

Accountability Report 2014–2015

Department of Transportation and ◀
Infrastructure Renewal



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1. Accountability Statement

The Accountability Report of the Department of Transportation and Infrastructure Renewal (TIR) for the year ending March 31, 2015, is prepared pursuant to the *Finance Act* and government policies and guidelines. These authorities require the reporting of outcomes against the Department of Transportation and Infrastructure Renewal Statement of Mandate for the fiscal year 2014-2015. The reporting of TIR outcomes necessarily includes estimates, judgments, and opinions by TIR's management.

We acknowledge that this Accountability Report is the responsibility of TIR's management. The report is, to the extent possible, a complete and accurate representation of outcomes relative to the goals and priorities set out in the Department's 2014-2015 Statement of Mandate.

(original signed by)

Minister
Hon. Geoff MacLellan

(original signed by)

Deputy Minister
Paul LaFleche

2. Message from the Minister

It is my pleasure, as the Minister of Transportation and Infrastructure Renewal (TIR), to present the Department's accomplishments for the fiscal year 2014-2015. This report ties back to our 2014-2015 Statement of Mandate. Please note that Transportation and Infrastructure Renewal experienced an organizational change at the beginning of the 2014 fiscal year. A number of sections in the department were transitioned to the new Department of Internal Services¹. As well, I am happy to report that in October of 2014 the Registry of Motor Vehicles joined our department.

We are all aware that transportation infrastructure is critical to the economic viability of each community in Nova Scotia, and the province as a whole. Nova Scotia's future relies on a quality transportation network throughout our province and to our key markets. The transportation network includes not only our highways but also the provincial ferry system, and the cooperation of our partners in the airline, shipping and rail industry. TIR staff who plan, design, build, maintain, operate and inspect this vast network are instrumental to our province's economic growth.

In this regard, one of the Department's main priorities has been to implement the 5 Year Highway Improvement Plan for 2014-2015 and prepare for the projects planned for 2015-2016. The 5 year plan includes expansion, repaving, as well as road and bridge maintenance.

Along with highway construction and maintenance it is imperative to ensure that they are as safe as they can be as well. TIR continues to pursue programs, policies and legislation to improve our safety; from commercial truck inspections, graduated drivers licensing for new drivers, legislation around cell phone use, salt application during the winter, adjusting speed zones to installing rumble strips and embedding reflectors – these all make our roads safer for us and our families.

Design, construction and operation of effective and energy efficient public buildings such as schools is also a major priority for staff. The Department continues to actively target design and construction for new buildings to LEED Gold Certification standards, where feasible.

I encourage all readers to visit the TIR website at <http://novascotia.ca/tran/> to learn more about the range of initiatives underway within the Department.

Hon. Geoff MacLellan
Minister
Transportation and Infrastructure Renewal

¹ Hence, goals and activities linked to these services will not be reported here.

3. Financial Results

Program & Service Area	2014-2015 Estimate (\$ thousands)	2014-2015 Actuals (\$ thousands)	Variance (\$ thousands)
Departmental Expenses			
Senior Management	1,540	1,383	(157)
Corporate Services Unit	3,208	2,989	(219)
Policy and Planning	1,628	1,492	(136)
Highway Programs	396,113	416,082	19,969
Total Departmental Expenses	402,489	421,946	19,457
TCA Purchase Requirements	281,836	279,694	(2,142)
Provincially Funded Staff (FTE's)	1,893	1,870	(23)

Budget 2014-2015 to Actual Variance

Transportation and Infrastructure Renewal was \$19.4 million or 4.8% over budget mainly due to increased snow and ice control of \$22.9 million, \$850 thousand related to ferry damage which is fully recoverable, \$800 thousand for additional ferry refit costs and 3rd party recoverable work of \$1.3 million. These pressures were partially offset by amortization savings of \$3.1 million due to longer than expected completion dates of TCA projects, and vacancy management and operational savings of \$3.3 million.

Highways TCA Purchase Requirements: reduction in in major highway and bridge construction projects.

Public Works TCA Purchase Requirements: delays in Public Works TCA projects.

Provincially Funded Staff (FTE's): Timing of vacancies being filled.

4. Measuring Our Performance

Goal #1:

A workforce that is proud, capable, engaged, healthy, safe and diverse

Our employees continue to play an invaluable role within the department and demonstrate ongoing commitment and dedication to Nova Scotians. TIR is committed to ensuring its workforce is proud, capable, engaged, healthy, safe and diverse.

The following strategic priorities were implemented in 2014-2015 to assist the department in working toward this goal:

Priority: Continue to implement the Employee Engagement Plan.

The TIR Engagement Plan focuses on actions around the following objectives:

- 1) Better communication in our day to day work
- 2) Building trust and respect between leadership and staff
- 3) Building a supportive work environment
- 4) Dealing effectively with conflict (in real life situations)

Accomplishments

- Implemented performance feedback process for CUPE workforce, created an action plan to address bully free workplace initiatives, and developed manager/supervisor capacity in recognizing and coaching performance. .
- Worked with PSC to make changes to the *How's Work Going* survey that would increase staff participation rates and make results more useful to management.

Priority: Complete the TIR diversity plan and begin implementation.

The Diversity Action Plan's goals are to:

- 1) Develop a communications plan
- 2) Achieve representative employment equity in the department
- 3) Provide education, awareness, and professional development
- 4) Monitor and measure employment equity initiatives

Accomplishments

- A coordinator was hired and subgroups have been set up to tackle the goals.
- Presentations have been made to District Offices, Bases and Divisions.
- An evaluation framework for the Action Plan was developed.

Priority: Develop, promote and maintain a safe, healthy and supportive work environment.

Accomplishments

- Met with Abilities Case Management staff at Public Service Commission to identify Short Term Illness key indicators and trends.
- Workers' Compensation Board data was incorporated into the planning process for a new HSE targeted risk-based inspection program.
- Drafted a multi-year HSE strategic plan in response to the 2013-2014 Health Safety and Environment Evaluation report.
- Researched and identified priorities for a multi-year health promotion strategy (anticipated release date early in 2015-2016 fiscal).

There are two performance measures for the department's priorities and activities for this goal, indicating whether employees are more engaged and if there have been improvements to health and safety on the job:

- 1) Engagement Index
- 2) Time Lost Due to Illness and Injuries

PERFORMANCE MEASURE: ENGAGEMENT INDEX

The Engagement Index is a performance measure designed to help track TIR's progress in moving toward a goal of a proud, capable, engaged, healthy, safe and diverse workforce. The Engagement Index was developed by the Public Service Commission. It is based on results from the *How's Work Going Survey* which is conducted every two years.

What Does This Measure Tell Us?

The Engagement Index measures the extent to which individuals feel connected to and involved with their job and organization, as well as their level of satisfaction and commitment. This correlates with our goal of having a proud, capable, engaged, safe and diverse workforce.

Where Are We Now?

The overall Engagement Index for 2011 (base year) was 58. The Engagement Index for 2013 was 52, showing an overall decrease within the Department. The How's Work Going survey was administered in March 2015 – results are not yet available.

TIR: Engagement Index		
	Response Rate	Engagement Score
2011	35	58
2013	69	52

Source: How's Work Going Survey

Where Do We Want to Be?

The Departments goal is to increase the overall Engagement Index.

PERFORMANCE MEASURE: TIME LOST DUE TO WORK INJURIES AND ILLNESS

The performance measure Time Lost Due to Work Injuries and Illness is designed to track TIR's progress in increasing health and safety on the job. Decreasing time lost due to accidents and illness indicates a healthier and safer environment for employees.

What Does This Measure Tell Us?

Less time lost due to work injuries and illness indicates individuals are working safer and healthier. This correlates with our goal of having a proud, capable, engaged, safe and diverse workforce.

Where Are We Now?

Tracking a five year average of "new" short-term claims made in each year and the length of duration of those claims requires using data from 2009 onward². Data is provided on a calendar year basis and includes New Claims paid in that year, as well as the Total Weeks Paid for new claims. 2009-2013 will be the base measure and the average number of new claims was 96 and the average number of weeks lost was 635.

TIR: Time Lost Due to Work Injuries and Illness		
5 year Average	Number of Claims	Weeks Lost
2009-2013	96	635
2010-2014	90	627

Source: Workers Compensation Board: Short Term weeks paid on TIR Claims.

Results for 2010-2014 indicate a decrease in the average number of new claims for the 5 year period (down from an average of 96 to 90), as well as a decrease in weeks lost (a decrease from 635 weeks to 627 weeks per year, on average).

Where Do We Want to Be?

The Department's goal is to be at or below the Department's 5 year average for both measures, starting in base year.

² Note that the measure has been modified from what was included in the 2014-2015 Statement of Mandate to remove issues with double counting claims, and to report weeks lost.

Goal #2:

Enhance value and safety of the transportation system in support of the province's economic growth.

Transportation is critical to strengthening communities from one end of Nova Scotia to the other. Factors such as traffic volumes, safety studies, collision statistics, and many others are considered when assessing and making decisions about major construction upgrades, twinning, paving, and maintaining gravel roads and bridges.

In working toward this goal TIR's priorities and accomplishments in 2014-2015 were:

Priority: Implement the 5 year highway improvement plan (2014-2015 edition), update plan for next 5 year period (2015-2016 edition) and provide earlier tendering of Highway Construction projects for 2014-2015 season.

Accomplishments

- Accomplishments for 2014-2015 are as summarized in the first performance measure and outlined in more detail in the 5 Year Highway Plan (2015-2016 edition).
- Planned projects for 2015-2016 were outlined in 5 year Highway Plan (2015-2016 edition) and posted it to the Department's website January, 2015.
- The Department continued to work toward tendering projects as early as possible. Tendering began in October 2014 for the upcoming 2015-2016 Capital Program, 45 tenders were advertised, awarded or were in progress by March 31, 2015, with a total estimated value of \$74.6 million.

Priority: Continue investment in expansion of 100-series highway system, through planning design and construction activities.

Accomplishments

- Highway 101, Halifax to Yarmouth: Planning and design work continued for the Granite Drive Interchange and Connector. This project is part of the Department's 5-Year Highway Improvement Plan but has been moved out at least one year due to funding restrictions. Planning and design work continued on the section of twinning from Three Mile Plains to Falmouth. Planning continued on the section of twinning from Hortonville to Coldbrook and the upgrading of the section of highway from Digby to Weymouth to a new controlled access highway. Request for federal funding has been made.

- Highway 103, Halifax to Yarmouth: Planning and design work continued on the section of twinning from Tantallon to Hubbards, including proposed Ingramport Interchange and Connector is on the 5-Year Highway Improvement Plan and construction has begun. Construction is ongoing on new alignment between Broad River and Port Joli.
- Highway 104, New Brunswick to the Canso Causeway: Planning, design and construction work on the new alignment from Beech Hill Road to Taylor Road continued. Construction is underway for replacement of the Heatherton Bridge.
- Highway 107, Burnside to Sackville: Planning, design and environmental assessment work continued on the new alignment from Burnside to Bedford. Planning and design work continued on a new alignment from Lake Loon to Preston.
- Highway 125, in the Sydney area: Planning, design and construction work continued on the twinning from Sydney River to Grand Lake Road.

Priority: Continue to develop a strong foundation for Geography-based (GIS) decision support (i.e., building a solid base of mapping data).

Accomplishments

- GIS staff continuing to convert CAD data to GIS, build map products and work to educate department staff on GIS opportunities. Reviewing other sources of data within the department for use in GIS applications.
- Continue to meet with all sections of the department to understand their business needs and to identify what asset data they currently have or are collecting, as well as understand what asset data they may need.

Priority: Identify the detailed business and functional requirements for an Asset Information Management System (AIMS) taking into consideration inputs from across the Department.

Accomplishments

- Met with all sections of the department to understand their business needs and to identify what asset data they currently have or are collecting, as well as understand what asset data they may need.

Priority: Continue to develop a Road Safety Action Plan in conjunction with other stakeholder departments. The Road Safety Action Plan will include engineering, education and enforcement initiatives designed to improve safety.

Accomplishments

- Staff from TIR, Health and Wellness, and Justice continued to work on the action plan.

Priority: Road Safety Advisory Committee to continue to provide advice to government on road safety initiatives.

Accomplishments

- Road Safety Advisory Committee (RSAC) met regularly, and provided advice to government around road safety initiatives. Sub-committees addressed GDL, drug impaired driving, and the low speed zone study. The GDL sub-committee was instrumental in legislation being passed last fall and continues to research and evaluate changes required to GDL legislation. The Low Posted Speed Zone sub-committee engaged a consultant to evaluate the effectiveness of 40 km per hour posted speed limits.

Priority: Continue policy analysis of road safety issues.

Accomplishments

- Policy analysis of road safety issues continued. Legislation to increase penalties for using hand-held cellphones came into effect February 2015. New legislation updating the current GDL program and legislation to allow repeat offenders of impaired driving to reapply for a driver's licence under certain conditions – 'faint hope clause'. Parts of this legislation were proclaimed on April 1, 2015 and other parts will be proclaimed in April 2016.

Priority: Continue to develop and implement other policies and programs to improve highway safety.

Accomplishments

- \$150,000 in funding for centerline rumble strips in Western and Eastern Districts. New 100 series construction and repaving projects will continue to include centerline and shoulder rumble strips.
- A draft departmental "Access Management Manual" was presented to Directors in December 2014. Traffic Engineering and Road Safety has been advised to make edits and undertake stakeholder consultations (including Municipalities) before finalizing document in 2015.
- Consulting firms conducted Road safety reviews for Highway 103 and Highway 104, and TIR staff completed a safety review of Highway 101 between Digby and Weymouth.

Priority: Maintain Commercial Vehicle Safety Alliance standards for commercial vehicle inspections completed and maintain increased hours of operation for scale houses achieved in 2011.

Accomplishments

- Commercial vehicle inspectors continue to maintain performance expectations to ensure Commercial Vehicle Safety Alliance (CVSA) inspection standards are met.
- Staff are making every effort to maintain compliance station hours, however vacancies at various locations still exist.

There are three performance measures for the departmental priorities and activities for this goal, to enhance the value and safety of the transportation system in support of economic growth:

- 1) Improve More Roads in More Communities
- 2) Provide Highway Infrastructure that Supports Economic Growth
- 3) Improve Highway Safety

PERFORMANCE MEASURE: IMPROVE MORE ROADS IN MORE COMMUNITIES

The 5-year Highway Improvement Plan specifically outlines major highway and road projects, repaving, major bridge replacements, capital maintenance and infrastructure work the province plans to pursue year by year over the next five years.

What Does This Measure Tell Us?

For this measure, the Highway Plan for the fiscal year is evaluated based on the percentage of work that is actually undertaken. Completed projects are considered as 100% complete, started but incomplete projects as 50% complete, and deferred projects as 0% complete.³

As outlined in the table below, major construction work, asphalt, and bridge replacement/rehabilitation work are identified as the primary components in the 5-year plan:

- Major Construction Projects involves 100 series highways construction and expansion, construction on arterials and collectors, and construction for local roads.
- Asphalt illustrates repaving of 100 series highways, arterial/ collectors (i.e., trunks and routes), and local roads; as well as pavement preservation, and paving subdivision roads;
- Bridges includes major bridge projects (more than \$2 million), other bridge projects (between \$250,000 and \$2 million), and bridge rehabilitation work.

Where Are We Now?

Ninety-seven percent of the total planned work outlined for 2014-2015 of the 5-Year Highway Improvement Plan (2014-2015 edition) was completed.

5 Year Highway Improvement Plan, 2014-2015					
	2010-11	2011-12	2012-13	2013-14	2014-15
	%	%	%	%	%
Major construction:					
100 Series Expansion	82	100	100	88	67
100 Series	100	100	100	100	100
Arterial/Collectors	94	100	67	100	100
Local Roads	n/a	n/a	n/a	0	83
Asphalt Repaving:					
100-series	100	100	100	100	100
Arterial/ Collectors	100	100	100	97	100
Local roads	100	97	100	100	100
Pavement Preservation	98	100	100	96	100
Subdivision Roads	100	100	100	100	100
Bridges:					
Major Projects (\$2m +)	71	67	58	46	88
Other Projects (\$250k-\$2m)	86	79	75	88	79
Rehabilitation	96	88	67	50	100
Additional Projects:					
Various Repaving & Bridge Projects	n/a	100	100	100	100
Total	95	94	94	91	97

³ Measurement of project completion under the 5-Year Highway Improvement Plan was amended in 2012-2013 to better reflect the actual results of project progress. Previous reports indicated started projects as 100% complete

Where Do We Want To Be?

Our ultimate target is to achieve 100% completion of annual projected work identified on the 5-Year Highway Improvement Plan.

PERFORMANCE MEASURE: PROVIDE HIGHWAY INFRASTRUCTURE THAT SUPPORTS ECONOMIC GROWTH

The condition of our highway system plays a key supporting role in the development of the provincial economy and is measured using an International Roughness Index (IRI). IRI measures the average level of pavement roughness for 100-series highways (i.e., the riding comfort of 100-series highways).

What Does This Measure Tell Us?

IRI is measured on an increasing scale, where IRI = 1.00 would be new pavement, and IRI = 5.00 would be rough older pavement. An IRI value of 1.6 or below for 100-series highways is considered good according to the *National IRI Survey – 2001*. The level of riding comfort on 100-series routes reflects highways' contribution to increased economic development by enabling industry to access new resources, facilitating the transport of raw materials and finished goods, and providing mobility for workers and consumers to reach the work place and market place.

Where Are We Now?

The IRI has been consistently below the target of 1.60, decreasing from a high of 1.41 in 2005 to a low of 1.20 in 2010. The IRI is currently at 1.29 for 2014.

The percentage of 100-series highways with an average IRI below 1.80 has been consistent at 99.3% for the past 5 years.

International Roughness Index (IRI) for 100 series Highways in Nova Scotia											
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
% IRI <=1.80	99.4	99.4	96.9	97	99.4	99.4	99.3	99.3	99.3	99.3	99.3
Average IRI	1.41	1.41	1.37	1.37	1.3	1.28	1.2	1.32	1.25	1.27	1.29

Source: Data produced by Automatic Road Analyzer (ARAN)

Where Do We Want To Be?

TIR will strive to maintain the following IRI for Nova Scotia 100-series highways:

- Maintain the average IRI for the entire 100-series highways below 1.60
- Maintain the target of a minimum of 95% of 100-series highways with an IRI value of <= 1.80

PERFORMANCE MEASURE: IMPROVE HIGHWAY SAFETY

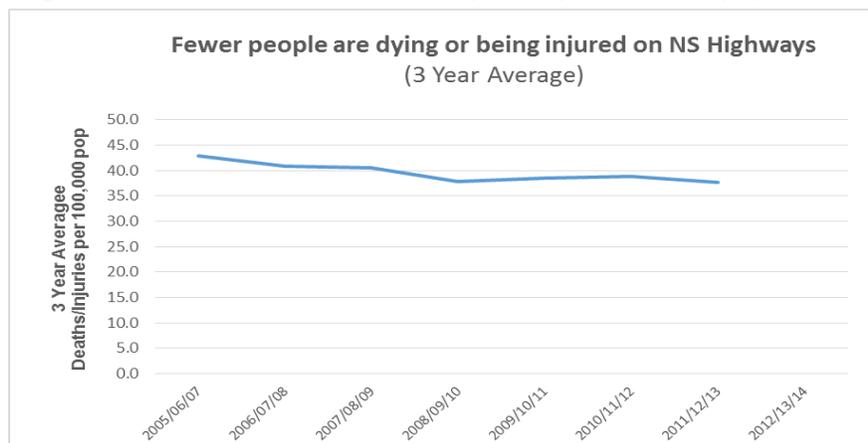
TIR is working toward the outcome of “improving highway safety” through various programs and initiatives and measured by reductions in fatalities and serious injuries. This is similar to the national *Road Safety Strategy (RSS) 2015* which seeks to achieve downward trends of rates throughout its five-year duration (2010-2015).

What Does This Measure Tell Us?

The casualty rate is calculated per 100,000 population and is reported on a three-year rolling average. Casualty rates are impacted by driver behavior, vehicle safety, enforcement, education, and engineering programs. The casualty rate is used by TIR as an overall indicator of how well government’s programs are contributing to highway safety. A change in the casualty rate may be caused by any one or a combination of the factors listed.

Where Are We Now?

The three-year average rate declined from 2005/06/07 until 2008/09/10, however the 2009/10/11 and 2010/11/12 three-year averages increased slightly, with 2011/12/13 decreasing again. The average rate of fatalities and serious injuries, per 100,000 population, for 2005/06/07 was 42.9, which dropped to 37.8 by 2008/09/10 when it rose to 38.9 over the next two years, and then dropped again in 2011/12/13 to a new low of 37.6. The overall rate of fatalities and serious injuries has decreased 12% over the 9-year period.



Source: Nova Scotia Collision Record Database.

*Data for 2012/13/14 were not available at time of report writing.

Where Do We Want To Be?

Our ultimate target is to decrease the three-year average rate of fatalities and serious injuries.

Goal #3:

Effective and efficient built public buildings and other public works infrastructure.

The following priorities and activities of the Department aimed to improve the design and construction of public buildings to be more energy efficient and sustainable. Leadership in Energy and Environmental Design (LEED) certification level for new buildings is an industry measure. Since 2010 the department has been aiming for Gold certification for all new building designs with an aim to achieve no less than Silver certification after construction.

Priority: Design and construct all new buildings to achieve minimum Leadership in Energy and Environmental Design (LEED) Silver certification, where feasible.

Accomplishments

The following buildings designed and constructed by TIR have received LEED certification during 2014-2015:

- Citadel High School, Halifax achieved LEED Certified, April 2014
- Truro Elementary School, Truro achieved LEED Certified June 16, 2014
- Harmony Heights Elementary School, Truro achieved LEED Certified, November 2014
- Oyster Pond Academy, Oyster Pond achieved LEED Certified, February 2015
- Perennia Innovation Centre, Truro achieved LEED Silver, May 2014
- Waverley Memorial elementary School, Waverley achieved LEED Silver, August 2014
- Dr. William D. Finn Centre for Forensic Medicine achieved LEED Gold, September 2014

Priority: Target design and construction for new buildings to LEED Gold certification standards, where feasible.

Accomplishments

The following is a list of recently constructed and new construction projects targeting LEED Gold certification:

- Yarmouth Memorial High School, Yarmouth
- Lunenburg P-9 School, Lunenburg
- Bedford High School, Bedford
- South Queens Middle School, Liverpool
- New Glasgow P-8 School, New Glasgow
- West Highlands Elementary school, Amherst

Priority: Continue to identify/implement measures to increase the energy efficiency of government owned buildings.

Accomplishments

- Government buildings continue to be assessed for potential energy efficiency retrofits through the use of feasibility studies. Successful investigations are followed up with design work and constructed measures. Examples of active projects include: feasibility studies, building re-commissioning, heat system replacements (design), lighting retrofits, and other energy reducing techniques
- Where possible, energy reducing resources/studies are shared interdepartmentally in order to optimize results.
- Presently quantifying cost savings on energy reducing measures for all 2014-2015 fiscal year projects. ENERGY STAR Portfolio Manager, a benchmarking tool generated by NRCan, is currently being investigated as possible tool for better management of energy use intensity in government buildings.

Priority: Analyze data comparing actual energy use versus simulated use and work with other government agencies to take corrective action if required.

Accomplishments

- Comparison between simulated and actual energy use in all new construction projects (2005 onward) is approximately 80% complete.

The performance measure for this goal for effective and efficient built public buildings and infrastructure is measured two ways:

- 1) Energy Efficient and Sustainable Public Buildings
 - a) LEED certification achieved for new buildings
 - b) Meeting or exceeding the expected energy consumption

PERFORMANCE MEASURE: A) ENERGY EFFICIENT AND SUSTAINABLE BUILDINGS

TIR agreed to endorse and support sustainable “green” building design and to use Leadership in Energy and Environmental Design (LEED) as the tool to measure the degree to which each design meets the goal of achieving sustainable “green” building design.

What Does This Measure Tell Us?

The LEED Green Building Rating System is a measurement system that assigns credit points for sustainable building initiatives in the design and construction phases. There are four levels of LEED certification: Certified, Silver, Gold, and Platinum. LEED certification only occurs after construction is completed.

Where Are We Now?

Since 2009-2010, the Department has targeted the design of all new buildings to LEED Gold Standard, where feasible. LEED certification is only received after construction is completed and the application is reviewed by the certifying organization. As of March 2015, 35 buildings were completed. Nine achieved LEED Certification and 9 are still pending (FROM 2004-2009), 3 received LEED Silver certification, 2 received LEED Gold certification and 10 other buildings are pending certification at the Gold level.

Year Project Committed	Non Certified	LEED LEVEL April 2004 - March 2015						Total
		Certified LEED	Certified Pending	LEED Silver	Silver Pending	LEED Gold	Gold Pending	
2004-2005		3		1				4
2005-2006		2	2					4
2006-2007		2	1					3
2007-2008	2	1	3					6
2008-2009				2				2
2009-2010		1				1		2
2010-2011						1	3	4
2011-2012							3	3
2012-2013								0
2013-2014							3	3
2014-2015							2	2

Source: Public Works Construction and Design projects database and Canadian Green Building Council's (CaGBC) certification process.

TIR continues to design and build energy efficient and sustainable buildings to meet the guidelines of the Government’s green policy for buildings.

Where Do We Want To Be?

TIR’s ultimate target is that all new buildings be designed to LEED Gold Certified.

PERFORMANCE MEASURE: B) ENERGY EFFICIENT AND SUSTAINABLE BUILDINGS

Another outcome of striving to achieve effective and efficient built public buildings and other public infrastructure is decreasing energy consumption in all government owned buildings.

What Does This Measure Tell Us?

When designing new buildings and planning major renovations we strive to make the buildings as energy efficient as possible, estimating how much energy, based on design, they are expected to use. This measure provides a comparison of the expected energy performance to actual energy performance for new buildings and major renovation projects.

Where Are We Now?

The actual energy data used for comparison purposes is provided by outside agencies and therefore, not always available for measurement purposes. Based on the data available, in 2003 the actual energy performance of four out of five (80%) buildings met or exceeded the theoretical energy performance. The actual energy performance of six out of seven (85.7%) buildings met or exceeded the theoretical energy performance in 2004.

Energy data is now being processed for all new constructions (post 2004). Comparative results are expected to be ready by the end of the next fiscal year (2015-2016), including data for 2014-2015.

TIR continues to work on strategic activities to provide energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings and decrease energy consumption in all new government buildings and major renovation projects.

Where Do We Want To Be?

The annual target is to have 90% of actual results consistent with theoretical results. The ultimate target is to have 95% (or more) of actual results consistent with theoretical results.



Government's Goal:

Responsible Fiscal Management.

TIR develops departmental priorities with the objective to support government in achieving its core priorities. While a number of the department's strategic activities align with more than one priority they have only been listed once in this report.

Priority: Managing the procurement of the new Halifax Convention Centre.

Accomplishments

- The developer, Argyle, is working with Halifax Regional Municipality (HRM) to maintain construction activities. Developer expects substantial completion by end of September 2016.
- TIR, HRM, Justice and Trade Center Limited (TCL) staff continue to review plans to ensure designs incorporate provincial requirements.
- Agreements related to financial model and payment schedule is in progress.

Priority: Continuing to implement a comprehensive Salt Management Strategy to reduce the impact on the environment and to improve the cost effectiveness and safety benefits of the road salt.

Accomplishments

- Expanded the use of pre-wetting capacity to reduce the impact on the environment and improve cost effectiveness and safety benefits of road salt.
- Installation began for 3 automated brine makers for Antigonish, Yarmouth and Bible Hill.
- 12 new Units (08 and E-Poke) are starting the build process.
- Reviewed provincial Snow and Ice Control program. Seven recommendations were made.

Priority: Continue to use pavement preservation strategies to improve the condition of the highways more cost effectively.

The plan includes a commitment of highway capital funding to pavement preservation. Funding is directed to improving paved roads before they become severely damaged and require costly repairs.

Accomplishments

- Funding for the surface treatment projects for 2015-2016 has been established. Field offices are in the process of preparing and submitting estimates for tender. By March 2015, 7 projects had been awarded or were being processed, for a total estimated value of \$4.35 million.

Priority: Continue to invest in infrastructure projects under Federal funding agreements.

Build Canada Fund (BCF) continues until March 31, 2017 and the New Building Canada Fund (NBCF) was announced March 2014.

Accomplishments

- Approval in Principle has been received for two projects: Highway 103 Ingraport Interchange and Connector (August 2014) and the Nova Scotia National Highway Rehabilitation Project.
- Business case was submitted for Highway 101 Digby to Marshalltown project.
- Rehabilitation of the Canso Causeway and Swing Bridge funding secured through the Canada-Nova Scotia, Gateways and Border Crossings Fund (GBCF) and project plan has been submitted to federal government.

Priority: Work with other Atlantic Provinces to secure future federal infrastructure funding.

Details of the New Build Canada Fund (\$14 billion) was released in March 2014 and planning work is underway to identify and prioritize projects to put forward for future funding.

Accomplishments

- Two projects have received approval-in-principle so far, and another is currently under consideration.



Government's Goal:

Helping all Nova Scotians meet their fullest potential by supporting vulnerable communities – seniors, disabled.

In 2014-2015, TIR contributed to supporting vulnerable communities by improving the safety of our highway infrastructure through the following priorities:

Strategic Priority: Continue with road twinning and roundabout installations.

Accomplishments

- Twinning work continues on Highway 104 in the area east of Antigonish, and Highway 125 from Sydney River to Grand Lake Road; as well as roundabouts at the ramp terminals of the south side of Harbour Road interchange and at Alexandra and George streets, and Membertou interchange. Highway 103 Ingramport Interchange and connector includes the construction of a new roundabout at the intersection of the connector road and Trunk #3. Fall River roundabout was completed in December 2014.

Strategic Priority: Proceeding with implementation of Road Safety Edge Paving imbedded reflectors on a trial basis.

Accomplishments

- Embedded pavement reflectors improve delineation of centre and edge lines on highways during poor weather conditions and at night. Embedded pavement reflectors were not installed on any projects in 2014-2015 due to higher than estimated bid prices for this work.

OTHER ACCOMPLISHMENTS

In addition to the Department's accomplishments noted above:

- The Department presented the TIR Carrick (CLASS Act) Awards at the 2014 Employee Spring Conference. CLASS is an acronym standing for Creativity, Leadership, Above the Call of Duty, Safety, and Service. These awards are intended to recognize the good work of TIR staff. Award winners were:
 - **Creative Thinking Through Innovation and Resourcefulness**
The Shaw Road Multi-plate Liner Installation Crew: Brad Dearman, Kevin McKay, Kyle Ward, Ronald Connell, Alan Slack, and Bruce Franey
 - **Leadership**
For the implementation of Government Building Energy Retrofits: Phil Cox
 - **Above and Beyond the Call of Duty**
TIR Highway Operations Office in Antigonish: Joan Furlong, Amy Dean, and Mary Turner
 - **Safety in the Workplace**
Base clean-up: Denise Weaver
 - **Service to Clients and/or the Public**
For developing Minister's tracking forms and providing exceptional office services: Paula Walker
- Also, congratulations to vehicle compliance officer Rod Dykeman, who received the *John Youngblood Award of Excellence*, after competing against 48 other inspectors from jurisdictions all across North America, in the North American Inspectors Championship in Pittsburgh.

Appendix A

Public Interest Disclosure of Wrongdoing Act (PIDWA)

Annual Report under Section 18 of the Public Interest Disclosure of Wrongdoing Act

The Public Interest Disclosure of Wrongdoing Act was proclaimed into law on December 20, 2011.

The Act provides for government employees to be able to come forward if they reasonably believe that a wrongdoing has been committed or is about to be committed and they are acting in good faith.

The Act also protects employees who do disclose from reprisals, by enabling them to lay a complaint of reprisal with the Labor Board.

A Wrongdoing for the purposes of the Act is:

- a) a contravention of provincial or federal laws or regulations
- b) a misuse or gross mismanagement of public funds or assets
- c) an act or omission that creates an imminent risk of a substantial and specific danger to the life, health or safety of persons or the environment, or
- d) directing or counselling someone to commit a wrongdoing

Table A.1

The following is a summary of disclosures received by the Department of Transportation & Infrastructure Renewal:

Information Required under Section 18 of the Act	Fiscal Year 2014-2015
The number of disclosures received	Nil
The number of findings of wrongdoing	
Details of each wrongdoing (insert separate row for each wrongdoing)	
Recommendations and actions taken on each wrongdoing (insert separate row for each wrongdoing)	