



Accountability Report 2019–20

Transportation and Infrastructure Renewal



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Accountability Report 2019–2020

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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, 2020, 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 2019-2020. The reporting of the Department of Transportation and Infrastructure Renewal's outcomes necessarily includes estimates, judgments, and opinions made 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 of Transportation and Infrastructure Renewal's 2019-2020 Business Plan.

Department of Transportation and Infrastructure Renewal

Original signed

Minister

Honourable Lloyd Hines

Original signed

Deputy Minister

Paul LaFleche

2. Message from the Minister

As the Minister of Transportation and Infrastructure Renewal (TIR), it is my pleasure to present the department's activities for the fiscal year 2019-2020. This report supports our mandate.

Our highways and other transportation infrastructure are critical to the economic viability of every community in Nova Scotia and to the entire province. 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, and the provincial ferry system, it includes the transportation network operated in conjunction with our partners in the shipping, rail and airline industries. The TIR staff who plan, design, build, operate, maintain and inspect this vast transportation network are instrumental to our province's economic growth.

In 2017 TIR completed the most comprehensive public consultations on the viability of our 100 series highways in Nova Scotia. Drawing on the outcome of that process, we have proceeded with an accelerated, safety focused highway twinning plan on more than 200 kilometres of roadway in various areas of the province. The plan takes full advantage of the opportunities from the increased federal investment to support infrastructure renewal. This, we believe, will be the largest sustained investment on twinned infrastructure and safety improvements to occur on the transportation infrastructure in Nova Scotia in generations.

TIR will continue to provide the infrastructure needs of government through innovative building design while utilising sustainable processes. TIR has partnered with the Department of Education and Early Childhood Development, the Department of Health and Wellness and the Nova Scotia Health Authority for the use of our core skills and expertise to deliver services to them.

Our partnership with these entities is focused on both new facilities development and major hospital expansions and renovations, as well as on several long-term care projects. The QE II New Generation, and the Cape Breton Redevelopment projects will link Nova Scotians with the care they need, in the places that they need it. This will be achieved by providing a full range of architectural and engineering designs, construction administration and project management services.

I encourage all readers to visit the TIR website at <https://novascotia.ca/tran/> to learn more about the range of services offered by TIR and the range of initiatives underway at the department.

Original signed

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Minister

Honourable Lloyd Hines

3. **Financial Results:** Financial Table and Variance Explanation

	2019-2020 Estimate	2019-2020 Actuals	2019-2020 Variance
Program & Service Area	<i>(\$thousands)</i>		
Departmental Expenses:			
Senior Management	1,421	1,128	(293)
Corporate Services Unit	422	380	(42)
Policy and Planning	1,857	2,186	329
Grants and Contributions	26,357	67,287	40,930
Highway Programs	429,858	447,589	17,731
Building Project Services	3,424	3,238	(186)
Public Works Administration	447	506	59
Real Property Services	2,765	2,720	(45)
Water Utilities	1,420	1,568	148
Environmental Services & Remediation	2,169	40,686	38,517
Building Services	18,932	20,388	1,456
Clinical Supply Chain	468	521	53
Public Works & Special Projects	7,740	7,529	(211)
Total: Departmental Expenses	497,280	595,726	98,446
Additional Information:			
Ordinary Revenue	49,075	38,021	(11,054)
Fees and Other Charges	4,267	4,160	(107)
Ordinary Recoveries	11,745	12,215	470
Total: Revenue, Fees and Recoveries	65,087	54,396	(10,691)
TCA Purchase Requirements	324,822	334,397	9,575
Provincial Funded Staff (FTEs)	1,929	1,905	(24)

Departmental Expenses Variance Explanation:

The Department of Transportation and Infrastructure Renewal expenses were \$98.4 million or 19.8% higher than estimate primarily resulting from \$39.7 million for the Boat Harbour remediation, \$10.8 million for the provincial contribution for the Windsor Street Exchange, \$10 million to Cape Breton Regional Municipality for Wastewater and Glace Bay infrastructure, \$10 million to Northern Pulp to assist with site cleanup, \$9.1 million for increased snow removal costs, \$8.2 million increase for Nova Scotia to Maine ferry, \$2.9 million for increase highway maintenance cost due to hurricane Dorian, \$2.3 million for P3 accounting treatment, \$2.0 million for required provincial ferry maintenance, \$1.8 million for Highway 104 P3 Design and Bid Fees, \$1.8 million due to cost for the removal of the crane that fell during hurricane Dorian in Halifax partially offset by \$0.2 net decrease in operating expenses.

Revenue, Fees and Recoveries Variance Explanation:

The departmental fees and recoveries were \$0.4 million or 2.3% higher than estimate primarily resulting from \$0.9 million from Highway 104 Corporation for micro surfacing program partially offset by a \$0.5 million net decrease in departmental 3rd party recoveries and decrease in fees.

TCA Purchase Requirements Variance Explanation:

The tangible capital asset (TCA) increase of \$9.6 million or 3.0% higher than estimate primarily due to \$2.7 million increase in Ferries, Boats and Wharf spending, \$1.5 million increase in Vehicle and Equipment spending, and an increase in Highway spending of \$11.8 million, partially offset due to a \$1.2 million decrease in Building Envelope spending and a \$5.2 million decrease in dedicated Building project spending. The dedicated project spending decreases were primarily due to delays with the Museum of Industry project, the Provincial Law Courts project, and the Hebbville Mechanical Branch 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 project, the HWY 101 Three Mile Plains to Falmouth project, the Truck 30 Cabot Trail project and the HWY 102/103 Interchange project.

Provincial Funded Staff (FTES) Variance Explanation:

Timing of vacancies being filled.

4. Measuring Our Performance

Goal: Innovation and Economic Growth – TIR’s mission to deliver quality public infrastructure for Nova Scotia, continues in our goal to 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.

TIR is the service department to government. TIR offers a complete range of land acquisition, building design, construction, maintenance, and environmental services. These services relate to the construction of new buildings, the operation and maintenance of existing building infrastructure, including retrofits, renovations, and upgrades to address our clients’ needs. TIR manages construction projects for other government departments and agencies.

TIR is responsible for more than 2,400 government owned structures at 550 sites with an assessed value of approximately \$2.5 billion. We are responsible for the operation and maintenance of 50 core buildings with a square footage of 1.7 million square feet.

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.

TIR is 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 holding of furniture and equipment is valued at approximately \$320 million.

TIR plays a lead role in supporting our partners at the Department of Health and Wellness, the Nova Scotia Health Authority 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.

Performance Measure: LEED Certification Achievement for New Buildings

TIR has endorsed and supports sustainable 'green' building design, and to use the Leadership in Energy and Environmental Design (LEED) Certification Process as the tool to measure the degree to which each building design meets the goal of achieving a 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 the building construction is completed.

TIR continues to design and build energy efficient and sustainable buildings to meet Government's green policy building guidelines.

TIR's ultimate target is that all new buildings are designed and built to achieve LEED Gold certification.

Performance Measure: Reducing Energy Consumption in Existing Buildings

Striving to achieve effective and efficiently built public buildings and other public infrastructure includes the objective of decreasing energy consumption in all government owned buildings.

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

TIR continues to implement strategic activities to provide energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings; with the goal of decreasing energy consumption in all new buildings and engaging in major renovation projects in others to be able to meet these guidelines.

Government buildings continue to be assessed for potential energy retrofits using feasibility studies. Successful investigations are followed up with design work and construction measures. Example of active projects include feasibility studies; building recommissioning; designing heating system replacements; lighting retrofits; and other energy reducing techniques. Where possible, energy reducing resources and studies are shared interdepartmentally to optimize results.

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

Priorities and Accomplishments

Priority: Continue to coordinate provincial infrastructure needs and to access funds through the Federal Infrastructure Project to maximize the benefits of federal cost sharing to support major infrastructure priorities in Nova Scotia.

Accomplishments:

- TIR continues to be the lead government department for Federal Infrastructure Programs. The department significantly strengthened its partnership with its federal partners and ensures that Nova Scotia priorities are heard and understood, and that Nova Scotia is in the best position to leverage every possible resource to support Nova Scotia priorities.
- The 2018 Bilateral Agreement between the province and the federal government for the Investing in Canada Infrastructure Program (ICIP) made funds available for eligible Nova Scotia projects. \$237.4 million was approved for 32 projects at the end of 2019-2020.
- Two provincial projects totaling \$57 million federal recovery were approved under the \$2 billion merit-based Disaster Mitigation and Adaptation Fund (DMAF).
- The National Trade Corridor Fund (NTCF) provided an additional \$85.9 million of federal funding for four projects one of which includes a new interchange at Highway 103 in Bridgewater.
- Funding under the New Building Canada Fund, the Clean Water and Wastewater Fund Phase 1, the Public Transit Infrastructure Fund and the Canada Strategic Infrastructure Fund have all been fully allocated.

Priority: Continuing to support our partners at the Department of Health and Wellness and Long-Term Care facility owners by providing architectural and engineering designs, construction administration, and project management services for major renovation and expansion projects as required.

Accomplishments:

- TIR and Nova Scotia Lands is leading hospital and long-term care facilities renovation projects; the QEII New Generation project and the Cape Breton Redevelopment project.
- A comprehensive strategy has been put in place to meet Nova Scotia's evolving health care needs. The strategy involves the completion of numerous plans and activities that together will support the health care of all Nova Scotians for the next fifty years.
- The QEII New Generation project is being led by TIR in partnership with the Department of Health and Wellness (DHW), the Department of Internal Services (ISD), the Finance and Treasury Board (FTB), and the Nova Scotia Health Authority (NSHA). This project seeks to provide "Connected Care for Nova Scotians" for the next fifty years, ensuring that the appropriate services and programs are provided in the right locations to achieve excellence in health, learning and research.

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- By analyzing the health needs that the residents of the province would require in twenty years we are closer to putting the right building in the right community. The project will connect Nova Scotians to the care they need, in the places they need it. This would result from the realignment and enhancing of services to provide better access to health care across the province.
- Project information is available online at : <https://healthredevelopment.novascotia.ca/>

Priority: Continue to enhance the performance of our Transport Trade Corridor system.

Accomplishments:

- TIR continues to work closely with the Halifax Stanfield International Airport, the Halifax Port Authority, the other Atlantic Provinces, transportation providers and other strategic stakeholders to improve the performance of our transportation system.
- TIR is working together with our federal partners on the federal infrastructure program Transportation 2030 <https://www.tc.gc.ca/eng/future-transportation-canada.html> TIR continues to work towards ensuring that we gain maximum benefits for infrastructure projects for Nova Scotia.
- Secured federal funding of \$20.4 million under the NTCF for the new Highway 103 Interchange Exit 12A project that would create ideal conditions for additional private investment in the Bridgewater Business Park which would result in increased industrial development and trade.

Priority: Design and construct all new buildings to achieve Leadership in Energy and Environmental Design (LEED) silver certification where feasible. LEED certification is only granted after full completion of any project.

Accomplishments: The following projects were completed and are awaiting assessment for LEED certification:

South Dartmouth P-9, Dartmouth

Eastern Passage High School, Eastern Passage

Bible Hill Elementary, Bible Hill

Tatamagouche P-12, Tatamagouche

Yarmouth Elementary School, Yarmouth

South Peninsular (Le Marchant-St. Thomas) Elementary School, Halifax

Bridgetown P-12, Bridgetown Certified LEED Silver

Priority: Continue to support Government's capital investment in education facilities infrastructure and to work with the Department of Education and Early Childhood Development on managing undertaking major renovations and new school construction projects.

Accomplishments: The following ongoing school projects are in various stages of development and are targeted to achieve Energy Design LEED Silver certification as a minimum on completion. Only some projects are mentioned:

Eastern District P-12, Sheet Harbour

J L Ilsley High School, Halifax

Clare Elementary School, Clare

St. Joseph's A. MacKay Elementary School, Halifax

Springhill Elementary School, Springhill

Glace Bay Elementary School, Glace Bay

Northside Junior High, North Sydney / Sydney Mines

École Acadien de Pomquet, Pomquet

Priority: Continue to identify and implement measures to increase energy efficiency in government owned buildings and continuing to expand the benchmarking initiative by adding more buildings and updating energy data in the Energy Star Portfolio Manager as projects are completed. <https://www.nrcan.gc.ca/energy/efficiency/buildings/energy-benchmarking/3693>

Accomplishments:

- Energy Efficient Buildings - Continued the identification and implementation of measures to increase the energy efficiency of government owned buildings.
- Energy projects including lighting upgrades, building recommissioning, furnace replacement and control systems upgrade totalling \$966,000.00 were undertaken this fiscal period.
- Site assessments at six sites for wood chip boiler installation was completed. The negotiations and award process are underway. This initiative would reduce the Green House Gas (GHG) emissions of government owned buildings while providing business opportunities for local woodlot owns.

Priority: Maintain the ferry service from Nova Scotia to Maine.

Accomplishment: In 2016 a ten-year contract with Bay Ferries Limited launched a ferry service from Nova Scotia to Portland, Maine. To improve long-term sustainability of the service and reduce operating costs the service was relocated to Bar Harbour. Unavoidable circumstances and delays related to US Border Security approval resulted in the ferry not offering any services during the period of this report.

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

TIR is responsible for the maintenance of 4,100 bridges and over 23,000 km of provincial roads and highways, including the 1,199km of the Canadian National Highway System. This National Highway System connects Nova Scotia to the world.

TIR operates and maintains approximately 1,300 pieces of highway maintenance equipment, four cable ferries and three ocean going self-propelled ferries.

Transportation is a fundamental factor in connecting communities to each other, communities from one end of Nova Scotia to the other. Factors including traffic volumes, safety studies, surface roughness, and collision statistics are considered when assessing and making decisions on major road construction upgrades, twinning, paving, gravel road maintenance and bridge maintenance.

TIR plays a vital role in the development of a safe transportation system, supporting the economic prosperity of Nova Scotia. We coordinate the province's position on air, rail, marine 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 regulations pertaining to motor vehicle inspections.

The department is responsible for policy development, legislation, and regulations for programs assigned to the Registry of Motor Vehicles (RMV), and it bears responsibility for the Motor Vehicle Act.

In partnership with the Department of Lands and Forestry, TIR launched the Off-Highway Vehicle (OHV) pilot project in seven (7) communities with the goal of improving trail connectivity and facilitating access to services for Off Highway Vehicles.

Performance Measure: Improve More Roads in More Communities

The 2019-2020 Five-Year Highway Improvement Plan maps out government's approach to repairing and maintaining the province's roads and bridges, with capital maintenance and infrastructure work the province plans to pursue on an annual basis over the next five years. <https://novascotia.ca/tran/highways/5yearplan/highways-5-year-plan-2019-20.pdf>

The Five-Year Highway Improvement Plan for the fiscal year is evaluated based on the percentage of work that is 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 rehabilitation or replacement work are identified as being the primary components in the Five-Year Highway Improvement Plan.

- Major construction projects involve the 100 series highways construction and expansion; construction of arterials and collectors; and construction of local roads.

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- Asphalt shows the repaving of 100 series highways, repairing arterials and collectors (trunks and routes), repairing 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.

Five-Year Highway Improvement Plan

Planned Work	#Planned Projects	Completed in 2019-2020	Started in 2019-2020	Carried Forward to 2020-2021	%Planned 2019-2020 Work Completed
Major Construction Projects					
100 Series Expansion	19	11	8	0	79%
Construction 100 Series	0	0	0	0	0%
Construction on Arterial & Collectors	6	3	3	0	75%
Construction on Local Roads	0	0	0	0	0%
	25	14	11	0	78%
Asphalt Projects					
Repaving 100 Series Highways	9	9	0	0	100%
Repaving Arterial – Collectors	14	13	0	1	93%
Repaving Local Roads	20	19	0	1	95%
Pavement Strengthening	2	2	0	0	100%
Single Lift overlay Repaving	2	2	0	0	100%
Maintenance Paving	19	19	0	0	100%
Double Chip Resurfacing Local Roads	1	1	0	0	100%
Paving Subdivision Roads	20	20	0	0	100%
	87	85	0	2	98%
Gravel Road Program					
	44	42	2	0	98%
Bridge Projects					
Major Bridge Projects	8	4	4	0	75%
Other Bridge Projects	5	4	0	1	80%
Bridge Rehabilitation	9	9	0	0	100%
	22	17	4	1	86%
Additional Projects Moved Ahead (not included in analysis totals)	0	0	0	0	0%
Total Highway Construction	178	158	17	3	94%
Pavement Preservation					
Pavement Strengthening	2	2	0	0	100%
Single Lift Overlay Repaving	2	2	0	0	100%
Maintenance Paving	19	19	0	0	100%
Double Chip Resurfacing Local Roads	1	1	0	0	100%
	24	24	0	0	100%

Ninety-Eight per cent of the total planned work outlined for 2019-2020 in the Five-Year Highway Improvement Plan (2019-2020) was completed.

TIR's goal is to achieve 100% completion of annually projected work identified in the Five-Year Highway Improvement Plan.

Performance Measure: Provide Highway Infrastructure That Supports Economic Growth

A key supporting role in the development of the provincial economy is provided by the condition of our highway system. The system used for evaluating and managing the road systems is measured by the International Roughness Index (IRI). The IRI measures the average level of pavement roughness for the 100 series highways; that is the riding comfort of the 100 series 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 1.60 or below for a 100 series highway would be considered good according to the National IRI Survey, 2001. The level of riding comfort on 100 series routes reflects a highways' contribution to increased economic development by enabling industry to access new resources, thereby facilitating the transportation of raw materials and finished goods, and providing mobility for workers and consumers to reach their work places and market places.

The provincial IRI has consistently been under the target of 1.60, and it currently stands at 1.31 for 2019. The percentage of 100 series highways with an average below 1.80 has been consistent at 99.3% for the last five years.

International Roughness Index (IRI)

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
% IRI <=1.80	99.3	99.3	99.3	99.3	99.3	99.3	99.3	99.3	99.3	99.3%
Average IRI	1.20	1.32	1.25	1.27	1.29	1.37	1.40	1.27	1.30	1.31

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

- Maintain the average IRI for the entirety of the 100 series highways at below 1.60.
- Maintain the target of a minimum of 95% of 100 series highways with an IRI value less than or equal to 1.80.

Priorities and Accomplishments

Priority: Continue the implementation of the Five-Year Highway Improvement Plan (2019 – 2020); update the plan for the upcoming five-year period and continue to provide an early tendering process for highway construction projects for the 2020-2021 season.

Accomplishment:

- The achievements for the 2019-2020 period are summarized in the first performance measure and outline in detail in the Five-Year Highway Plan 2019-2020 edition. <https://novascotia.ca/tran/highways/5yearplan/highways-5-year-plan-2019-20.pdf>
- Planned projects for the 2020-2021 period were outlined in the Five-year Highway Plan 2020-2012 edition and posted to TIR's website in January 2020. <https://novascotia.ca/tran/highways/5yearplan/highways-5-year-plan-2020-21.pdf>
- TIR continued to work towards an early tendering process for highway construction projects.

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

Accomplishment:

- Highway 101, Three Mile Plains to Falmouth: the detailed design work was 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 began in 2019. Paving of the westbound lane subgrade was completed last year, work on the eastern end of the project will 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 was 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 during winter 2020. Initial tenders for subgrade and structures construction were 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 were 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. 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. Three project teams were shortlisted to bid on the Request for Proposals for the project.

- Construction of the Highway 102-103 interchange upgrade and structure replacement began in 2018 and was completed in Spring 2020.
- Clearing for Highway 102 Lantz interchange and connector was completed in 2018, tenders for subgrade and structures were released in June 2019. Construction is scheduled to be completed and the project open to traffic in the Fall of 2021.
- Planning and design work continue for the Highway 102 Aerotech connector with clearing scheduled to be complete this winter.

Priority: Maintain the Gravel Road Capital Program which is a proactive road stabilisation program that rebuilds gravel roads to the proper structural and design standards.

Accomplishment:

- The Gravel Road Capital Program was announced and launched in 2017 with a \$10 million commitment. This program involves the evaluation of roads, with repairs prioritised based on traffic volumes, and road conditions such as potholes, drainage, loss of gravel, and roadside vegetation.
- In 2018 the program continued with a capital funding of \$20 million from April 01, 2018.
- In 2019 the provincial capital plan maintained a capital funding of \$20 million for the program.

Priority: Review of the Cobequid Pass

Accomplishment:

- The Highway 104 Western Alignment Act is under review by TIR officials. The agreement with the bondholders, maintenance and other costs related to the Cobequid Pass are all being analysed. Recommendations for the best future options are being prepared.

Priority: Support active transportation along the highway system including the coordination of the Blue Route. <https://blueroute.ca/>

Accomplishments:

- Continued to work with Bicycle Nova Scotia on consultation and outreach to determine blue route locations in various areas of the province.
- Added paved shoulders to 64 km of roads in 2019 to support bicycling.
- Continued to work with municipalities and other interest groups to improve active transportation connections.

Priority: Modernisation of the Motor Vehicle Act.

Accomplishment:

- The Traffic Safety Act will replace the existing Motor Vehicle Act and will represent a modern foundation for highway and traffic safety in the province. Work is ongoing on the modernisation of the Regulations to accompany the TSA.

Priority: Continue policy analysis of road safety issues as well maintain the Road Safety Advisory Committee (RSAC) to provide advice to government on road safety initiatives.

Accomplishments:

- Policy research and analysis of road safety issues continues in key areas such as active transportation; entry level training for commercial drivers (ELT); ride sharing; autonomous vehicles and speed.
- TIR continues to work with partner departments and stakeholders on RSAC on key road safety issues and initiatives, e.g. active transportation, motorcycle safety and impaired driving.

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

Accomplishments:

- Access improvements conducted on all of the following: Highway 107 Exit 18; Highway 104 Exit 44; Highway 101 Exit 10; and Highway 105 Route 252.
- In-Service road safety review being conducted on Highway 101 from kilometre marker 192.5 to the Morden Road overpass including Exit 16 interchange and ramps.
- In-Service road safety review being conducted on Highway 103 from near kilometre marker 171.7 (Exit 17) to the Lunenburg / Queens county line.

APPENDIX A

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

The Public Interest Disclosure of Wrongdoing Act 2010, c.42 was proclaimed and came into force on December 20, 2011.

The purpose of the Act is to provide a process to facilitate the disclosure and investigation of potential wrongdoing and to provide protection for those who disclose.

The Act provides for government employees acting in good faith to be able to report a wrongdoing if it is reasonably believed that the wrongdoing was committed or is about to be committed.

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

A wrongdoing for the purpose of the Act is:

- a) a breaking 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 a substantial and specific danger to life, health, or safety of persons or the environment, or
- d) directing or counselling someone to commit a wrongdoing in a, b or c above.

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 2019 - 2020
Number of disclosures received	0
Number of findings of wrongdoing	0
Details of each wrongdoing	NA
Recommendations and actions taken on each wrongdoing	NA