

[Chairman: Mr. Kowalski]

[10 a.m.]

MR. CHAIRMAN: Good morning, ladies and gentlemen, and welcome to another meeting of the Standing Committee on the Alberta Heritage Savings Trust Fund Act. It is our pleasure this morning to welcome the Hon. Marvin Moore, Minister of Transportation. Members will recall, if they refer to the 1984-85 annual report of the Provincial Treasurer, that under the capital projects division investments there have been several projects the Minister of Transportation was responsible for, either directly or indirectly, in the past. One was a project entitled Airport Terminal Buildings. An expenditure level of \$16,359,000 had been arrived at by March 31, 1984, and in the last fiscal year there were no additional expenditures under that item.

The second item the minister has responsibility for, along with a colleague of his, is some highway development within the Kananaskis Country recreation development. Although it will be our pleasure next week to welcome the Hon. Peter Trynchy, Minister of Recreation and Parks, to discuss the Kananaskis Country recreation development, Mr. Moore has kindly agreed to appear before us today to bring us up to date on developments within that project in the last fiscal year.

Mr. Moore, I welcome you. If you have an opening statement to make, would you kindly proceed. If not, we will go to questions from committee members.

MR. M. MOORE: Thanks very much, Mr. Chairman, members of the committee. We're dealing with the 1984-85 fiscal year, the 1984 construction year, I guess, as far as Alberta Transportation is concerned. We expended \$8,378,000 in the year in question on roads into and leading into Kananaskis Country, in addition to some work in Kananaskis Country on access and construction of day use sites, which was a Transportation responsibility as well.

We had a major program on what is called the Highwood Trail, or secondary road 541, which is in the southern part of Kananaskis Country. In round figures we spent \$3,793,000 upgrading there. The next major project was the Sheep River Trail, or Sheep Road, which had \$1,806,000 expended on it. There were various other projects involving some work on Highway

40, or the Kananaskis Trail, the Smith Dorrien Trail, which is \$609,000, work on the Elbow Falls Trail, a little bit on the Bow Valley Park access road, and a youth hostel road that was upgraded.

Maybe it would be useful, Mr. Chairman, to just indicate what we're doing in the current year as well. We're generally following about the same expenditure pattern, with projected expenditures this year of \$8,677,000: for work on the Highwood Trail, again, a major commitment there of \$6,346,000; some other expenditures in the amount of \$1,757,000 on the Elbow Falls Trail; and minor expenditures regarding access to other parts of Kananaskis Country.

I could probably conclude, Mr. Chairman, by saying that we've done an awful lot of highway upgrading in Kananaskis Country. We could stop now, I guess, and there would be pretty adequate access to all parts of it, but it's probably important for us to continue with improvements to certain projects that have not been completed. So while no decision as to what we might do in 1986 has been made yet, obviously, I hope the committee will be supportive of some additional funding in Kananaskis Country for road and highway improvements over the course of the next couple of years, probably in quite a lesser amount than the \$8.5 million we're spending this year or the \$8.5 million, roughly, that we spent in 1984-85.

I'd be pleased to answer any questions members have with respect to what we're doing there. Thanks.

MR. HYLAND: Mr. Chairman, I think my first question just got answered in the minister's last comments about what amount of money he thought would be needed in the future to finish the roads in Kananaskis. So I guess I'll let that one go and go on to the next question, which either Mr. Thompson or I have asked every year since we've been on the committee. It's about Highway 22, out of the general budget. Is there any thought of having that out of the trust fund, to finish paving it and have a paved highway? You'd come up 22, and then over on the secondary from Longview into Kananaskis, which you just spoke about, that I think is almost all paved, so people from the south as well as those from the north would have a paved

access to the park.

MR. M. MOORE: On the first question, with regard to Highway 22, we have a major program in our regular budget of upgrading Highway 22 from Mayerthorpe at its northern extremity clear down to Highway 3 in the Crowsnest Pass. Specifically, in the area you're talking about we have a grading project south of Longview this year which is presently under way and will be completed this year. Last Friday I approved the low tender on a major \$5 million-plus rebuilding program midway between Longview and Highway 3. Members who have driven the road will recall that there's a section of existing gravelled road that needs to be rebuilt and realigned; it's in some rock. We'll be doing about 20 miles there. I believe that will leave about 15 miles of grade construction between Longview and Highway 3 that needs to be reconstructed before paving.

Once we get these projects that are now under tender out of the road, we can move with more paving on Highway 22. It's my hope that within four to five years, Highway 22 will be paved from one end to the other, from Mayerthorpe down to Highway 3. [Interjection by the Member for Drayton Valley] We may have a little trouble with parts of the Drayton Valley area where it rains a lot, but it's my hope we can finish it so it's paved right through. I don't think there's any need to utilize any Kananaskis Country funds, because it's a little too far away to really relate to that.

As far as secondary roads going from Highway 22 into Kananaskis Country, they're never finished, I guess, until they're all paved. It's a matter of judgment how many need to be paved as opposed to how many can remain gravel, with some dust treatment and that sort of thing. That's why I suggest to the committee, Mr. Chairman, that I think we need some funding on an ongoing basis to do some projects there every year so we continue to make some progress. It doesn't have to be an extensive number of dollars. I'd be interested in any recommendations members of the committee have as to what we should be doing in 1986 in terms of the actual roads in Kananaskis Country or leading from Highway 22 into it.

MR. HYLAND: I was in Kananaskis Country this summer, in the park, and instead of coming

out on 22 we drove straight south into Coleman on 940. Is that right? I haven't got the map. I don't know if that road will ever be paved, but as you suggested, even some upgrading, maybe a little widening and stuff like that. I'd never been down that road, and there's probably some of the best, if not the best, scenery in Alberta down that road. I think a lot of city people have a fear of driving on gravel. To us guys that are used to that, it doesn't make any difference; you slow down and go. But maybe something like that, because some of that highway -- I didn't even realize that Kananaskis Country went that far south until I started to drive it and realized how far down it goes.

MR. M. MOORE: Thank you.

MR. R. MOORE: Mr. Chairman, I really have no questions to ask. I just want to make a comment with regard to the airport terminal buildings, the only program where the department has heritage trust fund money involved. It is now completed, and I want to express my appreciation for an excellent program and one well carried out. It is well received across Alberta in many areas. My contacts out there have expressed that this was a good program, and I'd like to make the minister aware of that.

On the general transportation programs which come out of general revenue, not using heritage trust fund money, all I can say is that I compliment his department on his transportation program across Alberta. It's excellent. We are second to none in Canada. It's well run and well operated. I just want to say: carry on the good work.

MR. M. MOORE: We expect to be doing a fair bit of work in Lacombe next year.

MR. CHAIRMAN: I think, Mr. Moore, that that response may elicit a fair number of other petitions from committee members, including submissions from the chairman. We may be here till tomorrow afternoon.

MR. MUSGREAVE: I have just a quick question of Mr. Moore. Do the bicycle trails come out of the Parks budget, or is that out of the Transportation budget?

MR. M. MOORE: All of the work in Kananaskis

Country in highway construction really goes through the Department of Recreation and Parks. It's in their budget, in the Kananaskis Country vote. I'm only here because we do the work and the money is transferred to us on the highways.

I believe that for the most part the bicycle trails were not built by our department but rather by people who were contracted by Public Works to do that sort of work, supervised by Mr. Trynchy's department staff. But there's no doubt that we have probably had some involvement in terms of an engineering point of view, in assisting them and working cooperatively in helping them out.

MR. MUSGREAVE: I just want to mention, Mr. Chairman, that I was fortunate enough to ride on a good part of it last Sunday. It's being well used and is a first-class job. I just want the minister to know that.

MR. THOMPSON: Mr. Chairman, I want to go back to Highway 22. The minister mentioned the fact that probably the whole of Highway 22 will be done in four or five years. My concern is the fact that we are having the Winter Olympics in '88. For the northern United States people — from Idaho, Washington, and those places — to come up, I think we should give some priority to Highway 3 and Highway 22 from the Crowsnest Pass on into Kananaskis Country.

MRS. CRIPPS: Oh, oh. There goes Drayton Valley.

MR. THOMPSON: That's just a comment. I'm not asking a question; I'm just making a comment that we really should be aware of the fact that in '88 the Olympics are going to take place in Kananaskis Country. Thank you.

MR. M. MOORE: Just by way of comment on that, Mr. Chairman, certainly there will be some increased traffic going into Calgary from the south. That's acknowledged. One of the reasons we're working on grade construction — I just let one major contract there — is that it's probably more important that we have an excellent alignment and wide grade through there for wintertime driving than to continue paving and not rebuild those gravelled sections. I think we'll have very good winter

driving conditions on Highway 22 from Highway 3 north to Calgary in the winter of 1988. You don't have the dust or flying gravel problems and so on that you usually have in summertime. I hope that by then we'll have it all rebuilt to a good gravel standard and probably more of it paved than what is paved now.

MR. CHAIRMAN: Would there be additional questions forthcoming from committee members?

MR. HYLAND: Maybe it's too far ahead to ask the question, and if it doesn't fit I guess I can be called out of order. With the Winter Olympics, what about having that section where you can go from Longview and up, which is closed for the winter, open at least for that time? That would be less traffic that would have to go through Calgary to get to the ski sites at Mount Allan. There's that piece from the Highwood Pass junction to the beginning where you turn off to go into the provincial park that's closed during the winter months, from December 1 to June 30, or something.

MR. M. MOORE: You're not talking about Highway 22?

MR. HYLAND: No, not 22. On the highway right inside Kananaskis. Is it number 40?

MR. M. MOORE: There's been an ongoing concern about whether or not that should be kept open in the wintertime. As Minister of Transportation, I have told other ministers and others who are interested in the management of Kananaskis Country that we're really a service department. If you want it kept open, we'll open it. The reasons for not keeping it open aren't ones that have been decided upon by Alberta Transportation. We reckon it would cost about \$200,000 on average a year to keep it open in terms of snowplowing operations and so on. We're fully prepared to do that, but there are questions with regard to the breeding habits of ungulates and stuff like that that have to be taken into consideration.

MR. CHAIRMAN: Are there any . . .

MR. MUSGREAVE: I was going to move adjournment if there were no further questions.

MR. CHAIRMAN: No additional questions forthcoming from committee members?

Mr. Moore, can I thank you once again on behalf of all members of the committee for your positive co-operation in attending to the transportation needs of the province of Alberta. We know that you have a very busy schedule. We'll now adjourn the meeting and wish you the very best so that you can just hurry back to your office and get that many more tenders out for the benefit of all of the people of Alberta.

MR. M. MOORE: Thank you. And we'll do some work in Barrhead too.

MR. CHAIRMAN: Well, I'm just delighted.

Members of the committee, we'll now adjourn and will reconvene this afternoon at 2 o'clock, when we have as a witness before us the Hon. Hugh Planche, Minister of Economic Development.

[The committee adjourned at 10:18 a.m.]