Public Works

Third response:

- During the winter months, it is very important for drivers to adjust their speed to the road conditions. Even when conditions seem clear, icy patches may form, making winter driving unpredictable.
- To promote safe driving, we regularly remind Yukoners about road safety through various public messaging campaigns and stress the importance of checking 511 Yukon before setting out.
- Speed limits are set for ideal conditions, but drivers should always adjust to actual road conditions. Safety comes first, and we want everyone to get to their destination safely.
- We encourage travellers to check Yukon 511, to stay informed about current road conditions before heading out.

Context—this may be an issue because:

- The public may have questions related to highway maintenance, due to a petition that has been circulated regarding road conditions in the Swift River area

Background:

- Since 2020, this section of road has closed four times due to adverse weather conditions. There have been numerous collisions between kilometre 1063 and 1196 due to a variety of factors, not necessarily related to winter driving conditions.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

April 8, 2025

Date Approved

Session Briefing Note**SPRING 2025****Wait Times for Commercial and Class 5 Drivers Licence Road Tests – Tourism Pilot Project**Highways and
Public Works

Recommended response:

- Yukoners seeking any class of driver's licence must apply for and pass a written test, as well as a road test.
- Licence Classes 1 to 4 also require a medical examination certificate in addition to the written and road test.
- Yukon Motor Vehicles experiences a significant surge in demand in the spring and summer months for road tests.
- An additional support examiner has reduced testing wait times for Class 1 to 5 licences to one to four weeks depending on class of licence.
- The department is fully staffed with two Yukon examiners working full-time to perform tests for Class 5 and commercial licences and has recruited an additional part-time position to address demand during the peak time of April through September.
- As of April 22, the seasonal examiner is qualified to conduct Class 5 road tests and is undergoing further training to be able to conduct commercial road tests.
- Additionally, the department has auxiliary on-call staff for conducting testing in communities.

Additional response: Road Test Wait Times

- Reducing wait times is something the department is working hard to achieve.
- Road tests have been streamlined allowing the branch to process more road tests daily.

Session Briefing Note

SPRING 2025

Wait Times for Commercial and Class 5 Drivers Licence Road Tests – Tourism Pilot Project

Highways and
Public Works

Third response: Commercial licences for tourism operators

- To expedite the Class 4 licensing process for tourism operators, Transport Services and Tourism Industry Association of the Yukon have entered into a pilot project to allow combined Class 4 and 5 road tests.
- This pilot project eliminates the need for one of the road tests and therefore the associated wait time by combining two tests into one.
- In an effort to reduce wait times for those that already have their Class 5 license, Class 4 road tests for drivers that already have a Class 5 licence will be expedited to the extent that is practicable.

Context—this may be an issue because:

- There have been concerns around wait times for road tests, and the need to hire additional driver examiners.

Background:

- In the Yukon, wait times for a driver's test vary based on demand and location. The Yukon has experienced significant population growth and Motor Vehicles' business is directly tied to population.
- The on-road driver testing capacity in 2024 was insufficient to keep up with demand, resulting in wait times of several weeks. As a result of a number of strategies recently implemented, it is expected that wait times in spring/summer 2025 will be significantly less than 2024.

Approved by:

T. Allen

Deputy Minister, Highways and Public Works

April 28, 2025

Date Approved

Session Briefing Note**SPRING 2025****Yukon Small Bridges**Highways and
Public Works

Recommended response:

- The Government of Yukon maintains a total of 137 bridges.
- Many bridges in the Yukon were built in the 1950s and 1960s and are at an age where rehabilitation work is necessary to keep them in service.
- Our bridge inspection team inspect all the bridges at least once every two years to prioritize any improvement and investment decisions.
- The last two construction seasons included:
 - rehabilitation work on 13 bridges;
 - replacement of two bridges and third in progress; and
 - construction of one new bridge.
- The findings of the regular inspections inform decision making around when the department needs to perform rehabilitation work or whether a full bridge replacement is required.

Additional response: Klondike River Bridge

- Erosion protection will be taking place at the Klondike River Bridge in Dawson during the upcoming construction season.
- As part of the project, the eroded areas along the riverbank within the bridge's vicinity will be recontoured, with riprap being placed to stabilize the banks.
- To avoid working in the water, the project is planned for the fall when river levels are low.
- The tender for this project is expected to be published in early summer once the YESAB process is complete.

Session Briefing Note**SPRING 2025****Yukon Small Bridges**Highways and
Public Works

Additional response: Mayo River Bridge

- Under the Yukon Resource Gateway Program, funding is available to replace the Mayo River Bridge.
- Replacement of the bridge, versus rehabilitation, is based on consultant recommendations following a detailed 2024 assessment of the bridge.
- This year the department will be advancing design work for the replacement and beginning the permitting process.
- Procurements related to the bridge replacement will align with the project agreement commitments made with the First Nation of Nacho Nyak Dun, with a focus of ensuring their participation in the project.

Additional response: Wagon Creek Bridge

- Wagon Creek Bridge is located at kilometre 406.3 on the North Canol Road near Ross River.
- This summer the super structure of the bridge will be replaced with a new 60-foot pre-fabricated steel bridge. A public tender for this work has closed and is now in the award process.
- This project is not funded by the Yukon Resource Gateway Program and is taking place to address critical deficiencies in the existing bridge.

Context—this may be an issue because:

- There may be interest in what is happening with Yukon's smaller bridges.
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Session Briefing Note
Yukon Small Bridges

Tab# 78
SPRING 2025
Highways and
Public Works

Background:

- Klondike River Bridge – The primary work area is on the south abutment.

Approved by:	
T. Allen	March 31, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note

HPW Accomplishments

SPRING 2025Highways and
Public Works

- At Highways and Public Works, our core mission is to make a meaningful and positive impact on the lives of Yukoners.
- We have made significant progress on projects that will not only improve the well-being of residents but will set our territory up for success in the future.
- We engaged with local communities and First Nations across the territory to promote career opportunities with Highways and Public Works and build stronger partnerships.
- Through career fairs, community visits and workshops, we supported Indigenous employment, fostered collaboration, and aligned initiatives with shared priorities such as enhancing local workforce participation, promoting skills development and increasing representation of Indigenous employees in Highways and Public Works.
- To promote a safer workplace, we enhanced health and safety reporting and tracking systems, improving statistical data and processes to ensure transparency, accountability and better oversight of health and safety.
- Additionally, we provided training to health and safety committee members to strengthen their ability to address workplace safety concerns effectively.

Our Clean Future

- Highways and Public Works is responsible for 33 commitments in Our Clean Future, also referred to as OCF.
- Since the launch of OCF, we have completed many initiatives including:

Session Briefing Note

HPW Accomplishments

SPRING 2025Highways and
Public Works

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- Reduced work travel by installing new teleconferencing systems in 48 boardrooms and implementing a new remote work policy.
 - Invested \$46 million in capital expenditures toward building energy retrofits to reduce greenhouse gas emissions from Government of Yukon buildings.
 - Of this, \$35 million of the energy retrofit projects were recoverable from the federal government's Small Communities Fund;
 - Recognition from Natural Resources Canada in February 2024 for the launch of an ISO-50001 -based energy management system.
 - This is an internationally recognized voluntary standard that gives organizations a structured framework to manage energy.
 - This achievement showcases the Government of Yukon's commitment to sustainable practices and efficient energy use in accordance with industry best practices.
 - We are the first government jurisdiction to achieve ISO-50001 Ready Canada recognition and are also the organization with the most buildings under this program.
 - We have completed energy assessments for 112 high-emitting Government of Yukon buildings in Whitehorse and the communities.
 - A total of 31 energy retrofits to Government of Yukon buildings have been completed reducing greenhouse gas emissions by approximately 225 tonnes per year;

Session Briefing Note
HPW Accomplishments**SPRING 2025**Highways and
Public Works

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- 12 renewable energy feasibility studies have been completed to evaluate biomass, geothermal, and other renewable heating options at 66 buildings across the territory;
 - We have constructed a biomass energy system at Elijah Smith Elementary School to reduce greenhouse gas emissions by 153 tonnes per year.
 - We have expanded the biomass system at Whitehorse Correctional Centre to connect two other buildings. This project is expected to reduce greenhouse gas emissions by 275 tonnes per year.
 - To offset approximately 103,000 liters of diesel fuel each year and reduce emissions by 270 tonnes, we have constructed two solar power systems at Klondike and Ogilvie highway maintenance camps.
 - In addition, we have also started work on solar energy projects at the Tuchitua and Blanchard highway maintenance camps. These projects will offset approximately 98,000 liters of fuel and reduce emissions by 260 tonnes per year.
 - We have entered into a heat purchase agreement with Teslin Tlingit Council to use biomass to heat the Khàtinas.àxh [Kaw keen ah sa] Community School, which will reduce greenhouse gas emissions by 106 tonnes per year;
 - Eight climate risk assessments have been completed for major construction projects happening across the Yukon;

Session Briefing Note

HPW Accomplishments

SPRING 2025Highways and
Public Works

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- We have completed an assessment of our highway's current exposure to climate related geohazards and are forecasting where they might occur over the next 50 years; and
 - \$3.7 million has been invested in electrifying Government of Yukon's fleet vehicles.

Infrastructure investments

- Our department recognizes the importance of investing in infrastructure that supports and connects Yukoners, including our buildings, roads and airports.
- We are working with the Department of Education to build three new schools in the territory. We are making sure they reflect a modern learning environment that meets the needs of their communities.
 - We are excited that Whistle Bend subdivision now has its very own elementary school and welcomed students at the start of this school year.
 - In Burwash Landing, we started work on the Kêts'ádań Kù (Ket-zah Done-COO) school in fall 2024. Work stopped when the ground froze and will resume during the upcoming construction season.
 - Highways and Public Works is currently working with the architect and contractor to provide an updated construction schedule. It is anticipated that construction will commence in late spring.
 - The Whitehorse Elementary replacement school is in the Pre-Design phase. The government continues to engage with stakeholders to discuss concerns raised.

Session Briefing Note
HPW Accomplishments**SPRING 2025**
Highways and
Public Works

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- The Old Crow Health and Wellness Centre and 10-plex housing complex is complete. These buildings will improve services in Old Crow by providing much-needed housing for service providers and the community along with a modern health centre.
 - We have also made major investments in our transportation infrastructure.
 - The Carmacks Bypass project under the Yukon Resource Gateway Program was successfully finished a year ahead of schedule and within budget. This project included building a new road and bridge to divert large mining trucks away from the community of Carmacks and increase safety.
 - We are over one year into the replacement of the main runway at the Erik Nielsen Whitehorse International Airport. This project is vital to our territory, as the airport keeps us connected, allows for critical medical services, supports our tourism and resource sectors and contributes to Arctic security efforts.
 - By replacing the main runway, we will continue to ensure the airport meets the needs of the territory. The main runway replacement is on schedule and expected to be completed by 2025.
 - We have also made significant progress on upgrades to critical sections of the North Klondike Highway. To date, highway sections between kilometres 613 to 651 and between kilometres 558 to 577 have been reconstructed. Construction is currently underway on the section between kilometres 542 and 558.

Session Briefing Note

HPW Accomplishments

SPRING 2025Highways and
Public Works

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- These upgrades will increase safety, improve driving conditions, better connect the Yukon's resources to markets, and increase resiliency of the highway to the impacts of climate change.
 - We are also replacing the Nisutlin Bay Bridge, one of the longest bridges in the Yukon. This project will help ensure that this key gateway to the Yukon remains safe and reliable for the travelling public.

Improving services for Yukoners

- While it may not be the first thought for Yukoners when they think of Highways and Public Works, our department offers important online services to our citizens.
- We have modernized many of our existing services, moving them online to the MyYukon portal. Yukoners can now access government services such as renewing their vehicle registration, or applying for a commercial driving permit through one single log-in. This platform will continue to expand over the coming year to offer more services.
- We successfully completed the construction of the Dempster Fibre Project in 2024. This project involved creating a new fibre optic line from Dawson City to Inuvik, which will provide Yukoners with more reliable internet and cellphone services in the event of a disruption to our current fibre line.
- Lastly, in 2021 the new *Access to Information and Protection of Privacy Act* came into force which was designed to make government more transparent and accountable to the public and protect the personal information of Yukoners.

Session Briefing Note
HPW Accomplishments**SPRING 2025**
Highways and
Public Works

Advancing Reconciliation

- A priority for our government is to advance reconciliation through our everyday work.
- The Yukon First Nations Procurement Policy is a great example of this commitment - designed to bring more economic opportunities to First Nations across Yukon.
- The Government of Yukon adheres to the Truth and Reconciliation Calls to Action, and we are working with Yukon First Nations to honour our commitments.
- We are building strong government-to-government relationships with Yukon First Nations.
- We are taking meaningful actions that support Yukon First Nations and Indigenous peoples residing in the Yukon Territory.
- Increasing Indigenous representation in the Yukon government is a crucial step toward reconciliation.
- Highways and Public Works is committed to supporting the implementation of Breaking Trail Together – a 10-year strategic plan to achieve Indigenous representation.
- One way we are breaking trail together is through the Indigenous Training Program, which Highways and Public Works implemented in 2023.
- I am happy to share that this program is an award-winning and innovative initiative at Highways and Public Works and as of January 2025, the program has expanded to include the Department of Community Services!

Session Briefing Note

HPW Accomplishments

SPRING 2025Highways and
Public Works

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- The Indigenous Training Program is a 6-month internship that provides training, on the job mentorship, skill building and career development opportunities for Indigenous youth and young adults.
 - Supervisors in participating branches also receive support from the Indigenous Training Program Coordinator and training for working with Indigenous youth.
 - The Indigenous Training Program was piloted within the Supply Services Branch. The first two trainees successfully graduated from the pilot program in June 2023.
 - During the second round, the cohort doubled to four positions and provided opportunities within Supply Services and Facilities Management branches.
 - To-date, feedback from program trainees and department employees has been overwhelmingly positive.
 - The Indigenous Training Program Coordinator is now exploring opportunities to expand the Indigenous Training Program to other areas of the Highways and Public Works and to other Yukon Government departments.
 - The third Indigenous Training Program cohort began in October 2024. Over the course of six months, the four trainees worked in diverse job placements across Highways and Public Works and Community Services. The four trainees completed the program on March 28, 2025.
 - Another way we are advancing reconciliation is through our Yukon Resource Gateway Program that supports infrastructure upgrades for

Session Briefing Note
HPW Accomplishments

SPRING 2025

Highways and
Public Works

up to 650 kilometres of existing roads in areas with high mineral potential and active mining in the Yukon.

- The Yukon government is committed to having agreements with Yukon First Nations governments affected by projects to provide benefits to their Citizens and governments. This sets a high standard for partnership and collaboration.

Context—this may be an issue because:

- The Minister may wish to highlight departmental accomplishments since the last election.

Approved by:	
T. Allen	April 7, 2025
Deputy Minister, Highways and Public Works	Date Approved

Session Briefing Note**2024-25 Supplementary Overview
(Corporate Note)****Embargoed until tabled**

Recommended response:

- The changes outlined in the Supplementary Estimates No. 2 highlight the government's commitment to supporting the health and wellbeing of Yukoners and communities. The government is making important investments in health and social services, education, environmental protection, and in needed infrastructure across the territory.
- The Government of Yukon continues to maintain a budgetary surplus of \$57.6 million. Increased spending of \$130.1 million is partially offset by additional revenue and recoveries of \$19.5 million.
- Despite increases in O&M and capital expenditure, we continue to work to ensure that government spending is allocated in a way that meets key priorities and long-term goals.
- Many of the O&M pressures in Supplementary Estimates No. 2 related to health and education are ongoing pressures for services and will continue to be reflected in the Main Estimates.
- The ability to remain in a surplus position despite an increase in spending is largely owed to:
 - Infrastructure investments, which are mostly tangible capital assets. As they are anticipated to provide benefits over many years, their impact on the surplus/deficit position is recognized over their expected life.
 - Also, the additional \$55 million funding to the Receiver for the Victoria Gold Corp. is provided as a loan, which offsets the impact of these expenditures on the budgetary surplus.

Session Briefing Note**2024-25 Supplementary Overview
(Corporate Note)****Embargoed until tabled**

- Even with significant financial pressures in recent years, and in particular the response to the heap leach failure at the Eagle Gold mine, the Yukon remains on a strong financial footing. The government continues to make strategic investments that support economic growth, protect the environment, and enhance the quality of life for all Yukoners.

Additional response:

- The 2024-25 Supplementary Estimates No. 2 forecasts an overall gross increase of \$114.3 million in O&M spending, with an offsetting increase of \$7.9 million in recoveries—mainly for the following pressures:
 - \$55 million in advances to the Receiver for environmental protection work at the Eagle Gold Mine.
 - \$20.7 million in additional health-related funding to support Insured Health pressures, Yukon Hospital Corporation operations, emergency medical services, and legislated grant programs.
 - \$13.8 million for education related pressures, including Collective Agreement increase for the Yukon Association of Education Professionals and funding the First Nation School Board.

Session Briefing Note

2024-25 Supplementary Overview (Corporate Note)

Embargoed until tabled

- Capital adjustments in the Supplementary Estimates No. 2 reflect an overall gross increase of \$15.8 million in spending and a \$3.8 million increase in capital recoveries. These adjustments are primarily driven by:
 - Increases of \$21.7 million for accelerated work on the Nisutlin Bay bridge replacement and to address capital pressures related to ongoing land development projects;
 - \$7.8 million in decreases due to updated cash flow forecasts and revised timelines for major school replacement projects and the Watson Lake solar project.
- Revenues are projected to increase by \$7.8 million, driven by higher personal income tax and fuel tax revenue forecasts, as well as accrued loan interest from the Victoria Gold Corp. receivership

Context—this may be an issue because:

- The 2024-25 Supplementary Estimates No. 2 is tabled in the spring session and will be the subject of debate.

Approved by:

Jessica Schultz

February 24, 2025

Deputy Minister, Finance

Date approved

Session Briefing Note**Spring 2025****Corporate Note – Budget Highlights**

Finance

Embargoed until day of budget tabling

Recommended response:

- The Government of Yukon is committed to supporting Yukoners and communities while considering how to most effectively allocate financial resources.
- Budget 2025–26 plans for gross O&M spending of \$1.88 billion, addressing significant O&M pressures in health and education, as well as the response to the heap leach failure at the Eagle Gold mine.
- Overall, Budget 2025-26 forecasts a surplus of \$82 million, thanks in part to our continued capital investments in strategic infrastructure that will provide lasting benefits for Yukoners.
- Despite increases in expenditure, we continue to work to ensure that government spending is allocated in a way that meets key priorities and long-term goals.
- The Yukon remains on a strong financial footing. Budget 2025-26 prioritizes strategic investments that support economic growth, protect the environment, and enhance the quality of life for all Yukoners. It fulfills our commitment to making life affordable for Yukoners while investing in the programs and infrastructure the territory needs to thrive.

Additional response

- **Affordability for all:** Budget 2025-26 reflects our commitment to keeping life affordable for Yukoners with over \$47.3 million in funding for early learning and child care programs, including the universal child care program; \$3.8 million for the new Winter Electrical Affordability

Session Briefing Note

Spring 2025

Corporate Note – Budget Highlights

Finance

Embargoed until day of budget tabling

Rebate; \$4.8 million for the National School Food Program; and increases in Legislated Grants such as Social Assistance, post-secondary grants and the homeowners grant.

- Budget 2025-26 also includes a record-setting \$57.6 million capital investment in the Yukon Housing Corporation for the construction of new affordable housing units, continued tenancy support and programs responding to the housing needs of Yukoners.
- **Territory-wide growth:** The budget reflects investments in infrastructure across the territory, including major projects such as \$75.5 million for runway and infrastructure upgrades at Erik Nielsen Whitehorse International Airport, over \$50 million for bridge infrastructure, and \$31 million for repairs and upgrades to the North Klondike Highway.
- **Building prosperity through reconciliation:** The Government of Yukon maintains its commitment to reconciliation with First Nations, as demonstrated through a number of partnerships in 2025-26, intended to build economic prosperity. This includes working with Kluane First Nation on the \$15.7 million investment in the Kêts'ádañ Kù School construction in Burwash Landing and partnering with Kwanlin Dun First Nation on the Range Point subdivision with an investment of \$5 million.
- **Safe and healthy families and communities:** Health care continues to be a significant source of financial pressure across Canada. Budget 2025-26 provides an additional \$47 million to address ongoing pressures on Insured Health Services and an additional \$24.5 million in Operations and Maintenance and \$4.2 million in capital to support

Session Briefing Note**Spring 2025****Corporate Note – Budget Highlights**

Finance

Embargoed until day of budget tabling

the Yukon Hospital Corporation. These funds will support orthopedic surgeries, new acute care beds, breast cancer screening, medical travel, physician fees, pharmacare, and medical treatments both in and out of the territory.

- **Protecting our environment:** Budget 2025-26 will grow our green economy with \$59 million in investments for *Our Clean Future* initiatives such renewable energy infrastructure and building retrofits. We are making further efforts to protect the environment with an additional \$118 million in additional funding to support environmental protection efforts at the Eagle Gold Mine site, and \$21.5 million for reclamation at the Minto Mine.
- **Supporting Yukon businesses and industry:** The Government of Yukon will continue to provide support for Yukon businesses and industry with over \$11 million for diverse and responsive initiatives that provide sustainable economic benefits to Yukon communities. A few examples include the Innovation Strategy, the Economic Development Fund, the Community Destination Development Fund, the Creative and Cultural Industries Strategy, and the development of a Yukon Trade Resilience Program to support Yukon businesses impacted by possible U.S. tariff decisions.

Context — this may be an issue because:

- The 2025-26 Main Estimates will be debated during the March 2025 legislative session.

Session Briefing Note

Spring 2025

Corporate Note – Budget Highlights

Finance

Embargoed until day of budget tabling

Background:

- Gross O&M expenditures are forecast to increase by \$282.6 million, or 17.7 per cent, from the 2024-25 Main Estimates.
- The O&M recovery forecast has also significantly increased over the 2024-25 Main Estimates, by about \$10.5 million. Net O&M expenditures are forecast to increase by \$272.1 million, or 19.3 per cent, compared to the 2024-25 Main Estimates.
- Gross capital expenditures are forecast to be about \$477.3 million for 2025-26, which is a \$6.7 million decrease from the 2024-25 Main Estimates. Capital recoveries are forecast to decrease by \$10 million.
- The \$75 million contingency is not included in departmental budgets and would still need to be presented to the legislative assembly for approval, but is included in our fiscal plan so that, if required, it will not affect Yukon's forecast fiscal position.
- On a consolidated basis, when all government reporting agencies, such as Yukon University and public corporations are included, the 2025-26 Main Estimates forecast an annual surplus of \$132.7 million and net debt of \$402.2 million.
- There are 5,561.5 FTEs in the 2025-26 budget, which is an increase of 76.6 FTEs from 2024-25. Growth is primarily for long-term care and home care, Emergency Medical Services, and education personnel, including operational positions for Whistle Bend School and teachers and clerical based on enrollment.

Approved by:

Jessica Schultz

February 25, 2025

Deputy Minister, Finance

Date Approved

Session Briefing Note**Spring 2025****Carbon Pricing
(Corporate Note)**Environment & Finance

Recommended response:

- The Government of Yukon has supported carbon pricing to help reduce emissions and reach our climate targets. We remain committed to taking action on reducing emissions across the territory and to meeting our commitments outlined in *Our Clean Future*.
- However, we anticipate that the consumer carbon price in Canada will likely end in the near future.
- As Minister of Finance, I have asked Canada to provide certainty with respect to how and when carbon pricing will end and also what actions will be taken to contribute to emission reductions in lieu of carbon pricing.
- [We will continue to monitor federal actions on carbon pricing diligently and are committed to keeping Yukoners informed about any changes that may affect them. This includes recent comments by Prime Minister-designate Carney to end the consumer carbon tax “immediately”.](#)

Additional response (federal government changes in policy):

- The Government of Yukon will continue to work with our federal counterparts to ensure we remain compliant to any evolving regulations or changes to carbon pricing programs at the federal level.
- All federal Liberal party candidates, along with the federal leaders of the other parties, have signaled that they will end or significantly change the consumer carbon pricing program. The end of the federal carbon price means that the Yukon would no longer receive revenues to sustain the carbon rebate program.

Session Briefing Note**Spring 2025****Carbon Pricing
(Corporate Note)**Environment & Finance

- The Yukon's carbon rebate is revenue neutral, and on average, Yukoners receive more than they pay in carbon pricing levies.
- We have written to the federal government, requesting collaboration on a systematic wind down of the Yukon carbon rebate program. We have also urged the cancellation of the carbon levy increase planned for April 1, 2025.
- Carbon pricing is just one tool to address climate change. Our plans outlined in Our Clean Future extend beyond any federal programming. Our government will continue to aspire to meet our greenhouse gas emissions target by 2030.

Third response:

- The departments of Environment and Finance continue to work with federal counterparts to assess the implications of carbon pricing on large industrial emitters that are subject to the Output Based Pricing System in the territory and ensure the needs of the Yukon are recognized in national policy.
- The Output Based Pricing System is separate from the consumer carbon price. Canada is currently conducting a review of that system.

Context—this may be an issue because:

- On February 25, Yukon's Minister of Finance issued a statement confirming that he had written to the federal government, requesting collaboration on a systematic wind-down of the Yukon carbon rebate program and urging the cancellation of the planned carbon levy increase set for April 1, 2025.
- Carbon pricing remains a sensitive topic across the country with many provinces and territories voicing their own perspective on how they would like to see this pricing mechanism handled moving forward.

Session Briefing Note**Spring 2025****Carbon Pricing
(Corporate Note)**Environment & Finance

- The federal carbon pricing system is expected to be a central talking point as part of any forthcoming federal election.

Background:

- Most provinces and territories, including British Columbia and the Northwest Territories, have publicly opposed the federal carbon pricing system.
- Recently, federal liberal leaders have committed to ending the federal carbon tax in Canada.
- On April 1, 2025, the carbon levy will increase from \$80 to \$95 per tonne.
- [The new Liberal leader and other federal party leaders have expressed their commitment to end or change the consumer carbon levy.](#)
- [The new federal Liberal leader has indicated the consumer carbon levy would be eliminated “immediately”. No specific dates or timelines have been provided yet.](#)
- Given that the end of the federal carbon price means that the Yukon will no longer receive revenues to sustain the carbon rebate program, on February 24, 2024, Minister of Finance Sandy Silver wrote to federal Ministers Guilbeault and LeBlanc asking for collaboration in winding down the Yukon’s carbon rebate program, including a request to cancel the scheduled April 1, 2025, increase to the carbon levy.
- On February 25, 2024, Minister Silver issued a statement outlining the Yukon’s request to federal Ministers.

Approved by:**Dennis Berry**

Deputy Minister of Environment

March 10, 2025

Date approved

Jessica Schultz

Deputy Minister of Finance

March 10, 2025

Date approved

Canada and United States Relations – Corporate Response

Executive Council Office

Recommended response:

- Canada and the United States (U.S.) have one of the strongest and mutually beneficial relationships of any two countries in the world.
- The U.S. is Canada's largest trading partner, and I hope to see more Yukon companies benefiting from that relationship.
- The Premier has been meeting regularly with Premiers and the Prime Minister to inform a united Team Canada approach to U.S. relations.
- Our government is doing its part to ensure the relationship between our countries remains secure and prosperous.
- The Yukon has had a lot of success over the last four years with the U.S. government, including a trade mission, solving border issues, and funding the Alaska Highway.
- Our interests in Arctic security, a healthy environment, critical minerals, robust transportation infrastructure and access to tidewater serve both our jurisdictions as investment and geopolitical focus remain on the North.
- We are working together to advance shared priorities that will improve the prosperity, stability and wellbeing of both jurisdictions.
- We continue to engage regularly with Governor Dunleavy, Alaskan congressional officials, and the U.S. Consul General in Vancouver.

Response to Tariffs

- On April 2, 2025, the U.S. Administration decided to push forward with unjustified and short-sighted global tariffs.

Canada and United States Relations – Corporate Response

Executive Council Office

- While we are relieved that the “Reciprocal Tariffs” Executive Order does not result in new tariffs for Canada, we remain concerned about the considerable tariffs which remain.
- The tariffs imposed by the U.S. administration challenge the U.S.’s reliability as a trading partner.
- As the U.S. Administration continues to be impulsive in their decisions relating to tariffs on Canadian goods, we will hold steady on our response until all threat of tariffs have been removed.
- U.S. tariffs on Canadian imports are deeply concerning and will harm workers and businesses on both sides of the border.
- These tariffs are unjustified, harmful to economic stability, and run counter to the spirit of free and fair trade that has defined our relationship for decades.
- While we value our relationship with the United States, we will not accept unfair trade practices that threaten Canadian jobs and prosperity.
- The Government of Yukon has developed a path forward to support a strong Team Canada response to see these tariffs lifted and to limit the impact on Yukoners.
- As part of our initial response, our government will:
 - Reduce purchasing products of American origin, such as liquor;
 - Limit U.S. business access to government procurement;
 - Mitigate impacts on Yukon businesses through the development of an assistance program;

Canada and United States Relations – Corporate Response

Executive Council Office

- Support the development of buy local campaigns; and
- Work to break down interprovincial and trade barriers.
- Additionally, in response to U.S. tariffs on automobiles and auto parts, we are reducing our reliance on U.S. companies by:
 - Suspending our EV rebate program for Tesla vehicles.
 - Suspending all Yukon government X accounts; and
 - Cancelling YG Starlink contracts except for those essential for emergency services and business continuity
- We are also working closely with the federal, provincial, and territorial governments to push back against U.S. tariffs.
- The only acceptable solution is the removal of all tariffs for Canada and Canadian products and businesses.

Economic and Trade Impact of Tariffs

- The imposition of U.S. tariffs on key Canadian exports creates uncertainty for Canadian businesses, discouraging investment, slowing growth, and straining cross-border economic relationships.
- We saw the damaging impact of past tariffs in 2018, and we will not hesitate to take strong action to protect Yukon jobs and industries.
- Retaliatory measures are never our first choice, but we will defend our economic interests, as necessary.
- CUSMA was signed to ensure fair and open trade between our countries. The United States should uphold its commitments under this agreement.

First Ministers' Meetings

Canada and United States Relations – Corporate Response

Executive Council Office

- The Premiers, the Prime Minister and key federal ministers have held regular discussions, both virtually and in person, since U.S. tariffs were first threatened in November 2024.

Context—this may be an issue because:

- Canada-US relations and threats from the Trump administration have seized all leaders in Canada.
- First Ministers have met regularly to discuss Canada-U.S. relations, which has been well covered by local and national media.

Background:

Canada-US relations

- Summary of U.S. tariffs imposed on Canada to date:

Type	Rate	Date of entry into effect
Fentanyl/Migration tariffs – non-CUSMA compliant goods	10% for potash & energy 25% for all other goods	March 4
Fentanyl/Migration tariffs – CUSMA compliant goods	0%	March 7
Steel and aluminum	25%	March 12
Autos	25% on all autos that do not meet the CUSMA rules of origin 25% on the value of non-U.S. content, for autos that qualify for CUSMA preferential treatment, but only once the Commerce Secretary certifies the determination of U.S. content on a model-by-model basis	April 3

Canada and United States Relations – Corporate Response

Executive Council Office

Auto Parts	0% for auto parts that qualify for CUSMA preferential treatment	To be announced in Federal Register, but May 3 at the latest
Reciprocal Tariffs	10% baseline does not apply to Canada (and Mexico) due to the current Fentanyl/Migration Tariffs	April 5

- On April 3, the U.S. Administration announced they will impose expansive country-specific tariffs ranging from 10 to 49 per cent on global trading partners, but did not levy any additional tariffs against Canada and Mexico. The U.S. stipulated that exemptions will continue for goods from Canada and Mexico that are compliant under the Canada-United States-Mexico (CUSMA) free trade agreement.
- The Prime Minister of Canada announced new countermeasures on April 3 to protect Canadian workers and businesses and defend Canada's economy. These countermeasures include:
 - Twenty-five per cent tariffs on non-[CUSMA](#) compliant fully assembled vehicles imported into Canada from the United States.
 - Twenty-five per cent tariffs on non-Canadian and non-Mexican content of CUSMA compliant fully assembled vehicles imported into Canada from the United States.
 - Canada's intention to develop a framework for auto producers that incentivizes production and investment in Canada.
 - Every dollar raised from these tariffs will go directly to support our auto workers.
- The evolving tariff situation has prompted diplomatic efforts and political discourse. Canadian officials are engaging in negotiations to seek clarity and potential exemptions, while U.S. policymakers deliberate on the broader implications of the proposed tariffs.

Canada and United States Relations – Corporate Response

Executive Council Office

- The Yukon-U.S. two-way merchandise trade in 2023 stood at \$150.1 million, down from \$240.5 million in 2022. Roughly 85 to 95 per cent of this annual trade is with Alaska.

Yukon government's April 3, 2025 response

- In response to U.S. auto tariffs, YG will: Immediately suspend our EV rebate program for Tesla vehicles, suspend all Yukon government X accounts (formerly known as Twitter) and cancel YG Starlink contracts except for those essential for emergency services and business continuity.

Yukon government's March 4, 2025 response

- Reduce purchasing of products of American origin: Direct the Yukon Liquor Corporation to stop placing orders of U.S.-made alcohol and to remove U.S.-made products from all Government of Yukon liquor stores. Because we do not want to hurt local businesses, licensees may continue to sell American-made products they already have in stock, but no new orders for U.S.-made alcohol will be placed.
- Limit U.S. business' access to government procurement: Direct the Department of Highways and Public Works to update territorial government procurement policies to encourage the purchase of more goods and services from local businesses and non-U.S. companies and minimize the purchase of U.S. goods and services.
- Mitigate impacts on Yukon businesses: Our government is allocating \$1 million to develop an assistance program, complementary to federal support programs, to help Yukon businesses adapt to the uncertain economic environment created by these tariffs. The goal of this funding is to keep support as flexible as possible, to be tailored to the specific needs of affected businesses. This program is funded through Budget 2025-26 and subject to legislative approval. Contingency funds in Budget 2025-26, also subject to legislative approval, will also be available to support Yukon businesses.

Session Briefing Note

ECO TAB 3a

Spring 2025

Canada and United States Relations – Corporate Response

Executive Council Office

- Support "Buy Yukon" campaigns: Support the development of buy local campaigns organized by local chambers of commerce.
- Break down interprovincial and international trade barriers: Through the Department of Economic Development, work with Yukon chambers of commerce and provincial and territorial partners to reduce barriers to internal trade and promote access to non-U.S. markets.

Approved by:

Justin Ferbey

2024 04 07

Deputy Minister, Executive Council Office

Date Approved

Session Briefing Note

Spring 2025

Eagle Gold Mine – Impacts

EMR-ECO-FIN

Recommended response:

- We recognize the seriousness of the heap leach failure and continue to treat our response to the situation with the appropriate urgency.
- Our priorities are to ensure the health and wellbeing of Yukoners and to protect the environment.
- We are committed to working with the First Nation of Nacho Nyak Dun to develop remediation strategies for the failure. A joint team of technical experts hired by the Government of Yukon and the First Nation meet on a regular basis to inform our actions.
- We have full confidence in the court process governing all aspects of the Receivership proceedings, including the appointment of PricewaterhouseCoopers as the Receiver.
- As the Eagle Gold situation continues to unfold, we will continue to assess and improve our understanding of the impacts on Yukoners and the local economy.
- For the most up-to-date information on the situation at Eagle Gold Mine and actions that we are taking, you can visit Yukon.ca.

Additional responses:

- An Independent Review Board has been established to investigate the heap leach failure that occurred at the Eagle Gold mine.
- The Board has developed its own work plan and timeline to

Session Briefing Note

Spring 2025

Eagle Gold Mine – Impacts

EMR-ECO-FIN

conduct its review, and we respect the Board's autonomy in this regard. (See EMR BN #1)

- Impacts on human health and on the environment are being monitored by technical experts from the Government of Yukon, the First Nation of Nacho Nyak Dun and the Government of Canada.
- Our government continues to monitor labour market data, such as the number of unemployed and the number of Employment Insurance claimants, for potential impacts of the mine closure.

Context — this may be an issue because:

- The June 24, 2024, heap leach failure at the Eagle Gold Mine affects the environmental and socio-economic wellbeing of Yukoners – from an environmental and business perspective.

Background:

- The Yukon.ca website is updated with information bulletins to inform the public on the Victoria Gold heap leach failures current situation.
- See 'historic overview' section for an overview of key dates.

Economic and labour market

- The Eagle Gold Mine heap leach failure has changed the outlook for mineral production in the Yukon and resulted in a notable downward revision in the medium-term outlook for the Yukon's real Gross Domestic Product (GDP).
- The effect of closure on the labour market has been minimal, as displaced workers were reabsorbed into the Yukon's tight labour market. At 4.3 per cent in 2024, Yukon's unemployment rate was the lowest in the country. The economy continued to add jobs with employment up by 5 per cent annually.

Session Briefing Note

Spring 2025

Eagle Gold Mine – Impacts

EMR-ECO-FIN

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- At the close of 2023, Victoria Gold had 471 direct hires and another 134 on contract.
 - Of the more than 600 employed, the company reported that about 34 per cent were local, amounting to approximately 200 local workers. This represents about 0.8 per cent of territorial employment in 2024.
 - As of January 16, 2025, there are 30 liens against Victoria Gold worth over \$60.2 million.

Finances

- PwC manages project finances and procurement for the site in its capacity as the court-appointed Receiver and as an officer of the court must ensure funds are being spent responsibly.
- As approved by the Court, the Government of Yukon has advanced \$105 million to the Receiver for urgent works on site in 2024-25.
- Financial security for the Eagle Gold Mine totaled \$104 million. In 2024–25 the Government of Yukon accessed \$55 million of these bonds. The remaining \$48.7 million balance of the Surety Bonds has been accessed and will offset the costs for the loans to the Receiver in 2025–26.
- Additionally, the Receiver had access to \$29.2 million in cash assets of Victoria Gold Corporation to fund receivership activities in 2024-25. The Receiver utilized all of these assets in the 2024-25 fiscal year.
- \$118 million is included, as part of Energy, Mines and Resources' budget 2025-26, to continue to respond to the heap leach failure.
- Funding advanced to the receiver has a net zero impact on the government's surplus and net financial debt, as the Government of Yukon has priority to recover these advances from the assets of the company.
- Interest applies to all loans advanced to the Receiver at a rate of nine per cent. An estimated \$3 million of interest will be accrued in 2024-25 and \$9.5 million is forecast to be accrued in 2025-26.

Session Briefing Note

Spring 2025

Eagle Gold Mine – Impacts

EMR-ECO-FIN

Local procurement

- As part of the agreements established under the receivership order, the Government of Yukon requires that the receiver take steps to maximize local benefits and report to the Government of Yukon on those metrics.
- To date, \$20.8 million has been provided to local contractors under the receivership.
- The Receiver has contracted nine local contractors and in the past month, 72 per cent of the contracted work force were local Yukon contractors.

Independent Review Board

- An Independent Review Board was launched under the Government of Yukon's Guidelines for Mine Waste Management Facilities.
- The Independent Review Board will provide a thorough and expert review of the heap leach failure. It will operate with full autonomy, with contracts managed by the court-appointed receiver, ensuring impartiality in the process.
- The Terms of Reference can be found in the Second Report of the Receiver on the Receiver's website at pwc.com.
- In accordance with the terms of reference, the IRB will provide its report to the Receiver, the First Nation of Nacho Nyak Dun and the Minister of Energy, Mines and Resources by June 15, 2025. The Receiver will make public the report on its website by July 15, 2025.
- Highly qualified experts are on the Independent Review Board. The Independent Review Board Members are:
 - Dr. Jean-Marie Konrad, M.Sc., Ph.D., FCAE, FEIC
 - Mark E. Smith, P.E., P.Eng.
- More information about the Board Members can be found on Yukon.ca.
- There has been no decision as to whether an inquiry will also be established under the *Public Inquiries Act*.

Session Briefing Note

Spring 2025

Eagle Gold Mine – Impacts

EMR-ECO-FIN

- If the Office of the Auditor General decides to conduct an audit, we will support its requests for participation and information.

Historic overview

- On June 24, 2024, a failure occurred at the heap leach facility of the Eagle Gold Mine operated by Victoria Gold Corporation.
- On July 30, 2024, the Premier provided remarks to the Council of Yukon First Nations' General Assembly on a variety of topics including mining and the incident at Eagle Gold Mine
- On August 5, 2024, the Premier provided a statement on mining activity in the Traditional Territory of First Nation of Nacho Nyak Dun.
- On August 12, 2024, the Government of Yukon submitted an application for receivership of Eagle Gold Mine, which was supported by the First Nation of Nacho Nyak Dun.
- On August 14, 2024, PricewaterhouseCoopers Inc. was appointed by the court as Receiver of the assets and property of Victoria Gold Corp. The Receiver is responsible for overseeing remediation of the heap leach failure and its environmental impacts, including compliance with territorial and federal orders.
- On October 1, 2024, PricewaterhouseCoopers released a report that shared receiver's communications with former Victoria Gold Corp's employees, advising they may be eligible to make a claim for outstanding wages up to \$8,500.00, vacation and/or severance pay under the *Wage Earner Protection Program Act*.
- On December 20, 2024, the Yukon Water Board approved the Receiver's application for an emergency amendment to the site's water licence to allow for the discharge of partially treated water. The amended discharge criteria expired on March 31, 2025 and is no longer in effect.

Session Briefing Note

Spring 2025

Eagle Gold Mine – Impacts

EMR-ECO-FIN

- On December 28, 2024, PricewaterhouseCoopers issued a notification to the Government of Yukon and the First Nation of Nacho Nyak Dun regarding a potential leak in a newly constructed containment pond.
- As of February 18, 2025, the Government of Yukon has done 11 technical briefings to continue to keep Yukoners informed with up-to-date information.

Approved By:

Sierra van der Meer

April 29, 2025

 Deputy Minister
Energy, Mines and Resources

 Date Approved

Justin Ferbey

2025 04 22

 Deputy Minister
Executive Council Office

 Date Approved

Jessica Schultz

April 25, 2025

 Deputy Minister
Department of Finance

 Date Approved

Housing Landscape

Yukon Housing Corporation

Recommended response:

- Access to housing remains a priority, and work continues to address key challenges, including:
 - Expanding housing with support services for those in need.
 - Increasing the supply of affordable rental units.
 - Helping Yukoners navigate housing costs.
- Yukon Housing Corporation and its partners are adapting to high construction and borrowing costs by finding innovative ways to develop and maintain housing.
- The corporation's five-year strategic plan, *Creating Home*, is driving a more client-focused and collaborative approach to affordable housing and integrating support services to improve outcomes for Yukoners.

Additional response:

- Governments and stakeholders are working together to develop new land, expand housing options, and respond to the findings of the 2022 Office of the Auditor General Report on housing.
- Housing projects continue to move forward to meet the needs of Yukoners.

Context:

- The combination of high rental costs, limited affordable housing options and difficulties in securing mortgages continues to be a challenge for many Yukoners.
-

Background:

Section 1: Yukon population

- In June 2024, the estimated Yukon population was 46,640; an increase of 1,354, or 3.0%, compared to the revised figure for June 30, 2023 (45,286).
- The Yukon's population is forecast to increase to 51,520 by 2030.
- While the population of most age groups is expected to increase over this period, the number of seniors and people between the ages of 55 and 64 is expected to grow the fastest.

Housing Landscape

Yukon Housing Corporation

Section 2: Housing statistics

Average Whitehorse house prices (YBS)

	2023 Q4	2024 Q4	% Change
Single-detached house	\$627,400	\$657,900	3.0%
Condominium	\$416,000	\$611,900	7.2%

Yukon rents and vacancies (YBS)

	October 2022	April 2023	October 2023	April 2024
Median rent (all types)	\$1,300	\$1,325	\$1,350	\$1,420
Vacancy rate (all types)	1.9%	2.2%	1.8%	1.8%

New residential permits issued, Yukon (YBS)

Year	# of new residential permits
2020	657
2021	635
2022	416
2023	429

Residential building construction, Yukon (YBS)

	January-December 2023	January-December 2024
# residential permits issued*	988	839
\$ value of new permits*	\$81.1 million	\$156.2 million (92% increase)

*In addition to new dwelling units, residential permits include renovations, garages, and additions.
The totals do not include permits issued for plumbing or stoves.

City of Whitehorse, new housing completions ([CMHC](#))

Year	Homeowner	Rental	Condo	All
2018	66	100	61	227
2019	55	78	110	243
2020	80	116	152	348
2021	86	57	53	196
2022	111	194	181	486
2023	129	189	126	444
2024	73	19	151	243

Section 3: Capital projects recently completed by YHC or partners

Since 2022:

- 10 YHC-led projects have been completed, creating a total of 77 new residential units; and
- 8 major Housing Initiatives Fund partnership projects have been completed, creating over 276 new units.

Housing Landscape

Yukon Housing Corporation

YHC projects completed 2022-2024

YHC Project	Construction Start Date	Construction Completion Date	Number of Units
401 Jeckell Street, Whitehorse	May 2020	December 2022	47
RHI affordable triplex, Whitehorse	June 2021	June 2022	3
RHI affordable triplex, Watson Lake	June 2021	March 2022	3
RHI affordable triplex, Mayo	June 2021	March 2022	3
Accessible duplex, Mayo	July 2022	June 2023	2
Accessible duplex, Carmacks	August 2022	July 2023	2
RRDC staff trailer, Ross River	June 2023	December 2023	3
10-plex*, Old Crow (*Asset owned by HPW/ managed by YHC)	Summer 2021	Jan 2024	10
Accessible duplex, Faro	Summer 2023	Spring 2024	2
Affordable duplex, Dawson City	August 2022	June 2024	2
Total units completed (YHC projects):			77

Major partnership projects completed 2022-2024

Project (Lead)	Construction Completion Date	Number of Units
Bringing Citizens Home, Whitehorse (Champagne and Aishihik FN)	Summer 2022	20
Cornerstone multi-use building, Whitehorse (Opportunities Yukon)	July 2022	53
Normandy Living seniors' supportive residence, Whitehorse (KBC)	December 2022	84
Boreal Commons apartments, Whitehorse (536754 Yukon Inc)	January 2023	87
Affordable modular housing, Mayo (Na-Cho Nyäk Dun FN)	March 2023	8
Jëje Zho 12-bed men's shelter, Dawson City (Tr'ondëk Hwëch'in FN)	July 2023	8
VGFN elders complex, Old Crow (Vuntut Gwitchin FN)	January 2024	9
VGFN mobile homes, Old Crow (Vuntut Gwitchin FN)	March 2024	7
Total units completed (major partnerships):		276

Section 4: Underway or upcoming housing capital projects for YHC and partners

YHC projects underway

Project	Start Date	Anticipated Completion Date	Number of Units
Watson Lake - 10-unit supportive living residence (TAB #20)	Summer 2023	Winter 2025	10
Dawson - 34-unit housing project - Korbo lot (TAB #19)	Fall 2024	2026-27	34
Whitehorse - 45-unit Ryder replacement	Fall 2024	Spring 2026	45
Burwash Landing - 1 staff duplex (TAB #25)	Fall 2024	Summer 2026	2
Whitehorse - Purchase of 190 Olive May Way (TAB #5)	July 2024	February 2025	18
Total units underway:			109

Major partnership projects underway or completed

Project	Start Date	Anticipated Completion Date	Number of Units
Safe at Home Society's supportive housing "The Hearth"	March 2024	Spring 2026	67

Session Briefing Note

TAB #1
Spring 2025

Housing Landscape

Yukon Housing Corporation

Safe at Home Society's supportive housing at 408 Alexander	May 2024	Completed	17
DDDC's affordable rental project "Winter Crossing"	Spring 2024	Spring 2026	105
Northern Community Land Trust Society's affordable homeownership "Project 1096"	June 2024	December 2025	32
HIF-7 funding recipients	Spring 2024	Fall 2026	78
Total units:			299

YHC projects planned

Project	Anticipated Start Date	Anticipated Completion Date	Number of Units
Teslin – 6-plex with Village and Teslin Tlingit Council	Design – 2025/26	2027/28	6
Carcross – 6-plex	Lot selected, YESAB approval in progress	2027/28	6
Mayo – 10-Unit Community Housing Project	Lot selected, Design – 2027/28	2029/30	10
Ross River – duplex	2026/27	2028/29	2
Haines Junction – 6-plex	2027/28	2029/30	6
Whitehorse – Accessible Triplex at 44-13 th Ave.	Deferred due to lack of city sewer/water infrastructure, plan to upgrade in 3-5 years.		3
Total units planned:			33

Section 5: Support for new residential land development

September 2024	As part of the Government of Yukon's ongoing commitment to increase land and housing availability and support business growth, new residential and industrial lots are being released in communities across the Yukon in partnership with municipalities and Yukon First Nations. <ul style="list-style-type: none"> seven residential lots in Haines Junction, Mayo and Watson Lake; and three industrial lots in Teslin and Haines Junction This is the sixth lot release this year and is a direct result of the Government of Yukon's historic investment in land development. Since 2021, 685 lots have been released through lotteries and tenders, with over 1,000 expected by 2026. (TABS # 37 & 38).
August 2024	As part of its efforts to work in collaboration with municipalities and Yukon First Nations governments to address housing and business space needs across the territory, the Government of Yukon has released 33 new residential lots across the Yukon. <ul style="list-style-type: none"> Twelve lots are available in Carmacks and Faro 21 country residential lots are available in the Lone Tree subdivision north of Teslin.
June 2023	Government of Yukon partnered with the Government of Canada and the City of Dawson to develop four new residential lots in Dawson.
February 2023	120 lots, including single family, multi-family and townhouse lots in Whistle Bend made available through public lottery.

Section 6: Tenants in Yukon Housing RGI units

YHC Unit Status as of April 24, 2025

Breakdown	Employee	RGI	Total
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Session Briefing Note

TAB #1
Spring 2025

Housing Landscape

Yukon Housing Corporation

Occupied	166	664	830
Under Allocation	2	13	15
Under Capital	2	9	11
Under Repair	3	25	28
Total	173	711	884

Length of RGI tenancy as of April 24, 2025

Length of RGI tenancy in years	Non-Senior	Senior	Total
<1 Year	79	41	120
01-02 Years	96	39	135
02-03 Years	38	33	71
03-04 Years	29	15	44
04-05 Years	18	17	35
05-10 Years	78	97	175
10-15 Years	21	25	46
15-20 Years	8	13	21
20+ Years	7	9	16
Total	374	289	663
Average Years	3.7	5.6	4.5

*The longest running tenancy is 29 years.

Section 7: Waitlist

YHC waitlists for seniors and non-seniors as of April 24, 2025 (TAB #13)

Community	Non-Senior	Senior	Total
Carcross	1	0	1
Carmacks	4	0	4
Dawson City	13	9	22
Haines Junction	2	2	4
Ross River	1	0	1
Watson Lake	16	3	19
Whitehorse	180	93	273
Total	217	107	324

As of April 24, 2025, 13 employees are on the waitlist (TAB #10)

Community	Employee
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Session Briefing Note

TAB #1
Spring 2025

Housing Landscape

Yukon Housing Corporation

Dawson City	6
Faro	1
Haines Junction	3
Pelly Crossing	1
Ross River	1
Teslin	1
Total	13

*Note Beaver Creek, Destruction Bay, Old Crow and Pelly Crossing do not have Rent-Geared-to-Income units and Whitehorse does not have employee housing units.

RGI Waitlist based on Priority Status as of April 24, 2025

Priorities	Non-Senior	Senior	Total
Affordability	136	59	195
By-Name List/Homeless (Community)*	5	2	7
Priority – Medical	11	17	28
Priority – Mobility	10	31	41
Priority – Gender-based violence	56	1	57
TOTAL	218	110	328

*Note this category is used to identify homeless priority in the rural communities outside of Whitehorse. This does not represent the total number of individuals and/or households on the Community By-Name List. Individuals who are homeless may be included in the affordable category until information is shared from the Coordinated Housing Access Team.

Time on Waitlist based on Secondary Status

Breakdown	Affordable	By-Name List	Medical	Mobility	Gender-based violence	Total
<1 Year	129	6	16	21	25	197
1-3 Years	51	0	9	13	28	101
3-5 Years	8	0	3	2	1	14
5-7 Years	7	1	1	2	0	11
7+ Years	1	0	0	0	0	1
Total	196	7	29	38	54	324
Average Years	1.2	1.2	1.4	1.4	1.0	1.2

* The By-Name List category identifies homeless priority in the rural communities outside of Whitehorse.

Section 8: Canada-Yukon Housing Benefit (TAB #9)

- The program helps low-to-moderate-income Yukoners in private market rental housing who cannot afford rent. Applicants can receive \$200, \$400, \$600 or \$800 per month, which will be paid directly to the individual.

Housing Landscape

Yukon Housing Corporation

- Applicants must provide proof of income to be eligible.
- Since the program's launch in November 2020, over 300 households have been supported.
- As of April 24, 2025:
 - 206 households were approved for the original benefit.
 - 18 households were approved for the gender-based violence stream.

Canada-Yukon Housing Benefit - Rental stream breakdown by benefit level as of April 24, 2025.

Benefit Level	# of Clients	Monthly Budget
200	77	\$15,400.00
400	38	\$15,200.00
600	47	\$28,200.00
800	44	\$35,200.00
Total	206	\$94,000.00

Canada-Yukon Housing Benefit - Rental stream recipients as of April 24, 2025.

Community	Non-Senior	Senior	Total
Dawson City	5	4	9
Haines Junction	3	0	3
Watson Lake	1	1	2
Whitehorse	149	43	192
Total	158	48	206

Section 9: Loans and Grants programs

1. **Yukoner First Home Program (TAB #6)** – Launched on April 23, 2024, the Yukoner First Home Program is a new program that provides a deferrable, low-interest loan to first-time buyers who have a pre-approved mortgage and need down payment support.
2. **Developer Build Loan (DBL) Program** – Provides loans for short-term construction financing to Yukon developers who may be unable to secure funding from traditional lenders. The program is for land and infrastructure development for residential purposes or building homes and multi-unit residential buildings. The loan is fully repayable to Yukon Housing Corporation.

Developer Build Loan Program

Applications	2020-21	2021-22	2022-23	2023-24	2024-Jan25	Total	%
Approved	1	1	1	0	2	5	46
Declined	0	0	2	1	0	3	27
Cancelled	0	2	0	1	0	3	27
TOTAL	1	3	3	2	2	11	100

Housing Landscape

Yukon Housing Corporation

3. **Home Ownership Loan Program** – A spring 2024 review found it was not adequately supporting the needs of Yukoners, prompting the transition to the new program. The program has been replaced by the Yukoner First Home Program.

4. **Municipal Matching Rental Construction Program (MMRCP)** – This is a one-time capital grant for projects that receive a municipal development incentive. It is meant to help increase the supply of rental housing in communities.

MMRCP

Applications	2020-21	2021-22	2022-23	2023-24	2024-Jan 25	Total	%
Approved	13	12	17	12	10	64	64.6
Declined	2	1	3	4	0	10	10.1
Cancelled	1	0	12	10	2	25	25.3
TOTAL	16	13	32	26	12	99	100

5. **Home Repair Program** – Funding to repair or upgrade primary residence. This program includes emergencies, accessibility and wildfire grants and a home repair loan. *Note: Three intakes have been completed for the fiscal year 2023-2024.*

Grants stream:

Applications	2020-21	2021-22	2022-23	2023-24	2024-Jan 25	Total
Approved/Pre-Approved	40	46	34	17	3	140
Declined	0	2	3	3	2	10
Cancelled	6	14	9	8	8	45
Total	46	62	46	28	13	195

Loans stream:

Applications	2020-21	2021-22	2022-23	2023-24	2024-Jan 25	Total
Approved/Pre-Approved	0	6	8	10	2	26
Declined	0	5	10	12	5	32
Cancelled	0	25	32	24	20	101
Total	0	36	50	46	27	159

Accessibility stream:

Applications	2020-21	2021-22	2022-23	2023-24	2024-Jan 25	Total
Approved/Pre-Approved	10	8	14	7	5	44
Declined	0	1	2	1	2	6
Cancelled	1	3	8	14	1	27
Total	11	12	24	22	8	77

Session Briefing Note

TAB #1
Spring 2025

Housing Landscape

Yukon Housing Corporation

Emergency stream:

Applications	2020-21	2021-22	2022-23	2023-24	2024-Jan 25	Total
Approved/Pre-Approved	10	6	6	5	3	30
Declined	0	2	6	11	6	25
Cancelled	1	1	4	36	11	53
Total	11	9	16	52	20	108

Session Briefing Note

TAB #1
Spring 2025

Housing Landscape

Yukon Housing Corporation

Wildfire Grants stream:

Applications	2020-21	2021-22	2022-23	2023-24	2024-Jan 25	Total
Approved/Pre-Approved	n/a	n/a	n/a	11	10	21
Declined	n/a	n/a	n/a	0	1	1
Cancelled	n/a	n/a	n/a	16	4	20
Total	n/a	n/a	n/a	27	15	42

6. **Housing Initiatives Fund (HIF)** – Provides capital construction grants for planning and development of new affordable home ownership or rental housing. Affordable is defined as at or below the median market rent or house price. All projects funded under HIF must remain affordable for 20 years. (TAB #26)

Approved by:

Samantha Paterson
President, Yukon Housing Corporation

April 25, 2025
Date Approved

Session Briefing Note
Inflation and Affordability
(Corporate Note)

Recommended response:

- The Government of Yukon remains committed to supporting Yukoners with day-to-day affordability.
- While inflation has improved, high shelter and food costs remain the largest drivers of overall inflation. These elevated prices continue to stretch the budgets of Yukon households, with lower-income households often feeling the greatest impact.
- We are pleased to report that price pressures eased throughout 2024, with local inflation averaging 2 per cent for the year – well below 2023’s rate of 4.9 per cent.
- [Inflation stabilized in March after rising to 3.5 per cent in February. Further moderation is expected for April following the elimination of the consumer carbon price.](#)
- The Government of Yukon continues to monitor inflation and its impact on Yukoners to ensure we can take effective steps to ease financial burdens.

Additional response:

- Budget 2025-26 builds on existing supports for Yukoners by ensuring access to essential services at affordable prices.
- This year’s budget includes investments to advance housing projects across the territory. This includes affordable housing initiatives such as the replacement of the Ryder Apartments in Whitehorse and the recently completed supportive housing project in Watson Lake. It also supports ongoing residential land development projects, including Whistle Bend Phases 12 and 13 in Whitehorse, the Mountain Ridge

Session Briefing Note
Inflation and Affordability
(Corporate Note)

Development in Haines Junction, and the Frances Avenue
Development in Watson Lake.

- The budget provides more than \$47.3 million for early learning and child care programs, including the Yukon Early Learning and Child Care Infrastructure Fund to expand and improve child care spaces. The universal child care program continues to lower costs, reducing fees to an average of less than \$10 per day.
- Budget 2025-26 allocates \$4.8 million to the National School Food Program, helping support families and ensuring every child has access to nutritious meals at school.
- We are also making life more affordable through the Yukon-wide dental program, which remains a national leader with \$5.4 million in continued funding for 2025-26.
- To support workers, the Temporary Paid Sick Leave Rebate has been extended again, ensuring more Yukoners can stay home when they are ill.
- The Interim Electrical Rebate is being replaced by the new Winter Electrical Affordability Program to help Yukoners manage higher electricity costs during peak winter months.
- The government continues to support the free transit program, launched last year by the Department of Community Services, which provides free bus passes to Yukoners.
- Also, the Government of Yukon is working with partners such as Connective and the Safe at Home Society to expand supportive housing options in Whitehorse.

Session Briefing Note
Inflation and Affordability
(Corporate Note)

Third response

- The Government of Yukon has also remained responsive to higher inflation in recent years through its various grants and subsidies, which are indexed to inflation. These include:
 - o Subsidies for medical travel
 - o The Yukon Child Benefit
 - o Social Assistance Payments
 - o Student Financial Assistance
 - o Seniors' benefits
 - o The Pioneer Utility grant
 - o The Comprehensive Municipal Grant Regulation
 - o Residential rent caps
- The Yukon's minimum wage is also responsive to price changes, as its annual change is tied to inflation in the previous year.
- After growing 6.8 per cent in 2023, the minimum wage increased a further 4.9 per cent in 2024 and will again increase on April 1, 2025, to \$17.94 per hour.
- The Yukon's minimum wage is the second highest in Canada, behind only Nunavut's minimum wage of \$19.00 per hour.
- These increases also contribute towards the strong earnings growth we continue to see in the territory. Average weekly earnings grew 5.3 per cent over the first eleven months of 2024, the third strongest growth in the country.

Session Briefing Note

Inflation and Affordability (Corporate Note)

Context—this may be an issue because:

- Inflation has fallen from historic highs, but Yukoners are still dealing with higher prices for goods and services following a lengthy period of elevated inflation.
- The moderation of inflationary pressures that began to take hold late in 2023 continued throughout 2024. Growth in the Whitehorse Consumer Price Index (CPI) was much lower in every month in 2024, and annual inflation of 2 per cent was much improved from 2023.
- Both nationally and in Whitehorse, Inflation has picked up in the first three months of 2025. While inflation declined nationally in March compared to February, Inflation of 3.5 per cent for Whitehorse was unchanged from February, and remains the highest in the country for a second-straight month.

Background:

Inflation – Recent performance and outlook

- Following ten increases in the overnight rate since March 2022, the Bank of Canada made five rate cuts in 2024, with the overnight rate dropping from 5.0 per cent to 3.25 per cent. As of March 12, 2025, there have been two additional cuts of 0.25 percentage points and further rate cuts are expected this year, given economic uncertainty around tariffs. These cuts will further reduce pressure on shelter prices as mortgage rates decline.
- Both locally and nationally, price pressures lessened in 2024, with inflation near historic norms.
- After much improved inflation figures throughout 2024, inflation has moved higher over the first three months of 2025. March's inflation of 3.5 per cent for Whitehorse was unchanged from February and remains the highest in the country for a second-straight month.

Session Briefing Note
Inflation and Affordability
(Corporate Note)

- Nationally, inflation fell from 2.6 per cent in February to 2.3 per cent in March, with inflation down in most jurisdictions.
- Shelter costs continue to be a major driver along with restaurant prices and traveller accommodation.
- With the consumer carbon price ending at the end of March, lower gasoline and fuel oil prices in April should weigh on overall Whitehorse inflation. April data will be released on May 20, 2025.
- The current outlook for the Whitehorse CPI reflects expectations of a return to 'normal' levels of inflation, with the inflation forecast of 2 per cent in 2024, much improved from 4.9 per cent in 2023 and 6.8 per cent in 2022. Annual inflation is expected to average 2 per cent over the period 2025 to 2029.

*** Programs that support affordability listed below ***

HOUSING

Capital projects supporting housing affordability

- Programs such as the Housing Initiatives Fund and investments through the Permanent Affordable Housing program support Yukon Housing Corporation's five-year strategic plan, *Creating Home*, which prioritizes innovative projects and partnerships to expand affordable housing, close gaps in the housing continuum, and increase homeownership opportunities for Yukoners. These partnerships address housing needs and support economic development.
- Eighteen new units in Whistle Bend have been purchased to support a range of housing needs along the continuum.
- Work has begun on the old Korbo lot in Dawson City, which will provide an additional 34 Rent Geared to Income units, scheduled for completion in 2026.
- Groundwork began at the old Ryder Apartments in Whitehorse in September 2024 and we are aiming for completion in spring 2026. When completed, the new complex will deliver 45 new affordable housing units.

Session Briefing Note

Inflation and Affordability

(Corporate Note)

Supportive Housing (Health and Social Services & Yukon Housing Corporation)

- \$1.5 million for Safe at Home will go towards establishing temporary supportive housing at 408 Alexander Street.
- As well, we are contributing \$900,000 in 2025-26 of a total \$12.9 million dollar commitment towards Safe at Home Society's 67-unit project (*The Hearth*), which will provide safe, supportive and permanent housing in Whitehorse.
- Construction of a 10-unit housing complex in Watson Lake was completed in January 2025 which will open its doors in spring 2025.

Canada-Yukon Housing Benefit Rental Subsidy (Yukon Housing Corporation)

- The Canada-Yukon Housing Benefit offers a rental subsidy for low-to-moderate income renters.
- Funded through the National Housing Strategy, the Canada-Yukon Housing Benefit rent subsidy has helped over 300 low- to moderate-income Yukoners with affordability challenges since 2020.
- In addition, the Canada-Yukon Housing Benefit gender-based violence rent subsidy helps survivors access safe housing, so they are not forced to return to unsafe situations due to housing costs.

Winter Electrical Affordability Rebate (Yukon Development Corporation)

- As a replacement for the Interim Electrical Rebate, Yukon Development Corporation will launch the Winter Electrical Affordability Rebate to assist Yukoners with electricity costs in the winter months.

Energy retrofits and funding to improve efficiency (Energy, Mines and Resources)

- Funding that supports reducing energy costs is available for the transportation sector, renewable heating sector, home and building owners, and the construction industry.

Session Briefing Note

Inflation and Affordability (Corporate Note)

- Innovative programs like the Better Buildings Program that offer up-front funding, combined with our Good Energy rebates, make energy retrofits more accessible and affordable for Yukoners.
- For existing homes, the Energy Branch offers the Good Energy Rebate Program for high performance heating systems and upgrades to thermal enclosures including insulation and windows, and high-performance new homes. Taking these measures will save homeowners money by reducing their energy costs.

Affordable Heat Pump Program (Energy, Mines and Resources)

- The Affordable Heat Pump Program aims to help low-to-middle-income households cover the cost of purchasing and installing a heat pump, a device that has the potential to significantly reduce a homeowner's energy costs.
- Since the launch of the Affordable Heat Pump Program late last year, the response has been overwhelming, with over 90 applications.
- The program quickly reached its funding capacity and we are working with our federal partners to seek consideration for additional funds.
- People can still apply to a waitlist and applications will be approved in the order they are received. The program website remains the best way to stay informed about the program.

HEALTH AND WELLBEING

Dental Care program (Health and Social Services)

- The Yukon's Dental Program was launched in 2023 and provides \$1,300, per year, in dental benefits to Yukoners without dental coverage. The program will cover dental treatments necessary to relieve pain and infection, prevent disease, treat cavities, and restore chewing and social function. It will also offer full coverage for preventive care, such as routine dental cleaning.

Yukon Seniors' Income Supplement (Health and Social Services)

- The Yukon Seniors' Income Supplement provides a monthly income supplement for eligible Yukoner senior's receiving Old Age Security (OAS) and the Guaranteed

Session Briefing Note

Inflation and Affordability

(Corporate Note)

Income Supplement (GIS) from the federal government. This amount is adjusted for inflation in October, each year.

Social Assistance Review (Health and Social Services)

- Health and Social Services is undertaking a review of the Yukon's Social Assistance rates to inform options to improve the delivery of the program and ensure it is meeting the needs of program clients.
- While the review is underway, the department is providing a \$100 monthly increase to eligible Social Assistance recipients.

FAMILIES AND EDUCATION

Universal Child Care Program (Education)

- Universal child care is available to all Yukon families using licensed child care spaces. The universal child care program has reduced fees to less than \$10 per day, on average, for families across the Yukon.

Yukon Early Learning and Child Care Infrastructure Fund (Education)

- The Department of Education has a three-year agreement covering the years 2023-24 to 2025-26 with the Government of Canada that will see \$7.7 million in new funding flowing to the Yukon that can be used to create spaces and increase accessibility for not-for-profits and First Nations governments.
- This partnership with the Government of Canada will support a mutual vision of high-quality early learning and child care that is affordable, accessible, and inclusive.

Food in Schools program (Education)

- Good nutrition is vital for students' mental and physical health and increases all students' learning potential.
- On April 1, 2024, Canada announced a \$1 billion investment over five years to create a National School Food Program.

Session Briefing Note

Inflation and Affordability (Corporate Note)

- The new National School Food Policy outlines principles and objectives to support the vision of every child having access to nutritious food in school
- Budget 2025-26 includes \$4.8 million for the National School Food Program.

Fertility Tax Credit (Finance)

- We are committed to improving access to fertility and surrogacy treatments for Yukoners.
- The value of the refundable credit will be 40% of eligible expenses to a maximum of \$10,000 per year per taxpayer with unlimited lifetime availability.
- This generous support is in addition to the new medical travel coverage for fertility treatment and enhances existing support in the tax system, such as the Medical Expense Tax Credit and Northern Residents Deduction.
- Alongside the recently announced medical travel coverage for fertility treatments, the tax credit in this bill will help relieve financial pressures for Yukon families who are accessing these treatments.

Yukon Child Benefit (Health and Social Services and Finance)

- The Yukon Child Benefit provides monthly payments to modest and low-income households who have children under 18. The maximum benefit, per child, is now tied to inflation, effective for the 2023–24 benefit year.

Out of Home Childcare Increases (Health and Social Services)

- To offset inflationary cost of living increases and provide sufficient financial resources to meet the needs of children placed in their care, Health and Social Services provided an ongoing 10 per cent increase to monthly payments to caregivers of children in out of home care in 2023-24, on top of the annual indexed increase. Combined, this amounted to a 16.46 per cent rate increase for community and extended family caregivers.
- Rates are indexed annually to the Whitehorse Consumer Price Index, most recently increased by 2.4 % in October 2024.

Session Briefing Note
Inflation and Affordability
(Corporate Note)

BUSINESSES and COMMUNITIES

Paid sick leave program (Economic Development)

- The Paid Sick Leave Rebate program is now extended until March 31, 2026.
- On April 1, 2023, the Department of Economic Development launched the Paid Sick Leave Rebate as a temporary program offering up to 40 hours of paid sick leave to employees and self-employed Yukoners that earn less than the average private-sector wage of \$33.94/hour.
- The program includes all illnesses (and injuries not covered by any other Act, benefit, or program). The program is available to employees regardless of whether their employer offers paid sick leave, though employees must use all paid sick leave available to them through their employer before they are eligible for the Paid Sick Leave Rebate.

Yukon Trade Resilience Program (Economic Development)

- In preparation for the potential of tariffs on Canadian goods being considered by the United States or other negative impacts on trade, the Department of Economic Development is creating a program to support Yukon businesses.
- The US remains the territory's most important international partner. We are working closely with our federal, provincial, and territorial partners to ensure that we have programming available to mitigate the impact on the Yukon by ensuring support is available if needed.
- The program is still in early stages and will evolve in response to outside factors.

Curbside Recycling (Community Services)

- The Yukon government is supporting the City of Whitehorse with up to \$2.4 million over two years, through 2024 and 2025, for a curbside collection program. The City's program is now in place and the Yukon government's support reduces the cost for Whitehorse households by roughly 50 per cent.

Session Briefing Note
Inflation and Affordability
(Corporate Note)

Approved by:

Jessica Schultz

April 15, 2025

Deputy Minister, Finance

Date Approved

Session Briefing Note
Our Clean Future
Implementation

Environment and Energy,
Mines and Resources

Recommended response:

- Yukoners recognize that our territory, alongside jurisdictions around the world, is facing a climate emergency that is increasingly impacting our communities and way of life.
- In 2020, the Government of Yukon released Our Clean Future, the territory's first climate strategy that is guiding our response to climate change and climate adaptation.
- We continue to make significant progress on implementing Our Clean Future. In November 2024, we shared the 2023 Our Clean Future progress report that highlights our progress in adapting to climate change impacts and reducing greenhouse gas emissions.
- As of the end of 2024 we:
 - Registered 597 zero emission vehicles in the territory and all road-connected communities are equipped with fast chargers;
 - Provided over 1500 rebates for electric bikes;
 - Completed over 300 high performance residential retrofits including over 50 high performance commercial and industrial building energy retrofits;
 - Installed 219 smart heating devices in homes and buildings;
 - Installed 10 megawatts of renewable electricity through the Micro-Generation Program.
- In addition, we recently launched a new income tested heat pump rebate, which was fully subscribed within a month, providing 84 households with funding for heat pumps this year and next.

Session Briefing Note
Our Clean Future
Implementation

Environment and Energy,
Mines and Resources

- By the end of 2023, the Government of Yukon has completed 68 Our Clean Future actions, 105 are in progress or ongoing and 5 have not yet been started.

Additional response:

- As we continue to address climate change, it is important for us to look back on our progress and continue to assess how we can better respond to climate change and reduce our emissions.
- In 2023, we announced the addition of 42 new actions to help us reach our climate goals, which brings the total number of climate actions to 178.
- These new actions are a product of the important work of the Yukon Climate Leadership Council, the Yukon Youth Panel on Climate Change, Navius Research and the findings in the Climate Risk Assessment report.
- The new actions focus on reducing the Yukon's emissions, supporting accessible, reliable and affordable renewable energy, climate adaptation and transitioning to a green economy.
- By the end of 2024, we have made significant progress, including:
 - Completed flood maps for the Southern Lakes region, Teslin and Carmacks. Flood hazard maps are underway for Old Crow, the City of Dawson and the Klondike Valley, and Mayo.
 - Worked with municipalities and First Nations governments to finalize the Community Wildfire Protection Plans in Faro, Haines Junction, Teslin, the City of Dawson and Whitehorse. Plans for Beaver Creek, Mayo, Old Crow, Watson Lake, Destruction Bay and Burwash Landing are underway.

Session Briefing Note
Our Clean Future
Implementation

Environment and Energy,
Mines and Resources

- Advanced climate change preparedness by initiating development of a permafrost monitoring system for key public buildings, and guidelines to address climate hazards in major infrastructure projects.
- Established a geohazard mapping program to understand risks from climate change to the Yukon's transportation corridors.
- Completed flood risk mapping for all transportation corridors in the Yukon.
- We are committed to efforts to reduce greenhouse gas emissions and we support Yukoners in the transition to cleaner transportation options and energy efficient homes and buildings.
- In 2024, we:
 - We passed legislation to set a target of a 45 per cent reduction in mining sector emissions per unit of production by 2035.
 - Began providing rebates for medium-duty electric vehicles.
 - Installed electric vehicle chargers in every road-accessible community in the Yukon, enabling zero-emissions travel throughout the territory. 20 fast charging stations are now operational throughout the territory, and one new Level 2 charger in Swift River. (See EMR BN #30)
- Since 2020, we have provided rebates for 543 energy efficient new homes, exceeding our 2030 target of 500.

Session Briefing Note

Our Clean Future Implementation

Spring 2025
Environment and Energy,
Mines and Resources

Third response:

- Existing actions put us on track to reduce the Yukon's emissions by 30 per cent by 2030. However, there is still significant work required to meet our target reduction of 45 per cent by 2030.
- One of the major drivers of emissions is population – more people means more cars on the road and more homes to heat.
- However, as the population of the Yukon continues to grow, we aren't seeing the rate of emissions increase that we would expect.
- We are seeing lower emissions per Yukoner than we saw in 2010; this is a promising sign that the emissions intensity of everyday life for Yukoners may be starting to decrease.
- We will continue to build on Our Clean Future as we learn more and implement new actions. This will be reflected in the annual reports.
- We will continue to find opportunities to reach our targets as we work with experts, stakeholders and partner governments across the territory and beyond.

Context — this may be an issue because:

- Climate change and the government's progress in delivering on Our Clean Future commitments is of interest to Yukoners.

Background:

- Our Clean Future was released on September 14, 2020, and now has 178 actions, of which 136 are original actions and 42 are new actions. These actions seek to reduce greenhouse gas emissions and support the Yukon to be highly resilient to the impacts of climate change by 2030.

ENV #20 / EMR #54
Spring 2025

Session Briefing Note
Our Clean Future
Implementation

Environment and Energy,
Mines and Resources

- The Government of Yukon reports annually on progress for the implementation of Our Clean Future. Four Annual Reports have been published to date, with the latest report released on November 12, 2024 (capturing 2023 data).
- The Our Clean Future website was launched in December 2023, which shows the government’s commitments and successes towards fighting climate change.

Approved by:

Dennis Berry

February 5, 2025

Deputy Minister, Environment

Date approved

Paul Moore

February 5, 2025

Deputy Minister, Energy, Mines and Resources

Date approved

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

Executive Council
Office

Recommended response:

- Reconciliation is an ongoing process and a shared responsibility of all governments and individuals in the Yukon.
- Our government is deeply committed to advancing reconciliation through collaboration and partnership with Indigenous governments and groups.
- We continue to share our progress toward addressing the Truth and Reconciliation Commission's Calls to Action, most recently through a progress report and Pathways magazine both released in fall 2023.
- The magazine and report provided an update on the actions being taken across the Yukon government and in collaboration with Yukon First Nations governments in areas including child welfare, health, education and justice.

Additional response:

- The Government of Yukon and Yukon First Nations governments are leaders in demonstrating a collaborative approach to reconciliation.
- While there is still work to do, targeted investments are resulting in meaningful change and creating better programs and services for all Yukoners.
- We will continue our collaborative work to implement and report on the Calls to Action, including through work on the Yukon Forum joint priorities and by implementing the *Putting People First* recommendations.

Context—this may be an issue because:

- The 2023 mandate letters include a commitment to fulfill the Truth and Reconciliation Commission's (TRC's) Calls to Action. The 2023 Confidence and Supply Agreement includes a commitment to working with Yukon First Nations to continue to implement the recommendations of the Truth and Reconciliation Commission through targeted investments.
-

Background:

Spring 2025**Truth and Reconciliation Commission
– Update on Calls to Action****Executive Council
Office**

- The TRC report *Honouring the Truth, Reconciling for the Future* was released in 2015 and contains 94 Calls to Action on redressing the harms resulting from residential schools and creating better relations between the federal, provincial and territorial governments and Indigenous Peoples. There are 32 Calls to Action that relate directly to YG.
- The Government of Yukon and Yukon First Nations (YFNs) collaborated on addressing the Calls to Action under the 2017 Yukon Forum Joint Priority Action Plan and through other reconciliation initiatives, such as supporting the important work of the YFN-led Yukon Residential Schools and Missing Children Project.
- The Government of Yukon has taken additional steps to address the Calls to Action, including:
 - establishing the position of Assistant Deputy Minister of First Nations Initiatives at the Department of Education, signing an agreement to establish a YFN School Board and entering into education agreements with all YFNs (speaks to Calls 7 and 10 directed to the federal government);
 - supporting Indigenous athletes and the North American Indigenous Games (Call 88);
 - implementing the YFN Procurement Policy (relates to Call 92) and the Representative Public Service Plan: *Breaking Trail Together* (relates to Call 7);
 - working with YFNs and Yukon Indigenous women's groups to implement the Yukon's *Missing and Murdered Indigenous Women, Girls and 2-Spirit+ People Strategy* (MMIWG2S+ Strategy) (relates to Call 41);
 - participating at the Trilateral Table on the Wellbeing of YFN Children and Families to address gaps for culturally appropriate parenting programs (Call 5); and
 - receiving input from YFNs on Health and Social Services programming through the Mental Health Advisory Committee (relates to Call 19).

Approved by:Justin Ferbey**Deputy Minister, Executive Council Office**2025 01 30**Date**