Annual Report
2025-26

Ministry of Highways

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Letters of Transmittal

The Honourable Kim Gartner
Minister of Highways

Office of the Lieutenant Governor of Saskatchewan

I respectfully submit the Annual Report for the Ministry of Highways for the fiscal year ending March 31, 2026.

With the 2025-26 budget the Ministry of Highways continued its support of *Saskatchewan's Growth Plan* by improving 1,058 km of highways reaching over 7,000 km after six years. The ministry completed 6 km of twinning on Highway 39 and a roundabout at its intersection with Highway 13 near Weyburn, improving the safety of motorists and enhancing the traffic flow in the area. The ministry also began passing lane work on Highways 10 and 17 and continued major improvements on Highway 5 east of Saskatoon. Delivering on these types of improvements is how we continue to support Saskatchewan's economic growth.

Kim Gartner
Minister of Highways

Kyle Toffan
Deputy Minister of Highways

The Honourable Kim Gartner
Minister of Highways

Dear Minister:

I have the honour of submitting the Annual Report of the Ministry of Highways for the fiscal year ending March 31, 2026.

In 2025-26 the ministry continued to make strategic investments to improve and maintain the provincial network, including $122 million in the operations, maintenance and construction of Northern roads and airports, our largest investment in the northern region to date. The ministry also began construction upgrades to increase clearance and reconfigure the ramps at the Highway 2 over Highway 1 interchange at Moose Jaw and invested over $32 million to support our one network approach through municipal, rail and airport partnership programs.

Kyle Toffan
Deputy Minister of Highways

Organization Overview

Mandate

The ministry manages and provides for the future development of an integrated sustainable provincial transportation system, which supports economic growth and prosperity for Saskatchewan. Our infrastructure investments will be guided by strategic transportation policy and incorporate operating and maintenance practices that promote the safe and efficient movement of people and goods.

Mission

To enable the safe, reliable, and sustainable mobility of people and goods to support Saskatchewan's growth and quality of life.

Vision

Transportation – Connecting Saskatchewan to the world.

About the Ministry of Highways

Saskatchewan's road network is the largest in Canada on a per capital basis. The network consists of 26,486 kilometres (km) of provincial highways, including 12,741 km of asphalt concrete pavement, 3,731 km of granular pavement, 4,036 km of thin membrane surface (TMS) highways, 5,700 km of gravel highways and 279 km of ice roads. The ministry also operates and maintains 684 bridges, more than 62,000 culverts, 12 ferries, one barge and 16 northern airports.

The ministry's core lines of business focus on providing transportation infrastructure and services for a growing Saskatchewan by planning, designing, building, maintaining, operating, regulating and developing policies for the transportation system. Safety is the top priority for this ministry.

2025-26 Full Time Equivalent Employees (FTE)

The ministry utilized 1,310 FTEs, including students.

The Minister of Highways is responsible for the following Acts and Regulations

The Highways and Transportation Act, 1997 – except sections 3, 4, 5, 53, 54, 55 and 56 which are jointly assigned to the Minister of Highways and the Minister of SaskBuilds and Procurement and sections 10, 21, 22, 37, 52, 57 and 62 to 66 which are jointly assigned to the Minister of Highways and the Minister of Corrections, Policing and Public Safety.

- *The Controlled Access Highways Regulations*
- *The Provincial Highway Sign Control Regulations*
- *The Provincial Highways Designation Regulations, 1990*
- *The Highways and Transportation Act Regulations*
- *The Vehicle Weight and Dimension Regulations, 2010*
- *The Security of Loads Regulations*
- *The Trip Inspection Regulations*
- *Railway Line (Short Line) Financial Assistance Regulations*

The Dangerous Goods Transportation Act

- *The Dangerous Goods Transportation Regulations*

The Engineering and Geoscience Professions Act

The Railway Act

- *The Final Offer Arbitration (Railway) Regulations*

The Sand and Gravel Act

The Traffic Safety Act – but only with respect to:

- *The Commercial Vehicle Drivers Hours of Service Regulations*

Public Works and Services Act – Jointly assigned to the Minister of Highways and the Minister of SaskBuilds and Procurement except with respect to clauses 4(2)(a) to (g), (i) to (l), (n) and (o) and section 8, which are jointly assigned to the Minister of SaskBuilds and Procurement, the Minister of Education, the Minister of Health and the Minister of Highways.

The Executive Government Administration Act – The ministry is not responsible for the Act, but the following regulations pursuant to the Act:

1. *The Ministry of Highways and Infrastructure Regulations; and,*
2. *The Railway Line (Short line) Financial Assistance Regulations (Enacted in June 2004)*.

The Ministry of Highways 2025-26 Business Plan
https://publications.saskatchewan.ca/api/v1/products/125826/formats/147154/download

Progress on Goal 1: Improved Safety and Environmental Sustainability

The ministry works to continually improve road safety, worker safety, environmentally responsible delivery of operations and projects and minimize the impact of transportation on the environment. These are important to ensure the safety of ministry employees, Saskatchewan citizens and their families, as well as ensuring Saskatchewan communities are strong and safe. The ministry takes a proactive, risk-based approach to identify, mitigate, and respond to safety and environmental hazards. We strive to reduce and prevent serious injuries and fatalities through multi-year investments in road safety and infrastructure.

Strategy: *The approach we took to achieve our goal*
Target reductions in fatalities and injuries by delivering safety improvements on the transportation system.

Key Actions: *What we did to get there*

- Continue to implement the road safety strategy to reduce fatalities and injuries from collisions. The strategy is focused on intersections, dark driving conditions, single vehicles running off the road and collisions with wildlife.
  - Invest $25.4 million towards the ministry’s Safety Improvement Program with projects like guardrail, lighting, and intersection improvements.
    - In 2025-26 the ministry invested $24.5 million in the Safety Improvement Program, completing three major and 32 minor projects including:
      - Highway 1 and Grand Coulee access road intersection improvement;
      - Highway 12 north bound ramp and service road improvements at Lutheran Road; and,
      - A railway active advanced warning system east of Waldron on Highway 9.
  - Deliver the pavement marking program to provide visible pavement lines for the safe flow of traffic.
    - In 2025-26, the ministry completed 19,974 km of centre line marking and 25,683 km of edge line marking for a total of 45,657 km. The ministry also completed 32,630 pavement sign units.
  - Deliver the signing stewardship program to rehabilitate, replace and install new signs to keep the overall condition of the approximately 125,000 regulatory, warning, guide, and information signs on the provincial network in good condition.
    - In 2025-26, the ministry completed 6,560 single post repairs and installations, 2,454 double post repairs and installations, and 2,431 sign face replacements.
  - Deliver the mowing program, which will achieve approximately 44,500 hectares of mowing along highway right of ways.

        - In 2025-26, the ministry completed 46,296 hectares of mowing, of which 45,293 hectares were completed under mowing contracts and 1,003 hectares were completed under agreements with rural municipalities.
- Improve traffic flow and increase safety through the construction and planning of major capacity and safety improvement projects, including:
    - Highway 10 and Highway 17 passing lanes as part of an ongoing passing lane strategy;
        - Design and tendering were completed in 2025-26 as well as some culverts installed on Highway 10. The projects will include four sets of passing lanes on Highway 10 between Fort Qu'Appelle and Melville and two sets and a truck climbing lane on Highway 17 north of Lloydminster. The projects are planned to be completed in 2026-27.
    - Highway 39 corridor twinning at Weyburn; and
        - The addition of about 6 km of twinning on Highway 39, along with a roundabout at its intersection with Highway 13 was completed in 2025-26.
    - Continuing corridor improvements on Highway 5 east of Saskatoon.
        - This three phase multiyear project, which began construction in 2020, started its final phase in 2025-26. Work began on twinning a 10 km segment east of Saskatoon with construction targeted to be completed by the end of 2027.
        - Works completed in 2025-26 include one set of passing lanes east of Saskatoon and the rebuilding of a 16 km section of highway. The rebuilding included widening, improving the grade line and repaving.
- Ensure rail line safety through inspections and safety management plan audits.
    - All annual targets for railway safety inspection and audit activities were completed. The ministry audits about 20 per cent of safety management plans and delivers short line track and grade crossings on three and four-year cycles annually.
        - In 2025-26, 23 industrial railway safety management plan audits were scheduled and completed. The ministry is ahead of the five-year plan with 90 audits out of 91 completed.

Strategy: *The approach we took to achieve our goal*
Foster a safety culture in the workplace by enforcing an injury prevention strategy to pursue Mission Zero.

Key Actions: *What we did to get there*

- Communicate safe driving practices to the public through the Work Zone and Snow Zone campaigns to reinforce slowing to 60 km/h in work zones and driving safely when approaching snowplows.
    - The Work Zone campaign used digital ads featuring personal appeals from ministry workers reminding drivers to slow down in work zones generating more than 1.6 million views on YouTube during the first two quarters (summer season) of 2025-26. The Work Zone campaign had about 10.9 million impressions across all digital types including Facebook, Instagram, YouTube, Spotify and the Weather Network. The ministry also issued news releases and staged media events highlighting Highway Hotline use and work zone safety.

    - The Snow Zone campaign began in November with new digital advertisements encouraging drivers to make the right call by checking the Highway Hotline before traveling and using caution when driving near snowplows. The campaign also re-used the previous year's video in movie theatres teaching drivers about changes to Highway Hotline terminology.
    - The Snow Zone campaign had three media events and fourteen news releases creating positive or neutral media distribution. The campaign exceeded all digital performance targets across social, video, audio, and weather platforms achieving 13.7 million impressions.
- Reinforce safe workplace practices and behaviors by conducting work zone audits on construction projects and maintenance activities.
    - The ministry's Safety Branch completed 65 work zone audits.
- Continue to deliver and improve the ministry's Health and Safety Management System (HSMS) to achieve and sustain a healthy and safe workplace.
    - The HSMS continued to advance through strong delivery of inspections, training, standard operating procedure governance, and proactive risk assessment activities, demonstrating effective system execution and compliance.
        - The ministry uses indicators such as work zone inspections, near-miss reporting, training completion and follow-up, and proactive risk assessments to provide increased visibility into field-level risk control.

Strategy: *The approach we took to achieve our goal*
Support a well-informed transportation user by communicating road conditions.

Key Actions: *What we did to get there*

- Continue to provide accurate, timely and reliable road information for travelers through the Highway Hotline.
    - The ministry added a Track My Plow feature in October 2025. The feature allows users to view the recent locations of snowplows on the network to determine if they have passed through their planned area of travel.
    - Road condition updates are regularly received from equipment operators in the field and posted by Highway Hotline staff. Through this process and working with the ministry's construction and operations teams the hotline maintained accurate and timely updates for winter road conditions, construction updates, motor vehicle collisions, over dimensional vehicle routing and tracking, and road closures due to flooding events, forest fires and other various incidents.
    - The hotline website had over 37 million hits, and the mobile app had over 23 million.
- Continue to invest in Intelligent Transportation System (ITS) devices such as cameras, variable message signs, road weather information systems, and traffic counters to increase the accuracy and timeliness of information available to transportation users.
    - In 2025-26, the ministry installed two new cameras, and improved electrical service at one existing camera. The ministry also began installation of two new permanent variable message signs on Highway 1, one on the eastbound lane outside of Grenfell, and the other westbound near Fleming.

Strategy: *The approach we took to achieve our goal*
Provide environmental stewardship on all ministry activities through responsible operations, maintenance, and project delivery.

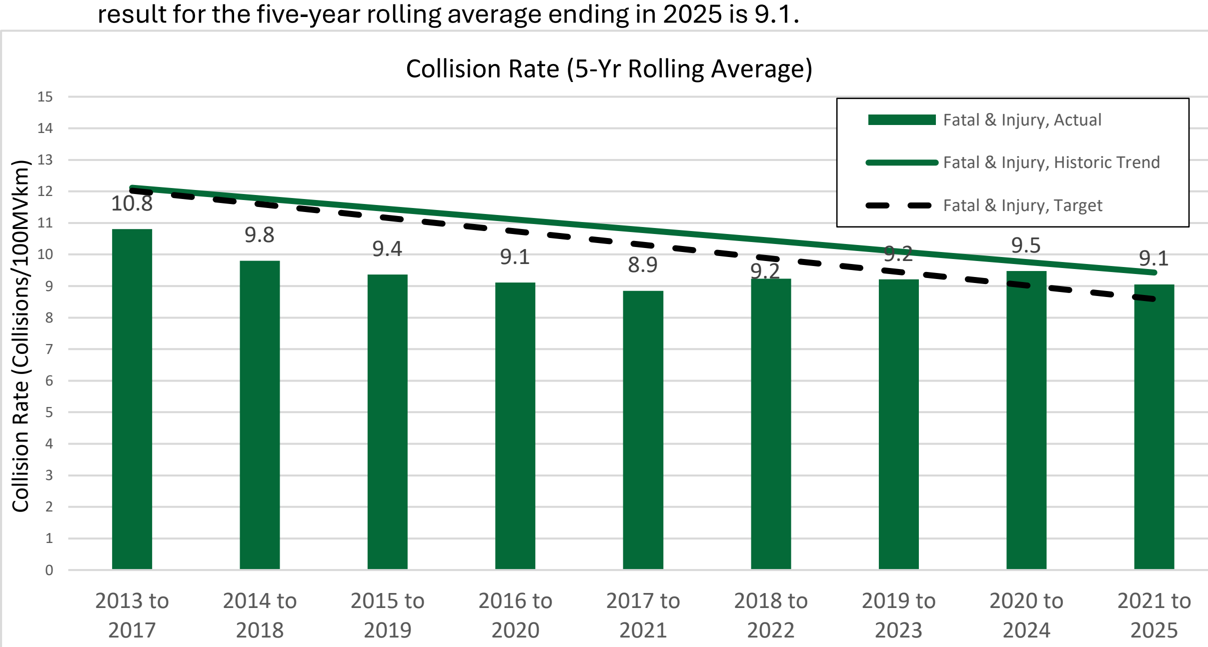
Key Actions: *What we did to get there*

- Perform audits to assess project delivery and compliance with federal and provincial environmental regulations.
    - In 2025-26, the ministry completed 35 environmental compliance audits on construction sites. The results and process observations from audits are used for ongoing improvement.
- Explore and implement environmentally sustainable approaches for planning, designing, constructing, and maintaining the transportation system.
    - In 2025-26, a total of 97 km of projects incorporated recycled or reclaimed materials, utilizing 55,249 tonnes of recycled material, with recycled content ranging from approximately eight per cent to 30 per cent within projects.

Performance Measure Results:

Reduction in fatality and injury collisions rate
Target = five-year (2021 to 2025) rolling average of 8.9 collisions per 100 million vehicle kilometres traveled

- The five-year rolling average for each year is the combined total of injury and fatality rates for that year. The result for the five-year rolling average ending in 2024 is 9.5 and the preliminary result for the five-year rolling average ending in 2025 is 9.1.



Source: Ministry of Highways, Operation Standards Branch

- This measure uses a five-year rolling average collision rate for fatality and injury collisions to track highway safety over time. The ministry aims to reduce the rate through operations and maintenance practices and infrastructure safety improvements delivered through the road safety strategy. Focus areas of the safety strategy are incidents relating to dark driving conditions, intersections, single vehicles running off the road and wildlife.

Per cent of provincially regulated railway Safety Management Plans (SMP) audited on a five-year cycle
Target = 100 per cent of plans on file with the ministry by March 31, 2027

- In 2025-26, as part of the five-year cycle, the ministry audited 23 industrial railways. Ninety audits out of ninety-one required, or 98.9 per cent are complete.
  Source: Ministry of Highways, Transportation Policy and Programs Branch
- Safety management plans are used by industry and the ministry to ensure that procedures are in place to prevent or address rail incidents. To obtain an operating license from the Highway Traffic Board, it is a requirement of short line and industrial rail lines to have a safety management plan. The SMP audit includes a review of records, as well as a physical inspection that are conducted utilizing a risk-based approach on a 3, 4 or 5-year cycle.

Per cent of short line inspections performed within specified timelines
Target = 100 per cent

- In 2025-26, the ministry inspected 394 grade crossings, the last year of the four-year grade crossing inspection cycle. After four-years the ministry completed 1,571 of a planned 1,224 grade crossing inspections, or 128 per cent. The additional inspections were the beginning of a renewed three-year plan.
- In 2025-26, the second year of the three-year-cycle for short line track inspections, the ministry inspected 568 km. After two years, 72 per cent (1,545 km out of 2,148 km) of track inspections are complete.
  Source: Ministry of Highways, Transportation Policy and Programs Branch
- There are 1,224 short line public grade crossings and 2,148 kilometres of short line track in the province. A crossing is where the rail line intersects with a road. The ministry inspects the crossings on a four-year cycle to ensure the safe movement of rail cars and recommends repairs to the short line companies. The ministry inspects rail lines on a three-year cycle to ensure the safe movement of rail cars and recommends repairs to the short line and industrial rail line companies.

Number of safety incidents in work zones and snow zones

- In 2025-26, there were 47 work zone and 12 snow zone incidents.
  Source: Ministry of Highways, Safety and Environment Resource Branch
- This is a measure of safety incidents occurring in ministry work zones and snow zones. An incident is an unplanned event that results in or has the potential to result in injury or property damage. A work zone is a controlled and marked area where active work is ongoing, typically noted with work zone signage. Snow zone incidents are between the public and a snowplow. The ministry educates road users through advertising campaigns and work zone signage to influence drivers to encourage safe driving practices and to plan ahead using the Highway Hotline.

Progress on Goal 2: Improved Road Conditions

The ministry maintains over 26,400 kilometres of highways, the largest per capita network in Canada. The ministry strives to optimize asset life cycles and ensure quality work and service levels as an important part of reliable and safe access for Saskatchewan's communities and businesses. This goal is about preserving and maintaining roads and bridges, addressing aging infrastructure, and providing road users with reliability and comfort on the road. This goal also delivers on the 10-year Growth Plan goals to build and upgrade 10,000 kilometres of highways, including over 2,000 kilometres of thin membrane surface (TMS) roads, as well as rebuilding 200 bridges and replacing 2,000 culverts to support a better quality of life for Saskatchewan people.

Strategy: *The approach we took to achieve our goal*
Maintain and rehabilitate provincially owned transportation infrastructure to improve the driving experience and optimize the service life of provincial highways.

Key Actions: *What we did to get there*

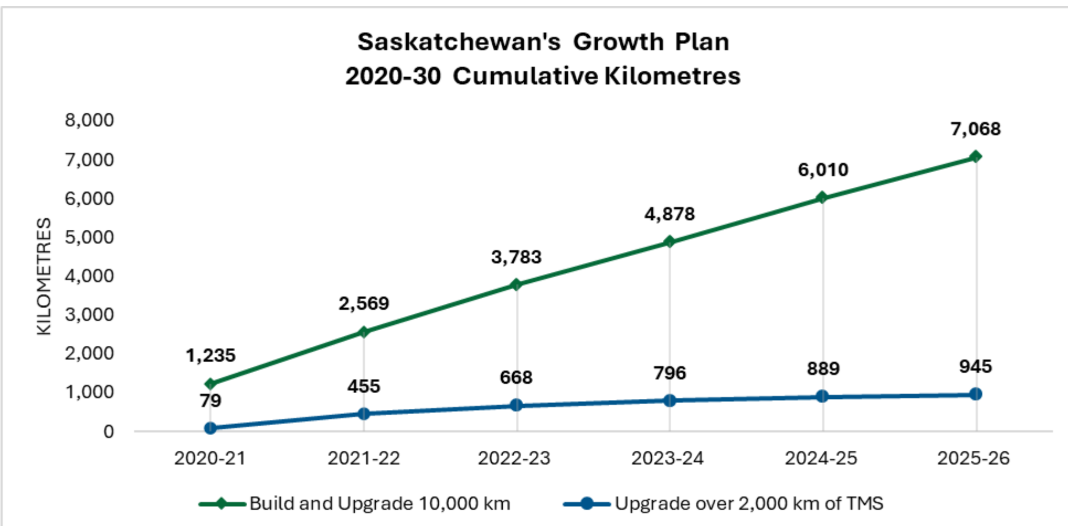
- Deliver 200 kilometres of repaving of highways, which renews the pavement's life cycle by restoring it to new condition.
  - In 2025-26, 199 km of capital rehabilitation of paved highways was complete. As part of asset management practices, the ministry endeavors to repave highways in a timely and effective manner, which ensures that existing highway infrastructure remains safe for years to come.
- Deliver 245 kilometres of medium pavement treatments like thin overlays or micro-surfacing, which primarily mitigate rutting and improve longevity.
  - In 2025-26, 328 km of medium treatments were completed. Medium treatments help to restore skid resistance, eliminate minor surface bumps and level wheel ruts which prevents hydroplaning and further surface deterioration from weather and traffic.
- Deliver 480 kilometres of light pavement treatments like sealcoats, which seal the surface from moisture and increase longevity.
  - In 2025-26, 440 km of sealcoat treatments were completed. Light pavement treatments are delivered as sealcoats. A sealcoat involves placing hot liquid asphalt and crushed gravel. Sealcoats provide a waterproof, non-skid surface that reduces deterioration and cracking and prolongs pavement life by preventing water from entering the roadbed.
- Deliver 95 kilometres of upgrades to rural provincial highways.
  - In 2025-26, the ministry completed 56 km of low volume highway upgrades.
- Deliver 30 kilometres of gravel surface rehabilitation projects.
  - In 2025-26, the ministry accomplished nine km of capital gravel surface rehabilitation.
- Extend the service life and ensure the adequacy of bridge and drainage structures:
  - Replace 16 short span bridges at the end of their service life with new bridges or culverts;

        - In 2025-26, 18 short span bridges at the end of their service life were replaced with new bridges or culverts.
    - Complete major repairs on two bridges to extend the service life of large span bridges; and
        - In 2025-26, the ministry completed two major bridge repairs on Highway 165 over Beaver River.
    - Replace over 100 culverts.
        - In 2025-26, the ministry replaced 230 culverts. Culverts are an important part of the transportation network, allowing water to flow from one side of the highway to the other without eroding the road surface or base and can prevent damage to adjacent landowners' property. Replacing underperforming or at-risk culverts keeps corridors open and prevents potential road closures, maintaining the availability of the highway network.

Performance Measure Results:

Number of kilometres that are built or upgraded
Target = 10,000 kilometres by 2029-30

- In 2025-26, the ministry built or upgraded 1,058 km. After six years the ministry has completed 7,068 km or 71 per cent of the 10-year plan.



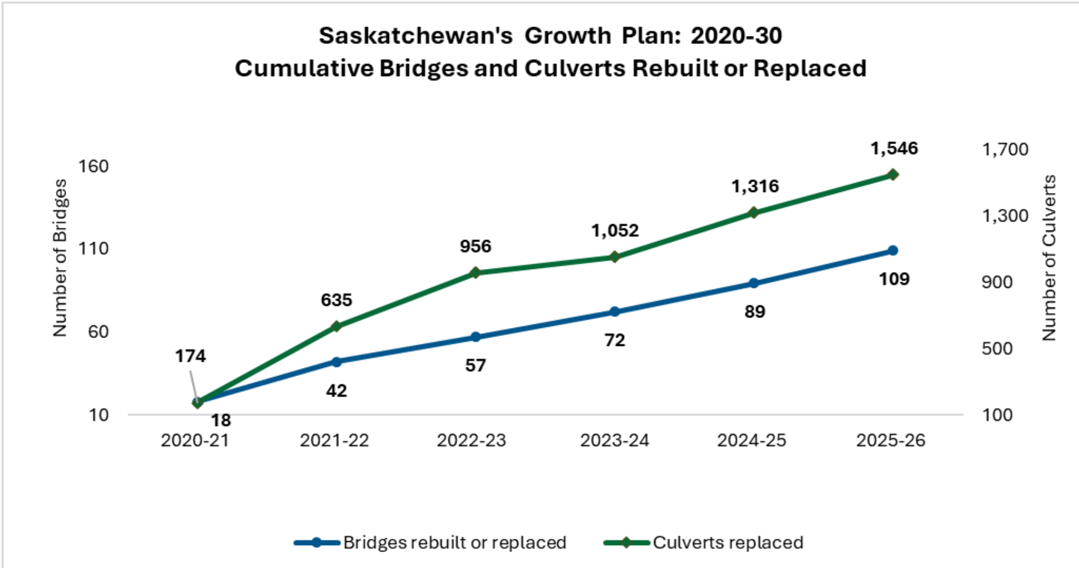
Source: Ministry of Highways, Project Support Office

- The ministry continues to support Growth Plan goals by delivering improvements like expanding the number of passing lanes or twinned highways, pavement treatments and thin membrane surface improvements, such as light pavement construction, spot improvements, and upgrading some highways to good sustainable gravel surfaces.

Number of bridges and culverts replaced or rehabilitated
Target = 200 bridges and 2,000 culverts by 2029-30

- At the beginning of 2025-26 there were 691 bridges on the provincial transportation network. At March 31, 2026 there were 684 bridges. The ministry either replaces a bridge with a new bridge or a culvert where adequate. In 2025-26, the ministry replaced or rehabilitated 20 bridges. This work is allowing the ministry to maintain the safety of its bridge assets.

- In 2025-26, the ministry replaced 230 culverts. After six years the ministry has replaced 1,546 culverts or 77 per cent of the 10-year plan.



Source: Ministry of Highways, Project Support Office

- The ministry uses a bridge condition index to assess the general health of the provincial bridge inventory. This is used to identify and prioritize structures that need replacing or rehabilitation.

Per cent of pavement in fair to very good condition on the National Highway System (NHS)
Target = 90 per cent

- Condition results in 2025 based on International Roughness Index (IRI) indicated that 92.2 per cent of NHS pavements are in fair to very good condition.
  Source: Ministry of Highways, Operation Standards Branch
- The ministry maintains over 16,340 kilometres of paved highway, including 4,025 kilometres on the NHS. The ministry uses a measure of roughness to represent road condition. This information, when combined with other data, determines when repaving or other pavement preservation treatments are needed.

Progress on Goal 3: Improved Mobility for People and Goods

The ministry takes a one-network approach to municipal and provincial transportation system integration to better utilize the existing network, connect people and goods through multiple modes of transportation, and achieve economic growth and quality of life outcomes. We work with community and industry partners, and other jurisdictions to plan and fund strategic transportation investments.

Strategy: *The approach we took to achieve our goal*
Work with stakeholders and community partners to manage traffic demand and improve transportation asset conditions through a one-network approach.

Key Actions: *What we did to get there*

- Invest $18.4 million through the Rural Integrated Roads for Growth (RIRG) program. RIRG is a partnership agreement with the Saskatchewan Association of Rural Municipalities (SARM) for municipal road and bridge enhancement and preservation.
    - Deliver $9.9 million for rural road operations and maintenance through the Clearing the Path program.
        - In 2025-26, $9.9 million was paid to SARM for rural road operations and maintenance grants for 5,625 km on 357 corridors across 215 municipalities as well as delivering program administration and inspections.
    - Deliver $8.5 million for capital rural road and bridge improvements.
        - In 2025-26, $7.6 million was paid for capital rural road and bridge improvements for 32 projects in 28 rural municipalities.
- Deliver and maintain alternate truck route partnerships to optimize the utilization of existing infrastructure.
    - In 2025-26, the ministry had 32 alternate truck route agreements which move secondary weight vehicles off vulnerable highways to help maintain the condition of rural highways including thin membrane surface highways. The ministry also has 17 over-dimension routes with municipalities to move oversized loads around towns and cities.
- Work with rural municipalities and stakeholders to create new construction and maintenance partnerships to improve and sustain the network.
    - The ministry undertook two agreements for planning studies with municipal partners for potential future road improvements:
        - A functional study for Grain Millers Drive is being led by the City of Yorkton.
        - Preliminary engineering for the Thunderchild First Nation access road was completed in partnership with the Rural Municipality of Mervin.
- Invest $8.6 million through the Urban Highway Connector Program to improve efficiency, connectivity, and the surface condition of roads through urban centres.
    - In 2025-26 the ministry spent $10.7 million combined on capital and operations and maintenance agreements for urban connectors. This investment included contributing to eight projects:

        - Completed projects include emergency culvert work and Highway 35 rehabilitation in Weyburn, rehabilitation on Highway 10 East in Yorkton, and a Meadow Lake regional transportation study;
        - Three future projects in the design phase including Highway 302 in Prince Albert, Souris Avenue in Estevan and Swift Current service roads; and,
        - In Moose Jaw, the Highway 363 resurfacing and guardrail replacement made significant progress and is planned for completion in 2026-27.
- Invest $850,000 through the Community Airport Partnership program to advance rehabilitation, construction, and capital investments in community airport infrastructure.
    - During the 2025-26 intake, 20 communities submitted applications resulting in eight projects approved and completed. The program invested almost $800,000 accomplishing about $1.6 million of work through this 50/50 cost-shared program.
    - The program allows government to partner with municipalities and key stakeholders to ensure that a network of regional airports is in place to enhance economic development in sectors such as tourism, oil and gas, agriculture, and social development.
- Invest $1.0 million through the Short Line Railway Improvement Program (SRIP) to support the short line rail industry in maintaining rail infrastructure.
    - SRIP applications were issued to all 13 eligible short line railways, with submissions received from all applicants, and 100 per cent of the $1.0 million program funding was paid out.

Strategy: *The approach we took to achieve our goal*
Ensure the safe and reliable flow of goods and people by efficiently managing a multi-modal transportation system.

Key Actions: *What we did to get there*

- Deliver the Transportation Partnership Program to contribute to the commercial vehicle efficiency of partnering companies shipping goods to or from their Saskatchewan facilities.
    - In 2025-26, the Transportation Partnership Program entered into eight new agreements and renewed 14 agreements for a total of 82 active agreements across all program types.
- Invest in capital upgrades at ministry airports to improve access and safety, including planning for future projects to be delivered through the Investing in Canada Infrastructure Program.
    - In 2025-26, the ministry invested $370,000 in capital improvements for airports including:
        - A lighting upgrade at the Buffalo Narrows airport, and design work for future runway rehabilitations at Cumberland House, Wollaston Lake, and Ile-a-la Cross.
- Invest $122.3 million to improve and maintain transportation infrastructure in northern Saskatchewan.
    - The ministry invested $122.0 million in the operations, maintenance and construction of northern roads and airports in 2025-26.

Strategy: *The approach we took to achieve our goal*
Identify and develop transportation options to improve Saskatchewan's competitiveness, by working proactively with the province's export and transportation sectors, other western provinces, the federal government, and the U.S.

Key Actions: *What we did to get there*

- Promote economic competitiveness by advocating for investment in the national transportation system and collaborating with other jurisdictions.
    - The ministry worked to improve economic competitiveness by:
        - Collaborating with the Ministry of Trade and Export Development (TED) and interprovincial partners to develop an Interprovincial Trucking Memorandum of Understanding (MOU), which was completed and sent to the Council of Deputy Ministers responsible for Transportation (COMT);
        - Advancing harmonization and mutual recognition of provincial trucking standards and regulations through the Canadian Council of Motor Transport Administrators (CCMTA) Program Committee on Compliance and Regulatory Affairs and the Vehicle Weights and Dimensions (VWD) Task Force, supported by industry engagement via the Western VWD Working Group;
        - Meeting with industry through the Western VWD working group to update a Long Combination Vehicles MOU and establish next steps around driver and carrier qualifications and consensus on equipment and signage requirements for escort and over-dimensional vehicles; and,
        - Reviewing The Vehicle Weights and Dimensions Regulations, 2010 to identify potential amendments to improve harmonization with national standards, enhance transportation efficiency, and remove barriers.
- Facilitate the efficient transportation of goods on trade corridors through strengthening harmonization.
    - The ministry worked to strengthen harmonization by:
        - Working with the Council of Deputy Ministers responsible for Transportation and Highway Safety, WESTAC forums, and providing input on agendas and potential future meetings. The ministry also provided information and advice for government on economic corridor initiatives, First Ministers and Western Premiers Council meetings, including on the Port of Churchill;
        - Reviewing and advising on the Saskatchewan–Manitoba–Arctic Gateway Group MOU to strengthen trade through the Port of Churchill prior to its signing in July 2025; and,
        - Supporting interprovincial collaboration through Prairie MOU partnerships, including refreshing the action plan, drafting a joint letter on transportation priorities, and developing and reviewing aviation priority papers. The ministry also worked with western jurisdictions on the Economic Corridors in Western Canada report, providing updated Saskatchewan priority projects and feedback on draft content.

Performance Measure Results:

Per cent of thin membrane surface highways managed using partnerships
Target = 17 per cent

- In 2025-26, 765 km (19 per cent) of TMS highway is in partnership with rural municipalities to divert traffic to the municipal system through the Strategic Partnership Program.
  Source: Ministry of Highways, Operation and Maintenance Division
- This measure reflects the strategic partnerships that are assisting the ministry in maintaining reliable access. These partnerships with municipalities involve the utilization of municipal roads to re-route heavy vehicles that would otherwise damage sensitive segments of the provincial highway network.

Per cent availability of the highway network
Target = 99.99 per cent

- In 2025-26 there was 99.93 per cent availability of the highway network
  Source: Ministry of Highways, Operation Standards Branch
- This measure is used to determine highway network reliability. It is a measure of kilometres closed for various reasons, including extreme weather and collisions.

Per cent availability of provincially operated ferries
Target = 98 per cent

- For the year, the ferries were open 92 per cent of the time.
  Source: Ministry of Highways, Operation and Maintenance Division
- This measure shows the reliability of the 12 provincially operated ferries. It is a measure of scheduled availability against time lost for various reasons, including water levels, repairs and weather conditions.

Per cent availability of airport services at provincially operated airports
Target = 98 per cent

- The airports were open and available for use 99.7 per cent for the year.
  Source: Ministry of Highways, Operation and Maintenance Division
- This measure shows the reliability of the 16 provincially operated airports. It is a measure of scheduled availability against time lost for various reasons, including weather conditions.

Per cent of single trip permits issued within 24 hours
Target = 98 per cent

- In 2025-26, 98 per cent of single trip permits were issued within 24 hours.
  Source: Saskatchewan Government Insurance (SGI)
- Single trip permits are required for vehicle configurations that exceed vehicle weight and dimension regulations for a particular route. Permitting is offered to ensure efficient travel for commercial vehicles while protecting road infrastructure assets. This is a measure of the efficiency of the permitting system in serving industry.

Progress on Goal 4: Commitment to Excellence

Healthy, engaged, and capable employees are instrumental to living the Government of Saskatchewan's core values and driving ministry success. The ministry strives to provide high-quality customer service by promoting accountability, innovation and effective leadership, tools, and systems. We focus on building capacity and strong teams that support a continuously improving and adaptable organization.

Strategy: *The approach we took to achieve our goal*
Foster an accountable, solution-focused, and knowledgeable workforce by enhancing employee engagement and inclusion.

Key Actions: *What we did to get there*

- Support workplace initiatives that foster employee wellness, inclusion, and community and align with the Employee Culture and Engagement Survey and Safety Survey results.
    - In 2025-26, the ministry continued offering its "Paving the Gaps" information sessions. These are professional presentations from ministry staff related to ministry activities, innovations, and relevant information across divisions, promoting collaboration and breaking down silos. They provide an opportunity for staff to connect, learn, and foster a supportive environment.
    - In 2025-26, the ministry's Workplace Engagement and Culture Committee (WECC) continued its commitment to employee wellness by hosting several sessions via 'Building Bridges', a series of bi-monthly virtual gatherings. The WECC developed three sub-committees, Employee Wellbeing, Community Connections and Inclusive Workplace Culture to finalize an Action Plan template that is aligned with the 2025 Employee Engagement and Culture Survey results.
    - The ministry also offers information dedicated to psychological health and wellness as part of its online occupational health and safety (OHS) resources as well as continually updating and reinforcing workplace safety as part of an integrated program approach.
- Promote and support learning and development opportunities to grow talent and maintain corporate knowledge.
    - In 2025-26, the ministry offered 14 Technical Lunch and Learns averaging about 80 attendees per session. Topics included railway design, asset management principles, speed management and rural road safety. These are presentations delivered by ministry experts that can count toward continuing professional development hours for Association of Professional Engineers and Geoscientists of Saskatchewan (APEGS) members.
    - The ministry continued to develop its Learning Centre web-based information and courses for staff. The SharePoint site is used for knowledge transfer and documentation from experienced staff as well as onboarding material and processes.

    - The ministry continued to deliver leadership programming that assists operational staff in developing supervisory and management skills as well as updating the leadership development programming for administrative and technical staff.

Strategy: *The approach we took to achieve our goal*
Promote and strengthen a citizen-centred organization with effective tools, processes and systems through continuous improvement and innovation.

Key Actions: *What we did to get there*

- Continuously improve project delivery through engaging with stakeholders and working together to promote innovation, collaboration and quality solutions.
    - The ministry holds construction season kick-off meetings that include invitations to consultants and contractors to share information and receive feedback.
    - Through stakeholder collaborations and internal ministry work improvements were delivered for project safety, efficiency, materials and designs. Some of these improvements include work zone lengths for seal and micro surfacing contracts, special provisions for recycled asphalt, and updating the Technician Survey Manual, which will provide guidance on ministry survey standards and requirements.
    - The Roadway working group (tri-party subcommittee) set five new priority projects to work on: fall seeding deadlines, temperature specification for winter work, bored culvert and sleeving pay adjustments, changes to gradation of Type 97 engineered seal, and the quality of tender packages.
- Provide citizens and industry with easy access to services and information through the ministry's Customer Service Centre (CSC) and the trucking inquiry line.
    - The CSC maintained its convenient and efficient channels for submitting inquiries, complaints and vehicle damage claims, available both online and by phone. Each request receives a unique case number for citizens to track in real-time.
    - In 2025-26, the top inquiries were winter maintenance, summer maintenance, road construction and roadside development.
    - The trucking inquiry line responded to 100 per cent of calls within 24 hours.

Performance Measure Results:

Customer satisfaction in their interaction with the ministry's Customer Service Centre
Target = 2.5 and above for overall customer satisfaction and 3 and above for ease of access

- In 2025-26, customer feedback surveys had an overall satisfaction rate of 3.01 out of 5 (on a scale of 1 equaling very unsatisfied and 5 being very satisfied). Ease of access was rated at 3.41 out of 5 with timing satisfaction rated at 3.06out of 5.
  Source: Ministry of Highways, Communications and Customer Service Branch
- The ministry's strategic direction prioritizes citizen-centered services. The Customer Service Centre aims to help the people of Saskatchewan easily access information by serving as a single point of contact for inquiries, complaints, and vehicle damage claims. This measure represents the Customer Service Centre's ability to consistently deliver high quality service and is measured on a scale of 1 being very unsatisfied to 5 being very satisfied.

2025-26 Improvement and Innovation Highlights

1	**Enhancing Snowplow Visibility** Snowplows often operate in hazardous conditions, such as during snowstorms or when visibility is low. It can be challenging for drivers to see snowplows while they are clearing snow, as they can create a mini-blizzard behind them. The ministry has successfully tested modifications to flashing lights on snowplows and over the next three years plans to install the additional lighting to approximately 300 snowplows. This improvement will enhance the visibility of snowplows, making it easier for drivers to identify them and, in turn, should reduce collisions during low visibility conditions. • The ministry upgraded 84 snowplows in 2025-26, the first year of its three-year plan. The upgrade adds four LED light bars to the rear checkerboard panel, significantly improving snowplow visibility in low-visibility conditions. • The planned improvement follows a successful two-year pilot in the Saskatoon area with positive feedback from the public and operators. • The rollout of the light bars means more snowplows across Saskatchewan will shine brighter, keeping both operators and the public safer through the harshest prairie storms.
2	**Modernizing Bridge Inspections Using Aerial Drones** The ministry oversees an extensive network of 684 bridges across the province, which serve as vital components of the provincial transportation system. Monitoring and assessing the structural integrity of these bridges is a complex and challenging task, often necessitating the deployment of specialized equipment to access hard-to-reach locations. In response to these challenges, the ministry has recently initiated the integration of aerial drones for bridge inspections. This innovative approach not only alleviates the need for cumbersome specialized equipment, which is costly and disrupts traffic flow, but also enhances the efficiency and safety of the inspection process. To facilitate the systematic use of drones for these purposes, the ministry will be developing a comprehensive framework for the application of aerial drone technology in bridge monitoring and inspection. This will improve documentation associated with inspections and ensure consistent usage and training. • The ministry has fully implemented the usage of aerial drones for bridge inspections with internal guidelines for drone size and frequency of usage. • The ministry uses the Ontario Structure Inspection Manual (OSIM) for its bridge inspection guidelines. The ministry added a requirement to include drone footage in major OSIM inspections completed by consultants.

3	**Updating Highways Public Data Portals** The ministry manages public data portals which serve as comprehensive resources for both geospatial and non-geospatial datasets that are developed and/or maintained by the ministry. These platforms are designed to facilitate public access to important data that can aid in transportation planning, infrastructure management, and various research initiatives. To enhance the user experience and ensure that stakeholders have access to the most current information, the ministry plans to update its public data portals. This initiative will include the addition of new datasets, improvements to site functionality and applications, and updates to existing information, enabling users to better navigate and utilize the resources available. • The Highways Public Data Portal was updated to refresh existing information, include new datasets, improve site functionality and applications, and enable users to more easily navigate and use available resources. This includes a new workflow being established to update the Saskatchewan Road Network data on monthly basis. This helps to update the existing mapping application on the public portal. Transportation and web maps, and highways summary statistics have also been updated. • An up-to-date, accessible data pathway was established for the Provincial Emergency Communications Centre and The Saskatchewan Public Safety Agency. These agencies require up to date Saskatchewan Road Network data for their emergency dispatch and 911 systems. The new established system is making road network data flow into the dispatch system more often which is helping to improve the emergency services in rural Saskatchewan.

Financial Summary

In 2025-26, the ministry received $777 million in appropriated funding on budget day. The ministry also received a $26 million special warrant and invested a total of over $791 million in managing the operation, preservation and capital improvement of transportation assets across the province.

Expense Summary

Ministry of Highways Vote 16 Actuals	(in thousands of dollars) 2024-25 Actual	2025-26 Budget	2025-26 Actual	2025-26 Variance	Notes
Central Management and Services	**19,081**	**19,833**	**18,904**	**929**	
Minister's Salary (Statutory)	56	-	17	(17)	**1**
Executive Management	973	1,210	1,010	200	**2**
Central Services	6,911	7,735	7,244	491	**3**
Accommodation Services	11,141	10,888	10,632	256	**4**
Preservation of Transportation System	**128,205**	**132,285**	**126,817**	**5,468**	
Surface Preservation	116,590	120,643	115,030	5,613	**5**
Regional Services	11,615	11,642	11,787	(145)	**6**
Transportation Planning and Policy	**4,553**	**4,912**	**4,729**	**183**	**3**
Infrastructure and Equipment Capital	**436,187**	**421,396**	**423,887**	**(2,491)**	
Infrastructure Rehabilitation	207,130	217,256	169,995	47,261	**7**
Infrastructure Enhancement	212,104	186,439	238,201	(51,762)	**8**
Accommodations Capital	3,375	5,639	1,436	4,203	**9**
Transportation and Operating Equipment	8,085	8,111	12,394	(4,283)	**10**
Minor Capital	5,493	3,951	1,861	2,090	**11**
Custom Work Activity	**(162)**	**-**	**(131)**	**131**	**12**
Operation of Transportation System	**178,658**	**167,974**	**184,359**	**(16,385)**	
Winter Maintenance	68,725	61,646	74,059	(12,413)	**13**
Road Safety and Traffic Guidance	31,602	28,927	33,426	(4,499)	**14**
Operational Services	64,905	64,425	63,448	977	**15**
Ferry Services	3,556	3,993	3,753	240	**16**
Airports	2,576	2,283	2,822	(539)	**13**
Information Technology Services	6,674	6,400	6,852	(452)	**17**
Remediation of Contaminated Sites	619	300	-	300	**18**
Strategic Municipal Infrastructure	**33,142**	**31,017**	**32,787**	**(1,770)**	
Rural Integrated Roads for Growth	17,350	18,350	18,350	-	
Strategic Partnership Program	1,575	2,190	1,807	383	**19**
Urban Connectors	12,958	8,627	10,831	(2,204)	**20**
Community Airport Partnership Program	729	850	800	50	
Short Line Railway Improvement Program	530	1,000	1,000	-	
Subtotal (Appropriation)	**799,663**	**777,417**	**791,351**	**(13,934)**	
Special Warrant		**26,180**	**-**	**26,180**	**21**
Supplementary Estimate	**-**	**19**	**-**	**19**	**22**
Subtotal (Appropriation)	**799,663**	**803,616**	**791,351**	**12,265**	
Capital Asset Acquisitions	(436,187)	(435,396)	(422,935)	(12,461)	
Non-Appropriated Expense Adjustment	274,885	289,858	284,645	5,213	
Total Ministry Expense	**638,361**	**658,078**	**653,062**	**5,016**	

Notes:

1. Shared minister with SaskBuilds and Procurement from April to December 2025.
2. Savings from the partial year sharing of a Minister's Office with SaskBuilds and Procurement.
3. Decrease due to FTE management and other administrative savings.
4. Savings due to changes in space utilization and lease rate changes.
5. Net savings from preservation projects not completed and increases for forest fire support activities.
6. Increase for FTE management and other administrative costs.
7. Decrease due to capital projects not completed and carried over to next fiscal year or delivered as infrastructure enhancements.
8. Increase for capital enhancement projects completed.
9. Decrease due to capital projects not completed and carried over to next fiscal year.
10. Increase for purchase of fleet equipment.
11. Decrease due to IT software project deferred and minor capital project classifications.
12. Minor program variances.
13. Winter maintenance costs exceeded budgeted levels.
14. Increase for various road safety costs, including mowing, pavement marking and signing.
15. Decrease from FTE management and Regina Bypass operating and maintenance contractual savings.
16. Decrease due to operating and repair savings.
17. Increase for software and SaskBuilds and Procurement recovery costs.
18. Decrease due to facilities on new parcels of land not completed and related liability booking not required.
19. Decrease due to partnership funding not required.
20. Increase for Highway 363 resurfacing at Moose Jaw and Weyburn Highway 35 rehabilitation.
21. Special Warrant funding includes $14.000 M for Capital Expenditures, $7.480 M for Winter Maintenance, $2.700 M for Surface Preservation, and $2.000 M for the Urban Highway Connector Program.
22. Statutory funding for Minister's Salary.

Revenue Summary

Ministry of Highways Revenue	(in thousands of dollars) 2025-26 Budget	2025-26 Actuals	Variance	Notes
Sales, Services and Service Fees	**1,612**	**3,127**	**1,515**	**1**
Transfers from Federal Government	**10,323**	**2,410**	**(7,913)**	
National Trade Corridors Fund (NTCF)	9,018	1,065	(7,953)	**2**
Provincial Territorial Infrastructure Component (PTIC)	1,070	206	(864)	**3**
Airport Capital Assistance Program (ACAP)	-	268	268	**4**
Disaster Mitigation & Adaptation Fund (DMAF)	-	685	685	**5**
Other Federal Programs (ICIP & RSIP)	235	186	(49)	**6**
Transfers from Government Entities	**1,750**	**1,941**	**191**	**7**
Total	**13,685**	**7,478**	**(6,207)**	

Notes:

1. Increase related to land sales.
2. Decrease was primarily for project revenues claimed in prior years, as well as project costs being deferred to future years.
3. PTIC maximum agreement claim received in previous year.
4. Wollaston Lake ACAP agreement signed.
5. Borden Bridge DMAF agreement signed.

6. Project costs deferred to future years.
7. There was an increase in partnership agreements including the Transportation Partnerships Fund and the Province of Alberta.

Transportation Partnerships Fund

The Transportation Partnerships Fund (TPF) was established effective July 1, 1997, pursuant to Section 8 of The Highways and Transportation Act, 1997. The purpose of the fund is to generate revenues to be used for highway improvement projects. The TPF generates revenues subject to the terms of trucking partnership agreements, in which the transportation companies pay the TPF a portion of cost savings achieved from being able to haul overweight and/or over-dimension loads. Additional revenues are raised through issuing permits, partnership agreements and the marketing of transportation related technology and expertise.

The ministry is responsible for managing the TPF. The ministry's Transportation Partnership Program generated $4.7 million in revenue and invested $3.5 million on transportation system improvements in 2025-26. The TPF accumulated surplus was $19.0 million on March 31, 2026.

Loan Disclosure

The ministry administers the Short Line Railway Financial Assistance Program. Under this program, the province provided municipalities or local community groups that wanted to preserve rail service in their area with an interest free loan for the capital acquisition of rail infrastructure which was being abandoned. The loan is repayable over 15 years, with a discretionary three-year grace period.

Eight loans were advanced through this program:

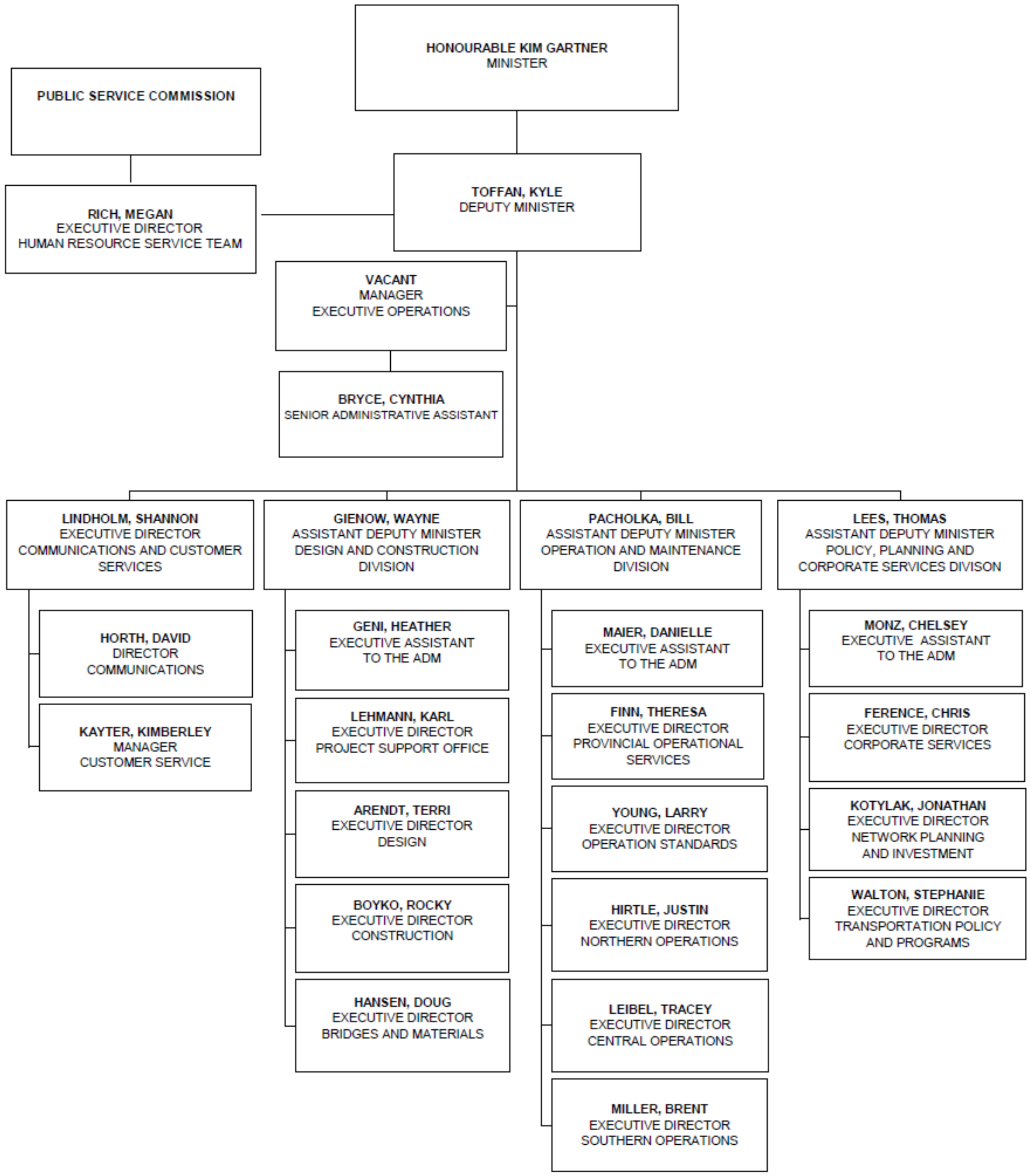
- In 1999-2000, investors received a $177,000 provincial loan and a $177,000 Canada Agriculture Infrastructure Program (CAIP) grant.
- From 2004-2012, investors received six loans totaling $6.6 million with funding split equally between the TPF and the General Revenue Fund (GRF).
- In 2015-2016, investors received a loan in the amount of $551,000 with all funding coming from the TPF.

There is one loan outstanding for the fiscal year ending March 31, 2026.

This loan program supported the ministry's objective to invest in multi-modal infrastructure, such as short line rail. A short line railway reduces truck traffic since agricultural products are hauled long distances by rail, rather than by large trucks on the provincial highway system. Reducing the amount of heavy truck traffic helps the ministry sustain the condition of rural TMS highways.

Short Line Railway Loans	**Transportation Partnership Fund 2025-26 Actual**	**General Revenue Fund 2025-26 Actual**	**Total**
Beginning Balance	263	33	296
Additions	-	-	-
Reductions	79	33	112
Ending Balance	**184**	**-**	**184**

Organizational Chart as of March 31, 2026



Additional financial information can be found in the Government of Saskatchewan Public Accounts located at https://publications.saskatchewan.ca/#/categories/893