Calgary

Memo

November 20, 2026

To: City Council and Executive Leadership Team
From: Kelly Cote, Manager, Government Relations
RE: **Bill 43, Transportation (Safe and Sensible Roads) Statutes Amendment Act**

Executive Summary

If passed Bill 43, the *Transportation (Safe and Sensible Roads) Statues Amendment Act* (Bill 43) will increase provincial control over major transportation decisions, leaving The City of Calgary (The City) responsible for much of the associated implementation cost and delivery risk.

Primary impacts include:

- Longer and less predictable approval timelines
- Exposure to redesign or removal of planned and constructed assets
- Potential for unbudgeted compliance and restoration costs
- Reduced municipal control and autonomy

The personal micromobility provisions create potential regulatory risk, with impacts dependent on provincial regulations expected by April 2027.

Impact Analysis

	Timelines	Liability	Cost
Urban rail transit	**High Risk.** The City would need to submit urban rail network plans for provincial approval and resubmit before deviating. The Minister could require further changes after approval.	**High Risk.** Provincial authority would extend to alignment, stations, expansion, design, delivery, asset management and passenger-safety infrastructure, including projects proposed or under construction. Crown protections may leave The City financially liable for	**High Risk.** The City must fund compliance with ministerial orders. Cabinet could amend grant or funding-agreement terms. Directed changes could cause redesign, delay, rework, escalation and sunk costs.

	Timelines	Liability	Cost
		changes it does not control.	
Bike lanes	**Moderate to High Risk**. Projects reallocating vehicle roadway space would require written ministerial approval. Provincial approval could also become part of recurring road-renewal and resurfacing programs where bike lanes are present or adjacent.	**Moderate to High Risk.** The Minister could direct removal of existing lanes and associated roadway improvements. Unless consent is obtained, renewal or resurfacing will trigger removal, reducing certainty for network and lifecycle planning.	**Moderate to High Risk.** The City must pay for directed removal, roadway modifications, restoration and implementation. Existing infrastructure investment could become stranded if assets must later be removed or altered.
Personal micromobility devices (PMD)	**Moderate Risk.** Municipal bylaw authority remains subject to provincial regulations expected by April 2027.	**Moderate Risk.** The Province has not defined PMDs and may regulate both operation and municipal bylaws. The City may need to revise its framework once regulations are known.	**Low Risk.** Likely administrative at first as potential costs include bylaw and legal review, policy design, communications, system changes and enforcement.

Emerging Themes

The following themes cut across all three transportation segments highlighted above and pose similar implications for The City:

Time and Schedule

Additional provincial approval dependencies would reduce schedule certainty. Urban rail could face changes after approval, while bike infrastructure could require approvals during both capital delivery and routine lifecycle work.

Liability and Municipal Autonomy

The most significant concern is a control-risk imbalance, and further erosion of municipal autonomy. The Province would gain authority to direct changes without bearing the financial consequences, while The City would remain largely responsible for delivery, compliance and associated costs.

Financial Exposure

Costs could include redesign, rework, delay, escalation, asset removal, roadway restoration, legal and policy review, communications, enforcement changes and stranded investment. Urban rail funding is further exposed because Cabinet could amend grant or funding-agreement terms.

Key Considerations for Council and ELT

Although the full impact will depend on forthcoming regulations, those identified to date include:

- Project timelines and budgets may require larger contingencies where provincial approval or direction can alter scope after Council decisions have been made.
- Urban rail agreements and project controls should identify how provincially requested changes, delays and funding amendments would be documented and escalated.
- Bike lane planning should be integrated with road-renewal forecasting to identify corridors where approval, removal or restoration exposure may arise.
- The City should prepare to assess and possibly amend PMD bylaws once the provincial definition and regulations are released.
- Government Relations will continue to work with Mobility, Law, Finance, Transit, and Infrastructure Services as regulations and ministerial requirements become clearer.

Next Steps

Government Relations will monitor developments, seek additional information through administrative channels, and discuss advocacy options with key organizational leaders. Further updates will be provided as appropriate.

Sincerely,

Kelly Cote, RPP, MCIP
Manager, Government Relations
[redacted]

Attachment: Transportation (Safe and Sensible Roads) Statutes Amendments Act - Detailed Analysis

Attachment

Transportation (Safe and Sensible Roads) Statutes Amendments Act- Detailed Analysis

On November 19, the provincial government introduced Bill 43, the Transportation (Safe and Sensible Roads) Statutes Amendment Act in the Alberta Legislature. Bill 43 further limits municipal autonomy by extending provincial oversight and authority over urban rail, bike lane infrastructure, and personal mobility devices.

Urban Rail Transit Act

Bill 43 renames the *Public Transit and Green Infrastructure Act* the *Urban Rail Transit Act* and amends its provisions to create a new provincial oversight regime for urban rail transit. The legislation gives the province a much greater role in transit-planning decisions that were traditionally made solely by municipalities, including: alignment, stations, and expansion. Its scope also extends to Bus Rapid Transit (BRT) routes intended for eventual conversion to rail.

- Calgary and Edmonton must submit urban rail network plans to the Minister of Transportation and Economic Corridors for approval or revision, and resubmit before deviating. The legislation gives ministerial powers to require further changes after an initial approval.
- Ministerial authority also covers existing, proposed, or under construction rail lines and networks, including planning, design, delivery, asset management and passenger safety infrastructure. The Minister can initiate direct changes respecting these matters.
- Provincial Cabinet may amend any existing urban rail grants or future funding agreement terms.
- Municipalities must fund compliance with ministerial orders with the legislation having broad Crown protections shielding the Province from legal and financial claims arising from requested amendments.
- The requirement for urban rail network plans applies in addition to the requirement to address urban rail planning in bylaws under the Highways Development and Protection Act (which also requires Ministerial approval) and Part 17 of the Municipal Government Act.

Bike Lanes

Bill 43 amends the *Traffic Safety Act, RSA 2000, c T-6* to require provincial approval for new bicycle lanes and authorizes the Minister of Transportation and Economic Corridors to order municipalities to remove existing lanes. The bill has four primary implications for Calgary:

- The Minister would be empowered to order municipalities to remove existing bicycle lanes and to order improvements and modifications to those roadways as part of the removal. These roadway modifications would be at the province's direction, extending provincial oversight to infrastructure that has already been approved and constructed.

- Municipalities would be required to obtain written approval from the Minister before converting existing roadway space into a bicycle lane where vehicle lanes are removed, narrowed, repurposed, or otherwise reallocated to cycling infrastructure.
- Unless Ministerial consent is provided, municipalities must remove existing bicycle lanes that are included within, or adjacent to, any roadway when that roadway is undergoing a planned renewal or resurfacing. This requirement is also engaged when the Minister is of the opinion that planned work on a roadway is similar to a renewal or resurfacing. For Calgary, this could create an ongoing requirement for provincial approvals as part of the planning, maintenance, and renewal of exclusive or primary use of active transportation infrastructure.
- Municipalities would be responsible for all costs associated with complying with ministerial direction, including bicycle lane removal, roadway modifications, restoration work, and related implementation expenses.
- The Minister is empowered to make regulations establishing classes of bicycle lanes and exempting some classes from the application of the new rules. This could require the City to classify its cycling routes and administer them according to these provincial regulations.

Personal Micromobility Devices

Bill 43 also amends the *Traffic Safety Act* to set up a framework for regulating personal micromobility devices ("PMD"). Key highlights of this set of amendments includes:

- Excluding “personal micromobility devices” from the definition of “motor vehicle” in the TSA (so that these devices will not be caught by the default rules that apply to all motor vehicles);
- Explicit authority for municipalities to pass bylaws authorizing and governing the driving and operation of PMDs, subject to provincial regulations; and
- New authority for provincial cabinet to make regulations:
    - governing the driving and operation of PMDs; and
    - Respecting municipal bylaws passed in relation to PMDs.

The amendments also allow the province to define "personal micromobility device" at a later date in the regulation. No definition or classification of these devices is set out in these amendments at this time.

Minister Dreeshen indicated in his press conference on the Bill that the regulations detailing the PMD rules would come into force by April 2027.