

Manitoba Transportation and Infrastructure

Transport et Infrastructure Manitoba

Annual Report Rapport annuel

**For the year ended March 31, 2025
Pour l'exercice terminé le 31 mars 2025**

LAND ACKNOWLEDGEMENT

We acknowledge that Manitoba is located on the Treaty Territories and ancestral lands of the Anishinaabeg, Anishinewuk, Dakota Oyate, Denesuline and Nehethowuk Nations.

We acknowledge that Manitoba is located on the National Homeland of the Red River Métis.

We acknowledge that northern Manitoba includes lands that were and are the ancestral lands of the Inuit.

RECONNAISSANCE TERRITORIALE

Nous reconnaissons que le Manitoba se trouve sur les territoires visés par un traité et sur les terres ancestrales des peuples anishinaabeg, anishinewuk, dakota oyate, denesuline et nehethowuk.

Nous reconnaissons que le Manitoba se situe sur le territoire national des Métis de la Rivière-Rouge.

Nous reconnaissons que le nord du Manitoba comprend des terres qui étaient et sont toujours les terres ancestrales des Inuits.

Annual Report

2024-25

Manitoba

Transportation and

Infrastructure

Rapport annuel

2024-25

Transport et

Infrastructure

Manitoba

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Minister of Transportation and Infrastructure

Legislative Building, Winnipeg, Manitoba R3C 0V8 CANADA

Her Honour the Honourable Anita R. Neville, P.C., O.M.
Lieutenant Governor of Manitoba
Room 235 Legislative Building
Winnipeg, MB R3C 0V8

May it Please Your Honour:

I have the honour of presenting, for the information of Your Honour, the Annual Report of Manitoba Transportation and Infrastructure, for the fiscal year ending March 31, 2025.

This year saw an intense blizzard that closed highways and strained emergency systems. Throughout the event, and all year, our entire team served Manitobans with professionalism and commitment. Manitoba Transportation and Infrastructure staff are dedicated to building and maintaining the infrastructure that Manitobans rely on to live and work safely and efficiently.

This report highlights our accomplishments over the past fiscal year in fulfilling our mandate. Key achievements include strengthening relationships with Indigenous Peoples, advancing the development of supply chain hubs, and creating good local jobs through the construction and maintenance of the infrastructure critical to our economy and road safety.

I am confident that the progress made in the 2024-25 fiscal year provides a strong foundation for continued success in delivering on our mandate in the years ahead.

Respectfully submitted,

“Original signed by”

Honourable Lisa Naylor
Minister of Transportation and Infrastructure





Ministre du Transport et de l'Infrastructure

Palais législatif, Winnipeg (Manitoba) R3C 0V8 CANADA

Son Honneur l'honorable Anita R. Neville, P.C., O.M.
Lieutenante-gouverneure du Manitoba
Palais législatif, bureau 235
Winnipeg (Manitoba) R3C 0V8

Madame la Lieutenante-Gouverneure,

J'ai l'honneur de vous présenter, à titre d'information, le rapport annuel du ministère du Transport et de l'Infrastructure du Manitoba pour l'exercice qui s'est terminé le 31 mars 2025.

Cette année, vous avons été touchés par un puissant blizzard qui a causé la fermeture de routes et mis beaucoup de pression sur nos systèmes d'urgence. Mais pendant la durée de cet événement, tout comme durant le reste de l'année, l'ensemble de notre équipe a servi la population manitobaine avec professionnalisme et dévouement. Le personnel du ministère du Transport et de l'Infrastructure se consacre à bâtir et à entretenir l'infrastructure dont dépend la population manitobaine pour vivre et travailler de façon sécuritaire et efficace.

Le présent rapport souligne nos réalisations au cours du dernier exercice dans le cadre de l'exécution de notre mandat. Citons notamment le renforcement des relations avec les Autochtones, le développement de carrefours de chaîne d'approvisionnement ainsi que la création de bons emplois à l'échelle locale grâce à la construction et à l'entretien de l'infrastructure essentielle à l'économie et à la sécurité routière au Manitoba.

Je suis convaincue que les progrès réalisés au cours de l'exercice 2024-25 constituent des assises solides qui nous permettront de continuer à remplir notre mandat dans les années à venir.

Le tout respectueusement soumis,

« Original signé par »

Lisa Naylor
Ministre du Transport et de l'Infrastructure





Transportation and Infrastructure

Deputy Minister

Room 209, Legislative Building

Winnipeg, Manitoba, Canada R3C 0V8

Honourable Lisa Naylor

Minister of Transportation and Infrastructure

Room 203 Legislative Building

Winnipeg, MB R3C 0V8

Madam:

I am pleased to present for your approval the 2024-25 Annual Report of Manitoba Transportation and Infrastructure.

Respectfully submitted,

“Original signed by”

Ryan Klos

Deputy Minister of Transportation and Infrastructure





**Sous-ministre du Transport
et de l'Infrastructure**

Palais législatif, bureau 209
Winnipeg (Manitoba) R3C 0V8

Madame Lisa Naylor
Ministre du Transport et de l'Infrastructure
Palais législatif, bureau 203
Winnipeg (Manitoba) R3C 0V8

Bonjour,

J'ai le plaisir de soumettre à votre approbation le rapport annuel du ministère du Transport et de l'Infrastructure pour l'exercice 2024-25.

Le tout respectueusement soumis,

« Original signé par »

Ryan Klos
Sous-ministre du Transport et de l'Infrastructure



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Introduction/Introduction (French)

This Annual Report fulfills the department reporting requirements described in The Financial Administration Act. The annual report is organized in accordance with departments' appropriation structure as at March 31, 2025, which reflects the authorized appropriations approved by the Legislative Assembly.

Consistent with the Supplement to the Estimates of Expenditure, the annual report includes the Manitoba government performance measurement to foster operational improvements by reinforcing transparency, urgency, alignment and accountability. Performance measurement aligns the departments' work to the government's mandate and strategic priorities. Departments then create operating plans that further translate strategy into day-to-day operations.

The annual report includes information on the department and its Other Reporting Entities (OREs) summary financial results, provides a more detailed breakdown of any changes to its voted budget and also reports on the department's progress in achieving diversity milestones. The financial results and associated variance explanations continue to be provided at the sub-appropriation level. The annual report provides a comprehensive picture of the department's financial performance.

Le présent rapport annuel répond aux exigences ministérielles en matière de rapports qui sont décrites dans la Loi sur la gestion des finances publiques. Il est présenté conformément à la structure des postes budgétaires du ministère au 31 mars 2025, qui tient compte des crédits autorisés ayant été approuvés par l'Assemblée législative.

En cohérence avec le budget complémentaire, le rapport annuel comprend la mesure de la performance du gouvernement du Manitoba, qui favorise l'amélioration sur le plan opérationnel en mettant l'accent sur la transparence, l'urgence, l'uniformité et la reddition de comptes. La mesure de la performance permet d'harmoniser les travaux des ministères avec le mandat et les priorités stratégiques du gouvernement. Les ministères élaborent ensuite des plans opérationnels qui intègrent ces thèmes aux activités quotidiennes.

Le rapport annuel contient les résultats financiers sommaires du ministère et de ses autres entités comptables, fournit une ventilation plus détaillée des changements apportés au budget des crédits votés et rend compte des progrès du ministère en matière de diversité. Il continue de fournir les résultats financiers accompagnés d'explications sur les écarts au niveau des postes secondaires. Le rapport annuel fournit un portrait global de la performance financière du ministère.

Department At a Glance – 2024-25 Results

Department Name & Description	The Department of Transportation and Infrastructure is responsible for establishing and managing public infrastructure, including provincial highways and roads, highway bridges and structures, water and flood control works, and northern airports and marine services. It develops, communicates, and administers motor carrier regulatory and safety services. The department also oversees and coordinates emergency preparedness, emergency response and disaster recovery to prevent the loss of life and minimize damages to property and the environment.
Minister	Honourable Lisa Naylor
Deputy Minister	Ryan Klos

Other Reporting Entities	0	Manitoba Transportation and Infrastructure does not have any Other Reporting Entities.
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Summary Expenditure (\$M)	
583	585
Authority	Actual

Core Expenditure (\$M)		Core Staffing
539	542	1,825.30
Authority	Actual	Authority

Coup d'œil sur le ministère – Résultats en 2024-25

Nom et description du ministère	Le ministère du Transport et de l'Infrastructure est responsable de l'aménagement et de la gestion d'infrastructures publiques comme les routes principales et secondaires de la province, les ponts et les structures routières, les ouvrages de régularisation des eaux et des inondations, les aéroports du Nord et les services maritimes. Il élabore, communique et administre la réglementation des transporteurs routiers et les services de sécurité. Le ministère supervise et coordonne également la préparation aux situations d'urgence, les services d'intervention d'urgence et le rétablissement après une catastrophe pour prévenir les pertes de vie et limiter les dommages causés à la propriété et à l'environnement.
Ministre	Lisa Naylor
Sous ministre	Ryan Klos

Autres entités comptables	0	Il n'y a aucune autre entité comptable relevant du ministère du Transport et de l'Infrastructure.
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Dépenses globales (en millions de dollars)	
583	585
Dépenses autorisées	Dépenses réelles

Dépenses ministérielles (en millions de dollars)		Personnel ministériel
539	542	1 825,30
Dépenses autorisées	Dépenses réelles	Dépenses autorisées

Departmental Responsibilities

Manitoba Transportation and Infrastructure is responsible for the construction, maintenance and operation of the province's vast transportation and water-related infrastructure network; the development of transportation and corporate policy, programs, and legislation; the coordination of emergency preparedness, emergency response, and disaster recovery; motor carrier safety and regulation enforcement including carrier permits; and the development and implementation of sustainable transportation initiatives. The Minister is also responsible for the provincial emergency expenditures budget.

The overall responsibilities of the minister and Manitoba Transportation and Infrastructure include:

- **Overseeing Provincial Highways:** Manage 19,100 kilometres (km) of all-weather roads, including approximately 8,980 km of structural pavement (asphalt/concrete surface), 4,210 km of asphalt surface treated pavement, and 5,910 km of gravel roads.
- **Managing Bridges and Culverts:** Supervise 1,655 bridges and overpasses, and 1,125 bridge-sized large culverts on provincial highways and agricultural drainage networks.
- **Maintaining Water-Related Infrastructure:** Ensure the functionality of 13,000 thru-dike culverts, 4,750 km of drains (linear km), 3,350 crossings over drains, 90 dams, 61 reservoirs, 345 water control structures, eight diversions, 19 community ring dikes, 425 km of linear river diking, and 41 pumping stations.
- **Operating Airports and Ferries:** Administer 22 operational and one non-operational airport locations, along with four ferries to remote communities to facilitate passengers, freight, and medical assistance.
- **Leading Emergency Management:** Manitoba Emergency Management Organization (EMO) works with provincial government departments and local authorities to support the development and enhancement of emergency management programs across Manitoba. This work spans the four phases of emergency management including mitigation, preparedness, response, and recovery, including the coordination of provincial responses to large scale disasters or emergencies. Manitoba EMO is also responsible for the Disaster Financial Assistance program and the issuance of Alert Ready alerts.
- **Engaging in Indigenous Consultation, Engagement, and Reconciliation:** Engage with Indigenous Nations and communities to address concerns and ensure reconciliation is integrated into departmental projects and programs.
- **Managing Capital Investments:** Investing in highway infrastructure, water-related infrastructure, northern airports, and marine infrastructure, general assets, and flood mitigation infrastructure. Prioritize long-term assets renewal, enhance climate resiliency, support economic development, and foster innovation and connectivity in infrastructure planning over five years.
- **Advancing Strategic Transportation Policies:** Enhance Manitoba's multimodal transportation system to strengthen supply chains vital to the province's trade. Support key initiatives including the

CentrePort Canada Inland Port initiative and Arctic Gateway Group Limited Partnership's rehabilitation of the Hudson Bay Railway line to Churchill.

The minister is also responsible for:

- Disaster Assistance Appeal Board (DAAB)
 - DAAB hears appeals from claimants who believe they did not receive the full entitlement to assistance provided under The Emergency Measures Act, The Red River Foodway Act, The Water Resources Administration Act (Shellmouth Dam Programs,), Individual Flood Protection Initiatives, and Disaster Financial Assistance (DFA) policy.
- Licence Suspension Appeal Board (LSAB)
 - LSAB hears appeals from individuals who had their driver's licence suspended by the courts or the Registrar of Motor Vehicles. The Board also considers appeals related to fines, suspensions, cancellations, or denials of various permits, including decisions affecting a commercial vehicle operator's Safety Fitness Certificate under The Highway Traffic Act.
- Medical Review Committee (MRC)
 - MRC hears appeals from individuals whose driver's licences have been suspended, cancelled, or declassified for medical reasons under The Drivers and Vehicles Act.

Appendix C – Statutory Responsibilities lists acts under the minister's responsibility.

Department Shared Services

Not applicable

Responsabilités ministérielles

Le ministère du Transport et de l'Infrastructure est responsable de la construction, de l'entretien et de l'exploitation du vaste réseau d'infrastructures de transport et de gestion des ressources hydriques de la province; de l'élaboration de lois, de politiques et de programmes relatifs au ministère et aux transports; de la coordination des préparatifs en cas d'urgence et des mesures d'intervention aux situations d'urgence ainsi que du rétablissement après une catastrophe; de la sécurité et de l'application de la réglementation dans l'industrie des transports routiers, y compris la délivrance de permis; de l'élaboration et de la mise en œuvre d'initiatives de transport durable. La personne occupant le poste de ministre est également responsable du budget provincial relatif aux urgences diverses. Les responsabilités générales de la personne occupant le poste de ministre et du ministère <du/de la/de l'/des + nom du ministère> comprennent les suivantes :

Les responsabilités générales de la personne occupant le poste de ministre et du ministère du Transport et de l'Infrastructure comprennent les suivantes :

- Supervision des routes provinciales – Gérer 19 100 km de routes toutes saisons, dont quelque 8 980 km en revêtement structural (surface en asphalte ou en béton), 4 210 km en revêtement constitué d'une couche d'empierrement revêtue de bitume et 5 910 km en chaussées de gravier.
- Gestion des ponts et ponceaux – Contrôler 1 655 ponts et viaducs et 1 125 ponceaux de la taille d'un pont sur les routes provinciales et dans les réseaux de drainage agricole.
- Entretien des immobilisations liées à la gestion des ressources hydriques – Veiller à la fonctionnalité de 13 000 ponceaux de digues, 4 750 kilomètres linéaires de canaux de drainage, 3 350 voies de passage au-dessus des canaux de drainage, 90 barrages, 61 réservoirs, 345 ouvrages de régularisation des eaux, huit ouvrages de dérivation, 19 digues circulaires communautaires, 425 km de digues linéaires de cours d'eau et 41 postes de pompage.
- Exploitation d'aéroports et de traversiers – Administrer 22 aéroports opérationnels (et un aéroport non opérationnel) et quatre traversiers pour faciliter le transport des passagers, du fret et des secours médicaux vers des localités éloignées.
- Responsabilité de la gestion des situations d'urgence – L'Organisation de gestion des situations d'urgence travaille avec les ministères provinciaux et les administrations locales pour soutenir l'élaboration et l'amélioration des programmes de gestion des situations d'urgence dans l'ensemble du Manitoba. Ce travail couvre les quatre phases de la gestion des urgences, à savoir l'atténuation, la préparation, l'intervention et le rétablissement, et comprend la coordination des interventions provinciales en cas de catastrophes ou d'urgences à grande échelle. L'Organisation de gestion des situations d'urgence est également responsable du Programme d'aide financière aux sinistrés et de la diffusion d'alertes émanant du Système national d'alertes au public.
- Consultation et mobilisation des Autochtones et réconciliation avec ces peuples – Consulter les nations et les communautés autochtones pour répondre à leurs préoccupations et s'assurer que la réconciliation fait partie intégrante des projets et des programmes ministériels.
- Gestion des dépenses en immobilisations – les infrastructures (transports routiers et maritimes, gestion des ressources hydriques et atténuation des inondations), les aéroports du Nord et les actifs généraux; accorder la priorité au renouvellement des actifs à long terme, renforcer la résilience

climatique, soutenir le développement économique et favoriser l'innovation et la connectivité dans la planification de l'infrastructure sur cinq ans.

- Faire progresser les politiques stratégiques en matière de transport – Améliorer le réseau de transport multimodal du Manitoba pour renforcer les chaînes d'approvisionnement vitales pour le commerce de la province; soutenir des initiatives clés, comme le projet du terminal intermodal CentrePort Canada et les travaux de restauration, par l'Arctic Gateway Group Limited Partnership, de la ligne de chemin de fer de la baie d'Hudson qui relie Churchill.

La personne occupant le poste de ministre est aussi responsable des entités suivantes :

- Commission d'appel de l'aide aux sinistrés
 - La Commission entend les appels des demandeurs qui estiment ne pas avoir reçu toute l'aide qui leur est due en vertu de la Loi sur les mesures d'urgence, de la Loi sur le canal de dérivation de la rivière Rouge, de la Loi sur l'aménagement hydraulique (programmes du barrage de Shellmouth), des initiatives pour la protection des particuliers contre les inondations et de la Politique d'aide financière aux sinistrés.
- Commission d'appel des suspensions de permis
 - La Commission entend les appels des personnes dont le permis de conduire a été suspendu par un tribunal ou par le registraire des véhicules automobiles. Elle est légalement habilitée par le Code de la route à entendre les appels relatifs à la suspension, à l'annulation ou au refus des permis d'écoles de conduite, de moniteurs, de commerçants et de vendeurs automobiles, des certificats en matière de sécurité visant les transporteurs routiers et des écoles de conduite offrant de la formation obligatoire pour débutants.
- Comité d'étude des dossiers médicaux
 - Le Comité entend les appels des personnes dont le permis de conduire a été suspendu, annulé ou refusé pour des raisons médicales.

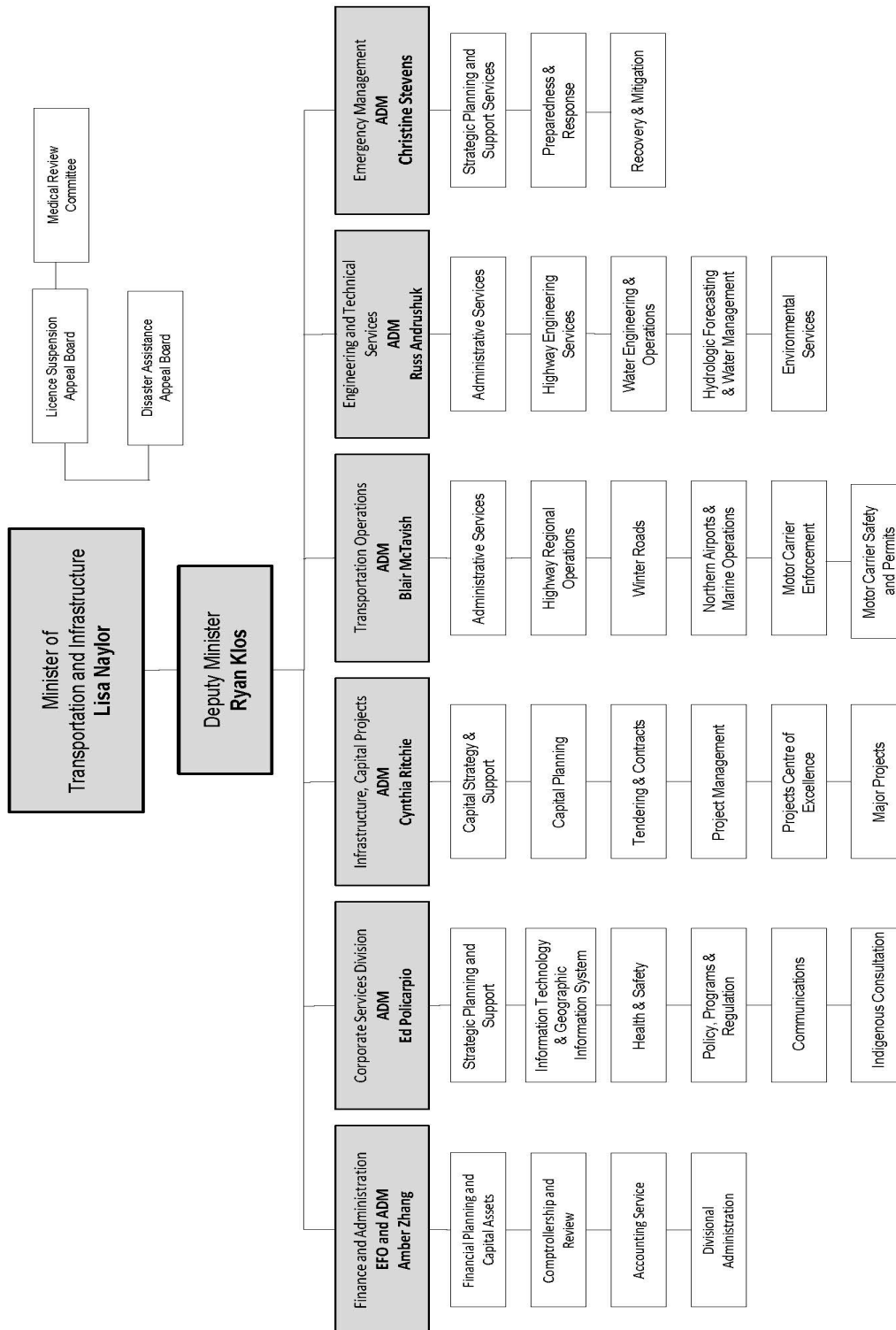
L'annexe C portant sur les responsabilités législatives dresse la liste des lois qui relèvent de la personne occupant le poste de ministre (en anglais seulement).

Services partagés du ministère

Sans objet

Organizational Structure

Transportation and Infrastructure as of March 31, 2025



Operating Environment and Departmental Risk

Manitoba Transportation and Infrastructure (MTI) continues to face risks associated with departmentally owned and grant-supported capital assets. These risks are compounded by the impacts of climate change, geopolitical uncertainties, and evolving economic conditions.

MTI is committed to the goals of ensuring safe, reliable, accessible and sustainable infrastructure. Building and maintaining the infrastructure to grow our economy reflects a proactive approach to risk mitigation and long-term infrastructure resilience. Collaboration with municipalities, Indigenous Nations and stakeholders reflect a multi-faceted approach to infrastructure planning, management and delivery - enhancing equitable services delivery and aligning with the province's reconciliation and economic development goals.

Strategic initiatives such as the Trade and Commerce Grid Initiative and CentrePort Canada development further aim to enhance economic development and improve connectivity to national and international markets, further advancing Manitoba's economic objectives.

The release of the 2024–25 Multi-Year Infrastructure Investment Strategy and the practice of early procurement tender advertisement empowers industry partners to build capacity and maintain competitive pricing. Process improvements, such as enhancing internal engineering resources to support early design work, provide flexibility in executing the department's five-year investment strategy.

Manitoba faces increasingly severe environmental challenges, including more frequent and/or intense wildfires, floods, and extreme weather events. Warmer winters create unique operational and maintenance challenges particularly for critical infrastructure such as winter roads. In response, 22% of projects in MTI's 2024-25 Multi-year Infrastructure Investment Strategy are allocated to climate resiliency, to ensure infrastructure withstands extreme weather and long-term climate shifts. Major flood protection initiatives, including the Lake Manitoba and Lake St. Martin Outlet Channels Project, are central to the province's flood mitigation efforts and enhance safety for nearby communities.

The Mitigation and Preparedness Program complements these efforts by focusing on reducing future climate-related risks. Together, these initiatives demonstrate MTI's commitment to sustainability and environmental stewardship, and the protection of Manitobans.

Federal partnerships, such as the Disaster Financial Assistance Arrangements, play a critical role in disaster recovery and risk mitigation efforts. MTI continues to advocate for improved funding mechanisms and strengthened federal partnerships to enhance the effectiveness of these programs.

Manitoba's key infrastructure assets are maintained through a combination of internal resources and partnerships with externally contracted service delivery partners. Municipalities contribute by assisting with the delivery of maintenance services on low-volume departmental roads in and around their regions, while main high-volume roadways are overseen by internal operations. To ensure service continuity amidst a competitive provincial labour market, MTI is implementing targeted recruitment strategies to enhance staff retention and ensure sufficient staffing resources to maintain and deliver services across Manitoba. The department also emphasizes strong relationship-building with Indigenous Nations, particularly on projects involving traditional territories.

The evolving economic landscape and shifting trade relationships across North America increases the risk of inflation and the possibility of rising industry procurement costs. MTI actively monitors these risks, particularly in northern Manitoba, to mitigate cost escalations and ensure fair and efficient project delivery.

Risk management at MTI is guided by Manitoba Risk Management Policy and the department's Comptrollership Framework, ensuring compliance with legislative and regulatory requirements. The

executive-level Audit and Risk Committee oversees governance, accountability, fraud prevention strategies, and fostering a culture of integrity and transparency. This comprehensive framework addresses potential policy, operations, human resources, financial, legal, health and safety, environment, and reputational risks. Through strategic investments, meaningful partnerships, and continuous process improvements, the department ensures Manitoba's infrastructure remains safe, reliable, and resilient and responsive to current and emerging challenges, supporting the province's long-term goals for sustainable infrastructure and community well-being.

2024-25 Key Achievement Highlights

During the fiscal year, Manitoba Transportation and Infrastructure accomplished the following:

- Introduced two pieces of legislation, Bill 34 (The Highway Traffic Amendment Act - Motor Carrier Enforcement) and Bill 38 (The Highway Traffic Amendment Act - Traffic Safety Measures), and made various regulation amendments.
- Supported the ongoing rehabilitation of the Hudson Bay Railway, repairs of the Port of Churchill and development of the Centreport Canada Inland Port.
- Developed the 2025-26 Multi-Year Plan and published the 2024-25 Multi-Year Infrastructure Investment Strategy, outlining a five-year capital investment framework aligned with strategic priorities: infrastructure renewal, economic development, climate resiliency and connectivity and innovation.
- Established the Road Safety Unit, which completed the first province-wide road safety network screening to identify road segments and intersections at high risk for injury and fatal collisions. The unit also initiated the fatal collision review process.
- Implemented the Centracs system to manage traffic signals, enabling real-time communication with traffic signals in the field and detecting and alerting on-call staff of traffic signal issues.
- Implemented the 2024 Multi-year Infrastructure Investment Strategy, investing \$540 million in capital projects. Significant construction and rehabilitation efforts include:

Major Highway and Road Projects:

- Interchange at PTH 100 & St. Mary's Road, opened to traffic in 2024
- PTH 1 surface reconstruction in Headingley
- PTH 1 eastbound from PR 351 to PTH 5
- PTH 2 from PR 240 to PTH 13
- PTH 5A (in Dauphin) from Triangle Road to Whitmore Avenue
- PTH 10 (18th St) from Aberdeen to Rosser
- PTH 10 from PR 271 to PTH 20
- PTH 12 from PTH 1 to PTH 5
- PTH 16 from PR 472 to the west junction of PR 264 (Solsgirth)
- PTH 23 from PR 336 to PR 422
- PTH 39 from PR 392 to 34.6 kilometres (km) east of PR 392
- PTH 75 southbound from 6.6 km north of PTH 14 to 3.4 km south of south junction of PTH 2
- PTH 83 from PR 355 to PTH 42
- PR 205 from west of PR 300 to PTH 75
- Nelson House Access Road from PR 391 to Nelson House

Bridge and Structure Projects:

- PTH 34 bridge structure over the Assiniboine River
- PR 391 major bridge rehabilitation at Burntwood River
- Completed construction for the rehabilitation of the Miles Hart Bridge over the Burntwood River on PR 391 in Thompson
- Completed construction of the new PTH 10 Daly overpass in Brandon
- PR 440 culvert replacement at Pilot Creek

- Completed construction for a new bridge on
 - Prospect Road over Boundary Creek in Winnipeg Beach
 - PTH 34 over Assiniboine River
 - PR 311 over Manning Canal
 - PTH 59 north over the Floodway
 - PR 314 over Manigotagan River

Flood and Water Infrastructure:

- St. Norbert Dam structure rehabilitation
- Rivers Dam rehabilitation
- Falcon Lake Dam replacement
- West Dike grading near St Norbert

Airport Infrastructure:

- Runway improvements at God's Lake Narrows Airport

Ongoing Construction Projects:

- Rehabilitation of PR 305 over Red River (St. Agathe)
 - New structure on PTH 3 over the Souris River (vicinity of Melita)
 - New structure on PR 227 over Willowbend Creek
 - Ongoing design for PTH 1 and PTH 5 intersection
- Advanced progress on the Trade and Commerce Grid, bringing total completion to 87.5%.
 - Completed flood risk mapping for seven rivers and communities using LiDAR and bathymetry data to support hydraulic and hydrologic modeling.
 - Drafted and developed a new Disaster Financial Assistance (DFA) Regulation aligned with Canada's updated Disaster Financial Assistance Arrangements (DFAA) program.
 - Continued administration of the 2020 Heavy Rains, 2022 Spring Flood, 2023 Spring Flood, and 2024 Wildfire DFA programs by the Manitoba EMO.
 - Continued delivery of 2020, 2022, and 2023 Mitigation and Preparedness Programs which have provided \$3.7 million in support to 120 projects since its inception by the Manitoba EMO.
 - Coordinated a successful federal Request for Assistance (RFA) for the evacuation of Bunibonibee Cree Nation, resulting in the safe evacuation of approximately 2,500 people from Bunibonibee Cree Nation to Winnipeg.
 - Enhanced disaster risk reduction communication through outreach to local authorities and individuals and presentations at Manitoba Disaster Mitigation Conference, Association of Rural Municipalities meeting, and Manitoba Bilingual Municipal Leadership meeting.
 - Expanded the Manitoba EMO Portal that provides close to real-time situational awareness with data, maps, and other resources which enhances coordination efforts during emergencies and disasters. There are 374 local authorities, and 136 emergency management partners registered to use the portal.
 - Issued 28 alerts using the National Public Alerting System including four Civil Emergencies, 15 High Water Advisory, one Flood Warning, two Overland Flood Warning, one Special Ice, two Test Alerts and three High Wind Advisories by Manitoba EMO.

- Established the Police Alert Committee in coordination with Manitoba EMO, Manitoba Justice and provincial policing services.
- Performed inspection and issued Public Safety Answering Point five-year operating licence for Winnipeg Police Service 911 back-up call centre.
- Reduced Licence Suspension Appeal Board hearing wait times by approximately 5% from the previous fiscal year 2023-24 and scheduled a hearing within an average of 81 days of receiving a complete application.
- Launched the 'Track My Plow' feature on Manitoba 511 tracking providing real-time active snowplows locations and improving road safety for the motoring public.
- Maintained winter road access for an average of eight weeks allowing the successful delivery of essential goods to remote northern Manitoba communities.
- Completed Phase 2 runway rehabilitation activities at God's Lake Narrows Airport, including navigational aids, installation of electrical services, and new lighting.
- Motor Carrier Safety and Permits issued a total of 45,789 permits for 2024-25 through MB MOOVES.
- Conducted over 11,000 inspections on Commercial Vehicles by the Manitoba Motor Carrier Enforcement, resulting in the removal of approximately 2,418 commercial vehicles from Manitoba roadways due to mechanical defects, enhancing road safety.
- Partnered with DriveWyze to allow industry carriers with good safety ratings to bypass eight weigh stations and inspection sites across Manitoba, reducing greenhouse emissions and promoting a more efficient transportation sector.

Principales réalisations en 2024-25

Au cours de l'exercice, le ministère du Transport et de l'Infrastructure a accompli les réalisations suivantes.

- Dépôt de deux textes législatifs, soit le projet de loi 34 (Loi modifiant le Code de la route – réglementation des transporteurs routiers) et le projet de loi 38 (Loi modifiant le Code de la route – mesures de sécurité routière), ainsi que modification de règlements.
- Soutien des travaux continus de restauration du chemin de fer de la baie d'Hudson, de la réparation du port de Churchill et de l'aménagement du terminal intermodal CentrePort Canada.
- Élaboration du plan pluriannuel de 2025-26 et publication de la Stratégie d'investissement pluriannuel dans l'infrastructure de 2024-25, qui présente un cadre d'investissement quinquennal en immobilisations en phase avec les priorités stratégiques, soit le renouvellement de l'infrastructure, le développement économique, la résilience climatique, la connectivité et l'innovation.
- Création d'une unité de la sécurité routière, qui a réalisé le premier bilan de l'examen provincial de la sécurité du réseau routier visant à repérer les tronçons de route et les intersections à haut risque de collisions mortelles et à l'origine de blessures, en plus de lancer le processus d'examen des collisions mortelles.
- Implémentation du système Centracs permettant de gérer les feux de signalisation, de communiquer en temps réel avec les feux de signalisation ainsi que de détecter les problèmes liés aux feux de signalisation et d'en avertir le personnel sur appel.
- Mise en œuvre de la Stratégie d'investissement pluriannuel dans l'infrastructure de 2024-25 grâce à un investissement de 540 millions de dollars dans des projets d'immobilisations. Voici des exemples d'importants travaux de construction et de restauration :

Projets routiers

- Échangeur à l'intersection de la RPGC 100 et du chemin St. Mary's (ouverture à la circulation en 2024)
- Réfection de la chaussée de la RPGC 1 à Headingley
- Tronçon en direction est de la RPGC 1, de la RPS 351 à la RPGC 5
- Tronçon de la RPGC 2, de la RPS 240 à la RPGC 13
- Tronçon de la RPGC 5A (à Dauphin), du chemin Triangle à l'avenue Whitmore
- Tronçon de la RPGC 10 (18^e Rue), de l'avenue Aberdeen à l'avenue Rosser
- Tronçon de la RPGC 10, de la RPS 271 à la RPGC 20
- Tronçon de la RPGC 12, de la RPS 1 à la RPS 5
- Tronçon de la RPGC 16, de la RPS 472 à la jonction ouest de la RPS 264 (Solsgirth)
- Tronçon de la RPGC 23, de la RPS 336 à la RPS 422
- Tronçon de la RPGC 39, de la RPS 392 à 34,6 km à l'est de la RPS 392
- Tronçon de la RPGC 75 en direction sud, de 6,6 km au nord de la RPS 14 à 3,4 km au sud de la jonction sud de la RPS 2
- Tronçon de la RPS 83, de la RPS 355 à la RPS 42
- Tronçon de la RPS 205, de l'ouest de la RPS 300 à la RPS 75
- Route d'accès de Nelson House, de la RPS 391 à Nelson House

Projets de ponts et de structures

- Pont de la RPGC 34 enjambant la rivière Assiniboine
- Restauration majeure du pont de la RPS 391 à la rivière Burntwood
- Fin des travaux de construction pour la restauration du pont Miles Hart enjambant la rivière Burntwood sur la RPS 391 à Thompson
- Fin des travaux de construction du nouveau pont d'étagement Daly de la RPGC 10 à Brandon
- Remplacement de ponceaux de la RPS 440 au ruisseau Pilot
- Fin des travaux de construction d'un nouveau pont aux endroits suivants :
 - Chemin Prospect à Winnipeg Beach, au-dessus du ruisseau Boundary
 - RPGC 34, au-dessus de la rivière Assiniboine
 - RPS 311, au-dessus du canal Manning
 - RPGC 59 en direction nord, au-dessus du canal de dérivation
 - RPS 314, au-dessus de la rivière Manigotagan

Ouvrages de régularisation des eaux et des inondations

- Restauration de la structure du barrage de Saint-Norbert
- Restauration du barrage de Rivers
- Remplacement du barrage de Falcon Lake
- Nivellement de la digue ouest près de Saint-Norbert

Infrastructure aéroportuaire

- Amélioration de la piste de l'aéroport de Gods Lake Narrows

Projets de construction en cours

- Restauration de la RPS 305 au-dessus de la rivière Rouge (Sainte-Agathe)
 - Nouvelle structure sur la RPGC 3 au-dessus de la rivière Souris (à proximité de Melita)
 - Nouvelle structure sur la RPS 227 au-dessus du ruisseau Willowbend
 - Conception de l'intersection de la RPGC 1 et de la RPGC 5
- Avancement du réseau des routes commerciales de 0,8 % en 2024 (le projet est maintenant terminé à 87,5 %).
 - Cartographie de sept rivières et communautés à risque d'inondation à l'aide de données LIDAR et bathymétriques pour faciliter la modélisation hydraulique et hydrologique.
 - Élaboration d'un nouveau règlement sur l'aide financière aux sinistrés harmonisé avec le programme des Accords d'aide financière en cas de catastrophe.
 - Administration continue des programmes d'aide financière aux sinistrés des fortes pluies de 2020, des inondations du printemps 2023 et des feux de forêt de 2024 par l'Organisation de gestion des situations d'urgence du Manitoba.
 - Prestation continue du Programme d'atténuation des catastrophes et de préparatifs d'urgence offert en 2020, en 2022 et en 2023. Depuis la création de ce programme, l'Organisation de gestion des situations d'urgence du Manitoba a versé 3,7 millions de dollars pour 120 projets.
 - Coordination d'une demande d'aide fédérale pour l'évacuation en toute sécurité d'environ 2 500 personnes de la Nation crie de Bunibonibee vers Winnipeg.
 - Amélioration des communications concernant la réduction des risques de catastrophe par la mobilisation des autorités locales et de la population ainsi que par des présentations dans le cadre

de la Manitoba Disaster Management Conference, de la réunion de l'Association des municipalités du Manitoba et de la réunion de l'Association des municipalités bilingues du Manitoba.

- Amélioration du portail de l'Organisation de gestion des situations d'urgence du Manitoba, qui offre des données, des cartes et d'autres ressources de connaissance de la situation en temps quasi réel pour faciliter la coordination en cas d'urgence et de catastrophe. Le portail est utilisé par 374 autorités locales et 136 partenaires de gestion des situations d'urgence.
- Émission de 28 alertes à l'aide du Système national d'alertes au public, soit quatre alertes d'urgence civile, 15 alertes de niveau élevé des eaux, une alerte d'inondation, deux avertissements d'inondation, une alerte spéciale des glaces, deux alertes d'essai et trois alertes de vent violent par l'Organisation de gestion des situations d'urgence du Manitoba.
- Mise sur pied d'un comité d'alerte de la police en collaboration avec l'Organisation de gestion des situations d'urgence du Manitoba, Justice Manitoba et les Services de police de la province.
- Inspection du centre de réception des communications d'urgence pour le service 911 du Service de police de Winnipeg et délivrance d'un permis d'exploitation de cinq ans.
- Réduction d'environ 5 % des délais d'audience de la Commission d'appel des suspensions de permis par rapport à l'exercice 2023-24 (tenue d'une audience dans un délai moyen de 81 jours suivant la réception d'une demande complète).
- Lancement de l'outil de localisation des chasse-neige de Manitoba 511, qui permet de suivre en temps réel les chasse-neige et d'améliorer la sécurité routière.
- Maintien de l'accès aux routes d'hiver pendant huit semaines en moyenne pour permettre la livraison de biens essentiels dans les collectivités éloignées du nord du Manitoba.
- Achèvement de la deuxième phase des travaux de restauration de la piste de l'aéroport de Gods Lake Narrows, y compris de l'installation de nouvelles aides à la navigation, de servitudes électriques et de nouveaux dispositifs d'éclairage.
- Émission de 45 789 permis en 2024-25 par la Direction des permis et de la sécurité des transporteurs routiers par l'entremise du système de déplacement efficient et sécuritaire de véhicules à gabarit ou à chargement excessif.
- Réalisation de plus de 11 000 inspections de véhicules commerciaux par la Direction de la réglementation des transporteurs routiers, ce qui a amélioré la sécurité routière grâce au retrait des routes du Manitoba d'environ 2 418 véhicules commerciaux en raison de défauts mécaniques.
- Partenariat avec Drivewyze pour permettre aux transporteurs commerciaux ayant une bonne cote de sécurité de contourner huit postes de pesée et sites d'inspection au Manitoba, contribuant ainsi à réduire les émissions de gaz à effet de serre et à accroître l'efficacité du secteur des transports.

Department Performance Measurement

The departmental objectives reflect the elected government priorities listed in the department mandate letters. The government identified five provincial themes: Lowering Costs for Families, Rebuilding Health Care, Growing Our Economy, Healthier Families and Safer Communities and A Government that Works for You, with the department's objectives listed under each of the themes.

Vision

Connect and protect Manitoba

Mission

To ensure safe, reliable, and sustainable infrastructure and services for Manitoba and its communities.

Values

Trustworthy

Accountable

Innovative

Committed

Caring

Provincial Themes and Department Objectives

Growing Our Economy

1. Build the infrastructure we need to grow our economy.

Healthier Families and Safer Communities

2. Make life better for Manitobans

A Government that Works for You

3. Deliver on commitments in a fiscally responsible way.

Mesure de la performance du ministère

Les objectifs ministériels reflètent les priorités du gouvernement élu, qui sont décrites dans les lettres de mandat. Le gouvernement a désigné cinq thèmes provinciaux (Réduire les coûts pour les familles, Rebâtir le système de soins de santé, Faire croître notre économie, Des familles plus en santé et des communautés plus sûres et Un gouvernement qui travaille pour vous) sous lesquels sont répertoriés les objectifs ministériels.

Vision

Relier et protéger les collectivités du Manitoba

Mission

Veiller à la sécurité, à la fiabilité et à la durabilité de l'infrastructure et des services offerts au Manitoba et à ses collectivités

Valeurs

Fiabilité

Responsabilité

Innovation

Engagement

Bienveillance

Thèmes provinciaux et objectifs ministériels

Faire croître notre économie

1. Bâtir l'infrastructure dont nous avons besoin pour faire croître notre économie

Des familles plus en santé et des communautés plus sûres

2. Améliorer la vie des Manitobains

Un gouvernement qui travaille pour vous

3. Tenir nos engagements en faisant preuve de responsabilité financière

Department Performance Measurement - Details

The following section provides information on key performance measures for Manitoba Transportation and Infrastructure for the 2024-25 reporting year. All Manitoba government departments include a performance measurement section in a standardized format in their annual reports.

Performance indicators in Manitoba government annual reports are intended to complement financial results and provide Manitobans with meaningful and useful information about government activities and their impact on the province and its citizens.

Growing Our Economy

1. Build the infrastructure we need to grow our economy

Key Initiatives

Blue-Ribbon Panel

- Supported the Blue-Ribbon Panel comprised of local leaders and municipal officials as they work to establish priority infrastructure recommendations. This initiative creates opportunity for the department to improve its ability to focus on creating good local jobs and building horizontal infrastructure.

Airport at Wasagamack First Nation

- Continued progress on building a new airport at Wasagamack First Nation as part of the Northern Airport Improvements Initiative, supporting safe, reliable, all-season access to the communities of Wasagamack First Nation and St. Theresa Point First Nation. The department issued an initial progress payment for \$7.8 million for the completed construction of 5.8 kilometres of connecting all-season road between Wasagamack First Nation and the site of the new airport. This road is a vital first step towards the construction of the new airport.

Churchill and CentrePort

- Worked with the department of Business, Mining, Trade and Job Creation to advance initiatives to develop Churchill and Centreport as transportation and supply chain hubs. In 2024-25, MTI invested \$30 million to further improve the Port of Churchill and the Hudson Bay Railway to support economic development, employment, remote community access and resupply that are crucial for Northern communities and interprovincial and global connectivity. MTI also provided \$250,000 in funding to CentrePort Canada Inc., to support continued marketing of the CentrePort Canada Inland Port to attract trade-based investment and create good jobs. Both initiatives are ongoing and identified as priorities in MTI's Mandate Letter.

Multi-Year Infrastructure Investment Strategy

- Made strategic investments in highways, water-related infrastructure, and northern airports through the five-year capital plan to renew and preserve existing assets, enhance Manitoba's climate resiliency, advance economic development and prioritize innovation and connectivity.

Trade and Commerce Grid Initiative

- Increased the proportion of the provincial highway network capable of supporting the heaviest and most efficient truck loadings to 87.5%. This improvement reduces the number of trips/shipments to transport goods, improving the efficiency of truck transport services supporting trade, commerce, and business investment.

Performance Measures

Measure	2022-23 Actual	2023-24 Actual	2024-25 Target	2024-25 Actual
1.a Percentage of pavement in good or fair condition annually	71.8%	71%	71.8%	70.6%
1.b Percentage of closures of uncontrolled access points and medians on North Perimeter Highway annually	85%	90%	90%	90%
1.c Reduction in Hudson Bay Railway transit/delay time (minutes) from Port of Churchill to The Pas annually	-	-	-	149
1.d Percentage of the Trade and Commerce Grid supporting RTAC (Roads and Transportation Association of Canada) truck weight loading annually	86%	87%	87%	87.5%

1.a Percentage of pavement in good or fair condition annually: Based on nationally accepted engineering criteria known as the International Roughness Index, this measure assesses the condition of critical provincial assets that support trade and commerce, citizen mobility and inter-community connectivity. It informs the targeting of future capital investment amongst other criteria used by the department. In this fiscal year, the rate of road rehabilitation was lower than the rate of road deterioration due to an aging highway network and severe weather conditions.

1.b Percentage of closures of uncontrolled access points and medians on North Perimeter Highway annually: This measure reflects a significant departmental focus on improving safety and enhancing travel/trade fluidity on one of Manitoba's main commerce routes - the North Perimeter Highway.

1.c Reduction in Hudson Bay Railway transit/delay time (minutes) from Port of Churchill to The Pas annually: This measure captures the reduction in transit time of Hudson Bay Railway (HBR), achieved through rail rehabilitation and efficiency improvements. The measure is expressed in minutes. The measure is expected to reflect improved HBR's service to Manitoba's northern and remote communities and businesses. As this is the first year of measurement, 2024-25 was used for data collection and will serve as the baseline for establishing future targets.

1.d Percentage of the Trade and Commerce Grid operating RTAC (Roads and Transportation Association of Canada) truck weight loading annually: This measure indicates the extent to which the highway network supports the heaviest regulated truck weight loading standard. The measure is expressed as the percentage of kilometres within the strategic highways that form the Trade and Commerce Grid that meet the maximum truck weight loading (RTAC standard, which is Manitoba's heaviest regulated loading classification). MTI aims to achieve 100% completion of the Trade and Commerce Grid in the long-term to meet and support RTAC truck loading. The 2024-25 target was slightly adjusted mid-year to reflect a rounded value and revised target.

Healthier Families and Safer Communities

2. Make life better for Manitobans

Key Initiatives

Flood mitigation infrastructure

- Maintained and rehabilitated Manitoba's existing network of flood mitigation infrastructure to protect communities from flooding. This includes over 1,000 culverts on the highway network, over 900 structures to support agricultural drainage, community ring dikes, diversions, pumping stations, linear river dikes and dams, including the Shellmouth Dam and Reservoir, Portage Diversion, Fairford River Water Control Structure, Red River Floodway, and Assiniboine River Dikes (Portage la Prairie to Baie St. Paul).

Lake Manitoba/Lake St. Martin Outlet Channels Project

- Worked to reset relationships before advancing the proposed Lake Manitoba/Lake St. Martin Outlet Channels Project, which will enhance flood protection for communities around both Lake Manitoba and Lake St. Martin and strengthen Manitoba's existing network of flood mitigation infrastructure. The Manitoba government is committed to building the flood protection necessary to keep Manitobans safe and recognize the urgency of this project given previous flood events around Lake Manitoba and Lake St. Martin.

Improve Manitoba roads to keep families safe

- Advanced Manitoba Transportation and Infrastructure's five-year investment strategy that prioritizes transportation capital projects under investment themes of infrastructure renewal, economic development, climate resiliency, and connectivity and innovation, thereby improving social, economic, and environmental return on investment and value for money in infrastructure investment practices of the department. Prioritized the implementation of a Road Safety Strategy.

Renew relationships and advance Indigenous reconciliation

- Indigenous peoples expect the province to engage in respectful and productive consultation and to actively listen to their concerns. The department continues these efforts and remains committed to active involvement in provincial initiatives that affect Indigenous peoples, and to create opportunities for respectful partnerships.
- The department is also committed to improving the transportation system to meet Indigenous economic access, safety, and mobility needs, and the following actions supported this goal: delivery of program related to the highways network linking rural First Nations communities; the winter road network to remote communities; a \$30 million investment commitment in the Hudson Bay Railway and Port of Churchill for 2024, building on a previous \$73.8 million investment; an ongoing \$15 million capital investment in the Thompson Airport redevelopment; significant investment towards an airport at Wasagamack First Nation; and via provision of 22 remote airports and 4 ferries.

Central Online Communication Platform

- Expanded the Manitoba Emergency Management Organization's Portal that provides close to real-time situational awareness through data, maps, and other resources. This platform enhances coordination

efforts during emergencies and disasters. There are 374 local authorities, and 136 emergency management partners registered to use the portal.

Performance Measures

Measure	2022-23 Actual	2023-24 Actual	2024-25 Target	2024-25 Actual
2.a Number of commercial vehicle safety inspections conducted per year	6,141	8,800	8,700	11,243
2.b Condition score of provincial dams per year	2.49	2.40	2.49	2.51
2.c Number of clients usage/hits on 511 annually	102,248,617	22,412,216	22,000,000	21,070,547
2.d Number of bridge inspections per year	2,037	2,050	2,500	2,331
2.e Number of inspections of provincial dams and dikes per year	431	397	400	434
2.f Percentage of service availability of provincial airports per year	99.9%	99.9%	99.9%	99.9%
2.g Number of communications to Indigenous rights holders on active projects under federal Environmental Assessment per year	1,800	1,600	1,950	610
2.h Ratio of steps achieved (out of 6) on Outlet Channels Project environmental approval annually	3	4	6	5

2.a Number of commercial vehicle safety inspections conducted per year: This measure reflects the department's efforts to ensure the safety of heavy-duty commercial trucks operating on the provincial road network. It also helps minimize any infrastructure degradation caused by overweight vehicles.

2.b Condition score of provincial dams per year: MTI uses a proprietary asset risk index ranging from one (best) to five (worst) to assess the condition of provincial dams. These assets are critical for water management purposes, irrigation, recreation, and flood mitigation. The discrepancy of 0.2 was mainly due to the reclassification of stability and condition score at Portage Diversion Outlet and Shanty Lake Dam.

2.c Number of client usage/ hits on 511 annually: Manitoba 511 views indicate that the department is providing timely and accurate information to the travelling public. A new method of tracking activity now counts the number of times the 511 site is actively used, instead of the number of website hits in search results. This change resulted in a revised target for 2024-25.

2.d Number of bridge inspections per year: The repercussions of highway bridge failure can be catastrophic, so proactive disclosure of inspection practices to maintain bridge safety is important to

keeping public confidence and trust in the safety of Manitoba's transportation network. This measure provides proactive disclosure of the total number of bridge inspections conducted annually. Conducting more thorough and detailed bridge inspections led to a slight reduction in total number of inspections completed.

2.e Number of inspections of provincial dams and dikes per year: This measure captures the total number of engineering and maintenance inspections of provincial dams and dikes. Inspection frequency targets vary from year to year, as sites are either on a two-year or three-year inspection schedule.

2.f Percentage of service availability of provincial airports per year: This measure reflects the service reliability of the 22 provincially operated remote airports, which provide the only all-season transportation access for many northern Indigenous communities. It is a measure of scheduled availability against time unavailable, based on MTI's scheduled hours of service levels cumulatively offered annually.

2.g Number of communications to Indigenous rights holders on active projects under federal Environmental Assessment per year: This measure tracks the number of formal outreaches and communications to rights holders for the proposed Lake Manitoba/Lake St. Martin Outlet Channels project and is indicative of the depth and detail of Manitoba Transportation and Infrastructure's Indigenous consultation and engagement efforts for a representative major infrastructure project. Over time, the level of communication required with communities has decreased significantly, reflecting the natural progression of the consultation process. Given this progression, this measure is now retired.

2.h Ratio of steps achieved (out of 6) on Outlet Channels Project environmental approval annually: This measure is identified by formal markers achieved or surpassed within the federal environmental approval process for the proposed Lake Manitoba/Lake St. Martin Outlet Channels project. This represents steps achieved compared to all steps to receive a federal decision to permit project construction. Manitoba is awaiting the 6th and final step of environmental approval to be issued by the federal government. No provincial actions under this measure are required until the federal process is complete.

A Government that Works for You

3. Deliver on commitments in a fiscally responsible way

Key Initiatives

Mitigation and Preparedness Program

- Continued to deliver 2020, 2022, and 2023 Mitigation and Preparedness Programs which have provided \$3.7 million in support to 120 projects since its inception. This initiative offers municipalities the opportunity to mitigate future disasters by building local resiliency against natural disasters, extreme weather events, and the impacts of climate change.

Modernization of Disaster Financial Assistance Program

- Continued to administer the 2020 Heavy Rains, 2022 Spring Flood, 2023 Spring Flood, and 2024 Wildfire DFA programs.
- Developed and adjusted program policies for the provincial Disaster Financial Assistance program to align with Canada’s updated Disaster Financial Assistance Arrangements program. The new provincial Disaster Financial Assistance Program will provide greater support to Manitobans during and after a natural disaster and will focus on improving disaster outcomes, including additional opportunities to build resilience.

Performance Measures

Measure	2022-23 Actual	2023-24 Actual	2024-25 Target	2024-25 Actual
3.a Number of agreements with local governments for road and right of way services per year	86	96	96	103
3.b Number of truck permits issued via single window electronically per year	41,092	47,684	45,000	45,789
3.c Percentage of operating budget spent annually	100%	99.7%	100%	100.6%
3.d Percentage of capital budget spent annually	67.6%	97.5%	80%	100%

3.a Number of agreements conducted with municipalities for road services per year: This measure tracks the number of agreements with municipalities related to gravel road maintenance, snow clearing and noxious weed management on road rights of way. These agreements reflect prudent and value for money in public expenditure by aligning road services with local municipal efforts for similar activities on low volume routes, while maintaining service levels. They also serve as a basis to establish trusted partnerships for further delivery of similar services performed by Manitoba Transportation and Infrastructure and municipalities, where appropriate. This performance measure was previously listed as “3.a Per cent

increase in agreements conducted with municipalities for road services per year” and was updated mid-year to reflect actual number of agreements.

3.b Number of truck permits issued via single window electronically per year: This measure captures the number of truck permits issued through the MTI Online Permitting System for over-dimensional, overweight, Trucking Productivity Program route agreement, productivity, fuel tax, and temporary registration. This system allows some permits to be issued immediately electronically and represents a major initiative to improve service and reduce administrative burden for Manitoba Transportation and Infrastructure. The number of permits may fluctuate annually, depending on truck-based economic activity in the province.

3.c Percentage of operating budget spent annually: Expressed as the proportion of the annual operating budget spent.

3.d Percentage of capital budget spent annually: Expressed as the proportion of the annual capital budget spent.

FINANCIAL DETAILS

Consolidated Actual Expenditures

This table includes the expenditures of the department and Other Reporting Entities (OREs) that are accountable to the minister and aligns to the Summary Budget.

Manitoba Transportation and Infrastructure does not have OREs.

Consolidated Actual Expenditures

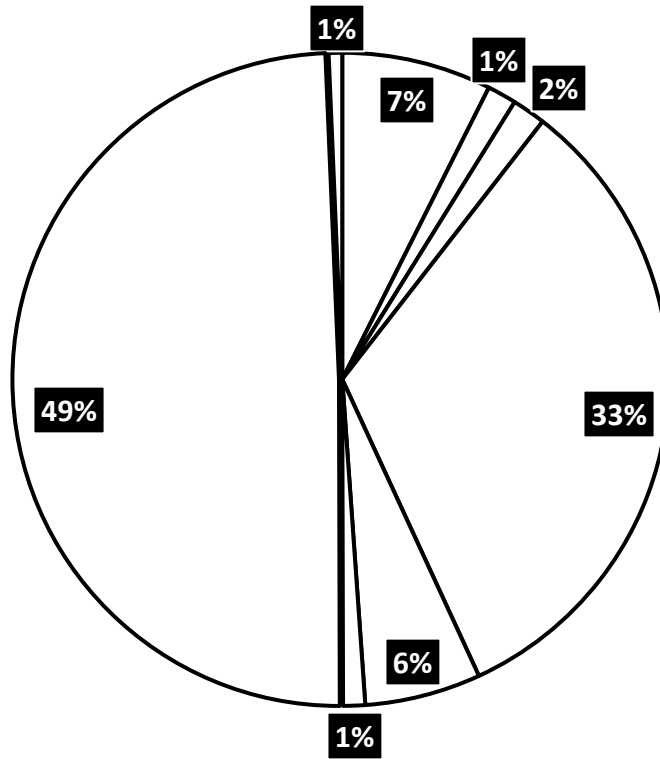
For the fiscal year ended March 31, 2025, with comparative figures for the previous fiscal year \$(000s)

Main Appropriations	Part A - Operating	Other Reporting Entities	Consolidation and Other Adjustments	2024-25 Actual	2023-24 Actual
15.1 Finance and Administration	3,282	-	40,200	43,482	43,425
15.2 Corporate Services	8,449	-	-	8,449	74,853
15.3 Infrastructure Capital Projects	9,754	-	-	9,754	5,308
15.4 Transportation Operations	191,280	-	-	191,280	183,407
15.5 Engineering and Technical Services	33,706	-	-	33,706	32,994
15.6 Emergency Management	6,378	-	-	6,378	8,741
15.7 Cost Related to Capital Assets (NV)	289,608	-	-	289,608	274,124
Interfund Activity	-	-	2,336	2,336	2,500
TOTAL	542,457	-	42,536	584,993	625,352

Note: Manitoba Public Insurance administers The Drivers and Vehicles Act on behalf of the Manitoba government and retains \$40.2 million in the revenue related to licence and registration fees. This summary expense is offset by the equivalent amount of summary revenue in the accounting consolidation adjustment.

NV – Non-Voted

**Percentage Distribution of Consolidated Actual Expenditures
by Operating Appropriation,
2024-25 Actuals**



Summary of Appropriation and Expense

Main Appropriations	Percentage Distribution	2024-25 Actual
15.1 Finance and Administration	7%	43,482
15.2 Corporate Services	1%	8,449
15.3 Infrastructure Capital Projects	2%	9,754
15.4 Transportation Operations	33%	191,280
15.5 Engineering and Technical Services	6%	33,706
15.6 Emergency Management	1%	6,378
15.7 Costs Related to Capital Assets (Non-Voted)	49%	289,608
Interfund Activity	1%	2,336
TOTAL	100%	584,993

Summary of Authority

Part A - Operating		2024-25 Authority \$(000s)
2024-25 PRINTED ESTIMATES - PART A		515,642
Allocation of funds from:		23,605
	Subtotal	23,605
In-year re-organization from:		
Transportation and Infrastructure		
	Subtotal	-
2024-25 Authority		539,247

Part B – Capital Investment		2024-25 Authority \$(000s)
2024-25 PRINTED ESTIMATES – PART B		540,000
Allocation of funds from:		-
	Subtotal	540,000
In-year re-organization from:		
Transportation and Infrastructure		-
	Subtotal	-
2024-25 Authority		540,000

The Department of Transportation and Infrastructure does not receive any funding authority under Part C - Loans and Guarantees or Part D - Other Reporting Entities Capital Investment.

Detailed Summary of Authority by Appropriation \$(000s)

Detailed Summary of Authority	Printed Estimates 2024-25	In-Year Re- organization	Virement	Enabling Authority	Authority 2024-25	Supplementary Estimates
Part A – Operating (Sums to be Voted)						
15.1 Finance and Administration	2,952	-	-	340	3,292	-
15.2 Corporate Services	9,128	-	(1,250)	618	8,496	-
15.3 Infrastructure Capital Projects	6,546	-	(1,520)	5,640	10,666	-
15.4 Transportation Operations	169,628	-	7,500	14,229	191,357	-
15.5 Engineering and Technical Services	32,889	-	(400)	2,451	34,940	-
15.6 Emergency Management	10,444	-	(4,330)	327	6,441	-
Subtotal	231,587	-	-	23,605	255,192	-
Part A – Operating (NV)						
15.7 Cost Related to Capital Assets	284,055				284,055	-
TOTAL Part A - Operating	515,642	-	-	23,605	539,247	-
Part B – Capital Investment	540,000	-	-	-	540,000	-
Part C – Loans and Guarantees	-	-	-	-	-	-
Part D – Other Reporting Entities Capital Investment	-	-	-	-	-	-

NV – Non-Voted

Part A: Expenditure Summary by Appropriation

Departmental Actual Expenditures

For the fiscal year ended March 31, 2025, with comparative figures for the previous fiscal year \$(000s)

Authority 2024-25	Appropriation		Actual 2024-25	Actual 2023-24	Increase (Decrease)	Expl. No.
15.1 FINANCE AND ADMINISTRATION						
33	(a)	Minister's Salary	35	50	(15)	
	(b)	Executive Support				
935		Salaries and Employee Benefits	988	914	74	
70		Other Expenditures	82	88	(6)	
	(c)	Finance and Administration				
1,919		Salaries and Employee Benefits	1,935	1,949	(14)	
335		Other Expenditures	242	274	(32)	
3,292	Subtotal 15.1		3,282	3,275	7	

Authority 2024-25	Appropriation	Actual 2024-25	Actual 2023-24	Increase (Decrease)	Expl. No.
15.2 CORPORATE SERVICES					
	(a) Strategic Planning and Support				
565	Salaries and Employee Benefits	563	546	17	
376	Other Expenditures	142	300	(158)	1
333	Grant Assistance	577	66,942	(66,365)	2
	(b) Information Technology and GIS				
2,082	Salaries and Employee Benefits	2,046	1,984	62	
454	Other Expenditures	460	450	10	
	(c) Health and Safety				
861	Salaries and Employee Benefits	780	860	(80)	
77	Other Expenditures	95	101	(6)	
	(d) Policy, Programs and Regulations				
1,422	Salaries and Employee Benefits	1,422	1,304	118	
81	Other Expenditures	63	69	(6)	
	(e) Communications				
811	Salaries and Employee Benefits	916	814	102	
42	Other Expenditures	75	82	(7)	
	(f) Boards and Commissions				
398	Salaries and Employee Benefits	381	353	28	
49	Other Expenditures	65	66	(1)	
	(g) Indigenous Consultation				
882	Salaries and Employee Benefits	827	934	(107)	
63	Other Expenditures	37	48	(11)	
8,496	Subtotal 15.2	8,449	74,853	(66,404)	

Authority 2024-25	Appropriation	Actual 2024-25	Actual 2023-24	Increase (Decrease)	Expl. No.
15.3 INFRASTRUCTURE CAPITAL PROJECTS					
	(a) Capital Strategy and Support				
500	Salaries and Employee Benefits	499	426	73	
68	Other Expenditures	54	50	4	
5,065	Grant Assistance	5,061	55	5,006	3
	(b) Capital Planning				
1,545	Salaries and Employee Benefits	1,547	1,175	372	4
234	Other Expenditures	231	453	(222)	5
	(c) Tendering and Contracts				
990	Salaries and Employee Benefits	991	816	175	
118	Other Expenditures	82	85	(3)	
	(d) Project Management				
3,094	Salaries and Employee Benefits	3,093	2,315	778	6
206	Other Expenditures	178	254	(76)	
	(e) Project Center of Excellence				
937	Salaries and Employee Benefits	1,068	948	120	
317	Other Expenditures	275	177	98	7
	(f) Major Projects				
779	Salaries and Employee Benefits	736	699	37	
72	Other Expenditures	72	(5)	77	8
	(g) Recoverable from Other Appropriations				
(3,259)	Salaries and Employee Benefits	(3,834)	(2,140)	(1,694)	9
-	Other Expenditures	(299)	-	(299)	9
10,666	Subtotal 15.3	9,754	5,308	4,446	

Authority 2024-25	Appropriation	Actual 2024-25	Actual 2023-24	Increase (Decrease)	Expl. No.
15.4 TRANSPORTATION OPERATIONS					
	(a) Administrative Services				
760	Salaries and Employee Benefits	803	743	60	
616	Other Expenditures	128	568	(440)	10
4,672	Grant Assistance	5,276	1	5,275	11
	(b) Highway Regional Operations				
58,759	Salaries and Employee Benefits	57,154	55,104	2,050	12
102,736	Other Expenditures	103,471	100,963	2,508	13
	(c) Winter Roads				
-	Salaries and Employee Benefits	1,022	-	1,022	14
11,332	Other Expenditures	10,917	10,550	367	
	(d) Northern Airports and Marine Operations				
10,186	Salaries and Employee Benefits	9,693	9,547	146	
9,205	Other Expenditures	9,265	12,690	(3,425)	15
160	Grant Assistance	146	88	58	16
	(e) Motor Carrier Enforcement				
4,420	Salaries and Employee Benefits	4,848	4,260	588	17
1,557	Other Expenditures	1,700	1,274	426	18
	(f) Motor Carrier Safety and Permits				
1,507	Salaries and Employee Benefits	1,650	1,617	33	
1,284	Other Expenditures	1,139	1,211	(72)	
	(g) Recoverable from Other Appropriations				
(15,837)	Salaries and Employee Benefits	(15,090)	(15,209)	119	
-	Other Expenditures	(842)	-	(842)	19
191,357	Subtotal 15.4	191,280	183,407	7,873	

Authority 2024-25	Appropriation	Actual 2024-25	Actual 2023-24	Increase (Decrease)	Expl. No.
15.5 ENGINEERING AND TECHNICAL SERVICES					
	(a) Administrative Services				
2,181	Salaries and Employee Benefits	2,282	1,546	736	20
1,817	Other Expenditures	1,591	853	738	21
30	Grant Assistance	81	23	58	22
	(b) Highway Engineering Services				
13,468	Salaries and Employee Benefits	14,493	15,383	(890)	23
8,138	Other Expenditures	7,434	6,435	999	23
	(c) Water Engineering and Operations				
17,042	Salaries and Employee Benefits	16,263	14,571	1,692	24
10,781	Other Expenditures	10,484	10,709	(225)	
	(d) Hydrologic Forecasting				
3,006	Salaries and Employee Benefits	3,089	2,556	533	
4,931	Other Expenditures	4,786	5,429	(643)	25
	(e) Environmental Services				
1,887	Salaries and Employee Benefits	2,051	1,770	281	
1,710	Other Expenditures	2,372	2,378	(6)	
	(f) Recoverable from Other Appropriations				
(19,011)	Salaries and Employee Benefits	(19,069)	(17,617)	(1,452)	
(11,040)	Other Expenditures	(12,151)	(11,042)	(1,109)	26
34,940	Subtotal 15.5	33,706	32,994	712	

Authority 2024-25	Appropriation	Actual 2024-25	Actual 2023-24	Increase (Decrease)	Expl. No.
15.6 EMERGENCY MANAGEMENT					
	(a) Strategic Planning and Support				
644	Salaries and Employee Benefits	675	700	(25)	
136	Other Expenditures	87	66	21	
16	Grant Assistance	16	111	(95)	
	(b) Preparedness & Response				
2,188	Salaries and Employee Benefits	2,401	1,616	785	27
364	Other Expenditures	460	364	96	
	(c) Recovery & Mitigation				
1,168	Salaries and Employee Benefits	1,149	1,128	21	
375	Other Expenditures	189	419	(230)	28
	(d) Emergency Infrastructure Expenditures				
-	Salaries and Employee Benefits	405	1,531	(1,126)	29
1,550	Other Expenditures	996	2,806	(1,810)	29
6,441	Subtotal 15.6	6,378	8,741	(2,363)	

Authority 2024-25	Appropriation	Actual 2024-25	Actual 2023-24	Increase (Decrease)	Expl. No.
15.7 COST RELATED TO CAPITAL ASSETS					
8,156	(a) General Assets Amortization Expense	7,666	7,554	112	
275,899	(b) Infrastructure Assets - Provincial Roads and Highways Amortization Expense	281,466	265,795	15,671	30
9,571	(c) Infrastructure Assets - Water Related Amortization Expense	10,047	9,503	544	
(9,571)	Amortization Expense - Recoveries	(9,571)	(8,828)	(743)	
284,055	Subtotal 15.7	289,608	274,024	15,584	
539,247	Total Expenditures	542,457	582,602	(40,145)	

Explanations:

1. The decrease is primarily due to lower costs in external consulting and studies.
2. The variance is primarily due to the timing of funding for Hudson Bay Railway rehabilitation (Arctic Gateway Group Limited): \$30 million for the 2025 construction season was accrued in 2023-24.
3. The year-over-year increase is due to the grant funding for the Channel's Indigenous Economic Development Fund in 2024-25.
4. The increase is primarily due to increased staffing levels resulted from significant recruitment efforts.
5. The decrease is primarily due to lower software expenditures.
6. The increase is primarily due to increased staffing levels resulted from significant recruitment efforts.
7. The increase is primarily due to training and development efforts.
8. The variance is related to an accounting entry error in 2023-24.
9. The variance is primarily due to a change in the capital recovery scope.
10. The decrease is related to one-time costs for workplace improvements and expenditures for building demolition in 2023-24.
11. The year-over-year increase is primarily due to grant funding for the Pauingassi First Nation Community Benefit Agreement.
12. The increase is primarily due to increased staffing costs resulted from significant recruitment efforts and general salary increases.

13. The year-over-year variance is primarily due to price increase due to inflations in the maintenance program.
14. The increase is primarily due to a change in accounting for salary reallocations between programs.
15. The variance is primarily due to accounting adjustments to capitalize minor grading costs that meet the capitalization criteria and lower late payments for prior year costs.
16. The variance is due to an increase in the Manitoba Airport Assistance Program grants.
17. The increase is primarily due to increased staffing levels and increase in other general salary increases.
18. The year-over-year variance is due to increased maintenance work on aging weigh scales and enforcement related activities.
19. The variance is primarily due to a change in the capital recovery scope.
20. The increase is primarily due to increased staffing levels and increase in other general salary increases.
21. The year-over-year increase is due to higher information technology costs.
22. The year-over-year increase is due to higher one-time grants for road transfers and research studies.
23. The variance is primarily related to a change in accounting for salary reallocations between programs.
24. The increase is primarily due to increased staffing levels resulted from significant recruitment efforts.
25. The year-over-year variance is primarily due to higher prior year costs related to the bilateral agreement for flood risk mapping.
26. The variance is primarily due to a change in the capital recovery scope.
27. The increase is primarily due to increased staffing levels resulted from recruitment efforts.
28. The year-over-year variance is due to 2024 flood events being smaller in size and impact.
29. The variance is primarily due to 2024 Spring Flood not having significant costs.
30. Increases in amortization result from cumulative amortization requirements as more assets are capitalized year over year.

Authority 2024-25	Appropriation	Actual 2024-25	Actual 2023-24	Increase (Decrease)	Expl. No.
27.1 EMERGENCY EXPENDITURES					
	(a) Emergency Expenditures				
50,000	Other Expenditures	30,448	28,500	1,948	1
50,000	Subtotal 27.1	30,448	28,500	1,948	

Explanation:

1. The variance is due to legal liabilities in 2024-25.

Overview of Capital Investments, Loans and Guarantees

Part B – Capital Investment	2024-25 Actual \$(000s)	2024-25 Authority \$(000s)	Variance Over/(Under) \$(000s)	Expl. No.
Provides for the acquisition of general and infrastructure assets.				
General Assets: Provides for the acquisition of information technology systems, equipment, major building construction and building renovation projects.				
Infrastructure Assets: Provides for the construction and enhancement of provincial highways, bridges, airport runways and water control structures.				
General Assets				
Transportation Capital Projects and Equipment	7,651	5,219	2,432	1
Infrastructure Assets				
Highways Infrastructure	474,000	500,000	(26,000)	2
Airport Runway Capital	6,129	6,245	(116)	
Water Related Infrastructure	52,034	28,536	23,498	3
Subtotal - Infrastructure Assets	532,163	534,781	(2,618)	
Total	539,814	540,000	(186)	

Explanations:

1. The over-expenditure relates to various projects which proceeded well on schedule, primarily attributable to the department's efforts to improve capital planning and project management.
2. The under-expenditure is primarily associated with contractor delays.
3. The over-expenditure is associated with investments to improve aging infrastructure projects and the design of assets to greater flood protection levels due to increased scope of climate-change-induced flood events.

The Department of Transportation and Infrastructure does not receive any funding authority under Part C – Loans and Guarantees or Part D – Other Reporting Entities Capital Investment.

Revenue Summary by Source

Departmental Actual Revenue

For the fiscal year ended March 31, 2025, with comparative figures for the previous fiscal year \$(000s)

Actual 2023-24	Actual 2024-25	Increase/ (Decrease)	Expl. No.	Source	Actual 2024-25	Estimate 2024-25	Variance Over/(Under)	Expl. No.
Taxation								
nil								
-	-	-		Subtotal	-	-	-	
Other Revenue								
220,572	146,783	(73,789)	1	a Automobile and Motor Carrier Licences and Fees	146,783	138,310	8,473	2
23,746	25,304	1,558	3	b Drivers' Licences	25,304	20,971	4,333	3
1,821	2,221	390		c Trucking Productivity Improvement Fees	2,211	1,750	461	
4,906	1,608	(3,298)	4	d Municipalities and Other Third Parties Cost Recovery from	1,608	652	956	5
104	117	13		e Licence Suspension Appeal Board Fees	117	127	(10)	
2,042	1,474	(568)		f Sundry	1,474	1,697	(223)	
-	-	-		g Reconciliation (Reorg)	-	-	-	
253,191	177,497	(75,694)		Subtotal	177,497	163,507	13,990	
Government of Canada								
29,508	28,343	(1,165)		a Highway and Water Related Programs	28,343	11,892	16,451	6
-	-	-		b Lake MB and St Martin Outlet Channels	-	37,924	(37,924)	7
-	766	766	8	c National Disaster Mitigation Program	766	375	391	
700	242	(458)		d National Safety Code	242	242	-	
5,848	7,716	1,868		e Winter Roads	7,716	7,943	(227)	
8,133	1,123	(7,010)	9	f Airport Assistance Program	1,123	-	1,123	10
-	-	-		g Reconciliation (Reorg)	-	-	-	
44,189	38,190	(5,999)		Subtotal	38,190	58,376	(20,186)	
297,380	215,687	(81,693)		Total Revenue	215,687	221,883	(6,196)	

Explanations:

1. The year-over-year decrease is primarily related the application of adoption of Public Sector Accounting Standard PS-3400.
2. The budget-to-actual variance is related to increased volume.
3. The variance is related to increased volume.
4. The year-over-year variance is primarily related to recovery of costs from work completed on Manitoba Hydro's Keeyask Roads in 2023-24.
5. The budget-to-actual variance is primary related to the cost recovery for a bridge design study with Norway House Cree Nation.
6. The budget-to-actual variance results from higher capital expenditures associated with cost-sharing projects under the New Building Canada Fund and Investing in Canada Infrastructure programs.
7. The Channels Project is progressing through the federal and provincial environmental assessment processes and continuing with Indigenous consultations.
8. The year-over-year variance is due to the timing of the flood hazard identification and mapping program cost-sharing project claim submission.
9. The year-over-year decrease is because most projects were substantially completed in 2023-24, resulting in lower capital expenditures and corresponding revenue.
10. The budget-to-actual variance results from the timing of Airports Capital Assistance Program cost-sharing project claim submission.

BA27 – Emergency Expenditures Revenue

Actual 2023-24	Actual 2024-25	Increase (Decrease)	Expl. No.	Source	Actual 2024-25	Estimate 2024-25	Variance Over/ (Under)	Expl. No.
Taxation								
nil								
-	-	-		Subtotal	-	-	-	
Other Revenue								
nil								
-	-	-		Subtotal	-	-	-	
Government of Canada								
Other:								
65,971	35,003	(30,968)	a	Emergency Expenditures	35,003	-	35,003	1
65,971	35,003	(30,968)		Subtotal	35,003	-	35,003	
65,971	35,003	(30,968)		Total Revenue	35,003	-	35,003	

Explanation:

1. The budget-to-actual and year-over-year variance is due to adjustments to accounts receivable and revenue based on natural eligible program cost-shared expenditures of the Disaster Financial Assistance Arrangement (DFAA).

Departmental Program and Financial Operating Information

Finance and Administration (Res. No.15.1)

Main Appropriation Description

Provides executive management, financial planning, comptrollership, and overall administrative support to the department.

Sub-Appropriations	2024-25 Actual	2024-25 Authority	
	\$(000s)	FTEs	\$(000s)
Minister's Salary	35	1.00	33
Executive Support	1,070	11.00	1,005
Finance and Administration	2,177	23.00	2,254
TOTAL	3,282	35.00	3,292

Sub-Appropriation Description

Minister's Salary (15.1a)

Provides additional compensation to which an individual appointed to the Executive Council is entitled.

1 (a) Minister's Salary

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	35	1.00	33	2	
Total Sub-Appropriation	35	1.00	33	2	

Executive Support (15.1b)

Accommodates administrative support for the Minister and Deputy Minister. Provides executive management direction and monitoring to the department.

1 (b) Executive Support

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	988	11.00	935	53	
Other Expenditures	82		70	12	
Total Sub-Appropriation	1,070	11.00	1,005	65	

Finance and Administration (15.1c)

Maintains an active comptrollership function, oversees departmental financial management and leads the development of financial policies and procedures. Provides support to the divisional and departmental administrative policies and processes.

Key Results Achieved

Completed the annual review of the department's \$45.2 million capital recovery budget, improved the methodology of recovery forecast, and made process improvements.

Led various financial sustainability analysis and cost reduction projects to support the government's priority to achieve a balanced budget and deliver on commitments in a fiscally responsible way.

Proposed and implemented the correction of labour allocation configuration in SAP to ensure accurate financial reporting and forecasting related to capital recovery.

Provided significant departmental financial policy and process updates in accordance with the new federal Disaster Financial Assistance Arrangement Program.

Conducted a comprehensive internal review of the department's overtime approval and overtime payout processes and implemented formal policy directives and standardized templates.

Coordinated with Internal Audit to complete the audit of the department's equipment rental policies and processes and facilitated the modernization and improvement to policies and templates.

Supported the administration of major grant agreements including funding for the Arctic Gateway Group to support the rehabilitation of the Hudson Bay Railway, the Port of Churchill and the Indigenous Economic Development Fund to support economic reconciliation with the First Nations potentially affected by the Lake Manitoba Lake St. Martin Outlet Channels project.

Completed the preliminary design of the new invoice intake system, ePayables, with the objectives to streamline the processes, monitor key performance indicators, and support prompt payment initiatives.

Migrated the Accounts Receivable function from the Great Plains to SAP, ensuring sustainability of the system operations and eliminating excessive work related to system reconciliation.

Coordinated and chaired the department’s fleet management working group and initiated several reviews to standardize processes and maximize the effective use of fleet resources.

Led the departmental landline and bell mobility account cleanup project and achieved cost savings.

Coordinated several departmental employee engagement events.

Finance and Administration (15.1c)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	1,935	23.00	1,919	16	
Other Expenditures	242	-	335	(93)	
Total Sub-Appropriation	2,177	23.00	2,254	(77)	

Corporate Services (Res. No. 15.2)

Main Appropriation Description

Provides central support for the department to ensure effective program delivery and appropriate use of departmental resources, including corporate strategy, policy, communications, information technology, and workplace health and safety. Develops legislation and regulatory initiatives, strategies, policies, plans, and programs to sustainably manage, protect, and build Manitoba's infrastructure. Facilitates meaningful Indigenous engagement and consultations for projects and initiatives and advances Indigenous reconciliation.

Sub-Appropriations	2024-25	2024-25 Authority	
	Actual \$(000s)	FTEs	\$(000s)
Strategic Planning and Support	1,282	8.00	1,274
Information Technology and GIS	2,506	22.00	2,536
Health and Safety	875	11.00	938
Policy, Programs and Regulation	1,485	19.00	1,503
Communications	991	10.00	853
Boards and Commissions	446	4.00	447
Indigenous Consultation	864	9.00	945
TOTAL	8,449	83.00	8,496

Corporate Strategic Planning and Support (15.2a)

Sub-Appropriation Description

Leads strategic activities, including inter-departmental initiatives, Council of Ministers and Deputy Ministers of Transportation and Highway Safety and related federal-provincial processes, horizontal integration requirements supporting departmental and industry priorities, as well as economic and social development initiatives, for assets not owned by the department.

Key Results Achieved

Managed the re-negotiation of major capital grants to support the ongoing rehabilitation of the Hudson Bay Railway and repair of the Port of Churchill, and facilitation of the Centreport Canada Inland Port.

Supported the launch of a Winnipeg rail relocation initiative, including through \$200,000 funding to the University of Manitoba.

Coordinated departmental activities under the Memorandum of Understanding on Economic Corridors with Alberta and Saskatchewan, including managing joint consultancy resources to develop the evidence basis for a strategic prairie transportation network.

Corporate Strategy and Planning (15.2a)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	563	8.00	565	(2)	-
Other Expenditures	142	-	376	(234)	1
Grant Assistance	577	-	333	244	1
Total Sub-Appropriation	1,282	8.00	1,274	8	

Explanation:

1. The variance is due to the railway relocation study paid as a grant instead of an operating expenditure.

Information Technology and Geographic Information System (GIS) (15.2b)

Sub-Appropriation Description

Provides technology solutions that support Manitoba Transportation and Infrastructure (MTI) programs. GIS offers business process analysis, project management and solution delivery to help stakeholders achieve their goals through innovation and efficiency.

Key Results Achieved

Completed integration of Track My Plow application into Manitoba 511 system.

Developed 86 solutions to improve MTI outcomes including a system to track payables, an updated eAttendance system and replacement of five legacy applications. These solutions improve business processes with custom developed workflows and approval systems, effectively replacing outdated technologies.

Information Technology and Geographic Information System (GIS) (15.2b)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	2,046	22.00	2,082	(36)	
Other Expenditures	460	-	454	6	
Total Sub-Appropriation	2,506	22.00	2,536	(30)	

Health and Safety (15.2c)

Sub-Appropriation Description

Manages risks to the safety, health, and well-being of employees, visitors, and the public arising out of work activities. Provides safety management systems, a hearing conservation program, along with health and wellness programming. Oversees claims and risk management, incident and injury claims, policies and procedures.

Key Results Achieved

Eleven Safety Advisors completed 202 office/work centre inspections and 207 site/field inspections across Manitoba.

Completed ten ergonomic assessments between November 2024 and March 2025.

The Hearing Conservation Program supported MTI, the Vehicle Equipment Management Agency and Districts 1-4 with Government Services Operations. Departmental licenced industrial audiometric technicians conducted 223 hearing tests.

Health and Safety (15.2c)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	780	11.00	861	(81)	
Other Expenditures	95	-	77	18	
Total Sub-Appropriation	875	11.00	938	(63)	

Policy, Programs and Regulation (15.2d)

Sub-Appropriation Description

Provides centralized legislative, regulatory, policy and program support for Manitoba Transportation and Infrastructure (MTI). This includes policy work to ensure that the department's legislation and regulations fulfill the department's mandate, reflect the objectives of government and meet the needs of rightsholders and stakeholders. The branch develops new and amending legislation, regulations, and orders in accordance with government's policy priorities. The branch also provides strategic advice to government, conducts research, collects and analyses data, consults and engages all interested parties, liaises with other departments and levels of government, and represents MTI's interests on a variety of committees and working groups.

Key Results Achieved

Led evaluation, development and drafting of provincial acts and regulatory amendments, including:

- Bill 34 The Highway Traffic Amendment Act (Motor Carrier Enforcement) - amendments to set out the powers, duties and protections of motor carrier enforcement officers employed by the department along with updates to administrative penalties for motor carriers.
- Bill 38 The Highway Traffic Amendment Act (Traffic Safety Measures) - amendments to improve road safety by establishing specific rules motorists must follow when approaching and passing snowplows and other winter maintenance equipment, authorizing tow truck and other roadside assistance vehicle operators to use specific temporary traffic control devices when working on, or close to roadways, and requiring drivers to maintain a minimum of one metre distance when passing a cyclist.

Completed amendments to multiple acts by coming into force or proclamation, including:

- Pilot Project (Large Quadricycles) Regulation under The Highway Traffic Act to establish safety rules for the operations of large quadricycles on Manitoba roads.
- Shellmouth Dam Compensation Regulations under The Water Resources Administration Act and Red River Floodway Compensation Regulation under The Red River Floodway Act to overhaul how the compensation programs are initiated, administered, and delivered, and to implement recommendations from the Office of the Auditor General of Manitoba.
- Vehicle Equipment, Safety and Inspection Regulation under The Highway Traffic Act to require all buses to be equipped with functional passenger heating.

Coordinated and facilitated the progress in several key government priority areas, including:

- Regulations to update the safety fitness certificate application processes and to provide better tools to identify and address "chameleon carriers," which are carriers that shut down and re-establish under a different name to avoid compliance with safety requirements.
- Contributed to analysis on provincial highway rest areas, including support to launch improved pilot rest areas along Provincial Trunk Highway 6 to northern Manitoba.
- Conducted policy work and research to support development of pilot regulations allowing for testing of new vehicle types such as golf carts and low-speed vehicles.

Supported MTI branches in the interpretation, development and application of policy and legislation, and answering questions from the public about the department's legislation and road safety concerns.

Policy, Programs and Regulation (15.2d)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	1,422	19.00	1,422	-	
Other Expenditures	63	-	81	(18)	
Total Sub-Appropriation	1,485	19.00	1,503	(18)	

Communications (15.2e)

Sub-Appropriation Description

Coordinates and develops departmental communications materials, including media responses and time-sensitive briefings. Advises and supports program areas regarding departmental public engagement materials and strategies. Oversees the Shared Information Management System, ensuring system functionality, policy maintenance, user guidance, and reporting.

Key Results Achieved

Supported communication for the Lake Manitoba and Lake St. Martin Outlet Channels Project during the ongoing consultation and engagement processes with Indigenous Nations, and during the environmental assessment process.

Provided communications support for the Provincial Trunk Highway 1 Twinning project.

Administered the Indigenous Economic Development Fund, related to the proposed Lake Manitoba and Lake St. Martin Outlet Channels Project.

Managed departmental communications processes by developing, monitoring, and enhancing policies, training materials, guidelines, and statistical reporting.

Enhanced the departmental communication approval process by supporting a fulsome process revision.

Responded to media requests, and information requests from government officials and citizens' inquiries, by coordinating, preparing, and providing analytical review, including:

- fulfilling 459 briefing material requests
- creating 714 response letters to Manitoba citizens
- responding to 174 media requests
- assisting project managers with 12 public engagements on the Engage MB platform.

Communications (15.2e)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	916	10.00	811	105	
Other Expenditures	75	-	42	33	1
Total Sub-Appropriation	991	10.00	853	138	

Explanation:

1. The variance is primarily due to additional operating costs resulted from increase in staffing levels.

Boards and Commissions (15.2f)

Sub-Appropriation Description

The Licence Suspension Appeal Board (LSAB) hears appeals from individuals whose driver's licences have been suspended by the courts or the Registrar of Motor Vehicles. The Board also considers appeals related to fines, suspensions, cancellations, or denials of various permits, including decisions affecting a commercial vehicle operator's Safety Fitness Certificate under The Highway Traffic Act. The Medical Review Committee (MRC) hears appeals from individuals whose driver's licences have been suspended, cancelled, or declassified for medical reasons under The Drivers and Vehicles Act.

Key Results Achieved

Reduced LSAB hearing wait times for citizens by approximately 5% from the previous fiscal year and a hearing was scheduled within an average of 81 days of receiving a complete application.

The LSAB and MRC considered the following number of appeals for the period of April 1, 2024 to March 31, 2025:

Licence Suspension Appeal Board:

Total Application Received: 504	451 In person 53 Video Conference
Decisions Rendered: 413	6 Full Remission 172 Granted 235 Denied
Remaining Applications: 91	2 Scheduled 89 Did not appear, Adjourned, Cancelled, Expired, Refunded

Medical Review Committee:

Total Applications Received: 79	69 Neurology 6 Cardio 1 Other 3 Vision/Hearing
Decisions Rendered: 55	39 Granted or Partial Grant of Request 16 Denied
Remaining Applications: 24	16 to be Scheduled 1 Pending Further Information 7 Did not appear, Adjourned, Cancelled, Expired, Reinstated

Disaster Assistance Appeal Board

The DAAB hears appeals from claimants who believe they did not receive their full entitlement to assistance provided under The Emergency Measures Act, The Red River Floodway Act, The Water Resources Administration Act, Shellmouth Dam Programs, Individual Flood Protection Initiatives, and Disaster Financial Assistance (DFA) Policy.

Appeals received through The Emergency Measures Act from April 1, 2024, to March 31, 2025	11
Closed Appeals between April 1, 2024 to March 31, 2025	2
Outstanding Appeals	21

Boards and Commissions (15.2f)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	381	4.00	398	(17)	
Other Expenditures	65	-	49	16	
Total Sub-Appropriation	446	4.00	447	(1)	

Indigenous Consultation (15.2g)

Sub-Appropriation Description

Conducts meaningful Indigenous consultation and engagement and collects input from Indigenous groups to ensure that projects and programs move forward in a respectful and productive manner. Maintains good working relations with Indigenous groups in a manner that contributes to advancing reconciliation.

Key Results Achieved

Advanced reconciliation by conducting meaningful consultation, incorporating Indigenous input and maintaining positive, respectful relationship that support project progress.

Launched a new Initial Assessment tool that streamlines and simplifies the process for the department.

Conducted 143 Initial Assessments for projects province wide.

Indigenous Consultation (15.2g)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	827	9.00	882	(55)	
Other Expenditures	37	-	63	(26)	
Total Sub-Appropriation	864	9.00	945	(81)	

Infrastructure Capital Projects (Res. No. 15.3)

Main Appropriation Description

Provides planning and management of the department's capital program and associated projects to ensure the strategic infrastructure network is optimized to support Manitoba's economic growth, trade, and tourism. Develops, implements, and oversees the use of innovative capital project delivery and project financing methodologies.

Sub-Appropriations	2024-25	2024-25 Authority	
	Actual \$(000s)	FTEs	\$(000s)
Capital Strategy and Support	5,614	8.00	5,633
Capital Planning	1,778	18.00	1,779
Tendering and Contracts	1,073	12.70	1,108
Project Management	3,271	37.00	3,300
Project Center of Excellence	1,343	11.00	1,254
Major Projects	808	9.00	851
Recoverable from Other Appropriations	(4,133)	-	(3,259)
TOTAL	9,754	95.70	10,666

Capital Strategy and Support (15.3a)

Sub-Appropriation Description

Provides executive management, direction, strategic planning, and operational oversight in support of the department's capital program and the division's mandate. Delivers administrative and financial services to the division including establishing and maintaining effective administrative and financial processes and practices, research, analysis, and issues management support for the division.

Key Results Achieved

Continued process improvement and maintained custom solution for processing 39 capital project submissions to Treasury Board.

Provided ongoing management and support on administrative, financial, and Human Resources functions within the division, including hiring, full time employees (FTE) management, position reclassification, and interpretation and application of Human Resources, Labour Relations, and financial directives and policies.

Coordinated divisional projects and activities.

Participated in the review and improvement of the department's current custom site for timekeeping.

Capital Strategy and Support (15.3a)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	499	8.00	500	(1)	
Other Expenditures	54	-	68	(14)	
Grant Assistance	5,061	-	5,065	(4)	
Total Sub-Appropriation	5,614	8.00	5,633	(19)	

Capital Planning (15.3b)

Sub-Appropriation Description

Manages and develops the multi-year and annual capital programs and provides expertise in program development for short and long-term strategic capital infrastructure investment plans, as well as departmental policies. Builds the framework and analysis for decision-making and ensures value for money across all of Manitoba Transportation and Infrastructure's asset categories. Manages the development of a centralized asset management strategy by developing and executing a strategic asset management plan, creating asset management solutions and overseeing an enterprise asset management system to facilitate cross-asset analysis at the department level. Manages the maintenance, enhancements, and quality assurance of data programs and project systems for Construction Management, capital projects dashboards and the interactive internal and public-facing map of capital projects.

Key Results Achieved

Developed the 2025-26 Multi-Year Plan and published the 2024-25 Multi-Year Infrastructure Investment Strategy, a public five-year capital investment plan that reflects the department's strategic and systematic approach to planning and support of an efficient delivery of the highway, water, airport, and general asset capital programs to meet long-term financial and functional goals. Projects are organized by four investment categories: infrastructure renewal, economic development, climate resiliency and connectivity, and innovation.

Continued as the departmental lead in the development of an Enterprise Project Management System. This will replace and consolidate the information from the department's current Master Plans, Project Information Management System, Construction Management System, Capital Internal Project Approvals System and Contract Services Approval System.

Initiated the development of an Asset Management framework, which included reviewing the department's current practices, conducted an asset management maturity assessment and initiated engagement with the various asset owners and stakeholders throughout the department to begin an asset management gap analysis.

Coordinated departmental review and approval for a municipal active transportation pathway proposed to be located along Provincial Trunk Highway (PTH) 3 between Morden and Winkler, enabling local government to proceed with construction.

Capital Planning (15.3b)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	1,547	18.00	1,545	2	
Other Expenditures	231	-	234	(3)	
Total Sub-Appropriation	1,778	18.00	1,779	(1)	

Tendering and Contracts (15.3c)

Sub-Appropriation Description

Specializes in tendering, procurement, and contract services for large construction, maintenance, and materials contracts. Consults on projects proposed by municipalities and provides professional services. Establishes standards for tendering and construction specifications and policies. Oversees contract negotiations and provides contract claim services to ensure the integrity, effectiveness, consistency, and timely delivery of the capital, preservation, and maintenance programs within Manitoba Transportation and Infrastructure (MTI).

Key Results Achieved

Tendered and awarded 110 bonded construction/maintenance contracts valued at approximately \$390 million and 565 materials purchase orders valued at approximately \$55 million.

Awarded 316 services agreement purchase orders valued at approximately \$57.2 million.

Provided oversight for tender, award, and contract negotiations for 159 non-bonded construction/maintenance purchase orders valued at approximately \$35 million, and 634 regional/branch materials purchase orders valued at approximately \$209 million.

Implemented 11 Outline Agreements with a total upset limit value of \$500,000.

Established, updated, and ensured adherence to standards and policies, and posted updates for five Standard Construction Specifications.

Published the MTI Advertising Schedule biannually.

Tendering and Contracts (15.3c)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	991	12.70	990	1	
Other Expenditures	82	-	118	(36)	
Total Sub-Appropriation	1,073	12.70	1,108	(35)	

Project Management (15.3d)

Sub-Appropriation Description

Responsible for the successful and timely delivery of capital projects from project inception through contract closeout. This branch is responsible for the coordination/scheduling, administration, oversight, and project management of the department’s capital program including the delivery of engineering design, construction management, land acquisition, and financial management.

Key Results Achieved

Improved planning and scheduling practices through the application of project management tools, supporting the effective delivery of capital projects managed by the branch within approved budgets and timelines.

Advanced the delivery of strategic and complex projects managed by the branch, including highways, bridges, water infrastructure, and northern airports and marine facilities.

Maintained and enhanced project status reporting and risk management practices, ensuring continued early identification and mitigation of at-risk projects, and minimizing the risk of cost and schedule overruns.

Developed corridor alternatives as part of the conceptual design for the Provincial Trunk Highway (PTH) 1 East Twinning project, from Falcon Lake to the Ontario border, to identify a preferred option for upgrading the existing two-lane to a four-lane limited-access highway. Rights Holder and Stakeholder feedback on the proposed corridor alternatives began in July 2023 and is anticipated to be completed in 2025-26.

Developed as part of a functional design study, the preferred highway and interchange designs along the North Perimeter Highway providing solutions that meet diverse stakeholder needs and improve traffic flow and safety.

Commenced the procurement process to retain a qualified Service Provider to carry out the Detailed Design Study for the Wasagamack Airport project, to support safe, reliable, all-season access to the Wasagamack First Nation and St. Theresa Point First Nation.

Successfully awarded the Functional Design Study for the CentrePort Provincial Highway Network project, to support goods movement, trade and commerce.

Project Management (15.3d)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	3,093	37.00	3,094	(1)	
Other Expenditures	178	-	206	(28)	
Total Sub-Appropriation	3,271	37.00	3,300	(29)	

Project Centre of Excellence (15.3e)

Sub-Appropriation Description

Drives the development of department standards, the implementation of leading best management practices and programs in investment and project management. This branch is also responsible for construction audit and the development coordination, and delivery of employee development programs.

Key Results Achieved

Developed the Project Management Manual (PMM) that provides guidance for delivering the department's capital projects based on industry best practices and is tailored to the department.

Continued with the development of processes and templates to support a standardized approach to project management and to ensure the effective delivery of capital projects.

Delivered employee development programs and events including the department's Capital Delivery Conference, where approximately 190 employees involved in various aspects of capital project delivery came together to learn from each other and share ideas.

Provided project management, engineering and technical training, as well as project management and training to support employee career growth, succession planning, and industry certification.

Delivered a robust co-operative education program through 13 business areas where 90 participants gained practical work experience to enhance their academic programs. Several program participants transitioned into full-time permanent positions in the technical series or the Engineer in Training (EIT) program.

Represented the department at eight career fairs and three outreach events to promote the variety of career opportunities available within the department.

Delivered 350 hours of various technical training courses to over 100 full time employees and students, and 150 hours of leadership and project management training to over 200 full time employees.

Completed 62 in-house audit reviews for the 2024 construction season on a variety of projects ranging from large multi-year complex projects to smaller thin lift overlay contracts.

Reviewed and issued memos for more than 92 fuel cost adjustments and 20 asphalt cement cost adjustments for construction contracts.

Project Centre of Excellence (15.3e)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	1,068	11.00	937	131	
Other Expenditures	275	-	317	(42)	
Total Sub-Appropriation	1,343	11.00	1,254	89	

Major Projects (15.3f)

Sub-Appropriation Description

Responsible for the successful and timely delivery of high-priority, large scale, high-value, and high-risk capital projects. The branch provides project management for the department's major capital program including coordination, schedule, and financial management. Oversees project deliverables, including procurement of regulatory approvals, land acquisition, engineering, design, and construction.

Key Results Achieved

Continued progress toward federal and provincial environmental approvals for the proposed Lake Manitoba and Lake St. Martin Outlet Channels Project. The Manitoba government remains committed to fulfilling its duty for Crown-Indigenous consultation during the approvals process and before construction.

- The Impact Assessment Agency of Canada issued their final Environmental Assessment Report and issued the Federal Minister of Environment and Climate Change's section 52 decision under the Canadian Environmental Assessment Act, 2012 and referred the matter to the Governor in Council.
- The department requested a pause in the Governor in Council decision to address potentially affected Indigenous Nations concerns.
- MTI has shared the What We Heard packages with potentially affected Indigenous Nations and is preparing to advance discussions with impacted Rights Holders to meaningfully address their concerns and finalize proposed accommodations.

Construction of the St. Mary's Interchange by AECON Infrastructure Inc. started in spring 2022, continued throughout 2024-25, was open to traffic in 2024 and anticipated to be completed in summer 2025.

McGillivray Interchange Project's procurement process began in January 2025 and is anticipated to be completed in winter 2025.

Major Projects (15.3f)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	736	9.00	779	(43)	
Other Expenditures	72	-	72	-	
Total Sub-Appropriation	808	9.00	851	(43)	

Recoverable from Other Appropriations (15.3g)

The recovery budget reflects the transfer of costs that are related to capital projects from the division to Part B Capital Investment. Public Sector Accounting Standards require costs that are directly attributable to acquiring or upgrading an asset to be included in the capital cost of that asset.

Recoverable from Other Appropriations (15.3g)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	(3,834)	-	(3,259)	(575)	1
Other Expenditures	(299)	-	-	(299)	1
Total Sub-Appropriation	(4,133)	-	(3,259)	(874)	

Explanation:

1. The variance is primarily due to a change in the capital recovery scope.

Transportation Operations (Res. No. 15.4)

Main Appropriation Description

Provides oversight for the construction, inspection, preservation, maintenance, and operation of provincial highway and winter road networks. Oversees the delivery of the Northern Airports and Marine Operations program and ensures transportation accessibility for northern Manitobans to essential services. Advances the safety and efficiency of Manitoba’s motor carrier industry through regulation and enforcement.

Sub-Appropriations	2024-25 Actual	2024-25 Authority	
	\$(000s)	FTEs	\$(000s)
Administrative Services	6,207	8.00	6,048
Highway Regional Operations	160,625	876.60	161,495
Winter Roads	11,939	-	11,332
Northern Airports and Marine Operations	19,104	131.00	19,551
Motor Carrier Enforcement	6,548	53.00	5,977
Motor Carrier Safety and Permits	2,789	21.00	2,791
Recoverable from Other Appropriations	(15,932)	-	(15,837)
TOTAL	191,280	1,089.60	191,357

Administrative Services (15.4a)

Sub-Appropriation Description

Provides Executive management, policy development, financial and administrative support, and direction to the division.

Key Results Achieved

Effectively and efficiently delivered the annual highway, stewardship and capital programs through sound policies and decision making.

Provided ongoing administrative support to the division, including FTE management, hiring, on-boarding/off-boarding, and coordinating divisional activities.

Administrative Services (15.4a)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	803	8.00	760	43	
Other Expenditures	128	-	616	(488)	1
Grant Assistance	5,276	-	4,672	604	2
Total Sub-Appropriation	6,207	8.00	6,048	159	

Explanations:

1. The variance is related to lower one-time information technology costs.
2. The variance is related to a one-time grant for the PTH 3 service road construction.

Highways Regional Operations (15.4b)

Sub-Appropriation Description

Delivers the highway maintenance and stewardship programs across the province, ensuring that department standards and principles of sustainable development are met. Provides front-line management and support for on-going stewardship functions, preserving safety, integrity, operational effectiveness, and legislative compliance associated with all highway assets.

Key Results Achieved

Completed road alignment improvements at the last two substandard curves on Provincial Trunk Highway (PTH) 16 at Solsgirth (Provincial Road (PR) 472 – West Junction PR 264) and at Westburne (2.0 km West of PR 242 – 1.8 km East of PR 242).

Continued surface reconstruction work on an important commercial route, PTH 75 from PTH 14 to Morris, southbound lanes.

Added the new 'Track My Plow' tracking feature to Manitoba 511 which provides real-time updates on snowplows locations.

Highways Regional Operations (15.4b)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	57,154	876.60	58,759	(1,605)	1
Other Expenditures	103,471	-	102,736	735	
Total Sub-Appropriation	160,625	876.60	161,495	(870)	

Explanation:

1. The variance is related to vacancies and Internal Services Adjustment funding for salary increases and unbudgeted salary costs. The department is actively filling positions through various recruitment initiatives.

Winter Roads (15.4c)

Sub-Appropriation Description

Manages the engineering, construction, maintenance and operations of the approximately 2,374-kilometer winter road network, including monitoring of contract work to ensure safety and quality of the network. Proposes improvements to the network to maintain reliability and provide timely information and updates on issues, as required.

Key Results Achieved

Invested over \$1 million in road improvements, primarily in the Tadoule Lake and the Island Lake areas.

Maintained open winter roads for an average period of eight weeks to ensure all freight that remote communities ordered was delivered.

During 2024-25 construction season, completed Lawford River bridge project at the cost of \$4.8 million and continued upgrading river crossings with bridges.

Ensured the winter road to Pukatawagan reached 37.0 tonne capacity and all other roads achieved full loading capacity of 39.5 tonne of gross vehicle weight.

Winter Roads (15.4c)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	1,022	-	-	1,022	1
Other Expenditures	10,917	-	11,332	(415)	1
Total Sub-Appropriation	11,939	-	11,332	607	2

Explanations:

1. The variance is due to a change in accounting for salary reallocations between program areas.
2. The over-expenditures are related to higher costs of the tendered contract as well as a longer season for the Northern roads.

Northern Airports and Marine Operations (15.4d)

Sub-Appropriation Description

Connects Manitoba's northern communities with airport and ferry services coordinated through a highly skilled workforce, who implements regulations and standards. Protects and invests in Manitoba's airport and marine infrastructure by adhering to compliance and regulatory programs that enhance safety and promote uniformity with provincial, federal, and international standards.

Key Results Achieved

Completed God's Lake Narrows runway rehabilitation phase 2 at a cost of \$3.58 million that included upgrading navigational aids, installation of a new Field Electrical Centre and new electrical service, installation of medium intensity LED runway lights, and a new apron and taxiway lights.

Performed emergency runway repairs at Island Lake airport to remove soft spots on the runway. Completed repairs at a cost of \$946,000 that included developing ditches and installing drainage systems.

Northern Airports and Marine Operations (15.4d)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	9,693	131.00	10,186	(493)	
Other Expenditures	9,265	-	9,205	60	
Grant Assistance	146	-	160	(14)	
Total Sub-Appropriation	19,104	131.00	19,551	(447)	

Motor Carrier Enforcement (15.4e)

Sub-Appropriation Description

Regulates Manitoba's motor carriers, provides roadside enforcement, monitors carrier safety commercial vehicles to enhance road safety and to help protect surface transportation infrastructure.

Key Results Achieved

Partnered with DriveWyze to allow subscribed trucks with Canadian or U.S. plates accessing bypass opportunities at eight locations throughout the province. This bypass will allow industry carriers with good safety records to operate more efficiently while simultaneously reducing greenhouse gas emissions.

Motor Carrier Enforcement (15.4e)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	4,848	53.00	4,420	458	-
Other Expenditures	1,700	-	1,557	143	-
Total Sub-Appropriation	6,548	53.00	5,977	571	

Motor Carrier Safety and Permits (15.4f)

Sub-Appropriation Description

Regulates Manitoba's motor carriers by monitoring motor carrier safety and assigning safety fitness ratings, permitting the safe routing of oversize and overweight loads, with the goal of enhancing road safety, protecting surface transportation infrastructure, and promoting economic development through stakeholder education while providing exceptional client services.

Key Results Achieved

Integrated Manitoba 511 data with MB MOOVES permitting system in partnership with the department's Operations Centre team and the Information Technology and Geographic information System branch.

Implemented an Early Intervention Safety Review Program to re-enforce safe operating practices for trucking companies to reduce their road safety risk to other road users.

Enhanced commercial vehicle safety monitoring by implementing four of the outstanding Office of the Auditor General's recommendations, including:

- Better assessment of new entrant safety fitness and strengthening checks for chameleon carriers including a New Entrant Safety Review.
- Helping poor performing carriers to identify their underlying safety management weaknesses and linking their safety fitness renewal process to their progress on their corrective action plan.

Motor Carrier Safety and Permits (15.4f)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	1,650	21.00	1,507	143	
Other Expenditures	1,139	-	1,284	(145)	
Total Sub-Appropriation	2,789	21.00	2,791	(2)	

Recoverable from Other Appropriations (15.4g)

The recovery budget reflects the transfer of costs that are related to capital projects from the division to Part B Capital Investment. Public Sector Accounting Standards require costs that are directly attributable to acquiring or upgrading an asset to be included in the capital cost of that asset.

Recoverable from Other Appropriations (15.4g)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	(15,090)	-	(15,837)	747	
Other Expenditures	(842)	-	-	(842)	1
Total Sub-Appropriation	(15,932)	-	(15,837)	(95)	

Explanation:

1. The variance is due to a change in the capital recovery scope.

Engineering and Technical Services (Res. No. 15.5)

Main Appropriation Description

Undertakes engineering services and environmental services in support of various highway and water infrastructure programs across the province. Oversees the construction, inspection, preservation, maintenance, and operation of provincial bridge infrastructure and water-related assets. Provides hydrologic forecasting services to share accurate information in support of flood control operations and water management services for various programs. Provides technical engineering expertise in highway transportation systems, which includes planning, design, traffic engineering as well as quality assurance for highway construction projects.

Sub-Appropriations	2024-25	2024-25 Authority	
	Actual \$(000s)	FTEs	\$(000s)
Administrative Services	3,954	29.00	4,028
Highway Engineering Services	21,927	161.00	21,606
Water Engineering and Operations	26,747	236.00	27,823
Hydrologic Forecasting and Water Management	7,875	32.00	7,937
Environmental Services	4,423	21.00	3,597
Recoverable from Other Appropriations	(31,220)	-	(30,051)
TOTAL	33,706	479.00	34,940

Administrative Services (15.5a)

Sub-Appropriation Description

Provides executive management, policy development, financial and administrative support, and direction to the division.

Key Results Achieved

Effectively and efficiently delivered the annual highway and water related stewardship, maintenance and capital programs through sound policies and decision making.

Conducted successful flood preparation and response activities, and the coordination of recovery activities due to spring flooding throughout the province (2022 and 2023 flood recovery work and 2024 spring flood preparation, response, and recovery).

Provided ongoing administrative support to the division, including full time employees (FTE) management, hiring, on-boarding/off-boarding, and coordinating divisional activities.

Completed successful recruitment to critical vacant positions in support of program delivery.

Streamlined processes to ensure prompt payment processing, while meeting MTI's payment requirements.

Administrative Services (15.5a)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	2,282	29.00	2,181	101	
Other Expenditures	1,591	-	1,817	(226)	
Grant Assistance	81	-	30	51	1
Total Sub-Appropriation	3,954	29.00	4,028	(74)	

Explanation:

1. The variance is due to one-time grants for road transfers and research studies.

Highway Engineering Services (15.5b)

Sub-Appropriation Description

Provides specialized engineering, technical support, testing, quality assurance, evaluation, asset management and analytical services in support of the delivery of the highway capital, maintenance, and preservation programs. Provides the stewardship of transportation-related assets, and the long-term integrity and sustainability as well as the safe use of provincial highway assets. Updates, maintains, and ensures consistent application of department highway engineering standards and specifications. There are four branches that carry out these activities: Highway Design, Traffic Engineering, Construction Support Services, and Property Management.

Key Results Achieved

Provided oversight of the Provincial Trunk Highway (PTH) 1 and PTH 5 Road Safety Initiative and project for reconstruction of intersection.

Updated engineering design standards, policies, and specifications including design-build project specifications, standard drawings for pavement transition details for various construction and pavement type scenarios, jointing details for roundabouts, pavement condition performance measures and revision and publishing of MTI's Geometric Design Guide Supplements.

Continued to provide technical leadership for the Transportation Association of Canada subcommittee for Mechanistic-Empirical (ME) Pavement Design to evaluate The American Association of State Highway and Transportation Officials (AASHTO) Pavement ME Design software for suitability in the Canadian context and published two technical papers.

Completed a research study to evaluate the suitability of recycled glass powder as a supplementary cementitious material for concrete mixes and to reassess the suitability of general use limestone cement i.e. Portland limestone cement.

Developed a new permit fee structure for overweight and non-standard vehicles exceeding legal maximum gross weight and dimensions to ensure that collected fees closely reflect the actual damage from those vehicles.

Issued 291 permits for access, structure and signs adjacent to MTI's highways under The Transportation Infrastructure Act, of which 54 access removal permits and 27 access relocation permits were issued.

Provided comments for 563 land reviews related to The Planning Act, The Environment Act and The Transportation Infrastructure Act.

Provided technical support on several key infrastructure designs and construction projects including the St. Mary's Interchange and McGillivray Boulevard Interchange project, the North Perimeter Functional Design Study, and the PTH 100/PTH 3 design build pursuit following completion of the revised function design study.

Collected over 13,000 km of pavement condition data in support of pavement asset management that included technical support for pavement preservation and rehabilitation project selection.

Completed the first update to the province-wide road safety network screening to establish the segments of road and intersection that have the highest risk of injury and fatal collisions.

Initiated the Fatal Collision Review process and setting up the recommendation tracking system.

Implemented the Centrac system to manage traffic signals. This is a modern traffic signal management system that incorporates real-time communication with traffic signals in the field and helps detect and alert on-call staff of traffic signal issues.

Added traffic signals to the network at PTH 5 at Mall Entrance in Dauphin and at Provincial Road (PR) 311 at Mulberry in Niverville.

Identified potential surplus properties for government's consideration in support of economic development.

Participated in various working groups to coordinate the receipt of land from Canada required for public roads through various First Nations.

Provided advice and coordination to support land acquisition for PTH 100 and PTH 3 McGillivray Interchange, and the North Perimeter functional design study and continued development of CentrePort Canada Way.

Prepared amendments under The Transportation Infrastructure Act regulations for declarations, abandonments, and closing of roads as required.

Highway Engineering Services (15.5b)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	14,493	161.00	13,468	1,025	
Other Expenditures	7,434	-	8,138	(704)	
Total Sub-Appropriation	21,927	161.00	21,606	321	

Water Engineering and Operations (15.5c)

Sub-Appropriation Description

Responsible for design, construction, maintenance, asset management and preservation services in support of infrastructure capital and preservation programs. Infrastructure asset classes including bridges, overpasses, flood protection and water control infrastructure, provincial drains, and culvert crossings along provincially owned highways and drains. Manages the effective movement of water during flood and drought conditions through the maintenance and operation of a network of water related infrastructure. There are three branches that carry out these activities: Bridges and Highway Structures, Water Infrastructure, and Water Operations.

Key Results Achieved

Continued delivery of critical programs for inspection, maintenance and stewardship, as well as asset management for bridge and water related infrastructure.

Performed load rating of bridge structures for overload permitting, maintenance planning and confirming regulatory compliance.

Made progress in the ongoing reconstruction of Rivers Dam and Falcon Lake Dam.

Completed minor rehabilitation of Stephenfield Dam.

Completed construction of 2022 flood damage sites:

- New bridge on PR 314 bridge over Manigotagan River
- New culverts: Fishline Drain, Island Lake Drain, Lafond Drain, Bass Drain
- Reconstruction: Taylor Drain, Joubert Creek, Sturgeon Creek, and Rosenheim Drain.
- Rehabilitation of Meridian Drain
- Continued restoration work on approximately 300 minor flood sites.

Completed construction of the Provincial Trunk Highway (PTH) 10 Daly Overpass in Brandon.

Completed construction for a new PTH 1A/PTH 1 Overpass at Portage la Prairie.

Completed construction for the rehabilitation of the Miles Hart Bridge over the Burntwood River on Provincial Road (PR) 391 in Thompson.

Completed construction for a new PTH 34 bridge over the Assiniboine River.

Completed construction for a new PR 311 bridge over the Manning Canal.

Made progress in ongoing construction of the rehabilitation of PR 305 bridge over the Red River (vicinity of St. Agathe).

Advanced construction of the new structure on PTH 3 over the Souris River (vicinity of Melita).

Progressed in ongoing construction of PR 227 structure over Willowbend creek.

Conducted ongoing construction of medium drain rehabilitation works on Cox Drain.

Completed drain rehabilitation work:

- Four kilometres at Edwin Drain;
- Five kilometres at West Branch LaSalle River Drain;
- 13 kilometres at Elm River Channel Drain.

Undertaken the following work at the Red River Floodway:

- Completed scour and slope stability repair work of RRF West Dike;
- Continued dike rehabilitation work on RRF West Dike;
- Completed grading work on the RRF Inlet;
- Completed drain cleanout (7 kms) at the RRF Outside Drain;
- Ongoing channel cleanout at the RRF Inlet Control Structure;
- Commenced boat launch reconstruction at the RRF Inlet Control Structure.

Water Engineering and Operations (15.5c)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	16,263	236.00	17,042	(779)	
Other Expenditures	10,484	-	10,781	(297)	
Total Sub-Appropriation	26,747	236.00	27,823	(1,076)	

Hydrologic Forecasting and Water Management (15.5d)

Sub-Appropriation Description

Responsible for producing accurate and timely hydrologic forecasts and information to the public, coordinates flood responses, assists in operation of provincial water related infrastructure for flood and drought mitigation. The branch is also responsible for conducting ice jam mitigation programs, community flood protection works, flood mitigation studies, providing hydrological analysis to other branches and administration of provincial water infrastructure including designated flood areas.

Key Results Achieved

Provided over 700 flood forecasts and outlooks for various Manitoba rivers and lakes to assist communities in flood preparation and assist operation of provincial water control works.

Entered into a multi-year cost shared agreement (2024-25 – 2027-28) with Canada for flood risk mapping of over sixteen priority areas and watersheds in central and southern Manitoba such as the lower Red River, Pembina River, and Seine River.

Reviewed and provided over 800 subdivision and development reviews, Provincial Water Infrastructure and Designated Flood Area Permits under the Water Resource Administration Act.

Completed flood risk mapping of seven rivers and communities across Manitoba and acquired Light Detection and Ranging (LiDAR) and bathymetry data of several other Manitoba rivers in order to develop flood risk maps for rivers and communities through hydraulic and hydrologic modeling.

Continued to direct operation of the provincial flood control infrastructure network, including the Red River Floodway, Shellmouth Dam, Portage Diversion, and Fairford River Water Control Structure for flood control, and water supply usage.

Attended several interjurisdictional boards, such as the Red River Basin Commission and the Lake of The Woods Control Board, bringing in Manitoba's interests and views in interjurisdictional water body decisions.

Provided over 200 design flow data sets for construction and rehabilitation of water control and transportation infrastructure to ensure that Manitoba's design standards address meet current and future infrastructure needs and climate change impacts.

Continued to update public facing flood information for the public.

Completed four flood mitigation studies to determine optimum flood mitigation solutions for Manitoba communities.

Hydrologic Forecasting and Water Management (15.5d)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	3,089	32.00	3,006	83	
Other Expenditures	4,786	-	4,931	(145)	
Total Sub-Appropriation	7,875	32.00	7,937	(62)	

Environmental Services (15.5e)

Sub-Appropriation Description

Responsible for providing environmental services and facilitating the best management practices for Manitoba Transportation and Infrastructure. The branch conducts environmental assessments and manages the receipt of licensing, approvals, permits for highways and water related infrastructure and other MTI projects, and for waste and remediation projects, e.g., environmental liabilities. The branch also supports MTI in the tendering process for projects, environmental monitoring, and development of environmental standards procedures and policies.

Key Results Achieved

Conducted 74 environmental inspection surveys of several roads, bridges, culverts, dams, and other infrastructure throughout Manitoba.

Worked on numerous regulatory submissions, follow-up reporting, and communications to support project delivery.

Received 100 new MTI project requests, in addition to 325 existing projects that require regulatory approvals.

Issued 101 tender approvals that includes projects received in 2024-25 and continuation of work received from previous years.

Completed process enhancements regarding native revegetation policy and associated guidance material.

Worked successfully on integration of GIS and data management enhancements to modernize MTI's environmental assessment and approvals process.

Advanced federal and provincial environmental approval processes and conducted environmental field work for the Lake Manitoba and Lake St. Martin Outlet Channels Project. Supported efforts regarding engineering and design, engagement and consultation with 40 Indigenous communities and groups.

Worked efficiently on other major projects:

- Provided environmental support on projects associated with the McGillivray Interchange (PTH 100 & PTH 3) and PTH 1 Twinning projects.
- Advanced potential northern strategic planning for potential northern developments road development.

Provided technical expertise and management of the Environmental Liabilities Program (ELP) for 238 sites by developing three-year plan for advancing the ELP.

Environmental Services (15.5e)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	2,051	21.00	1,887	164	
Other Expenditures	2,372	-	1,710	662	1
Total Sub-Appropriation	4,423	21.00	3,597	826	

Explanation:

1. The variance is primarily related to annual inflation adjustment for Environmental Liabilities.

Recoverable from Other Appropriations (15.5f)

The recovery budget reflects the transfer of costs that are related to capital projects from the division to Part B Capital Investment and the Green Fund. Public Sector Accounting Standards require costs that are directly attributable to acquiring or upgrading an asset to be included in the capital cost of that asset.

Recoverable from Other Appropriations (15.5f)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	(19,069)	-	(19,011)	(58)	
Other Expenditures	(12,151)	-	(11,040)	(1,111)	1
Total Sub-Appropriation	(31,220)	-	(30,051)	(1,169)	

Explanation:

1. The variance is primarily due to a change in the capital recovery scope.

Emergency Management (Res. No. 15.6)

Main Appropriation Description

Promotes and co-ordinates provincial emergency management, including mitigation, emergency preparedness, emergency response, and disaster recovery to prevent the loss of life and to minimize damage to property and the environment.

Sub-Appropriations	2024-25	<u>2024-25 Authority</u>	
	Actual	FTEs	\$(000s)
	\$(000s)		
Emergency Strategic Planning and Support	778	8.00	796
Preparedness and Response	2,861	23.00	2,552
Recovery and Mitigation	1,338	12.00	1,543
Emergency Infrastructure Expenditures	1,401	-	1,550
TOTAL	6,378	43.00	6,441

Strategic Planning and Support (15.6a)

Sub-Appropriation Description

Provides oversight, leadership, policy development and direction with respect to Manitoba's emergency management priorities. Supports the departmental mandate, including interdepartmental and intergovernmental initiatives for achieving greater resiliency and reducing vulnerability during an emergency or disaster.

Key Results Achieved

Supported Minister and Deputy Minister participation at Federal-Provincial-Territorial Meetings on emergency management.

Represented Manitoba at Federal-Provincial-Territorial engagement on disaster financial assistance arrangements.

Represented Manitoba at Federal-Provincial-Territorial forums on emergency alerting.

Represented Manitoba at the Northern Emergency Management Assistance Compact (NEMAC), including hosting an in-person meeting and exercise with participating partners from Canada and the United States.

Represented Manitoba at the federally led Indigenous Emergency Management table.

Represented Manitoba in the Canadian Council of Emergency Management Organizations.

Strategic Planning and Support (15.6a)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	675	8.00	644	31	
Other Expenditures	87	-	136	(49)	
Grant Assistance	16	-	16	-	
Total Sub-Appropriation	778	8.00	796	(18)	

Preparedness and Response (15.6b)

Sub-Appropriation Description

Ensures that the province is prepared and responds to routine (e.g., flood, wildfire, severe storms, major utility disruption) and non-routine events (e.g., pandemics, humanitarian crisis) through continuous engagement with emergency management partners in a collaborative and coordinated manner. Develops policies to prepare for and respond to disasters and emergencies and provides emergency management education and training to stakeholders. Administers an Emergency Management Program, a Business Continuity Program, and a 24/7 Duty Officer program. Responsible for the Manitoba Emergency Coordination Centre.

Key Results Achieved

Activated the Manitoba Emergency Coordination Centre to respond to various events for a total of 211 days.

Continued increase in engagement from emergency management partners.

Engaged with Local Authority representatives on preparedness seminars, workshops, discussions, in-person exercises and training, and one-on-one sessions regarding their emergency management programs.

Launched a new course that is currently available on Emergency Management Organization's Learning Management System: Emergency Management for Elected Officials.

Preparedness and Response (15.6b)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	2,401	23.00	2,188	213	
Other Expenditures	460	-	364	96	
Total Sub-Appropriation	2,861	23.00	2,552	309	

Recovery and Mitigation (15.6c)

Sub-Appropriation Description

Provides oversight, leadership, policy development and direction with respect to Manitoba's emergency management priorities. Supports the departmental mandate, including interdepartmental and intergovernmental initiatives for achieving greater resiliency and reducing vulnerability during an emergency or disaster.

Key Results Achieved

Hosted an in-person engagement session on April 9, 2024, during the Association of Manitoba Municipalities Spring Convention in Brandon to receive feedback on the Manitoba's new Disaster Financial Assistance (DFA) program.

Launched an online survey through EngageMB, from July 3 to August 9, 2024, to gather public feedback on the new DFA program.

Drafted and developed a new Disaster Financial Assistance (DFA) Regulation to align with Canada's updated Disaster Financial Assistance Arrangements (DFAA) program. On March 27, 2025, Manitoba Emergency Management Organization (EMO) launched a 30-day public consultation to receive feedback on the regulation.

Continued to administer the 2020 Heavy Rains, 2022 Spring Flood, 2023 Spring Flood, and 2024 Wildfire DFA programs.

Continued to deliver 2020, 2022, and 2023 Mitigation and Preparedness Programs which have provided \$3.7 million in support to 120 projects since its inception.

Increased disaster risk reduction communication to local authorities and individuals. This included presentations at Manitoba Disaster Mitigation Conference, Association of Rural Municipalities meeting, and Manitoba Bilingual Municipal Leadership meeting.

Shared mitigation funding opportunities through emails and Manitoba's mitigation funding webpage.

Recovery and Mitigation (15.6c)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	1,149	12.00	1,168	(19)	
Other Expenditures	189	-	375	(186)	1
Total Sub-Appropriation	1,338	12.00	1,543	(205)	

Explanation:

1. The variance is primarily due to 2024 flood events being smaller in size and impact.

Emergency Infrastructure Expenditures (15.6d)

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Salaries and Employee Benefits	405	-	-	405	1
Other Expenditures	996	-	1,550	(554)	1
Total Sub-Appropriation	1,401	-	1,550	(149)	

Explanation:

1. The variance is primarily related to costs associated with 2024, 2023 and 2022 Spring Flood Disaster Financial Assistance (DFA) program. Overall, the department managed from within its Emergency Infrastructure Expenditures budget.

Costs Related to Capital Assets (Non-Voted)

Description

The appropriation provides for the amortization expense related to capital assets.

Expenditures by Sub-Appropriation

Expenditures by Sub-Appropriation	Actual 2024-25 \$(000s)	<u>Authority 2024-25</u> \$(000s)	Variance Over/(Under) \$(000s)	Expl. No.
7 (a) General Assets				
Amortization Expense	7,666	8,156	(490)	
Total Sub-Appropriation	7,666	8,156	(490)	

7 (b) Infrastructure Assets - Provincial Roads and Highways

Expenditures by Sub-Appropriation	Actual 2024-25 \$(000s)	<u>Authority 2024-25</u> \$(000s)	Variance Over/(Under) \$(000s)	Expl. No.
Amortization Expense	281,466	275,899	5,567	1
Total Sub-Appropriation	281,466	275,899	5,567	

7 (c) Infrastructure Assets - Water Related

Expenditures by Sub-Appropriation	Actual 2024-25 \$(000s)	<u>Authority 2024-25</u> \$(000s)	Variance Over/(Under) \$(000s)	Expl. No.
Amortization Expense	10,047	9,571	476	2
Amortization Expense (Recoveries)	(9,571)	(9,571)	-	
Total Sub-Appropriation	476	-	476	

Explanations:

1. More highway projects with a shorter useful life were completed, resulting in higher amortization actuals.
2. The variance is related to the write downs of asset values.

BA27 Emergency Expenditures

Main Appropriation Description

Provides for expenditures related to forest fires, flooding, and other natural disasters. Includes a provision for environmental emergency response expenditures, disaster assistance and other related expenditures.

1 (a) Emergency Expenditures

Expenditures by Sub-Appropriation	Actual	Authority 2024-25		Variance	Expl. No.
	2024-25 \$(000s)	FTEs	\$(000s)	Over/(Under) \$(000s)	
Other Expenditures	30,448	-	50,000	(19,552)	1
Total Sub-Appropriation	30,448	-	50,000	(19,552)	

Explanation:

1. The variance is mainly due to absence of a significant disaster event in 2024-25.

Other Key Reporting

The Public Interest Disclosure (Whistleblower Protection) Act

The Public Interest Disclosure (Whistleblower Protection) Act came into effect in April 2007 and amended in 2018. It gives employees a clear process for disclosing concerns about significant and serious matters (wrongdoing) in the Manitoba public service and protects employees who make those disclosures from reprisal. The act builds on protections already in place under other statutes, as well as collective bargaining rights, policies, practices and processes in the Manitoba public service.

Wrongdoing under the act may be contravention of federal or provincial legislation; an act or omission that endangers public safety, public health or the environment; gross mismanagement; or knowingly directing or counseling a person to commit a wrongdoing. The act is not intended to deal with routine operational or administrative matters.

A disclosure made by an employee in good faith, in accordance with the act, and with a reasonable belief that wrongdoing has been or is about to be committed is considered to be a disclosure under the act, whether the subject matter constitutes wrongdoing. All disclosures receive careful and thorough review to determine if action is required under the act and must be reported in a department's annual report in accordance with Section 29.1.

The following is a summary of disclosures received by Manitoba Transportation and Infrastructure for fiscal year 2024-25.

Information Required Annually (per section 29.1 of PIDA)	Fiscal Year 2024-25
The number of disclosures received, and the number acted on and not acted on. Subsection 29.1(2)(a)	Nil
The number of investigations commenced as a result of a disclosure. Subsection 29.1 (2)(b)	Nil
In the case of an investigation that results in a finding of wrongdoing, a description of the wrongdoing and any recommendations or corrective actions taken in relation to the wrongdoing, or the reasons why no corrective action was taken. Subsection 29.1(2)(c)	Nil

Equity and Diversity Benchmarks

Manitobans are best served by a public service that is inclusive and representative of the diverse population of Manitoba at all levels of the organization, including senior management. Employment equity status is self-identified on a voluntary basis when individuals are hired into a position or at any time during their employment with Manitoba's public service. Employment equity groups include women, Indigenous peoples, visible minorities, and persons with disabilities. This measure will capture diversity in Manitoba's public service and in senior management. The statistic reflects employment equity representation at the department level.

Equity Group	Benchmarks	% Total Employees as of March 31, 2025
Women	50%	23.4%
Indigenous Peoples	16%	17.2%
Visible Minorities	13%	21.0%
Persons with Disabilities	9%	2.9%

Appendices

Appendix A - Special Operating Agencies (SOAs)

Service operations within departments granted more direct responsibility for results and increased management flexibility needed to reach new levels of performance. SOAs embrace market disciplines of the private sector while adhering to the public policy imperatives of government.

Manitoba Transportation and Infrastructure does not have any SOAs.

Appendix B – Other Reporting Entities

Other Reporting Entities (OREs) are accountable to the minister. OREs are directly or indirectly controlled by government as prescribed by the Public Sector Accounting Board.

Manitoba Transportation and Infrastructure does not have any OREs.

Appendix C - Statutory Responsibilities

Any statutes that are not assigned to a particular minister are the responsibility of the Justice Minister, as are any amendments to acts. Manitoba Transportation and Infrastructure operates under the authority of the following acts of the Continuing Consolidation of the Statutes of Manitoba:

The CentrePort Canada Act (SM 2008, c. 45)

The Drivers and Vehicles Act (SM 2005, c. 37, Sch. A)

The Dyking Authority Act (RSM 1987, c. D110)

The Emergency Measures Act (SM 1987-88, c. 11)

The Emergency 911 Public Safety Answering Point Act (SM 1997, c. 19)

The Groundwater and Water Well Act (SM 2012, c. 27)

[as it relates to the planning, construction, or operation of provincial water control works]

The Highway Traffic Act (SM 1985-86, c. 3)

The Infrastructure Contracts Disbursement Act (RSM 1987, c. H65)

(formerly The Highways and Transportation Construction Contracts Disbursement Act, C.C.S.M. c. H65)

The Lake of the Woods Control Board Act (RSM 1987, c. L30)

The Off-Road Vehicles Act (SM 1987-88, c. 64)

The Public Works Act (RSM 1987, c. P300)

[except as it relates to real estate matters within the mandate of the Department of Public Service Delivery]

The Provincial Railways Act (SM 1993, c. 32)

The Red River Floodway Act (SM 2004, c. 18)

The Surveys Act (RSM 1987, c. S240)

[Part II]

The Trans-Canada Highway Act (RSM 1987, c. T140)

The Transportation Infrastructure Act (SM 2018, c. 10, Sch. A)

The Water Power Act (RSM 1987, c. W60)

[as it relates to the planning, construction, or operation of provincial water control works]

The Water Resources Administration Act (RSM 1987, c. W70)

The Water Rights Act (RSM 1988, c. W80)

[as it relates to the planning, construction, or operation of provincial water control works]

The Water Supply Commissions Act (RSM 1988, c. W100)

In addition, policies specific to departmental programs are documented in the General Manual of Administration and various Manitoba government catalogues and publications.

Glossary

Alignment – This is the process of enabling all employees to see how their day-to-day actions are consistent with the values of the organization and how living those values is contributing to overall success. Creating alignment ensures employees are working toward the common goal or vision.

Annual Report – Departmental annual reports are a supplement to the public accounts and provide variance explanations and background information to support the public accounts. Annual reports are either released (if the Legislature is not in session) or tabled in the Legislature (if in session) by Sept. 30, following the fiscal year end.

Appropriation – This is the amount voted by the Legislative Assembly, approving the maximum amount that may be expended on a specific program or major activity during a fiscal year.

Main Appropriation – This is the total amount of each resolution passed by the Legislative Assembly as reported in the printed estimates of expenditure.

Sub-Appropriation – the total amounts applicable to the various breakdowns of the main appropriations in the printed estimates of expenditure.

Authority – In the financial tables throughout this report, authority represents the authorized votes approved by the Legislative Assembly in the Estimates of Expenditure (budget) as well as any changes (if applicable) as a result of government reorganizations, allocations from Enabling Appropriations, or and virement transfers between Main appropriations within the department. For a full reconciliation of the Printed Estimates of Expenditure to the Authority, please see the Expense Summary by Appropriation Report in the Report on the Estimates of Expenditure and Supplementary Information.

Borrowings – Borrowings are securities issued in the name of the province to capital markets investors. Securities include debentures, treasury bills, promissory notes, medium-term notes and Manitoba Savings Bonds.

Full-Time Equivalent (FTE) – This is a measurement for the number of positions. Every full-time regular position represents one full-time equivalent position. Other categories (e.g., term, departmental, seasonal and contract) are measured in proportional equivalents. For example, a program with a vote of 1.50 term FTE could hire staff in any combination that results in a total of one-and-a-half years (or 78 weeks) of employment [e.g., six staff for three months (13 weeks) each; two staff for nine months (39 weeks) each; one full-time and one half-time staff for one year; three half-time staff for one year; etc.]

Government Reporting Entity (GRE) – This includes core government and Crown organizations, government business entities and public sector organizations such as regional health authorities, school divisions, universities and colleges.

Grants – Public money provided to an individual, organization or another government to assist in attaining their objectives and for which the government does not receive a good or service.

Guarantees – The province, in the normal course of business, may provide a guarantee to honour the repayment of debt or loans of an organization, primarily Government Business Enterprises. Such a guarantee is provided on the Manitoba Hydro Savings Bonds.

Interfund Activities – These are Public Sector Accounting Standards adjustments, including Health and Education Levy, Employee Pension and Other Contributions, which are attributed to the entire department.

Key Initiatives – These are the specific programs, activities, projects or actions an organization will undertake to meet performance targets. Initiatives are often projects or events that aim to improve a process or an outcome in one of the four perspectives.

Key Performance Indicators (KPI) – KPIs refer to an ultimate result for which the department is responsible for monitoring and reporting, but for which given its complexity, it has only partial direct influence over. Departments may identify certain performance measures as KPIs.

Mission – A mission statement defines the core purpose of the organization — why it exists and reflects employees' motivations for engaging in the organization's work. Effective missions are inspiring, long-term in nature, and easily understood and communicated.

Objective – The objective is a concise statement describing the specific things an organization must do well to execute its strategy. Objectives often begin with an action verb such as increase, foster, reduce and improve.

Other Reporting Entity (ORE) – These are reporting organizations in the Government Reporting Entity (GRE) such as Crown corporations, government agencies, government business entities and public sector organizations such as regional health authorities, school divisions, universities and colleges that are directly or indirectly controlled by the government, as prescribed by the Public Sector Accounting Board (excludes core government).

Performance Measure – A performance measure is a standard used to evaluate and communicate performance against expected results. Measures are normally quantitative in nature, capturing numbers, dollars, percentages and so on. Reporting and monitoring measures helps an organization gauge progress toward effective implementation of strategy.

Performance Results – These are the most important outcomes the departments want to achieve by reaching their objectives. Performance results represent the essence of the outcomes the department seeks to achieve.

Provincial Themes: Provincial themes are the overarching strategic priorities that align departmental activities with government's direction.

Special Operating Agencies (SOAs) – These are service operations within departments that are granted more direct responsibility for results and increased management flexibility needed to reach new levels of performance. SOAs embrace market disciplines of the private sector while adhering to the public policy imperatives of government. Annual business plans define financial goals and performance targets. SOAs have the ability to raise capital outside of the Consolidated Fund.

Strategy – This represents the broad priorities adopted by an organization in recognition of its operating environment and pursuit of its mission. All performance objectives and measures should align with the organization's mandate and strategy.

Target – The target presents the desired result of a performance measure. They provide organizations with feedback about performance.

Values – Values represent the deeply-held beliefs of the organization, which are demonstrated through the day-to-day behaviours of all employees. An organization's values make an open proclamation about how it

expects everyone to behave. Values should endure over the long-term and provide a constant source of strength for an organization.

Virement – This refers to a transfer of authority between operating expenditure appropriations within a department.

Vision – A powerful vision provides everyone in the organization with a shared mental framework that helps give form to the future that lies ahead. This statement should contain a concrete picture of the desired state and provide the basis for formulating strategies and objectives. The vision serves as the guiding statement for the work being done. It should answer why the work being done is important.