



# Accountability Report

2018–2019

*Transportation & Infrastructure*



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Accountability Report 2018–2019  
ISBN 978-1-55457-983-9

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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, 2019, 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 Business Plan for the fiscal year 2018-2019. 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 2018-2019 Business Plan.

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Minister

Honourable Lloyd Hines

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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 activities for the fiscal year 2018-2019. This report relates to our 2018-2019 Statement of Mandate.

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.

Having completed in 2017 the largest and most comprehensive public consultations on the viability (300 km) of 100 series highways in Nova Scotia, and drawing on what we heard, we have proceeded with a safety focused, accelerated highway twinning and safety enhancement plan. Among other things, the plan takes full advantage of the opportunities afforded by an increased federal investment to support infrastructure renewal. We believe this will be the largest sustained investment on twinned infrastructure and safety improvements to occur in Nova Scotia in generations.

We look forward to continuing to serve the infrastructure needs of government through innovative building design while using sustainable processes. By partnering with the Department of Education and Early Childhood Development, along with the Department of Health and Wellness and the Nova Scotia Health Authority, we can leverage TIR's core skill sets in their delivery of services. These partnerships include both new facilities and major hospital expansions and renovations as well as several Long-Term Care projects. The QEII New Generation and the Cape Breton Redevelopment projects will better connect Nova Scotians to the care they need, in the places they need it. This will be achieved by providing a full range of architectural and engineering design, construction administration, and project management services.

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.

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Minister

Honourable Lloyd Hines

### 3. Financial Results

#### Accountability Report – Financial Table and Variance Explanation

	2018-2019 Estimate	2018-2019 Actuals	2018-2019 Variance
<b>Program &amp; Service Area</b>	<i>(\$thousands)</i>		
<b>Departmental Expenses:</b>			
Senior Management	1,580	1,174	(406)
Corporate Services Unit	476	355	(121)
Policy and Planning	1,788	2,162	374
Grants and Contributions	14,669	35,275	20,606
Highway Programs	422,931	424,896	1,965
Building Project Services	3,217	2,864	(353)
Public Works Administration	445	622	177
Real Property Services	2,451	2,784	333
Water Utilities	1,415	3,980	2,565
Environmental Services & Remediation	2,072	51,904	49,833
Building Services	18,761	18,854	93
Public Works & Special Projects	7,740	6,993	(747)
<b>Total: Departmental Expenses</b>	<b>477,545</b>	<b>551,863</b>	<b>74,319</b>
<b>Additional Information:</b>			
Ordinary Revenue	50,318	39,342	(10,976)
Fees and Other Charges	4,331	4,030	(301)
Ordinary Recoveries	11,625	10,948	(677)
<b>Total: Revenue, Fees and Recoveries</b>	<b>66,274</b>	<b>54,320</b>	<b>(11,954)</b>
TCA Purchase Requirements	314,505	306,121	(8,384)
Provincial Funded Staff (FTEs)	1,918	1,884	(34)

Departmental Expenses Variance Explanation:

Department of Transportation and Infrastructure Renewal expenses were \$74.3 million or 15.6% higher than estimate primarily due to an \$35.4 million increase for the Boat Harbour remediation project, \$14.6 million for the Harrietsfield remediation project, \$13.1 million for the Nova Scotia to Maine ferry costs including one-time costs for relocation to Bar Harbour, \$7.8 million increased snow and ice removal costs and equipment repairs, \$5.0 million investment in cargo terminal upgrades at the Halifax Airport, \$2.5 million for the transfer of the Landrie Lake Water Utility, \$1.5 million for Nova Scotia Lands Inc. health project resources for the redevelopment of the QEII and Cape Breton hospitals, and \$1.0 million for DSME Trenton site management costs. These increases were partially offset by a decrease of \$6.6 million in amortization expense and other operational savings.

Revenue, Fees and Recoveries Variance Explanation:

The departmental fees and recoveries were \$1.0 million lower than estimate primarily due to a decrease in third party recoverable work and fees collected for ferries.

TCA Purchase Requirements Variance Explanation:

The tangible capital asset (TCA) decrease of \$8.4 million or 2.7% lower than estimate primarily due to \$2.0 million decrease in Building Envelope spending and \$6.0 million decrease in dedicated Building project spending. The dedicated project spending decreases were primarily due to delays with the Hebbville Mechanical Branch project and the Arts District project.

The TCA revenue decreased by \$11.0 million or 22.0% primarily due to delays and changes in federal cost share road work such as HWY 103 Upper Tantallon to Ingramport and HWY 101 Three Mile Plains to Falmouth projects.

Provincial Funded Staff (FTEs) Variance Explanation:

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

## 4. Measuring our Performance

**Goal: Innovation and Economic Growth** - provide infrastructure projects that will enhance communities throughout the province with a focus on innovative designs and sustainable site development while delivering quality building infrastructure projects in a safe, cost effective, and timely manner.

As the service department to government, TIR offers a full range of building maintenance, design, land acquisitions, environmental and construction services. These services relate to construction of new buildings, as well as operation and maintenance of existing properties, covering retrofits, renovations, and upgrades to address client needs.

TIR is responsible for 2,400 buildings with an assessed value of approximately \$2.5 billion. We manage construction projects for other government departments and agencies.

The Department is accountable for various industrial buildings and sites, the operation of provincial water utilities, and the acquisition of leasehold facilities totaling approximately 1.6 million square feet.

We are also responsible for acquiring, managing and disposing of furniture, fixtures and equipment assets of the province. The inventory control and disposal program for provincial government holdings of furniture and equipment is valued at approximately \$320 million.

## Performance Measure: LEED Certification Achieved for New 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.

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.

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

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

## Performance Measure: Reducing Energy Consumption in Existing 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.

In addition to new buildings and planning major renovations we strive to make all buildings as energy efficient as possible. This measure focuses on reducing energy consumption in existing government buildings.

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.

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 construction measures. Examples of active projects include: feasibility studies, building recommissioning, 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.

The ultimate target is to continue to identify/implement measures to increase the energy efficiency of government owned buildings as well as track the energy savings of each energy reducing measure.

## Priorities and Accomplishments

Priority: Access funds through the Federal Infrastructure Program to maximize the benefits of federal cost sharing to support major infrastructure priorities in Nova Scotia.

Accomplishments:

- TIR is the lead department in coordinating provincial infrastructure needs. The department has significantly strengthened its partnership with its federal partners ensuring Nova Scotia's priorities are heard and understood so that the Province is in the best position to leverage every possible resource to support its priorities.
- An Integrated Bilateral Agreement for the Investing in Canada Program (ICIP) has been negotiated with Infrastructure Canada. The ICIP program will provide for up to \$828.5 million of Federal infrastructure funding for the Province over a ten-year period starting in 2018-19.
- TIR has also applied to the merit-based National Trade Corridor Fund for additional Federal Infrastructure funding.

Priority: Continuing support our partners at Department of Health and Wellness and Long-Term Care (LTC) Facility Owners by providing architectural and engineering design, construction administration, and project management services for major renovation and expansion projects as needed.

Accomplishments:

Health – Long Term Care, Hospital Renovation Projects, QE2 New Generation Project and Cape Breton Redevelopment

- A comprehensive strategy has been put in place to meet Nova Scotia's evolving health care needs. The strategy involves the completion of numerous plan activities that together will help support the health care of all Nova Scotians for the next 50 years.
- The QEII New Generation Project is being led by TIR in partnership with the Department of Health and Wellness (DHW), Department of Internal Services (ISD), Finance and Treasury Board (FTB), and the Nova Scotia Health Authority (NSHA). The intent of the project is to provide "Connected Care for Nova Scotians" for the next 50 years, ensuring that the appropriate programs and services are provided in the right locations to achieve excellence in health, learning and research.

## Transportation and Infrastructure Renewal Accountability Report 2018-2019

- The project will better connect Nova Scotians to the care they need, in the place they need it. To achieve this, services will be realigned and enhanced to provide better access to safe and quality care across the Province.
- Project information is available online at <https://healthredevelopment.novascotia.ca/>

Priority: Improve the performance of our Transportation Trade Corridor system.

Accomplishments:

- TIR has been working closely with the Halifax Port Authority, Halifax Stanfield International Airport and other strategic stakeholders, Atlantic Provinces and transportation providers to improve the performance of our transportation system.
- Working closely with our federal partners on the new federal infrastructure program "Transportation 2030" the department has been ensuring we gain maximum benefits for infrastructure projects. Supporting this work remains a priority for the Department.

Priority: Continue contract agreement with Maine to Nova Scotia Ferry Service.

Accomplishments:

- The Province entered a 10-year contract with Bay Ferries in 2016 to operate the Maine to Nova Scotia ferry service. We have continued to manage the contract with our operator Bay Ferries Limited to improve service. Proceeding with a change of port in Maine to improve long term stability of the service.

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

Accomplishments:

- The following completed or active projects plan to achieve LEED Silver certification, as a minimum. \*

- South Dartmouth P-9 School (Target: LEED Gold) Pending
- Eastern Passage District High School (Target: LEED Gold) Pending
- Bible Hill Elementary School (Target: LEED Gold) Pending
- Bridgetown P-12 (Target: LEED Gold) Pending
- Tatamagouche P-12 (Target: LEED Gold) Pending
- Yarmouth Elementary School (Target: LEED Gold) Pending
- South Peninsula Elementary School (Target: LEED Gold) Pending

Eastern District P-12, Sheet Harbour (Target: LEED Silver) Pending  
Dartmouth General Hospital (Target: LEED Silver) Pending  
Soldiers Memorial Hospital (Target: LEED Silver) Pending  
South Shore Regional Hospital (Target: LEED Silver) Pending  
West Highlands Elementary School, Amherst LEED Silver  
South Queens Middle School LEED Silver

*\*Note: projects are listed once funding has been committed and contract is commissioned for design.*

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

Accomplishments:

- Energy Efficient Buildings - Continued identification and implementation of measures to increase the energy efficiency of government-owned buildings. Energy projects were carried out in 2018/19 totaling \$640,000.00. Projects included lighting upgrades, boiler replacements, building recommissioning, performance testing of HVAC systems, enhanced training for both building operators and end-users as well as analysis of the LEED certification process for pending facilities.

Priority: Support Government's Capital investment in Education Facilities Infrastructure.

Accomplishments:

- The following new school projects, currently in the site selection, design or construction phase, are targeting to achieve Energy Design LEED Silver certification as a minimum:

**Schools**

Yarmouth Elementary School  
South Peninsula Elementary School  
Eastern District P-12, Sheet Harbour  
JL Ilesley High School, Halifax  
Ecole Halifax Peninsula  
Bedford Ravines P-9  
Springhill Elementary

**Additions & Alterations**

Frank H. MacDonald School, Sutherlands River

- These projects will improve learning environments in communities from across Nova Scotia. This affects current and future generations of Nova Scotians. These projects, in addition to modernizing learning environments, have provided valuable resources for their respective communities, such as a sports field, a gymnasium, and meeting spaces.

**Goal: Building a Better Future** - provide the safe and efficient movement of people and goods through planning design, construction and maintenance of our highway system.

The Department is responsible for maintaining 4,100 bridges and approximately 23,000 km of provincial roads, including 1,199 km of the National Highway System – the highway system that connects Nova Scotia to the global community. We operate and maintain approximately 1,300 pieces of highway maintenance equipment, four cable ferries, and three ocean-going, self-propelled ferries.

The Department plays a variety of roles in the development of a safe transportation system, supporting the economic prosperity of Nova Scotia. We coordinate the province's position on air, marine, rail, and road transportation issues.

The Department provides the ongoing monitoring and enforcement of regulations pertaining to the operation of commercial motor vehicles on provincial highways. The Department administers a comprehensive licensing and safety strategy inspection program for all public passenger vehicles and provides the monitoring and enforcement of regulations pertaining to motor vehicle inspections.

The Department is responsible for legislation, regulation, and policy development for programs assigned to the Registry of Motor Vehicles (RMV) and responsible for the Motor Vehicle Act (MVA).

Transportation is critical to strengthening and connecting 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 decision about major construction upgrades, twinning, paving, maintain gravel roads, and bridges.

The Department, in partnership with Lands and Forestry have launched the Off-Highway Vehicle (OHV) pilot project in 7 communities to improve trail connectivity and access to services for Off Highway Vehicles

Performance Measure: Improve More Roads in More Communities

The 5 Year Highway Improvement Plan is a rolling plan that 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.

For this measure, the 5 Year Highway Improvement 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.

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 Highway Improvement 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.

5-Year Highway Improvement Plan

Planned Work	% of work for Projects Completed, Started or Carried Forward*								
	Base Year 2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019
<b>Major Construction Projects</b>									
100 Series Expansion	82%	100%	100%	88%	67%	67%	71%	57%	57%
Construction 100 Series	100%	100%	100%	100%	100%	67%	0%	100%	100%
Construction on Arterial and Collectors	94%	100%	67%	100%	100%	100%	100%	50%	50%
Construction on Local Road	n/a	n/a	n/a	0%	83%	100%	100%	0%	0%
<b>Asphalt</b>									
Repaving 100 Series Highways	100%	100%	100%	100%	100%	80%	100%	83%	83%
Repaving Arterial/Collectors	100%	100%	100%	97%	100%	100%	100%	97%	97%
Repaving Local Roads	100%	97%	100%	100%	100%	100%	90%	90%	90%
Pavement Preservation (PP)	98%	100%	100%	96%	100%	100%	96%	97%	97%
Paving Subdivision Roads	100%	100%	100%	100%	100%	100%	93%	100%	100%
<b>Gravel Road Program</b>									
Gravel Road Program									100%
<b>Bridges</b>									
Major Bridge Projects	71%	67%	58%	46%	88%	95%	85%	50%	50%
Other Bridge Projects	86%	79%	75%	88%	79%	93%	75%	70%	70%
Bridge Rehabilitation	96%	88%	67%	50%	100%	100%	100%	100%	100%
<b>Additional Projects Moved Forward</b>									
Various Repaving & Bridge Projects	n/a	100%	100%	100%	100%	100%	n/a	100%	100%
<b>Total Fiscal Program % Completed**</b>	<b>95%</b>	<b>94%</b>	<b>94%</b>	<b>91%</b>	<b>97%</b>	<b>96%</b>	<b>93%</b>	<b>90%</b>	<b>90%</b>

\*Analysis model: Completed project weighted at 100%, Started projects weighted at 50% and Carried Forward projects weighted at 0%

\*\*Total Fiscal Program % Completed: Calculated on percentage of total number of planned projects completed, started and carried forward, not by category percentages. Does not include Additional Projects Moved Forward percentages.

Ninety percent of the total planned work outlined for 2018-2019 of the 5-Year Highway Improvement Plan (2018-2019 edition) was completed.

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 100series highways).

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.

The IRI has been consistently below the target of 1.60, and is currently at 1.30 for 2018. The percentage of 100-series highways with an average IRI below 1.80 has been consistent at 99.3% for the past 5 years.

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
% IRI <=1.80	99.4	99.4	99.3	99.3	99.3	99.3	99.3	99.3	99.3	99.3	99.3
Average IRI	1.3	1.28	1.2	1.32	1.25	1.27	1.29	1.37	1.40	1.27	1.30

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

## Priorities and Accomplishments

Priority: Implement the 5 Year Highway Improvement Plan (2018-2019 edition), update plan for next 5-year period (2019-2020 edition) and provide earlier tendering of Highway Construction projects for 2018-2019 season.

Accomplishments:

- Accomplishments for the 2018-2019 are as summarized in the first performance measure and outlined in more detail in the 5 Year Highway Plan 2018-2019 edition.
- Planned projects for the 2019-2020 were outlined in the 5 Year Highway Plan 2019-2020 edition and posted to the department's website in January 2020.
- The Department continued to work towards tendering projects as early as possible.

Priority: Continue investment in expansion of 100 Series Highway system, through planning design and construction.

Accomplishments:

- Highway 101, Three Mile Plains to Falmouth: the detailed design work has been substantially completed for the section of the new twinning on the western end of the project in the area between Falmouth and the end of the existing twinning. This work has been tendered and construction will begin in 2019. Paving of the westbound lane subgrade that was completed last year on the eastern end of the project will also be completed this year. The design work for the remainder of the project Exit 6 to Exit 7, including the Avon River aboiteau and causeway, is ongoing and the work will be tendered for construction in phases over the next 4 years.
- Highway 103, Tantallon to Hubbards: the detailed design work has been completed for the section of twinning between Tantallon and the new Ingramport Interchange. The construction of the subgrade and structures began last year and is expected to be finished this year. The paving is scheduled to be completed and the section opened to traffic in 2020. The design work for the section of twinning between Ingramport and Hubbards is substantially complete and clearing is scheduled to be done this upcoming winter. Initial tenders for subgrade and structures construction will be released in early 2020.
- Highway 107, Sackville-Bedford-Burnside: Environmental Assessment approval for the project was received in June 2018. Detailed design work for the first phase of construction on the eastern end of the project near Burnside is substantially complete and initial tenders for subgrade and structures construction will be released in 2019. The design work for the

remainder of the project is ongoing and the work will be tendered for construction in phases over the next 4 years.

- Highway 104, Sutherlands River to Antigonish: Environmental Assessment approval for the project was received in January 2019. In order to complete the project sooner, the project is being completed using a delivery model that will have a single firm be responsible for the designing, building, financing, operating and maintenance (DBFOM) of the 38-kilometre stretch of highway. In January 2019, three project teams were shortlisted to bid on the Request for Proposal for the Highway 104 twinning project, which closes in October 2019. The successful bidder will be selected, and construction is expected to start in early 2020.

Other 100 series Major Construction Projects:

- The Hwy 101 Granite Drive Interchange and Connector and Hwy 104 Paqtnekek Interchange were completed and opened to traffic. Construction of the extension of the controlled-access Highway 101 from Digby to Marshalltown continued in 2018 and is scheduled to be completed and opened to traffic in 2019. Construction on the Hwy 102/103 Interchange Upgrade and Structure Replacement began in 2018 and is scheduled to be completed and opened to traffic in 2019. Clearing for Hwy 102 Lantz Interchange and Connector was completed in 2018 and initial tenders for subgrade and structures will be released in June 2019. Construction is scheduled to be completed and the project opened to traffic in Fall 2021.

Priority: Development of a Gravel Road Capital Program

Accomplishments:

- Announced in 2017, with a \$10 Million commitment. Gravel roads will be evaluated, and repairs will be prioritized based on traffic volumes and road conditions such as potholes, poor drainage, loss of gravel, soft areas and roadside vegetation. In 2018, the Province announced it would continue with this program but increase the capital funding from \$10 Million to \$20 Million, starting April 1, 2018.

Priority: Review of the Cobequid Pass

Accomplishments:

- Department officials are reviewing Highway 104 Western Alignment Act and the agreement with the bondholders as well as maintenance and other costs for the Cobequid Pass to provide government with its best options for moving forward.

Priority: Supporting Active Transportation along the highway system, including the coordination of the Blue Route.

Accomplishments:

- Opened 21km of Blue Route on roads, linking the Harvest Moon Trail to the town of Hantsport, and the Celtic Shores Trail to Port Hood. This brings the total Open Blue Route (road and trail) to approximately 458 km.
- Continued to work with Bicycle Nova Scotia on consultation and outreach to determine Blue Route locations in other areas of the province.
- Added paved shoulders to 66 km of roads in 2018 to support bicycling.
- Continued to work with municipalities and other groups to improve AT connections

Priority: Modernization of the current Motor Vehicle Act.

Accomplishments:

- The Traffic Safety Act (TSA) will replace the current Motor Vehicle Act (MVA), and represents a fresh, modernized foundation from which to make future changes to keep Nova Scotians and our roads safe.

Priority: Continue the Road Safety Advisory Committee and provide advice to government around road safety initiatives

Accomplishments:

- TIR continues to work with partner departments and stakeholders Road Safety Advisory Committee (RSAC) on key road safety issues (e.g., active transportation and impaired driving).
- Road Safety Advisory Committee (RSAC) meets regularly and provides advice to government on road safety issues. A sub-committee is providing recommendations to RSAC related to motorcycle safety.

Priority: Continue policy analysis of road safety issues.

Accomplishments:

- Policy research and analysis on issues related to Impaired Driving (Drug and Alcohol), in response to the proposed Federal legalization of cannabis and amendments to the Criminal Code have been a top priority.

- Policy analysis of road safety issues continues in key areas such as Graduated Driver's Licensing (GDL), active transportation, and speed. Other priority areas include, motorcycle safety, and impoundment programs.

Priority: Continue in-service road safety reviews, and other road safety measures, including installation of edge and centerline rumble strips, embedded reflectors, and development of an "Access Management Manual".

Accomplishments:

- New left turn lane on Highway 105 in Baddeck at Tim Horton's/Irving completed.
- Tenders released for access improvements at Exit 44, Highway 104; Exit 17, Hwy 107; Exit 10, Highway 101.
- Planning and design work underway for additional projects identified as safety improvements such as Addition of passing lanes, Hwy 103; Addition of Wildlife Fencing, Hwy 107.

## Appendix A

### 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

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

Information Required under Section 18 of the Act	Fiscal Year 2018-2019
The number of disclosures received	0
The number of findings of wrongdoing	0
Details of each wrongdoing	NA
Recommendations and actions taken on each wrongdoing	NA