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ANNUAL REPORT  
RAPPORT ANNUEL

Manitoba Infrastructure  
Infrastructure Manitoba

**Manitoba Infrastructure**

203 - 450 Broadway, Winnipeg, MB R3C 0V8

Phone: 204-945-3723

fax: 204-945-7610

email: **[minmi@leg.gov.mb.ca](mailto:minmi@leg.gov.mb.ca)**

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MINISTER OF INFRASTRUCTURE

Room 203  
Legislative Building  
Winnipeg, Manitoba, CANADA  
R3C 0V8

Her Honour the Honourable Janice C. Filmon, C.M, O.M.  
Lieutenant Governor of Manitoba  
Room 235, Legislative Building  
Winnipeg, MB R3C 0V8

May It Please Your Honour:

I have the privilege of presenting, for the information of Your Honour, the Annual Report of the Department of Manitoba Infrastructure for the fiscal year ending March 31, 2021.

Respectfully submitted,

*original signed by*

Honourable Ron R. Schuler  
Minister of Manitoba Infrastructure







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MINISTRE  
DE L'INFRASTRUCTURE

Bureau 203  
Palais législatif  
Winnipeg (Manitoba) R3C 0V8  
CANADA

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

Madame la Lieutenante-Gouverneure,

J'ai le privilège de vous présenter, à titre informatif, le rapport annuel du ministère de l'Infrastructure du Manitoba pour l'exercice qui s'est terminé le 31 mars 2021.

Le tout respectueusement soumis.

Le ministre de l'Infrastructure du Manitoba,

*original signed by*

Ron R. Schuler





Honourable Ron R. Schuler  
Minister of Infrastructure  
Room 203, Legislative Building  
Winnipeg, Manitoba R3C 0V8

Dear Minister Schuler:

I am pleased to present, for your approval, the 2020 - 2021 Annual Report for the Department of Manitoba Infrastructure.

Respectfully submitted,

*original signed by*

Sarah Thiele  
Deputy Minister of Manitoba Infrastructure







Monsieur Ron R. Schuler  
Ministre de l'Infrastructure  
Palais législatif, bureau 203 Winnipeg (Manitoba) R3C 0V8

Monsieur le Ministre,

J'ai le plaisir de soumettre, à votre approbation, le rapport annuel 2020 - 2021 du ministère de l'Infrastructure du Manitoba.

Le tout respectueusement soumis.

Le sous-ministre de l'Infrastructure du Manitoba,

*original signed by*

Sarah Thiele



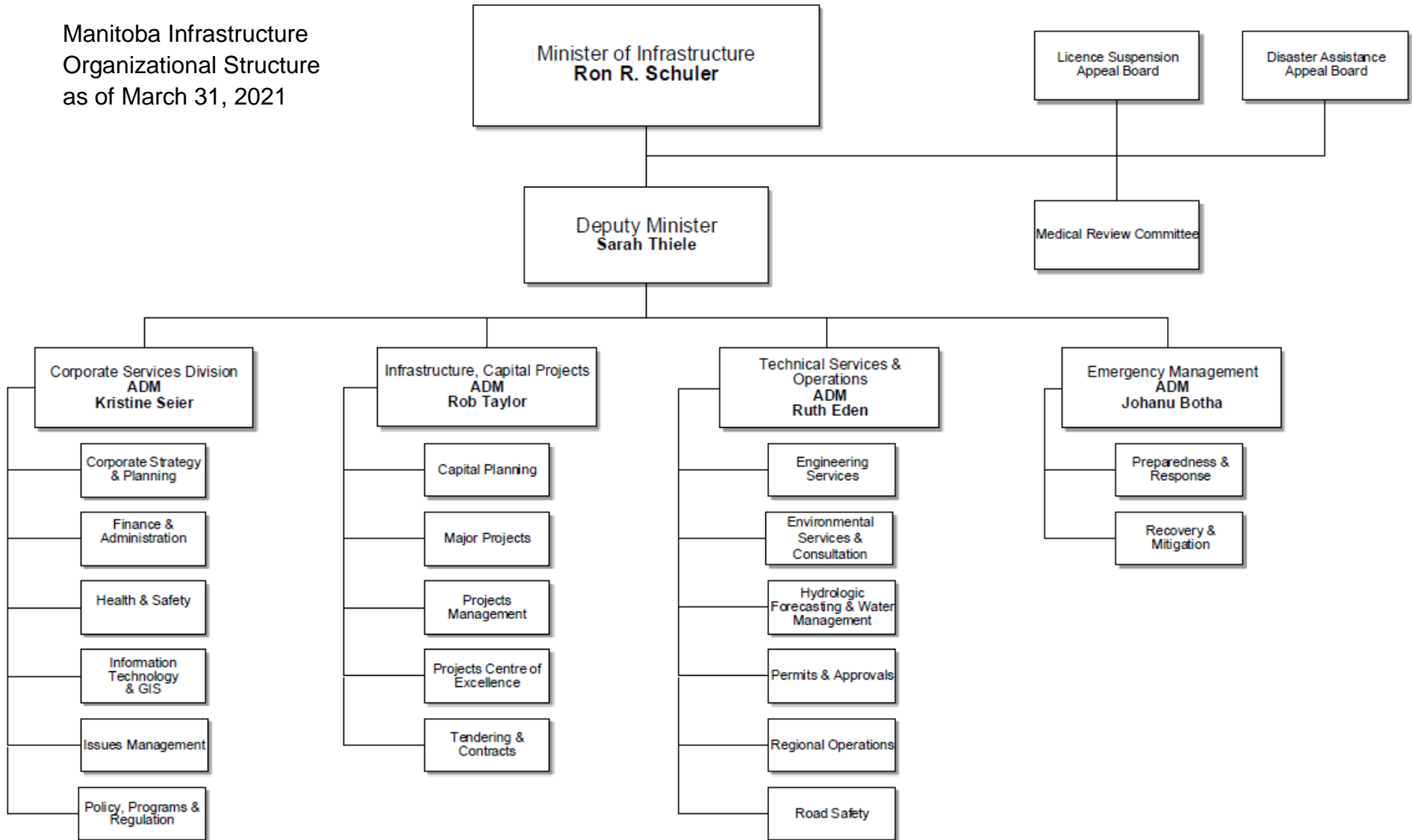


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Manitoba Infrastructure  
Organizational Structure  
as of March 31, 2021



## **Preface**

### **Report Structure**

This annual report is organized in accordance with the departmental appropriation structure, which reflects the department authorized votes approved by the Legislative Assembly and has been restated to reflect the departmental reorganization that occurred during 2020 and 2021. The report includes information at the main and sub-appropriation levels relating to department objectives, actual results achieved, financial performance and variances, and a five-year historical summary of departmental expenditures and staffing. Expenditures and revenue variance explanations previously contained in the Public Accounts of Manitoba are now provided in this annual report.

### **Vision**

Connect and Protect Manitoba.

### **Mission**

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

### **Goals**

Over the next 10 years, Manitoba will be recognized as a national transportation hub, linking east to west, north to south and enabling strong economic activity within and across our borders to: enhance transportation mobility and connectivity; ensure safety and reliability across the highway network; enable industry expansion that leverages Manitoba's diverse economy; and build climate resiliency.

## Highlights

In 2020/2021, department activities and achievements included:

### Capital Program Delivery:

- Provided stewardship and asset management of:
  - Provincial Highways – 19,100 km of roads which includes 8,500 km of structural pavement, 4,600 km of asphalt surface semi-pavement and 6,000 km of gravel roads.
  - Bridges – 1,655 bridges and overpasses and 1,125 bridge-sized large culverts on the provincial highway and agricultural drainage networks.
  - Water Related Infrastructure – 13,000 thru-dike culverts, 4,750 km of drains, 3,350 crossings over drains, 90 dams, 61 reservoirs, 345 water control structures, 8 diversions, 19 community ring dikes, 425 km of linear river diking and 41 pumping stations.
  - Airports and Ferries – 22 operational and one non-operational airdrome locations along with four ferries to remote communities to facilitate passengers, freight and medical assistance.
- Advanced consultation, environmental assessment and engineering design for the \$540M Lake Manitoba and Lake St. Martin Outlet Channels project.
- Delivered strategic investments in highways, water-related infrastructure and northern airports totaling \$378M to renew and preserve existing assets, improve Manitoba's climate resiliency, advance economic development and prioritize innovation and connectivity.
- Initiated the multi-year \$215M Manitoba Restart program, with \$150M allocated to resurface more than 240 km of roadway and \$65M to improve road safety.

### Client-Focused Programs and Services:

- Reorganized the Department to:
  - strengthen the way we plan, manage and report on capital projects and capital plans
  - increase consistency in the way we do business across all asset classes
  - leverage innovation and new delivery models
  - strengthen central corporate services
  - continue to build a robust and modern emergency management system
- Provided permitting, routing, enforcement and investigations for the commercial trucking industry to support the economy and ensure road safety for all roadway users, including the introduction of Manitoba MOOVES (Moving Oversize and Overweight Vehicles Efficiently and Safely), a new online permitting system which reduces red tape for clients of Permit Services and the Trucking Productivity Improvement Program.

- Established two distinct branches in Emergency Management - Preparedness and Response Branch and the Mitigation and Recovery Branch - with dedicated resources to manage critical emergency management functions including maintaining 24/7 readiness to respond to major emergencies and disasters to coordinate provincial multi-division response via the Manitoba Emergency Coordination Centre and providing disaster related recovery support to local authorities, businesses and private individuals.
- Coordinated the provincial preparedness and response during four 2020 spring and summer flood events and the 2020 wildfire season.
- Established the 2020 Spring Flood, June 6-10 Heavy Rains and July 5 Severe Weather Disaster Financial Assistance programs. This includes developing state-of-the-art hydrologic forecasting tools for larger watersheds.
- Streamlined the disaster financial assistance claims submission process with an online portal and helped Municipal Relations establish a new Mitigation and Preparedness Program to support municipalities build resilience during emergencies and to reduce overall recovery costs.

COVID-19 Response:

- Manitoba Infrastructure participated in the government-wide COVID-19 pandemic response:
  - Activated the Manitoba Emergency Coordination Centre to support the pandemic response by facilitating intergovernmental and interdepartmental communications.
  - Facilitated the introduction of Bill 54, The Emergency Measures Amendment Act to enable Cabinet to issue emergency orders, temporary suspension orders and reporting deadline variation orders, to prevent or limit loss of life, or damage to property or the environment during an emergency.
  - Advised on and coordinated the enforcement of COVID-19 public health orders under the state of emergency and facilitated the federal/provincial engagement to military support in First Nations communities.
  - Supported the establishment of COVID-19 testing and vaccination facilities, outreach and policies, alternate isolation accommodations and community evacuations.
  - Assisted with enforcement of public health orders.
  - Ensured safe and accessible transportation via northern airports and marine operations and the winter road program to ensure Manitobans living in remote communities benefited from COVID-19 response efforts.



## **Préface**

### **Structure du rapport**

Ce rapport annuel est organisé conformément à la structure des crédits du ministère, qui correspond aux crédits autorisés du ministère approuvés par l'Assemblée législative. Il a été remanié pour tenir compte de la réorganisation ministérielle de 2020 et 2021. Le rapport comprend des renseignements sur les objectifs du ministère, sur les résultats obtenus ainsi que sur le rendement et les écarts financiers pour les crédits principaux et les sous-crédits. On y trouve également un tableau récapitulatif des dépenses et de la dotation du ministère pour les cinq dernières années. Les explications des écarts en matière de dépenses et de recettes auparavant contenues dans les comptes publics du Manitoba sont maintenant présentées dans le rapport annuel.

### **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.

### **But**

Au cours des dix prochaines années, le Manitoba sera reconnu comme une plaque tournante nationale du transport, reliant l'est à l'ouest et le nord au sud, et permettant une activité économique forte à l'intérieur et à l'extérieur de nos frontières, afin d'améliorer la mobilité et la connectivité du transport, d'assurer la sécurité et la fiabilité du réseau routier, de permettre une expansion de l'industrie qui tire parti de l'économie diversifiée du Manitoba et de renforcer la résilience climatique.

## Points saillants du ministère

Voici un résumé des activités et des réalisations du ministère en 2020-2021 :

### Gestion du programme d'immobilisation

- Entretien et gestion des actifs suivants :
  - Routes provinciales — 19 100 km de routes dont 8 500 km en revêtement structural, 4 600 km en semi-revêtement d'asphalte et 6 000 km en chaussées en gravier.
  - Ponts routiers – 1 655 ponts et viaducs et 1 125 ponceaux de la taille d'un pont sur les routes provinciales et les réseaux de drainage agricole.
  - Régularisation des eaux — 13 000 ponceaux de digues, 4 750 km 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, 8 ouvrages de dérivation, 19 digues circulaires communautaires, 425 km de digues linéaires de rivières et 41 postes de pompage.
  - Aéroports et traversiers – 22 aéroports et aérodromes opérationnels (un non opérationnel) et 4 traversiers vers des collectivités éloignées pour faciliter le transport des passagers, du fret et des secours médicaux.
- Consultation poussée, évaluation environnementale et conception technique des canaux de déversement du lac Manitoba et du lac St. Martin, un projet de 540 M\$.
- Investissements stratégiques dans les routes, les infrastructures hydrauliques et les aéroports du Nord totalisant 378 M\$, dans le but de renouveler et de préserver les actifs existants, d'améliorer la résilience climatique du Manitoba, de stimuler le développement économique et de mettre la priorité sur l'innovation et la connectivité.
- Lancement de RelanceMB, un programme pluriannuel de 215 M\$, dont 150 M\$ ont été consacrés au resurfaçage de plus de 240 km de route et 65 M\$ à l'amélioration de la sécurité routière.

### Programmes et services axés sur le client

- Réorganisation du ministère dans le but :
  - de renforcer notre façon d'élaborer et de gérer nos projets et nos plans d'immobilisation et d'en rendre compte;
  - d'améliorer la cohérence dans notre façon de faire pour toutes les classes d'actifs;
  - de tirer parti de l'innovation et des nouveaux modèles de prestation;
  - de renforcer les services ministériels;
  - de continuer à bâtir un système de gestion des situations d'urgence solide et moderne.
- Services de délivrance de permis, d'acheminement, de programmation et d'application de la loi à l'industrie du camionnage commercial afin de soutenir l'économie et d'assurer la sécurité routière de tous les usagers de la route, dont le système de déplacement efficient et sécuritaire de véhicules à gabarit ou à chargement excessif, un nouveau système de délivrance des permis en ligne qui réduit les formalités administratives pour les clients du Service des permis et du Programme du Fonds d'amélioration de la productivité de l'industrie du transport routier.

- Création de deux directions distinctes relevant de la Gestion des urgences (Préparation et mesures d'intervention et Rétablissement et atténuation), qui disposent de ressources dédiées aux fonctions essentielles liées à la gestion des urgences, y compris une capacité d'intervention en tout temps pour répondre aux urgences et aux catastrophes majeures, afin de coordonner la réponse multidivisionnaire provinciale par l'entremise du Centre de coordination des mesures d'urgence du Manitoba et d'offrir un soutien à la reprise après sinistre aux autorités locales, aux entreprises et aux particuliers.
- Coordination de la préparation et des mesures d'intervention provinciales lors des quatre inondations au printemps et à l'automne 2020 et de la saison des feux 2020, et mise sur pied de programmes d'aide financière aux sinistrés de l'inondation du printemps 2020, des pluies torrentielles du 6 au 10 juin et des graves intempéries du 5 juillet. En faisait partie la mise au point d'outils de prévision hydrologique de pointe pour les grands bassins hydrographiques.
- Simplification du processus de demande d'aide financière aux sinistrés au moyen d'un portail en ligne, et soutien au ministère des Relations avec les municipalités pour la mise en œuvre d'un nouveau programme d'atténuation et de préparation qui aidera les municipalités à accroître leur résilience en situation d'urgence et à réduire les coûts globaux de la remise en état.

#### Riposte à la COVID-19

- Infrastructure Manitoba a participé à la riposte à la pandémie de COVID-19 à l'échelle du gouvernement :
  - Ouverture du Centre de coordination des mesures d'urgence du Manitoba pour soutenir la riposte à la pandémie en facilitant les communications intergouvernementales et interministérielles.
  - Participation à l'adoption du projet de loi 54, Loi modifiant la Loi sur les mesures d'urgence, afin de permettre au Conseil des ministres d'adopter des décrets d'urgence, des décrets portant suspension temporaire et des décrets modifiant des délais pour prévenir ou limiter les pertes de vie ou les dommages à la propriété ou à l'environnement pendant une situation d'urgence.
  - Recommandations et coordination en vue de la mise à exécution des ordres de santé publique pendant l'état d'urgence, et participation à l'effort fédéral-provincial visant à fournir un soutien militaire aux communautés des Premières nations.
  - Soutien apporté à la création de centres de dépistage et de vaccination contre la COVID-19, aux mesures de sensibilisation et aux politiques, à la mise en place de lieux d'hébergement pour les personnes en isolement et aux évacuations communautaires.
  - Contribution à la mise à exécution des ordres de santé publique.
  - Maintien de moyens de transport sûrs et accessibles grâce aux aéroports du Nord, aux opérations maritimes et au réseau des routes d'hiver pour permettre aux Manitobains vivant dans des collectivités éloignées de bénéficier des efforts déployés en riposte à la COVID-19.

Le ministère poursuivra ces initiatives, ainsi que d'autres initiatives de même nature.

## **Statutory Responsibilities**

Manitoba Infrastructure is responsible for providing a wide range of central support services to government programs. Services fall under the general categories of central supply and property services. The department operates under the authority of the following acts of the Consolidated Statutes of Manitoba:

The CentrePort Canada Act (C44)

The Drivers and Vehicles Act (D104)

The Dyking Authority Act (D110)

The Emergency Measures Act (E80)

The Emergency 911 Public Safety Answering Point Act (E85)

The Ground Water and Water Well Act (G110)

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

The Highway Traffic Act (H60)

The Infrastructure Contracts Disbursement Act (I36)

The Lake of the Woods Control Board Act (L30)

The Off-Road Vehicles Act (O31)

The Public Works Act (P300)

[except as it relates to matters within the mandate of the Accommodation Services Division of the Department of Central Services]

The Provincial Railways Act (R15)

The Red River Floodway Act (R32)

The Trans-Canada Highway Act (T140)

The Transportation Infrastructure Act (T147)

The Water Power Act (W60)

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

The Water Resources Administration Act (W70)

The Water Rights Act (W80)

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

The Water Supply Commissions Act (W100)

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

## Responsabilités prévues par les lois

Infrastructure Manitoba a la responsabilité de fournir aux programmes gouvernementaux une vaste gamme de services de soutien centralisés. Les services appartiennent aux catégories générales d'approvisionnement central et de services fonciers. Le ministère est régi par les lois suivantes de la Codification permanente des lois du Manitoba:

Loi sur la Société CentrePort Canada (C44)

Loi sur l'administration des digues (D104)

Loi sur l'administration des digues (D110)

Loi sur les mesures d'urgence (E80)

Loi sur les centres de réception des communications d'urgence pour le service 911 (E85)

Loi sur les eaux souterraines et les puits (G110)

[en ce qui a trait à la planification, à la construction et à la gestion des ouvrages d'aménagement hydraulique de la province]

Code de la route (H60)

Loi sur l'acquittement du prix des contrats de travaux d'infrastructure (I36)

Loi sur la Commission de contrôle du lac des Bois (L30)

Loi sur les véhicules à caractère non routier (O31)

Loi sur les travaux publics (P300)

[sauf en ce qui a trait aux questions relevant du mandat de la Division des services des installations du ministère des Services centralisés]

Loi sur les chemins de fer provinciaux (R15)

Loi sur le canal de dérivation de la rivière Rouge (R32)

Loi sur la route transcanadienne (T140)

Loi sur les infrastructures de transport (T147)

Loi sur l'énergie hydraulique (W60)

[en ce qui a trait à la planification, à la construction et à la gestion des ouvrages d'aménagement hydraulique de la province]

Loi sur l'aménagement hydraulique (W70)

Loi sur les droits d'utilisation de l'eau (W80)

[en ce qui a trait à la planification, à la construction et à la gestion des ouvrages d'aménagement hydraulique de la province]

Loi sur les commissions d'approvisionnement en eau (W100)

En outre, les politiques propres aux programmes ministériels sont consignées dans le General Manual Administration et divers catalogues et publications du gouvernement du Manitoba.

## Corporate Services Division

Coordinates departmental administration and planning processes, policies and programs. By ensuring effective program delivery and appropriate utilization of departmental resources in carrying out the division's mandate, six branches and two boards report directly to the Assistant Deputy Minister:

- Strategy Planning and Support
- Finance and Administration
- Information Technology and GIS
- Health and Safety
- Policy, Programs and Regulation
- Issues Management
- Boards and Commissions
  - Licence Suspension Appeal Board
  - Medical Review Committee

### Minister's Salary

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

#### 1 (a) Minister's Salary

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
Salaries and Employee Benefits	42	1.00	42	0	

### Executive Support

Accommodate administrative support for the Minister and Deputy Minister. Provide executive management direction and monitoring to the department.

#### 1 (b) Executive Support

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	663	10.00	837	(174)	
(2) Other Expenditures	111		70	41	1
<b>Total Sub-Appropriation</b>	<b>774</b>	<b>10.00</b>	<b>907</b>	<b>(133)</b>	

Explanation:

1. Variance is primarily due to payment of \$52K annual membership fee within Executive Support Branch instead of Strategic Planning and Support Branch related to in-year reorganization.

## Strategic Planning and Support

The Strategic Planning and Support Branch was created during the departmental reorganization to lead strategy and planning activities and to ensure all four divisions are aligned with key government policies and priorities. Coordinates department involvement in the Council of Ministers and Deputy Ministers of Transportation and Highway Safety and related federal-provincial processes; horizontal integration requirements supporting departmental delivery, and strategic initiatives related to economic and social development in collaboration with other provincial departments.

### Key Results Achieved

- Collaborated on road safety and transportation-related strategic advice to government and participated in inter-jurisdictional initiatives. Supported research on aviation sector and services affected by COVID-19 and recovery measures, as well as supply chain and corridor competitiveness supporting trade.
- Ensured any disclosures by employees were managed in accordance with the Public Interest Disclosure (Whistleblower Protection) Act.
- Coordinated and facilitated the department's progress in several key government priority areas, including:
  - Transportation Strategy – working on strategic routes and corridors including highways, rail, ports, aviation, and marine
  - Made in Manitoba Climate and Action Green Plan
  - Economic Growth Action Plan (including Look North and Tourism Strategy)
  - Open government initiatives and whole-of-government approach
  - Inter-provincial Regulatory Alignment initiatives

### 1 (c) Strategic Planning and Support

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	\$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	658	8.00	720	(62)	
(2) Other Expenditures	223		1,127	(904)	1
(3) Grant Assistance	0		78	(78)	2
<b>Total Sub-Appropriation</b>	<b>881</b>	<b>8.00</b>	<b>1,925</b>	<b>(1,044)</b>	

#### Explanation:

1. Variance is primarily due to lower than expected consulting fees and program expenses.
2. Variance is related to reduction in conference related activities due to COVID-19 as well as \$52K annual membership fee paid in Executive Support Branch instead of Strategic Planning and Support Branch related to in-year reorganization.

## Finance and Administration

Oversees the financial planning, comptrollership, and administrative functions of the department. Ensures that financial and administrative policies, services, and reporting systems are developed and administered effectively in support of the department comptrollership framework and government decision making. Provides central financial management services, financial and analytical advice, budget preparation, financial monitoring and reporting, and administrative support services.

### Key Results Achieved

- Prepared and coordinated the annual Estimates of Expenditure and Revenue and the new Main Estimates Supplement document for the Department of Infrastructure and the Emergency Expenditures Appropriation, including implementing the new financial structure based on the department's reorganization.
- Delivered new initiatives to support the active comptrollership function including:
  - Established the Department Audit and Risk Committee, chaired by the Department Comptroller, to review and advise on Manitoba Infrastructure risks through a strong governance, risk, control and compliance framework, as well as ensures appropriate stewardship and an adequate and effective internal control function.
  - Created a procedure for developing and updating delegated financial signing authorities and signature cards.
  - Facilitated monthly meetings and created a shared resource site with financial and administrative officers across the department to provide ongoing communication and training on financial and administrative matters.
- Provided ongoing support to branches to improve financial forecasting and reporting processes and to facilitate informed management decision-making.
- Coordinated with operational areas to complete the Tangible Capital Asset Validation Initiative, reviewed status of over 3,000 assets and implemented asset write-offs as required.
- Coordinated with Emergency Management Division to provide weekly financial updates to Treasury Board on four 2020 flood events and Alternative Isolation Accommodations established as part of the COVID-19 pandemic response.
- Processed over 60,000 accounts payable transactions with 99 per cent accuracy.
- Provided administrative services and support in French language requirements and accessibility management.

#### 1 (d) Finance and Administration

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	1,399	24.00	1,619	(220)
(2) Other Expenditures	433		335	98
<b>Total Sub-Appropriation</b>	<b>1,832</b>	<b>24.00</b>	<b>1,954</b>	<b>(122)</b>



## Information Technology and GIS Services

Delivers professional services comprised of Project Management, Business Analysis, Geographic Information System (GIS) development and support, consultation, and application management in support of Manitoba Infrastructure’s mandate. Offer in-house solutions that address budget and schedule constraints, while supporting clients through Business Transformation and Technology’s processes and requirements in order to accomplish project goals.

### Key Results Achieved

- Manitoba MOOVES (Moving Oversize and Overweight Vehicles Efficiently and Safely) - Implemented a cloud-based permitting and routing solution, providing 24/7 access for obtaining trucking permits. Applicants can create a profile, load fleet information, view account history, and select custom configurations based on frequently used routes and trip lists. The automated routing tool helps carriers and permit services staff to inspect the restrictions on the planned route prior to submitting the application.
- Financial Signing Authority (FSA) Site Upgrade - Added functionality to allow administrator to make changes to individual FSA records and generate signature cards without affecting the original chart.
- Medical Review Committee Enhancements - Upgraded SharePoint solution to accommodate improved business processes.
- eAttendance v2.0 - An electronic attendance tracking and approval solution to provide an easy way for the employees to keep track of leaves, improve accuracy, and streamline timekeeping processes for SAP. A SharePoint-based solution was developed and implemented in October-November 2020.

### 1 (e) Information Technology and GIS

Expenditures by Sub-Appropriation	Actual	Authority		Variance	Expl. No.
	2020/21 \$(000)	FTE	2020/21 \$(000)	Over(Under) \$(000)	
(1) Salaries and Employee Benefits	1,535	17.00	1,493	42	
(2) Other Expenditures	182		419	(237)	1
<b>Total Sub-Appropriation</b>	<b>1,717</b>	<b>17.00</b>	<b>1,912</b>	<b>(195)</b>	

Explanation:

1. Variance is primarily due to delays in projects.

## Health and Safety

Manages risks to the safety, health and well-being of employees, contractors and the public arising from work activities performed by or on behalf of the department. Creates a culture of safety and reduces the risk of workplace injuries by implementing the policy framework, providing a healthy work environment, improving quality of life for employees, and managing claims effectively. Provides ongoing support related to the latest provincial public health orders due to COVID-19 by developing safe work procedures for shared vehicles, social distancing, flood response activities, decontamination and surface clean up.

Program Activities	
248	Claims received – damage to property
\$111K	Property Claim Recoveries
92	Worker Compensation Board Claims reported and accepted
7	Certificate of Recognition (COR) audits
2	Safe Work Certified audits
6	Ergonomic Assessments Completed
21	Hearing Screening Assessments Completed
Injury Statistics	
73	Notice of Injuries (Green Cards) – Injuries with no medical attention or lost time
29	No Time Loss Claims (Recorded Doctor Claims) – Injuries involving medical attention
65	Time Lost Claims – Injuries involving medical attention with lost time
Work Days Lost and Worker Compensation Board Costs	
1,402.88	Work Days Lost
\$504.9K	Worker Compensation Board Costs

## Key Results Achieved

- Updated and maintained safety data sheets to protect workers and meet legislative requirements online using Verisk 3E.
- Provided qualified training for employees who perform high risk work, such as working from heights, confined spaces, scaffolding and working on ice. The training is provided through a qualified professional contracted service provider to protect workers in daily work activities. Provided in-house training for regular work activities through qualified Health and Safety staff and safety advisors.
- Maintained the safety management system. Reviews of the system take place annually or when an incident occurs to identify deficiencies and correct in a timely manner.
- Provided safety bulletins, newsletters, and training, which led to a reduction in musculoskeletal injuries and a reduction in cost to the workplace. Supported mental health and wellness initiatives through regular outreach to staff and supporting videos.

- Provided staff with access to the Health and Safety SharePoint site, which includes:
  - Training and information on work practices to reduce costs of workplace
  - Safe Work Manitoba for COVID–19 training course and the COVID-19 toolkit
  - Health and wellness
  - COVID-19 precautions and safety tips
  - Civil Service Commission workplace assessment checklist
  - COVID-19 alert app
  - Face mask signs
  - Numerous mental health and wellness newsletters and updates

1 (f) Health and Safety

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	527	11.00	748	(221)	
(2) Other Expenditures	65		77	(12)	
<b>Total Sub-Appropriation</b>	<b>592</b>	<b>11.00</b>	<b>825</b>	<b>(233)</b>	

## Policy, Programs and Regulation

The Policy, Programs and Regulation branch was created during the departmental reorganization to provide analysis, develop policy options and programs, and provide strategic advice to government related to infrastructure and transportation. This branch leads the evaluation and development of provincial acts and regulations under the Minister of Infrastructure's responsibility, and coordinates regulatory accountability and department efforts to reduce red tape and regulatory burden.

### Key Results Achieved

- Led the evaluation, development and drafting of provincial acts and regulations, including five bills that were tabled in 2020/2021 related to areas including public sector tendering, vehicle technology testing, control of traffic on highways, and stewardship of provincial water ways and water control infrastructure.
- Managed the department's approach to regulatory accountability. Contributed to The Reducing Red Tape and Improving Services Act, 2020.
- Coordinated and facilitated the department's progress in several key government priority areas, including:
  - Made in Manitoba Climate and Action Green Plan – autonomous vehicles, electric vehicles, low-speed electric mobility devices
  - Photo Radar policy and regulatory review
  - Shellmouth Dam Compensation Review

### 1 (g) Policy, Programs and Regulation

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	1,088	20.00	1,673	(585)	
(2) Other Expenditures	2		140	(138)	
<b>Total Sub-Appropriation</b>	<b>1,090</b>	<b>20.00</b>	<b>1,813</b>	<b>(723)</b>	<b>1</b>

#### Explanation:

1. Variance is due to five-day mandatory reduced workweek and staff vacancies related to the in-year reorganization

## Issues Management

The Issues Management Branch was created during the departmental reorganization to address public policy, operational and reputation issues that can affect the public trust, by promoting citizen-centered service delivery. The branch ensures consistent, accurate, meaningful and timely information for the department, the public and the media.

### Key Results Achieved

- Managed the efficient use of the department-wide Shared Information Management System, which allows the tracking of ministerial and deputy ministerial response e-mails/letters. Additionally, the branch managed and developed processes for the MI Info mailbox, which supports media requests, media releases, and requests from government officials.
- Provided corporate direction on administrative procedures, communicated standards for preparation of major information documents, and coordinated, prepared, and provided analytical review of information packages, including:
  - Manitoba Infrastructure’s Balanced Scorecard
  - Annual Path to Reconciliation Act Progress Report and advancing Call to Action reporting
  - 251 briefing materials requests for senior officials
  - 153 media requests
  - Communications with the public and external stakeholders
- Ensured the department met its responsibilities under the Freedom of Information and Protection of Privacy Act (73 requests fully processed) and records management.
- Developed a process to coordinate and facilitate the department’s progress in public engagement through EngageMB consultations. Progress on implementing the process to be reported in 2021/2022.

#### 1 (h) Issues Management

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	534	7.00	566	(32)	
(2) Other Expenditures	1		49	(48)	1
<b>Total Sub-Appropriation</b>	<b>535</b>	<b>7.00</b>	<b>615</b>	<b>(80)</b>	

Explanation:

1. Variance is due to in-year reorganization and establishment of new branch within Corporate Services Division.

## Boards and Commissions

### The Licence Suspension Appeal Board and Medical Review Committee

The Licence Suspension Appeal Board (LSAB) hears appeals from individuals who have had their driver's licences suspended by the Courts or by the Registrar of Motor Vehicles. The Highway Traffic Act further provides for the LSAB to hear appeals resulting from the suspension, cancellation, or denial of various permits (i.e. Driver Training School, Driving Instructor, Inspection Station Operator). The LSAB may grant conditional driving privileges only if they are satisfied that exceptional hardship will result if the suspension remains in effect, and that the granting of a conditional licence is not contrary to the public interest.

The Medical Review Committee (MRC) hears appeals from individuals who have had their driver's licence suspended, cancelled or declassified for medical reasons. In making their decisions, the MRC must ensure that in all cases the safety of the public is considered and whether the standards, as set out by The Canadian Medical Association and The National Safety Code, are applied in a fair and equitable manner and if an exception to the rule may be made.

### Key Results Achieved

- During 2020, the LSAB had to adjust its activities several times as a result of the pandemic. COVID-19 protection measures were put in place and hearings were moved to virtual formats.
- The LSAB and MRC provided a fair appeal process and considered the following number of appeals for the period of April 1, 2020 to March 31, 2021:

Licence Suspension Appeal Board	
Total Applications Received: 622	553 Winnipeg 51 Brandon 18 North
Decisions Rendered: 516	10 Full Remission 144 Granted or Partial Grant of Request 362 Denied
Remaining Applications: 106	5 Scheduled, To Be Scheduled 14 Pending Further Information 87 Did not Appear, Abandoned, Adjourned, Cancelled, Expired, Refunded

In comparison to the previous year, the LSAB wait times for citizens were reduced by 19.4 per cent and a hearing was scheduled within approximately 87 days of receipt of a complete application.

Medical Review Committee	
Total Applications Received: 123	82 Neurology 14 Cardiology 23 Addiction, Psychiatry, Other 4 Vision
Decisions Rendered: 54	25 Granted or Partial Grant of Request 29 Denied
Remaining Applications: 69	24 Scheduled, To Be Scheduled 9 Pending Further Information 36 Did not Appear, Abandoned, Adjourned, Cancelled, Expired, Reinstated

Further to appointing 7 new members to the Medical Review Committee, wait times for citizens were reduced by 15.5 per cent and a hearing was scheduled within approximately 229 days of receipt of a complete application.

### Disaster Assistance Appeal Board

The Disaster Assistance Appeal Board (DAAB) is responsible for the adjudication of appeals relating to the amount of financial assistance awarded pursuant to the Emergency Measures Act, The Red River Floodway Act, The Water Resources Administration Act (Shellmouth Dam programs), Individual Flood Protection Initiatives, and the Disaster Financial Assistance policy.

The DAAB reviews appeals and conducts hearings throughout the province and issues written decisions. Any assistance granted under The Emergency Measures Act is gratuitous and the DAAB's decision is not subject to any appeal or review in any court of law. Decisions under The Red River Floodway Act and The Water Resources Administration Act are subject to appeal.

### Key Results Achieved

- During 2020, the DAAB had to adjust its activities several times as a result of the COVID-19 pandemic. Hearings and meetings were postponed due to the implementation of health orders imposing restrictions on in-house activity. The DAAB is currently in the process of scheduling all outstanding hearings.

#### 1 (i) Boards and Commissions

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	379	4.00	251	128	1
(2) Other Expenditures	60		49	11	
<b>Other Expenditures</b>	<b>439</b>	<b>4.00</b>	<b>300</b>	<b>139</b>	

Explanation:

1. Variance is primarily due to the in-year reorganization and adjustment for current remuneration for Board Members.

## **Infrastructure, Capital Projects**

Infrastructure, Capital Projects is a new division created to strengthen the way Manitoba Infrastructure plans, manages and reports on capital projects by leveraging innovation and new delivery models and provides planning and oversight to ensure the strategic infrastructure network is optimized to support Manitoba's economic growth, trade and tourism. The division develops, implements and oversees the use of innovative project delivery and project financing methodologies.

In carrying out the division mandate and reporting to the Assistant Deputy Minister, are several new or transferred program areas:

- Capital Strategy and Support
- Capital Planning
- Tendering and Contracts
- Project Services, which includes the following branches:
  - Major Projects
  - Projects Management
  - Projects Centre of Excellence
- Asset Management and Performance
- Category Procurement



## Capital Strategy and Support

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

### Key Results Achieved

- Implemented strategic planning activities for the successful formation of the new Infrastructure, Capital Projects Division and restructure of the department.
- Defined new roles and began the process to fill key positions.
- Provided support services to assist the division and branches in the achievement of their goals and objectives.

### 2 (a) Capital Strategy and Support

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	312	8.00	314	(2)	1
(2) Other Expenditures	63		130	(67)	2
(3) Grant Assistance	15		60	(45)	3
<b>Total Sub-Appropriation</b>	<b>390</b>	<b>8.00</b>	<b>504</b>	<b>(114)</b>	

#### Explanation:

1. The 2020/21 Authority includes a virement transfer of \$(350)K to the Technical Services and Operations Division to cover over-expenditures as a result of in-year reorganization.
2. Variance is primarily due to staff vacancies and lower staff operating costs pending the completion of the service delivery modernization review.
3. Variance is primarily due to staff vacancies resulted in less memberships required in 2020/21.

## Capital Planning

Manages and develops 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 policies of the department. Builds the framework and analysis for decision-making and establishing value for money across all of Manitoba Infrastructure’s asset categories. Manages the maintenance, enhancements, and quality assurance of data program and project systems, such as the Construction Management System.

## Key Results Achieved

- Highway Classification Manual – Led the development of a new highway classification system manual. This system is used to support decision-making based on provincial economic priorities, access management priorities, as well as existing and future land uses.
- Perimeter Highway Safety Plan – Supported the implementation of the northern portion of the Perimeter Highway safety plan. Led the public engagement and collaborated with Manitoba Infrastructure’s Regional Operations and key stakeholders to prioritize safety, while mitigating impacts to emergency response vehicles, agricultural operations, businesses, and the general public.
- Coordinated preparation of capital plans to support strategic investments focused on renewing and preserving existing assets, improving Manitoba’s climate resiliency, advancing economic development and prioritizing innovation and connectivity.
- Forecasted and reported on projects and programs to support the full use of departmental budgets.

### 2 (b) Capital Planning

Expenditures by Sub-Appropriation	Actual	Authority		Variance	Expl. No.
	2020/21 \$(000)	FTE	2020/21 \$(000)	Over(Under) \$(000)	
(1) Salaries and Employee Benefits	794	18.00	796	(2)	
(2) Other Expenditures	81		531	(450)	
<b>Total Sub-Appropriation</b>	<b>875</b>	<b>18.00</b>	<b>1,327</b>	<b>(452)</b>	<b>1</b>

Explanation:

1. The 2020/21 Authority includes a virement transfer of \$(570)K to the Technical Services and Operations Division to cover over-expenditures as a result of in-year reorganization.

## Tendering and Contracts

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 Infrastructure.

### Key Results Achieved

- Tendered and awarded 115 bonded construction/maintenance contracts valued at approximately \$446M, and 210 materials requisitions valued at approximately \$74.4M.
- Tendered 76 services requests with an approximate award value of \$34.7M.
- Provided oversight for tender and award of 199 non-bonded construction/maintenance contracts valued at approximately \$35.5M and 254 regional/branch materials requisitions valued at approximately \$2.2M.
- Established standards and policies and provided guidance for tendering and contracting, including contract negotiations for claims.
- Created and maintained the Contract Services Approval System.
- Continued progress to a paperless contracting system by implementing e-bonds and electronic approvals.

### 2 (c) Tendering and Contracts

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	567	10.70	575	(8)	1
(2) Other Expenditures	116		218	(102)	
<b>Total Sub-Appropriation</b>	<b>683</b>	<b>10.70</b>	<b>793</b>	<b>(110)</b>	

Explanation:

1. The 2020/21 Authority includes a virement transfer of \$(170)K to the Technical Services and Operations Division to cover over-expenditures as a result of in-year reorganization.

## Project Services

**Major Projects** is responsible for the successful and timely delivery of high-priority, large scale, high-value and high-risk capital projects. Major Projects provides project management for the department's major capital program including coordination, schedule, and financial management. It also oversees project deliverables, including procurement of regulatory approvals, land acquisition, engineering, design, and construction.

**Project Management** is 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.

**Projects Centre of Excellence** 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 developing, coordinating, communicating, and delivering employee development programs, initiatives, and solutions.

### 2 (d) Project Services

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	326	53.00	337	(11)	
(2) Other Expenditures	203		306	(103)	
<b>Total Sub-Appropriation</b>	<b>529</b>	<b>53.00</b>	<b>643</b>	<b>(114)</b>	<b>1</b>

#### Explanation:

1. The 2020/21 Authority includes a virement transfer of \$(2.7)M in Salaries and Employee Benefits and \$(620)K in Other Expenditures to the Emergency Management Division to cover over-expenditures related to emergency events.

## Asset Management and Performance

Manages and develops the strategic asset management plans that align with the department's strategic planning and performance goals. Recommends pavement projects for prioritization in the Highway Infrastructure Capital Plan. Builds engineering models and uses the Pavement Management System to optimize pavement condition outcomes and ensure value for money. Reviews and reports on pavement performance and recommends changes to treatment selection strategies to achieve pavement performance goals and objectives.

### Key Results Achieved

- Pavement Management System replacement project - A request for proposal was tendered and work is ongoing to modernize the Pavement Management System.
- Coordinated the preparation of pavement preservation project lists within the Highway Infrastructure Capital Plan.

### 2 (e) Asset Management and Performance

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	364	3.00	313	51	
(2) Other Expenditures	7		20	(13)	
<b>Total Sub-Appropriation</b>	<b>371</b>	<b>3.00</b>	<b>333</b>	<b>38</b>	

## Recoverable from Other Appropriations

The recovery budget reflects the transfer of costs that are related to capital projects from the division to Part B Capital Investment. The majority of the recovery is related to labour costs of internal staff who works on capital projects. 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.

### 2 (f) Recoverable from Other Appropriations

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	2		(962)	964	1
(2) Other Expenditures	(613)		(830)	217	
<b>Total Sub-Appropriation</b>	<b>(611)</b>		<b>(1,792)</b>	<b>1,181</b>	

#### Explanation:

1. Variance is primarily due to a change in recovery process as a result of in-year reorganization and temporary vacancies pending the results of the service delivery modernization review.

## Category Procurement

Category Procurement was established in 2019/20 as part of the Procurement Modernization initiative to lead the category management of the engineering, construction and transportation categories.

Category management is a strategic procurement approach. It organizes procurement resources around specific areas of spending. This ensures government can:

- Improve planning to leverage buying power for a particular category of goods or services to meet the needs of several departments at one time.
- Negotiate lower costs by purchasing larger numbers of a product or service at one time.
- Improve how contracts are managed to ensure all needs are met and that government and suppliers meet the terms of all contracts.

Category Procurement operated under Infrastructure, Capital Projects in 2020/21 and transferred to the Department of Central Services - Procurement and Supply Chain effective April 1, 2021, to continue to better align government's centralized procurement functions.

### 2 (g) Category Procurement

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	497	12.00	944	(447)	
(2) Other Expenditures	28		59	(31)	
<b>Total Sub-Appropriation</b>	<b>525</b>	<b>12.00</b>	<b>1,003</b>	<b>(478)</b>	<b>1</b>

Explanation:

1. The under-expenditure is primarily due to staff vacancies pending the results of the service delivery modernization review, which is partially offset by the virement authority. The functions in this Branch were transferred to Central Services.

## **Technical Services and Operations**

Provides oversight for the design, construction, inspection, preservation, maintenance and operation of provincial highway and winter road networks, northern airports and ferries, bridges, and water-related assets. Undertakes hydrologic forecasting, flood mitigation initiatives, environmental and Indigenous consultation services, and provides oversight for the safety of Manitoba's motor carrier industry through permitting, enforcement and investigations

In carrying out the division's mandate, and reporting to the Assistant Deputy Minister, are six primary program areas:

- Regional Operations
- Hydrologic Forecasting and Water Management
- Road Safety
- Permits and Approvals
- Environmental Services and Consultation
- Engineering Services



## Planning and Support

Provides executive management, policy development and direction to the Technical Services and Operations division related to strategic planning, design, construction, maintenance, stewardship, operations, finance and administration activities required to manage the provincial highway and the winter road network, provincial water related infrastructure, northern airports and marine operations. Responsible for flood preparation, response and recovery activities. Programs are delivered through operational services throughout the province and specialized technical branches.

### Key Results Achieved

- Effectively and efficiently delivered the annual highway and water maintenance, stewardship, and capital programs through sound policies and decision making that has allowed the overall condition to be maintained.
- Conducted successful flood preparation, response and recovery activities for major floods throughout the year including 2020 Spring Flood, June 6 – June 10 heavy rains in south-eastern Manitoba, June 28 - July 5 heavy rains in south-western Manitoba, and Churchill River high water.

### 3 (a) Planning and Support

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	1,341	16.00	1,383	(42)	
(2) Other Expenditures	111		3,566	(3,455)	1
(3) Grant Assistance	-		58	(58)	2
<b>Total Sub-Appropriation</b>	<b>1,452</b>	<b>16.00</b>	<b>5,007</b>	<b>(3,555)</b>	

#### Explanation:

- Variance is primarily due to information technology costs directly charged to program areas instead of the Planning and Support Branch due to the in-year reorganization.
- Variance is primarily due to grant payments directly charged to program areas instead of the Planning and Support Branch due to the in-year reorganization.

## Regional Operations

Responsible for the design, construction, maintenance, operation, stewardship and administration activities required to manage the provincial highway and winter roads networks, provincial water related infrastructure, northern airports and marine assets.

In carrying out the Regional Operations mandate, five regional Highway Operations offices and the following four branches report to an Executive Director:

- Operational Services
- Special Operations
- Water Operations
- Northern Airports and Marine Operations

## Key Results Achieved

- Completed the construction of the first tall wall median barrier on the South Perimeter Highway (Provincial Trunk Highway 100), to provide enhanced safety and reduced headlight glare.
- Completed the first Ultra-Thin Lift Overlay in the province at Provincial Trunk Highway (PTH) 1 and Provincial Road (PR) 308.
- Partnered with the Rural Municipality of Headingley to construct a municipal-owned service road to improve safety and support the removal of access points on the South Perimeter Highway.
- Successfully operated provincial water control structures for flood and drought mitigation and responded to spring and summer heavy rain events, followed by flood damage repairs.
- Met Level of Service for snow clearing operations through a combination of in-house, external and Local Government forces and delivered maintenance activities of gravel and paved highways to ensure the safety of the travelling public. Services were adjusted during the pandemic but not reduced.

### 3 (b) Regional Operations

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	\$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	64,584	1,165.60	68,919	(4,335)	1
(2) Other Expenditures	94,476		89,859	4,617	
(3) Grant Assistance	1,587		105	1,482	2
<b>Total Sub-Appropriation</b>	<b>160,647</b>	<b>1,165.60</b>	<b>158,883</b>	<b>1,764</b>	

#### Explanation:

1. Variance is primarily due to staff vacancies pending a decision relating to the consolidation of Regional Operations from five to three regions. The consolidation was announced on June 23, 2021 and recruitment is underway.
2. Variance is primarily due to a one-time grant to the RM of Headingley for the construction of Rockall Road to assist with the safety improvements to the South Perimeter Highway.

## Hydrologic Forecasting and Water Management

Responsible for producing accurate and timely hydrologic forecasts and sharing this information with the public. Coordinates flood response activities, and provides direction on the operation of provincial water control infrastructure for flood and drought mitigation.

The branch is also responsible for managing the provincial ice jam mitigation program, providing guidance for community flood protection works, conducting flood mitigation studies, providing hydrological analysis to other branches, and administering designated flood areas.

### Key Results Achieved

- Developed state of the art flood forecasting tools for the Rat River and Roseau River, including their tributaries.
- Coordinated flood fighting and flood response for the 2020 spring flood and summer heavy rain events.
- Completed flood hazard mapping for areas along the Whitemud River (Gladstone and Westbourne area), as well as for the Seine River (Marchand, La Broquerie and St. Anne).
- Developed Online ArcGIS Maps showing provincial waterways and an online application form for Provincial Waterway Authorizations.

### 3 (c) Hydrologic Forecasting and Water Management

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	2,212	30.00	2,758	(546)	1
(2) Other Expenditures	2,203		4,590	(2,387)	2
<b>Total Sub-Appropriation</b>	<b>4,415</b>	<b>30.00</b>	<b>7,348</b>	<b>(2,933)</b>	

#### Explanation:

1. Variance is primarily due to a five-day mandatory reduced workweek and temporary staff vacancies due to in-year reorganization.
2. Variance is due to a change of budget allocation and delays of change in the financial transaction process through the in-year reorganization that resulted in certain expenditures temporarily remaining within Engineering Services Branch instead of the Hydrologic Forecasting and Water Management Branch.

## **Road Safety**

Responsible for traffic engineering, overweight and over-dimensional vehicle permit management, commercial carrier safety monitoring, commercial carrier audits and investigations, and enforcement activities. Promotes the long-term integrity, sustainability, and safe use of provincial highway assets by the travelling public, commercial traffic, workers, and other stakeholders.

In carrying out Road Safety's mandate, three branches report to the Executive Director of Road Safety and one branch reports to the Assistant Deputy Minister of Technical Services and Operations:

- Traffic Engineering Branch
- Motor Carrier Enforcement Branch
- Motor Carrier Investigations Branch
- Permits and Approvals Branch (Assistant Deputy Minister)

## **Key Results Achieved**

- Successfully installed 4 permanent traffic signal installations to improve intersection operation and safety, and 10 uninterrupted power supply (battery backup) at signalized intersections to improve safety by maintaining signal operations during (Hydro) power interruptions.
- Using sophisticated highway safety analysis tools, conducted periodic screens of the provincial network for collision-prone locations.
- Implemented Manitoba MOOVES (Moving Oversize and Overweight Vehicles Efficiently and safely), a new online permitting system, which reduces red tape for clients of Permit Services and the Trucking Productivity Improvement Program. Manitoba MOOVES provides improved client services, including automated routing and self-issuance of some permit types.
- Reviewed the findings and began developing a work plan to implement the recommendations identified in the Office of the Auditor General Report on the Oversight of Commercial Vehicle Safety, including increasing scrutiny of new operators in the industry.

3 (d) Road Safety

Expenditures by Sub-Appropriation	Actual	Authority		Variance	Expl. No.
	2020/21 \$(000)	FTE	2020/21 \$(000)	Over(Under) \$(000)	
(1) Salaries and Employee Benefits	6,847	108.00	8,032	(1,185)	1
(2) Other Expenditures	5,652		6,531	(879)	2
<b>Total Sub-Appropriation</b>	<b>12,499</b>	<b>108.00</b>	<b>14,563</b>	<b>(2,064)</b>	

Explanation:

1. Variance is primarily due to a five-day mandatory reduced workweek and temporary staff vacancies due to in-year reorganization.
2. Variance is primarily due to delays in the implementation of the MOOVES permit system and temporary reduction of activities in the Permits and Approval Branch due to COVID-19 restrictions.

## Environmental Services and Consultation

Responsible for conducting environmental and Indigenous consultation activities and facilitating best management practices. Manages receipt of licensing, approvals, and permits for highways and water management projects, and manages environmental liabilities.

### Key Results Achieved

- Conducted environmental inspections and surveys of several roads, bridges, culverts, dams and other infrastructure throughout Manitoba, e.g. nest sweeps, mussel, and revegetation surveys.
- Proceeded with regulatory submissions, follow-up reporting, and communications with related parties, e.g. federal departments like Transport Canada as well as provincial departments/branches such as Historic Resources Branch.
- Provide environmental procedure evaluations to enhance regional highway operations, (e.g. revegetation, and erosion and sediment control efforts at various sites in Manitoba).

### Lake Manitoba and Lake St. Martin Outlet Channels Project

- Advanced the environmental regulatory process by addressing regulatory questions, holding meetings, conducting environmental field work, and coordinating development of 23 environmental management plans.
- Planned, developed and coordinated distribution of communication materials (e.g. newsletters, FAQs, questionnaires) for the project.
- Conducted consultation and engagement for 39 Indigenous communities and groups, adjusting in response to the COVID-19 pandemic, such as the development and implementation of a virtual open house platform and adjusting timelines for review and feedback to accommodate community needs.

### 3 (e) Environmental Services and Consultation

Expenditures by Sub-Appropriation	Actual	Authority		Variance	Expl. No.
	2020/21 \$(000)	FTE	2020/21 \$(000)	Over(Under) \$(000)	
(1) Salaries and Employee Benefits	1,436	22.00	1,798	(362)	
(2) Other Expenditures	2,043		510	1,533	1
<b>Total Sub-Appropriation</b>	<b>3,479</b>	<b>22.00</b>	<b>2,308</b>	<b>1,171</b>	

#### Explanation:

1. Variance is primarily associated with a one-time increase to environmental liabilities, based on an independent review.

## **Engineering Services**

Responsible for design, construction, inspection, maintenance and preservation services in support of infrastructure capital and preservation programs. Manages infrastructure assets including provincial highways (in coordination with Regional Operations), bridges, and water related infrastructure.

In carrying out the mandate, five branches report to the Executive Director:

- Highway Design
- Water Infrastructure
- Bridges and Highway Structures
- Property Services
- Construction Support Services

## **Key Results Achieved**

- Delivered several projects within the Highway Capital Program and the Water Related Capital Program including:
  - PTH 10 Daly Overpass design in Brandon
  - New twin bridges over the Red River Floodway on PTH 59
  - Ongoing design for overpass on PTH 1A over PTH 1 at Portage La Prairie (West Portage Bypass)
  - Ongoing design for PTH 1 and Plessis (Symington) Overpass structure replacement
  - Morris James Street Flood Pump Station
  - Major rehabilitation works on Cox, Kronsgart, Lafond, and Rempel provincial drains
- Continued innovative approach to bridge management including structural health monitoring and new design to improve safety and performance of structures and reduce overall costs.
- Provided emergency engineering and inspection services for the spring flood event in the Red River Valley and summer heavy rain event on the Little Saskatchewan River in July 2020, including the Minnedosa Dam, Rapid City Dam, and Rivers Dam.
- Developed process for formal acceptance of land from Canada required for public roads through various First Nations.
- Participated in two major Canadian national projects related to “Evaluating Soil and Material Stabilization Products”, and “Canadian Vehicle Load Practices” led by the Transportation Association of Canada.

- Ethan Boyer Way, a new service road near the Brady Landfill, has been constructed using a recycled asphalt-paving blend mixture. The project used 90 tonnes of recycled asphalt shingles, which is the equivalent of approximately 45 residential roofs. Winnipeg and surrounding areas produce more than 30,000 tonnes of tear-off shingles per year that end up in landfills and take approximately 300 years to break down.

### 3 (f) Engineering Services

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	19,758	263.00	19,801	(43)	
(2) Other Expenditures	13,788		10,061	3,727	1
<b>Total Sub-Appropriation</b>	<b>33,546</b>	<b>263.00</b>	<b>29,862</b>	<b>3,684</b>	

#### Explanation:

1. The 2020/21 Authority includes a virement transfer of \$1.6M from the Infrastructure Capital Projects Division. The over-expenditure is primarily due to a change in the recovery process through the in-year reorganization and expenditures remaining within Engineering Services Branch, which is partially offset by the virement authority.



## Winter Roads

Manages the engineering, construction, maintenance and operations of the approximately 2,200 kilometer winter road network, including monitoring of contract work to ensure safety and quality of the network. Propose improvements to the network to maintain reliability and provide timely information and updates on issues, as required.

### Key Results Achieved

- Achieved an average winter road operating duration of 6½ weeks.
- Expanded junction toward Red Sucker Lake for improved turn and parking area.
- Improved the road at Lawford River into Oxford House in preparation of a new crossing site.

### 3 (g) Winter Roads

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Variance Over(Under) \$(000)	Expl. No.
Other Expenditures	8,371	9,502	(1,131)	1

#### Explanation:

1. Variance is primarily due to lower than anticipated actual operating days and maintenance expenses.

### Recoverable from Other Appropriations

The recovery budget reflects the transfer of costs that are related to capital projects from the division to Part B Capital Investment. The majority of the recovery is related to labour costs of internal staff who works on capital projects. 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.

#### 3 (h) Recoverable from Other Appropriations

Expenditures by Sub-Appropriation	Actual	Authority	Variance	Expl
	2020/21 \$(000)	2020/21 FTE \$(000)	Over(Under) \$(000)	No.
(1) Salaries and Employee Benefits	(7,414)	(24,968)	17,554	
(2) Other Expenditures	(36,039)	(21,548)	(14,491)	
<b>Total Sub-Appropriation</b>	<b>(43,453)</b>	<b>(46,516)</b>	<b>3,063</b>	<b>1</b>

#### Explanation:

1. Variance is primarily due to a change in recovery process as a result of in-year reorganization related to the service delivery modernization review and temporary vacancies pending the results of the service delivery modernization review.

## **Emergency Management Division**

Promotes and coordinates all aspects of emergency management in the province, including emergency preparedness, emergency response, and disaster recovery to prevent loss of life and to minimize damage to property and the environment.

The division's focus is to build resilience across the province using a whole-of-government approach to all phases of emergency management. Emergency Management uses risk-based information to support government decision-making processes. Within these processes, the division allocates provincial resources to maximize efforts related to preparedness, response, mitigation, enhanced recovery efforts.

Emergency Management builds initiatives and programs that act as incentives for local authorities and Manitoba's communities to understand and mitigate their risk so that they may, in time, see a reduction of disaster-related impacts.

In carrying out the division's mandate, and reporting to the Assistant Deputy Minister are four primary program areas:

- Strategic Planning and Support
- Preparedness and Response branch
- Recovery and Mitigation branch
- Emergency Infrastructure Expenditures

## Strategic Planning and Support Services

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

- Responded to the COVID-19 pandemic through The Emergency Measures Amendments Act and enabled the province to implement orders as deemed appropriate during a state of emergency. Actively participated in the establishment of COVID-19 protocols, test facilities and vaccine delivery.
- Participated in multilateral forums, including the Canadian Council of Emergency Management Organizations and Senior Officials Responsible for Emergency Management, to advance emergency management policy and nationwide operations.
- Collaborated interdepartmentally with Municipal Relations to develop proactive prevention measures for local authorities and to strengthen community based flood mitigation infrastructure.
- Initiated a regulatory project to amend the Emergency 911 Public Safety Answering Point Regulation to modernize standards, equipment requirements, and to simplify and clarify public safety answering point licensing requirements.

#### 4 (a) Strategic Planning and Support

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	\$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	683	9.00	639	44	
(2) Other Expenditures	146		139	7	
(3) Grant Assistance	12		13	(1)	
<b>Total Sub-Appropriation</b>	<b>841</b>	<b>9.00</b>	<b>791</b>	<b>50</b>	

## Preparedness and Response

Promotes and measures emergency preparedness across Manitoba, and facilitates Emergency Measures Organization's role in coordinating the provincial response to emergencies, disasters and pandemics.

### Key Results Achieved

- Contributed to provincial preparedness by maintaining the Manitoba Emergency Plan, operating the 24/7 provincial duty officer system, providing risk based information on evolving hazards to government officials, ensuring readiness of the Manitoba Emergency Coordination Centre, providing emergency management training to municipal officials, and assisting local authorities in preparing emergency management programs.
- Coordinated the Manitoba Emergency Management System during the spring 2020 high water event, through the 2020 summer wildfire response season, during the southeast and southwest Manitoba summer flood events, and in support of the provinces COVID-19 pandemic Response.

#### 4 (b) Preparedness and Response

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	1,073	11.00	1,079	(6)	
(2) Other Expenditures	257		282	(25)	
<b>Total Sub-Appropriation</b>	<b>1,330</b>	<b>11.00</b>	<b>1,361</b>	<b>(31)</b>	

## Recovery and Mitigation

Administers the Manitoba Disaster Financial Assistance (DFA) program and Manitoba's claims under the Federal Disaster Financial Assistance Arrangements. Delivers compensation programs, including the Red River Floodway Compensation Program and the Shellmouth Dam Compensation Program, and provides training and education regarding these programs to stakeholders. Develops recovery policies and mitigation guidelines that will move the province to a more proactive mode of action in response to disasters and reduce future disaster impacts, reduce the fiscal burden of disasters, and increase resiliency for the province, municipalities, and the public.

### Key Results Achieved

- Established three DFA programs to provide disaster recovery funding to over 27 Manitoba communities: the 2020 Spring Flood, the 2020 June 6 - 10 Heavy Rains and the 2020 June 28 - July 5 Severe Weather Disaster Financial Assistance.
- Worked with the Department of Municipal Relations to create a Disaster Financial Assistance claims portal on the Manitoba Municipalities Online website in order to streamline the claims submission process for municipalities.
- Partnered with Manitoba Municipal Relations to engage with Manitoba's municipalities to develop administrative requirements for the new Mitigation and Preparedness Program that will help to reduce recovery costs for Manitoba.

#### 4 (c) Recovery and Mitigation

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Salaries and Employee Benefits	540	6.00	552	(12)	
(2) Other Expenditures	210		520	(310)	1
<b>Total Sub-Appropriation</b>	<b>750</b>	<b>6.00</b>	<b>1,072</b>	<b>(322)</b>	

Explanation:

1. Variance is primarily due to fewer DFA first stage audits conducted in the fiscal year.

### Emergency Infrastructure Expenditures

Provides for expenditures related to emergency events including forest fires, routine flooding and other natural disasters. Includes a provision for environmental emergency response expenditures, disaster assistance for continued recovery of past and current events, as well as other related expenditures and partial reimbursement to government departments for property losses not covered by insurance.

#### 4 (d) Emergency Infrastructure Expenditures

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
(1) Other Expenditures	6,650		8,500	(1,850)	1
Total Sub-Appropriation	6,650		8,500	(1,850)	

#### Explanation:

1. The 2020/21 Authority includes a virement transfer of \$2.8M from the Infrastructure Capital Projects Division. The initial over-expenditure of \$950K is primarily due to fiscal year emergency infrastructure events with a total cost of \$6.6M, offset by the virement authority. The total amount of virement authority was not fully used due to accrual accounting standard requirements.

## Costs Related to Capital Assets

The province follows standards issued by the Accounting Standards Board and the Public Sector Accounting Board. Accounting standards require that expenditures on tangible capital assets be amortized over the useful life of the asset.

Tangible capital assets are those with a useful life extending beyond one year, which are acquired, constructed or developed and held for use. The expected useful life of an asset takes into consideration the passage of time, normal wear and tear and the effects of obsolescence.

The province has adopted a standard useful life for each asset class that is expected to remain the same over time. The straight-line method of amortization used reflects a constant charge for the service of the asset as a function of time.

Recognizing amortization in this way allocates the cost of capital assets to the periods of service provided and recognizes amortization as an expense in the annual statement of operations.

### 5 Costs Related to Capital Assets

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	Authority 2020/21 FTE	Variance Over(Under) \$(000)	Expl. No.
<b>(a) General Assets</b>				
(1) Amortization Expense	7,128	7,305	(177)	
Subtotal (a)	7,128	7,305	(177)	
<b>(b) Infrastructure Assets - Provincial Roads and Highways</b>				
(1) Amortization Expense	236,815	246,975	(10,160)	1
Subtotal (b)	236,815	246,975	(10,160)	
<b>(c) Infrastructure Assets - Water Related</b>				
(1) Amortization Expense	7,845	7,914	(69)	
(2) Less: Recoverable from Other Appropriations	(7,867)	(7,914)	47	
Subtotal (c)	(22)	-	(22)	
<b>Total Costs Related to Capital Assets</b>	<b>243,921</b>	<b>254,280</b>	<b>(10,359)</b>	

#### Explanation:

1. Variance is primarily due to awarded contracts proceeding more slowly than anticipated and lower than anticipated contract bid prices in various projects.



## Emergency Expenditures

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 and partial reimbursement to government departments for property losses not covered by insurance.

### 27-1 Emergency Expenditures

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
Total Other Expenditures	231,362		200,000	31,362	1
<b>TOTAL</b>	<b>231,362</b>		<b>200,000</b>	<b>31,362</b>	

#### Explanation:

1. The 2020/21 authority included Supplementary Authority of \$100M from Internal Service Adjustments to support the following COVID-19 support programs: \$105M is associated with the Seniors Economic Recovery Credit and GAP Protection COVID programs. The over-expenditure is primarily due to higher than anticipated expenditures within approved programs/events.

## **Capital Investment**

Acquire, construct and maintain general assets and infrastructure assets for the Manitoba government. Provide authority for the annual purchase of or investment in tangible capital assets (TCAs). TCAs are those with a useful life extending beyond one year that are acquired, constructed or developed and held for use, not for resale.

Manitoba has two forms of TCAs, General Assets and Infrastructure Assets:

*General Tangible Assets:* Provide for acquisition of physical assets, major building construction, and building renovation projects.

*Infrastructure Assets:* Provide for the construction and enhancement of provincial highways, bridges, airport runways, and water control structures.

## B.15 Capital Investment

Expenditures by Sub-Appropriation	Actual 2020/21 \$(000)	FTE	Authority 2020/21 \$(000)	Variance Over(Under) \$(000)	Expl. No.
<b>(a) General Assets</b>					
(1) Transportation Capital Projects and Equipment	5,585		10,755	(5,170)	1
(2) Information Technology Projects	-		-	-	
(3) Air Services Capital Projects	-		-	-	
<b>Subtotal (a)</b>	<b>5,585</b>		<b>10,755</b>	<b>(5,170)</b>	
<b>(b) Infrastructure Assets</b>					
(1) Highway Infrastructure	332,897		367,894	(34,997)	2
(2) Airport Runway Capital	1,168		5,610	(4,442)	3
(3) Lake Manitoba Outlet Channel	16,554		101,000	(84,446)	4
(4) Other Water Related Infrastructure	21,456		30,900	(9,444)	5
<b>Subtotal (b)</b>	<b>372,075</b>		<b>505,404</b>	<b>(133,329)</b>	
<b>Total Capital Investment</b>	<b>377,660</b>		<b>516,159</b>	<b>(138,499)</b>	

### Explanation:

1. General Assets variance is the result of projects coming in under budget, deferrals and equipment requirements.
2. Highways Infrastructure variance is primarily related to awarded contracts proceeding more slowly than planned and lower than anticipated contract bid prices in various projects.
3. Airport Runway Infrastructure variance is the result of project delays and some delays of federal funding approvals.
4. Lake Manitoba Outlet Channel variance is associated with delays in federal environmental approvals.
5. Other Water-Related Infrastructure variance is partly associated with the heavy rain event and diversion of internal resources to manage floods, resulting in a reduction in other capital work during the construction season.

**PART A – OPERATING EXPENDITURE**

**MANITOBA INFRASTRUCTURE**

**RECONCILIATION STATEMENT**

**\$(000s)**

<b>DETAILS</b>	<b>2020/21 ESTIMATES</b>
2020/21 MAIN ESTIMATES  Allocation of functions from: <ul style="list-style-type: none"><li>- Enabling Appropriations</li><li>- Internal Services Adjustments</li></ul>	\$ 460,065
2020/21 ESTIMATE	\$ 460,065

**Manitoba Infrastructure**

**Expenditure Summary**

For fiscal year ended March 31, 2021 with comparative figures for the previous fiscal year (\$000s)

Authority 2020/21	Appropriation	Actual 2020/21	Actual 2019/20	Increase (Decrease)	Expl. No.
<b>15-1 Corporate Services</b>					
42	(a) Minister's Salary:	42	42	-	
	(b) Executive Support:				
837	1. Salaries and Employee Benefits	663	657	6	
70	2. Other Expenditures	111	115	(4)	
	(c) Strategic Planning and Support				
720	1. Salaries and Employee Benefits	658	508	150	
1,127	2. Other Expenditures	223	193	30	
78	3. Grant Assistance	-	-	-	
	(d) Finance and Administration				
1,619	1. Salaries and Employee Benefits	1,399	1,282	117	
335	2. Other Expenditures	433	432	1	
	(e) Information Technology and GIS				
1,493	1. Salaries and Employee Benefits	1,535	1,441	94	
419	2. Other Expenditures	182	133	49	1
	(f) Health and Safety				
748	1. Salaries and Employee Benefits	527	568	(41)	
77	2. Other Expenditures	65	66	(1)	
	(g) Policy, Programs and Regulation				
1,673	1. Salaries and Employee Benefits	1,088	830	258	2
140	2. Other Expenditures	2	82	(80)	2

	(h) Issues Management					
566	1. Salaries and Employee Benefits	534	551	(17)		
49	2. Other Expenditures	1		1		
	(i) Boards and Commissions:					
251	1. Salaries and Employee Benefits	379	359	20		
49	2. Other Expenditures	60	70	(10)		
	(n/a) Government Air Services					
	1. Salaries and Employee Benefits		4,856	(4,856)	3	
	2. Other Expenditures		5,484	(5,484)	3	
	3. Recoveries		(6,074)	6,074	3	
<b>10,293</b>	<b>Total 15-1</b>	<b>7,902</b>	<b>11,595</b>	<b>(3,693)</b>		

## 15-2 Infrastructure, Capital Projects

	(a) Capital Strategy and Support					
314	1. Salaries and Employee Benefits	312	988	(676)	4	
130	2. Other Expenditures	63	131	(68)	4	
60	3. Grant Assistance	15	20	(5)		
	(b) Capital Planning					
796	1. Salaries and Employee Benefits	794	1,230	(436)	5	
531	2. Other Expenditures	81	129	(48)	5	
	(c) Tendering and Contracts					
575	1. Salaries and Employee Benefits	567	861	(294)	6	
218	2. Other Expenditures	116	94	22		
	(d) Project Services					
337	1. Salaries and Employee Benefits	326	342	(16)		
306	2. Other Expenditures	203	246	(43)		
	(e) Asset Management and Performance					
313	1. Salaries and Employee Benefits	364	215	149	7	
20	2. Other Expenditures	7		7		

	(f) Recoverable from Other Appropriations				
(962)	1. Salaries and Employee Benefits	2	-	2	
(830)	2. Other Expenditures	(613)	(1,071)	458	8
	(g) Category Procurement				
944	1. Salaries and Employee Benefits	497		497	
59	2. Other Expenditures	28		28	
<b>2,811</b>	<b>Total 15-2</b>	<b>2,762</b>	<b>3,185</b>	<b>(423)</b>	

### 15-3 Technical Services and Operations

	(a) Planning and Support				
1,383	1. Salaries and Employee Benefits	1,341	1,192	149	
3,566	2. Other Expenditures	111	124	(13)	
58	3. Grant Assistance	-	-	-	
	(b) Regional Operations				
68,919	1. Salaries and Employee Benefits	64,584	71,490	(6,906)	9
89,859	2. Other Expenditures	94,476	89,950	4,526	
105	3. Grant Assistance	1,587	86	1,501	9
	(c) Hydrologic Forecasting and Water Management				
2,758	1. Salaries and Employee Benefits	2,212	2,384	(172)	
4,590	2. Other Expenditures	2,203	2,319	(116)	
	(d) Road Safety				
8,032	1. Salaries and Employee Benefits	6,847	7,880	(1,033)	10
6,531	2. Other Expenditures	5,652	6,123	(471)	
	(e) Environmental Services and Consultation				
1,798	1. Salaries and Employee Benefits	1,436	1,045	391	11
510	2. Other Expenditures	2,043	(1)	2,044	11
	(f) Engineering Services				
19,801	1. Salaries and Employee Benefits	19,758	21,154	(1,396)	
10,061	2. Other Expenditures	13,788	18,780	(4,992)	12

9,502	(g) Winter Roads:				
	1. Other Expenditures	8,371	8,740	(369)	
(24,968)	(h) Recoverable from Other Appropriations				
	1. Salaries and Employee Benefits	(7,414)	(11,357)	3,943	13
(21,548)	2. Other Expenditures	(36,039)	(37,302)	1,263	13
<b>180,957</b>	<b>Total 15-3</b>	<b>180,956</b>	<b>182,607</b>	<b>(1,651)</b>	

#### 15-4 Emergency Management

639	(a) Strategic Planning and Support				
	1. Salaries and Employee Benefits	683	495	188	14
139	2. Other Expenditures	146	170	(24)	
13	3. Grant Assistance	12	2	10	
	(b) Preparedness and Response				
1,079	1. Salaries and Employee Benefits	1,073	1,027	46	
282	2. Other Expenditures	257	252	5	
	(c) Recovery and Mitigation				
552	1. Salaries and Employee Benefits	540	630	(90)	
520	2. Other Expenditures	210	101	109	15
	(d) Emergency Infrastructure Expenditures				
8,500	1. Other Expenditures	6,650	8,132	(1,482)	16
<b>11,724</b>	<b>Total 15-4</b>	<b>9,571</b>	<b>10,809</b>	<b>(1,238)</b>	

#### 15-5 Costs Related to Capital Assets

7,305	(a) General Assets:				
	1. Amortization Expense	7,128	6,916	212	
	(b) Infrastructure Assets - Provincial Roads and Highways:				
246,975	1. Amortization Expense	236,815	278,333	(41,518)	17
	(c) Infrastructure Assets - Water Related:				



7,914	1. Amortization Expense	7,845	7,350	495
(7,914)	2. Less: Recoverable from other appropriations	(7,867)	(7,350)	(517)
<b>254,280</b>	<b>Total 15-5</b>	<b>243,921</b>	<b>285,249</b>	<b>(41,328)</b>
<b>\$460,065</b>	<b>Total Infrastructure</b>	<b>\$445,112</b>	<b>\$493,445</b>	<b>(48,333)</b>

## **Expenditure Variance Explanations**

Comparison of the 2020/21 actuals to the 2019/20 actuals.

- 1. 15-1(e): Information Technology and GIS: Other- Expenditures - \$49 INCREASE**  
Variance is due to an increase in desktop charges and IT professional services in 2020/21.
- 2. 15-1(g): Policy, Programs and Regulation: Salaries and Employee Benefits - \$258 INCREASE; Other Expenditures - \$(80) DECREASE**  
Variance is due to staff vacancies in 2019/20 and the result of departmental in-year reorganization in 2020/21.
- 3. (n/a): Government Air Services: Gross Expenditures - \$(4,266) DECREASE**  
Variance is due to the divestment of Manitoba government air services in 2019/20.
- 4. 15-2(a): Capital Strategy and Support: Salaries and Employee Benefits - \$(676) DECREASE; Other-Expenditures - \$(68) DECREASE**  
Variance is due to staff retirements in 2019/20 and staff vacancies related to the departmental in-year reorganization in 2020/21.
- 5. 15-2(b): Capital Planning: Gross Expenditures - \$(484) DECREASE**  
Variance is due to staff vacancies related to the departmental in-year reorganization in 2020/21.
- 6. 15-2(c): Tendering and Contracts: Salaries and Employee Benefits - \$(294) DECREASE**  
Variance is due to staff vacancies related to the departmental in-year reorganization in 2020/21.
- 7. 15-2(e): Asset Management and Performance: Salaries and Employee Benefits - \$149 INCREASE**  
Variance is due to the departmental in-year reorganization in 2020/21.
- 8. 15-2(f): Recoverable from Other Appropriations: Other-Expenditures - \$458 DECREASE**  
Variance is due to staff vacancies related to the departmental in-year reorganization in 2020/21 and operating costs associated with those staff.
- 9. 15-3(b): Regional Operations: Salaries and Employee Benefits - \$(6,906) DECREASE; Grant Assistance - \$1,501 INCREASE**  
Variance is due to staff vacancies associated with the pending Regional Consolidation as well as a grant to the RM of Headingley for the construction of Rockall Road, to assist with the safety improvements to the South Perimeter Highway (PTH 100).
- 10. 15-3(d): Road Safety: Salaries and Employee Benefits – \$(1,033) DECREASE**  
Variance is due to a temporary increase in staff vacancies that resulted from departmental in-year reorganization in 2020/21.

- 11.15-3(e): Environmental Services and Consultation: Salaries and Employee Benefits – \$391 INCREASE; Other- Expenditures - \$2,044 INCREASE**  
Variance is due to staff vacancies that resulted from the departmental in-year reorganization in 2020/21. \$2M other-expenditure increase is associated with a one-time increase to environmental liabilities, based on an independent review.
- 12.15-3(f): Engineering Services: Other-Expenditures – \$(4,992) DECREASE**  
Variance is due to a change in the recovery process through the in-year reorganization that resulted in certain expenditures remaining within Engineering Services Branch instead of other Branches within Technical Services and Operations Division.
- 13.15-3(h): Recoverable from Other Appropriations: Gross Recoveries – \$(1,651) DECREASE**  
Variance is due to higher staff vacancies in 2020/21 that resulted in less salary and operating costs recoveries.
- 14.15-4(a): Strategic Planning and Support – Salaries and Employee Benefits - \$188 INCREASE**  
Variance is due to the in-year reorganization.
- 15.15-4(c): Recovery and Mitigation – Other-Expenditures - \$109 INCREASE**  
Variance is due to DFA costs residing in Manitoba Infrastructure, which were previously accommodated within Emergency Expenditures (Appropriation 27).
- 16.15-4(d): Emergency Infrastructure Expenditures – Other-Expenditures - \$(1,482) DECREASE**  
Variance reflects the change in costs for different emergency events year over year.
- 17.15-5(b): Infrastructure Assets – Provincial Road and Highways – \$(41,518) DECREASE**  
Variance is due to \$50M East Side Road Authority write-down of assets in 2019/20.

**Manitoba Infrastructure  
Revenue Summary**

**For fiscal year ended March 31, 2021 with comparative figures for the previous fiscal year (\$000s)**

<b>Actual 2019/20</b>	<b>Actual 2020/21</b>	<b>Increase/ (Decrease)</b>	<b>Expl. No.</b>	<b>Source</b>	<b>Actual 2020/21</b>	<b>Estimate 2020/21</b>	<b>Variance</b>	<b>Expl. No.</b>
<b>Government of Canada:</b>								
4,980	3,978	(1,002)	A1	<b>(a)</b> Winter Roads	3,978	4,553	(575)	B1
241	483	242	A2	<b>(b)</b> National Safety Code	483	241	242	B2
70	62	(8)		<b>(c)</b> Refunds for Services	62		62	
2,480		(2,480)	A3	<b>(d)</b> Airport Capital Assistance Program				
55,760	22,608	(33,152)	A4	<b>(e)</b> Infrastructure Renewal	22,608	40,300	(17,692)	B3
				<b>(f)</b> Lake Manitoba Outlet Channels		22,193	(22,193)	B4
<b>63,531</b>	<b>27,131</b>	<b>(36,400)</b>		<b>Total Government of Canada</b>	<b>27,131</b>	<b>67,287</b>	<b>(40,156)</b>	
<b>Other Revenue:</b>								
167,274	165,004	(2,270)	A5	<b>(a)</b> Automobile and Motor Carrier Licences and Fees	165,004	154,694	10,310	B5
6,661	3,034	(3,627)	A6	<b>(b)</b> Cost Recovery from Municipalities and Other Third Parties	3,034	4,652	(1,618)	B6
21,871	21,708	(163)		<b>(c)</b> Drivers' Licences	21,708	20,301	1,407	B7
132	86	(46)		<b>(d)</b> Licence Suspension Appeal Board Fees	86	295	(209)	B8
	920	920	A7	<b>(e)</b> Trucking Productivity Improvement Fees	920	600	320	B9
2,924	1,442	(1,482)	A8	<b>(f)</b> Sundry	1,442	2,030	(588)	B10
<b>198,862</b>	<b>192,194</b>	<b>(6,668)</b>		<b>Total Other Revenue</b>	<b>192,194</b>	<b>182,572</b>	<b>9,622</b>	
<b>\$262,393</b>	<b>\$219,325</b>	<b>(43,068)</b>		<b>TOTAL DEPARTMENTAL REVENUE</b>	<b>\$219,325</b>	<b>\$249,859</b>	<b>(30,534)</b>	

## Revenue Variance Explanations

Comparison of the 2020/21 actuals to the 2019/20 actuals.

### **GOVERNMENT OF CANADA**

**A1. Winter Roads – \$(1,002) DECREASE**

Variance is primarily due to lower cost shared expenditures associated with less operating days in 2020/21.

**A2. National Safety Code – \$242 INCREASE**

Variance is primarily due to the timing of the recognition of revenue from the federal government.

**A3. Airport Capital Assistance Program – \$(2,480) DECREASE**

Variance is primarily due to timing of completion of 2019/20 and 2020/21 projects, as well as cost-sharing ratio differing year over year depending on project type and eligibility.

**A4. Infrastructure Renewal – \$(33,152) DECREASE**

Variance is primarily due to differing projects and annual funding levels related to various cost-shared agreements.

### **OTHER REVENUE**

**A5. Automobile and Motor Carrier Licences and Fees - \$(2,270) DECREASE**

The annual registration fees decreased by 10 per cent (\$15.00 for most non-commercial vehicle registration fees) reducing revenue by \$11M, which was offset by transactions increasing year-over-year.

**A6. Cost Recovery from Municipalities and Other Third Parties - \$(3,627) DECREASE**

Variance is primarily due to differing projects and volume of transactions year-over-year.

**A7. Trucking Productivity Improvement Fees - \$920 INCREASE**

Transitioned from Other Reporting Entity to Core Department program in 2020/21. Program revenue was \$986K in 2019/20.

**A8. Sundry - \$(1,482) DECREASE**

Variance is primarily due to volume of transactions year-over-year.

## Revenue Variance Explanations

Comparison of the 2020/21 actuals to the 2020/21 estimates.

### GOVERNMENT OF CANADA

**B1. Winter Roads – \$(575) DECREASE**

Variance is primarily due to lower cost shared expenditures associated with less operating days, which reduced revenue from the federal government in 2020/21.

**B2. National Safety Code – \$242 INCREASE**

Variance is primarily due to the timing of the recognition of revenue from the federal government.

**B3. Infrastructure Renewal – \$(17,692) DECREASE**

Net decrease is primarily related to completion of PT Base projects in 2019/20 as well as the timing of project work completed for New Building Canada Fund in 2020/21.

**B4. Lake Manitoba Outlet Channels – \$(22,193) DECREASE**

Net decrease is primarily related to the delay of construction and cost-sharing agreement with Canada for the Outlet Channels remaining under negotiation at the end of fiscal year 2020/21.

### OTHER REVENUE

**B5. Automobile and Motor Carrier Licences and Fees – \$10,310 INCREASE**

Lower budget forecast due to \$11M (10 per cent) reduction in registration fees offset by higher than anticipated volume of transactions.

**B6. Cost Recovery from Municipalities and Other Third Parties – \$(1,618) DECREASE**

Volume of transactions was lower than anticipated.

**B7. Drivers' Licences – \$1,407 INCREASE**

Higher than anticipated volume of transactions.

**B8. Licence Suspension Appeal Board Fees – \$(209) DECREASE**

Volume of transactions was lower than anticipated.

**B9. Trucking Productivity Improvement Fees – \$320 INCREASE**

Volume of transactions was higher than anticipated.

**B10. Sundry – \$(588) DECREASE**

Variance is primarily due to volume of transactions.

**Manitoba Infrastructure  
Emergency Expenditures  
Revenue Summary**

For fiscal year ended March 31, 2021 with comparative figures for the previous fiscal year (\$000s)

<b>Actual 2019/20</b>	<b>Actual 2020/21</b>	<b>Increase/ (Decrease)</b>	<b>Expl. No.</b>		<b>Actual 2020/21</b>	<b>Authority 2020/21</b>	<b>Variance</b>	<b>Expl. No.</b>
				<b>Government of Canada:</b>				
16,995	(5,135)	(22,130)	1	Other: Emergency Expenditures	(5,135)		(5,135)	2
<b>\$16,995</b>	<b>\$(5,135)</b>	<b>(22,130)</b>		<b>TOTAL REVENUE</b>	<b>\$(5,135)</b>	<b>-</b>	<b>(5,135)</b>	

Explanation:

1. Variance primarily due to revenue received for 2010 Wildfire program, revenue adjustment related to 2019/20 Disaster Financial Assistance Arrangements (DFAA), as well as natural fluctuations in eligible program cost shared expenditures.
2. Revenue adjustment related to 2019/20 Disaster Financial Assistance Arrangements (DFAA), based on natural fluctuations in eligible program cost shared expenditures.

**MANITOBA INFRASTRUCTURE**  
**Five Year Expenditure and Staffing Summary by Main Appropriation (\$000)**  
For the fiscal years ended March 31, 2017 - March 31, 2021\*

Main Appropriation	2016/17		2017/18		2018/19		2019/20		2020/21	
	FTEs	\$000s	FTEs	\$000s	FTEs	\$000s	FTEs	\$000s	FTEs	\$000s
15-1 Corporate Services	192.00	10,732	192.00	13,108	189.00	10,563	186.00	11,595	102.00	7,902
15-2 Infrastructure, Capital Projects	140.30	4,932	126.20	4,429	115.70	2,757	111.70	3,185	104.70	2,762
15-3 Technical Services and Operations	1,570.95	228,698	1,570.95	219,387	1,718.60	183,092	1,628.60	182,607	1,604.60	180,956
15-4 Emergency Management	26.00	8,621	28.00	8,559	26.00	8,717	26.00	10,809	26.00	9,571
15-5 Costs Related to Capital Assets		189,736		206,680		228,280		285,249		243,921
<b>Total Appropriations</b>	<b>1,929.25</b>	<b>\$442,719</b>	<b>1,917.15</b>	<b>\$452,163</b>	<b>2,049.30</b>	<b>\$433,409</b>	<b>1,952.30</b>	<b>\$493,445</b>	<b>1,837.30</b>	<b>\$445,112</b>

\* Actual expenditures have been adjusted for comparative purposes.

Adjustments are for:

- 1) Salaries, operating and recoveries transferred from 15-1 to Central Services
- 2) Salaries and operating transferred from 15-2 to Central Services
- 3) Salaries and operating transferred from Central Services to 15-2
- 4) Land Value Appraisal Commission operating transferred from 15-1 to Finance
- 5) Organization and Staff Development operating costs transferred to the Civil Service Commission
- 6) Interest related to capital assets transferred to Public Debt
- 7) Legal Service operating transferred to Justice
- 8) Emergency operating transferred from Appropriation 27 to 15-4
- 9) Manitoba Infrastructure 20/21 in-year reorganization



**EMERGENCY EXPENDITURES**  
**FIVE YEAR EXPENDITURE SUMMARY BY APPROPRIATION (\$000)**  
For the fiscal years ended March 31, 2017 - March 31, 2021\*

MAIN APPROPRIATION	Actual/* Adjusted Expenditures									
	2016/17		2017/18		2018/19		2019/20		2020/21	
	FTEs	\$000s	FTEs	\$000s	FTEs	\$000s	FTEs	\$000s	FTEs	\$000s
27-1 EMERGENCY EXPENDITURE										
Disaster Assistance		8,113		21,721		17,193		2,011		126,087
Miscellaneous		63,932		41,103		2,486		37,313		105,275
<b>TOTAL MAIN APPROPRIATION</b>		<b>\$72,045</b>		<b>\$62,824</b>		<b>\$19,679</b>		<b>\$39,324</b>		<b>\$231,362</b>

\* Actual expenditures have been adjusted for comparative purposes.

1) Adjustment is for the Disaster Financial Assistance transferred from 27-1 to 15-4

## Manitoba Infrastructure 2020/21

### Performance Reporting – Indicators of Progress against Priorities

What is being measured and using what indicator?	Why is it important to measure this?	What is the starting point? (baseline data and year)	What is the 2020/21 (current year) result or most recent data?	What is the trend over time?	Comments/recent actions/report links
<p>The ride condition of Manitoba's paved highways as measured by the International Roughness Index (IRI) in terms of kilometres (km) and percentage in Good and Poor condition.</p>	<p>Improvements to this measure demonstrate better highways for the travelling public and commercial carriers indicating a commitment to providing a great safe transportation network and public infrastructure.</p>	<p>10/11: International Roughness Index (IRI):                      Good – 9,352 km or 73.4%                      Poor – 3,315 km or 26.0%                      No data – 70 km or 0.6%</p>	<p>20/21: International Roughness Index (IRI):                      Good – 8,996 km or 70%                      Poor – 3,501 km or 27%                      No data – 420 km or 3%</p>	<p>'Good' road conditions are slightly decreasing compared to the 10/11 baseline year.</p>	<p>The IRI was developed by the World Bank in the 1980's and is used to measure the quality of ride or surface smoothness of pavement.</p> <p>The Transportation Association of Canada (TAC) developed the 'Performance Measures for Highway Road Networks' report in March 2012 to identify performance measures and to recommend best practices.</p> <p>The key performance measure identified was IRI and it has been categorized as; very good (&lt;1), good (&gt;1 &lt;1.75), fair (&gt;=1.75&lt;2.8), and poor (&gt;2.8).</p> <p>For reporting purposes very good, good, and fair have been combined to represent 'good.'</p>

What is being measured and using what indicator?	Why is it important to measure this?	What is the starting point? (baseline data and year)	What is the 2020-21 (current year) result or most recent data?	What is the trend over time?	Comments/recent actions/report links
The number of km of highways renewed is measured by the length of surfaced highways being annually upgraded and/or renewed, and based on the completed projects in the annual Highway Capital Program.	Manitoba Infrastructure is responsible for approximately 13,000 km of surfaced highway network. The length of highway that is renewed every year is an indicator of the health of the highway network.	12/13 – 1,330 km 13/14 – 1,050 km 14/15 – 1,230 km 15/16 – 1,420 km 16/17 – 1,013 km 17/18 – 1,183 km 18/19 – 1,044 km 19/20 – 1,027 km	1638.6 km	Fluctuating.	The amount of surfaced highway being renewed fluctuates mainly due to the multi-year nature of many of our surfacing projects, weather and contractor availability.
Condition of provincial dams using an Asset Condition Risk Index.	Public safety and cost effective asset management.	2009 Average Condition Risk Index = 2.24	2020/21 Condition Risk Index = 2.48	Condition is marginally poorer than baseline because rate of completion of required rehabilitation has not been able to keep up with the rate of deterioration.	Scale of 1 to 5; higher score is poor condition and higher risk.
Inspection frequency on provincial dams.	Public safety and cost effective asset management.	2009 (first full year of this program): 83 engineering inspections completed.  2011 (first full year of the routine maintenance inspection program): 139 routine maintenance inspections completed.	2020/21: 83 engineering inspections and 332 routine maintenance inspections completed.	Slight increase in achieving target frequency for routine inspection and on target for frequency of engineering inspections.	Frequency target for engineering inspections varies from year to year as some sites are on a biennial inspection schedule.
Inspection frequency on provincial dikes.	Public safety and cost-effective asset management.	2009: 14 engineering inspections completed.	2020/21: 6 engineering inspections completed.	Target frequency achieved.	Frequency target varies from year to year as sites are either on a three-year or two-year inspection schedule.

What is being measured and using what indicator?	Why is it important to measure this?	What is the starting point? (baseline data and year)	What is the 2020/21 (current year) result or most recent data?	What is the trend over time?	Comments/recent actions/report links
Inspection activity related to provincial bridge assets.	Public safety and cost effective asset management.	2014/15: 1,400 bridges and structures with Level 1 inspections 715 bridges and structures with Level 2 inspections.	2020/21: 1,754 bridges and structures with Level 1 (95.7% of target) inspections completed 1,011 bridges and structures with Level 2 (100% of target) inspections completed.	Targeting inspection frequency to meet provincial policy.	Department is working towards setting a target for this asset class.

## Regulatory Accountability and Red Tape Reduction

Manitoba Infrastructure is committed to implementing the principles of regulatory accountability as set out in [The Regulatory Accountability Act](#). The department works to achieve balance with regulatory requirements, identify the best options for them, assess their impact and incorporate them in department activities, programs and in the development of all regulatory instruments.

A regulatory requirement is a requirement in a regulatory instrument for a person to take an action in order to:

- access a program or service offered by the government or a government agency
- carry on business
- participate in a regulated activity

Regulatory accountability provides a framework to create a transparent, efficient and effective regulatory system. Red tape reduction aims to remove the regulatory requirements that are unclear, overly prescriptive, poorly designed, redundant, contradictory or antiquated. Not all regulatory requirements create red tape.

In January 2021, several departments and government agencies (DGAs) were reorganized, and this resulted in the creation of new departments and transfers of responsibilities for regulatory requirements between departments and government agencies. To overcome the challenges of reporting changes during the fiscal year involving re-organization, a new method of regulatory accountability reporting has been adopted as of 2020/21. The new method enables departments and government agencies to more accurately account for changes in regulatory requirements within the fiscal-year reporting in a manner consistent with the effects of the re-organizations and other in-year transfers of regulatory requirements. Regulatory Accountability Secretariat (RAS) has provided departments with additional guidance on the new method.

Additional information on the changes to the regulatory requirements made by departments and government agencies will be included in the 2020/21 Manitoba Regulatory Accountability Report.

## Regulatory Requirements

	April 1, 2020	March 31, 2021
Total number of regulatory requirements	86,495	87,862
Net change	-	0
Percentage change	-	0%

- 'Total number of regulatory requirements' includes transfers of regulatory requirements in and out of the DGA in 2020/21.
- 'Transfers' include changes in regulatory requirements, where applicable, that resulted from the October 2019 re-organization that were not concluded in RAD until 2020-2021, changes that resulted from the January 2021 re-organization, changes that were required to align RAD with ministerial assignments of Acts and Regulations in Manitoba Laws, and other transfers that were required for other reasons.
- 'Net change' is the changes (sum of decreases and increases) in regulatory requirements undertaken by the DGA in 2020/21 and is net of transfers of (i.e., excludes) regulatory requirements in and out of the DGA.
- 'Percentage change' is the percentage change in regulatory requirements undertaken by the DGA in 2020/21 and is net of transfers of (i.e., excludes) regulatory requirements in and out of the DGA.

## Achievements

Since April of 2020, the department's achievements in reducing regulatory requirements and eliminating red tape included:

- *Administrative burden reduction for stakeholders*
  - Manitoba Infrastructure amended the Charges for Licences, Registrations, Permits and Other Services Regulation to reduce vehicle registration fees for non-commercial vehicles by \$15 for most vehicles effective July 1, 2020, a commitment made in Budget 2020.

- *Streamlining and service improvement*
  - Manitoba Infrastructure implemented MOOVES, a new oversize and overweight vehicle permitting system in November of 2020. MOOVES is Manitoba's brand for Superload, which has been adapted for Manitoba's regulatory environment. MOOVES is mobile device compliant, has an automatic routing module, and provides 24/7 access to some permit types via self-issuance features. MOOVES has improved the efficiency of permit approvals and reduced carrier wait times for some permit types. Manitoba continues to improve its GIS data to improve the routing capabilities of the system and to capitalize on other capabilities of Superload.
  - Manitoba Infrastructure, Tendering and Contracts Branch, implemented the use of digital bonds and digitally signed contracts which has increased efficiencies, reduced paper use, and reduced administrative tasks. Prior to March 2020, after a contract has been awarded, two sets of bound paper contract documents were mailed to contractors for signature. Contractors would sign both sets of documents and provide paper copy bonds and an insurance certificate. The contract documents complete with bonds and insurance certificate would then be mailed back to Manitoba Infrastructure for verification and execution, and then signed documents mailed back to the Contractor. The switch to electronic documents have provided cost saving efficiencies in time and money for both the Contractors and Manitoba Infrastructure. Documents can be processed in days rather than weeks.

## **The Public Interest Disclosure (Whistleblower Protection) Act**

The Public Interest Disclosure (Whistleblower Protection) Act came into effect in April 2007 and amended in 2018 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 or not 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 Infrastructure and for fiscal year 2020/21:

<b>Information Required Annually (per Section 29.1(2) of The Act)</b>	<b>Fiscal Year 2020/21</b>
The number of disclosures received, and the number acted on and not acted on. <i>Subsection 29.1(2)(a)</i>	3 – Disclosures were received and 3 disclosures were acted on.
The number of investigations commenced as a result of a disclosure. <i>Subsection 29.1(2)(b)</i>	2 – Investigations were commenced as a result of a disclosure.
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. <i>Subsection 29.1(2)(c)</i>	N/A