

Accountability Report 2017–2018

Department of Transportation
and Infrastructure Renewal

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Accountability Report 2017–2018

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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, 2018, 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 2017-2018. 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 2017-2018 Statement of Mandate.

Original signed by

Minister

Honourable Lloyd Hines

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 2017-2018. This report ties back to our 2017-2018 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 plus major hospital expansions and renovations in addition to several Long-Term Care projects. The QEII Redevelopment project 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.

Original signed by

Minister

Honourable Lloyd Hines

3. Financial Results

Financial Results

	2017-2018 Estimate	2017-2018 Actuals	2017-2018 Variance
Program & Service Area	<i>(\$thousands)</i>		
Departmental Expenses:			
Senior Management	1,555	1,585	30
Corporate Services Unit	500	441	(59)
Policy and Planning	1,756	1,646	(110)
Grants and Contributions	13,169	17,753	4,584
Highway Programs	413,765	416,154	2,389
Building Project Services	2,717	2,380	(337)
Public Works Administration	162	510	348
Real Property Services	2,162	2,262	100
Water Utilities	1,532	2,935	1,403
Environmental Services & Remediation	1,903	86,475	84,572
Building Services	18,615	18,698	83
Public Works & Special Projects	7,938	7,910	(28)
Total: Departmental Expenses	465,774	558,749	92,975
Additional Information:			
Ordinary Revenue	69,334	69,020	(313)
Fees and Other Charges	4,331	5,070	738
Ordinary Recoveries	16,648	18,600	1,952
Total: Revenue, Fees and Recoveries	90,313	92,689	2,376
TCA Purchase Requirements	240,305	231,364	(8,941)
Provincial Funded Staff (FTEs)	1908	1853	(55)

Departmental Expenses Variance Explanation:

The Department of Transportation and Infrastructure Renewal expenses were \$92.9 million or 20% higher than estimate primarily due to a \$82.0 million increase to the Boat Harbour Liability, \$4.8 million for increased snow and ice removal costs and equipment repairs, \$4.3 million increase for Yarmouth Ferry Engine Overhaul, and \$1.8 million increase in additional third party recoverable work.

Revenue, Fees and Recoveries Variance Explanation:

The departmental Fees and Recoveries were \$2.6 million higher due to increase in third party recoverable work and fees collected for water utilities and ferries.

TCA Purchase Requirements Variance Explanation:

The tangible capital asset (TCA) decrease of \$8.9 million was primarily due mainly to delays and changes in timing of various highway, bridge and building construction projects.

The TCA revenue decreased by \$313 thousand mainly due to delays and changes in Federal and Municipal cost share 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.

Statement of Mandate Commitment

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, and QE2 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 Redevelopment 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.
- 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 qe2redevelopment.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. In 2017 we have seen an expanded operational schedule and the service has received strong support from Yarmouth and surrounding communities, as well as the Provincial Tourism Agency.

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

Accomplishments:

- The following construction projects are in the site selection, design, or construction phases. The proposed goal for new schools is to achieve Leadership in Energy and Environmental Design (LEED) Silver certification as a minimum:

Schools

South Dartmouth P-9, Dartmouth
Eastern Passage High School, Eastern Passage
Bible Hill Elementary, Bible Hill
Bridgetown P-12, Bridgetown
Tatamagouche P-12, Tatamagouche
Yarmouth Elementary School, Yarmouth
South Peninsula Elementary School, Halifax
Eastern District P-12, Sheet Harbour
JL Ilsley High School, Halifax
Ecole Halifax Peninsula
Bedford Ravines P-9
Springhill Elementary

Additions & Alterations

Park View High School, Bridgewater
Wolfville School, Wolfville
Brookland Elementary School, Sydney
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.

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

Accomplishments:

- The following recently completed new construction projects have achieved LEED certification in 2017/18:
 - Musquodoboit Rural High School, Musquodoboit (LEED Certified)
 - South Queens Middle School, Liverpool (LEED Silver)
- The following completed or active projects plan to achieve LEED Silver certification, as a minimum.
 - Bible Hill Elementary, Bible Hill
 - Bridgetown P-12, Bridgetown
 - Eastern District P-12, Sheet Harbour
 - Eastern Passage High School, Eastern Passage
 - Innovative Care Flexible Facilities - Dartmouth General Hospital, Dartmouth
 - New Glasgow P-8 School, New Glasgow
 - North Cumberland Memorial Hospital Development, Pugwash
 - Northeast Nova Scotia Correctional Facility, New Glasgow
 - South Dartmouth P-8, Dartmouth
 - Tatamagouche P-12, Tatamagouche
 - South Peninsula Elementary School, Halifax
 - West Highlands Elementary School, Amherst
 - Yarmouth Elementary School, Yarmouth

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:

- A total of 53 projects, from the Energy Conservation Program, were carried out in 2016/17 totaling \$718,000. Projects included lighting upgrades, boiler replacements, building recommissioning, performance testing of HVAC systems and investigation and analysis of the LEED certification process for pending facilities.

Performance Measure: A) 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.

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? 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) 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.

What Does This Measure Tell Us? 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.

Where Are We Now? 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.

Furthermore, 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.

Where Do We Want to Be? 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

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.

Priority: Implement the 5 Year Highway Improvement Plan (2017-2018 edition), update plan for next 5-year period (2018-2019 edition) and provide earlier tendering of Highway Construction projects for 2017-2018 season.

Accomplishments:

- Accomplishments for the 2017-2018 are as summarized in the first performance measure and outlined in more detail in the 5 Year Highway Plan 2017-2018 edition.
- Planned projects for the 2018-2019 were outlined in the 5 Year Highway Plan 2018-2019 edition and posted to the department's website in January 2018.
- The Department continued to work towards tendering projects as early as possible.

Priority: Conduct a 100 Series Highway Twinning Feasibility Study to explore potential of P3 funding models.

Accomplishments:

- Completion of Feasibility Study of 100 Series Highway Twinning.
- The Department successfully held 14 Highway Twinning Consultations across the Province. Results from the “What We Heard” at each session are posted online at: novascotia.ca/twinning.
- The Province used this information in the commitment to accelerate highway twinning and advance investments in safety enhancements for NS (300km) 100 Series Highways.

Ministerial Mandate Commitment

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 eastern end of the project in the area of Three Mile Plains; this work is scheduled to be tendered for construction in 2018. The design work for the remainder of the project, including the Avon River aboiteau and causeway is ongoing and the work will be tendered for construction in phases over the next 5 years.
- Highway 103, Tantallon to Hubbards: the detailed design work has been substantially completed for the section of twinning between Tantallon and the new Ingramport Interchange; the first phase of work is scheduled to be tendered for construction in 2018. The remainder of the construction will be completed over the next 3 years. The design work for the section of twinning between Ingramport and Hubbards is ongoing and the work will be tendered for construction in phases beginning in early 2020.
- Highway 104, Sutherlands River to Antigonish: planning and pre-engineering work has started for the twinning project with construction planned for 2019/20. In order to complete the project sooner, the province is considering a delivery model that will have a single firm be responsible for the designing, building, financing, operating and maintenance of the 38-kilometre stretch of highway.
- Highway 107, Burnside to Bedford: Planning and design work continues on the new alignment from Burnside to Bedford; the project was registered for a provincial environmental assessment on July 7th, 2017. The Minister’s decision on August 25, 2017

requested additional information on fish and fish habitat and appropriate mitigation measures for potential project related impacts. TIR will be submitting the additional information for review in 2018.

Other 100 series Major Construction Projects:

- Construction on the Hwy 101 Granite Drive Interchange and Connector continued in 2017, with completion scheduled for fall, 2018. Construction on the extension of the controlled-access highway 101 from Digby to Marshalltown is started in 2017, and will continue in 2018. Construction on the Hwy 104 Paqtnkek Interchange started in 2017 and is scheduled to be completed in fall, 2018. Detailed design of the Hwy 102/103 Interchange Upgrade and Structure Replacement is substantially complete with construction scheduled to start in 2018. Planning and design is proceeding for new and upgraded interchanges for Lantz and Aerotech with construction planned in future years.

Ministerial Mandate Commitment

Priority: Development of a Gravel Road Capital Program

Accomplishments:

- The Gravel Road Capital Program was announced in 2017, with a \$10 million-dollar commitment. This is a proactive road stabilization program that rebuilds gravel roads to the proper structural and drainage standards. 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.

Ministerial Mandate Commitment

Priority: Review of the Cobequid Pass

- 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 331km of Blue Route across the province in 2017, on trails. This brings the total Open Blue Route to 438km.

- 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 53 km of roads in 2017 to support bicycling.
- Continued to work with municipalities and other groups to improve AT connections.

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.

What Does This Measure Tell Us? 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 Plan - 2017-18 Edition Analysis					
Planned Work	# Planned Projects	Completed in 2017-18	Started in 2017-18	Carried Forward to 2018-19	% Planned 2017-18 Work Completed
Major Construction Projects					
100 Series Expansion	6	4	2	0	83%
Construction 100 Series	3	1	1	1	50%
Construction on Arterial and Collectors	6	4	2	0	83%
Construction on Local Roads	3	1	0	2	33%
	18	10	5	3	69%
Asphalt Projects					
Repaving 100 Series Highways	10	8	0	2	80%
Repaving Arterial/Collectors	14	11	3	0	89%
Repaving Local Roads	27	22	4	1	89%
Pavement Strengthening	5	3	2	0	80%
Single Lift Overlay Repaving	1	1	0	0	100%
Maintenance Paving	23	23	0	0	100%
Double Chip Resurfacing Local Roads	10	10	0	0	100%
Paving Subdivision Roads	18	17	1	0	97%
	108	95	10	3	93%
Bridge Projects					
Major Bridge Projects	7	3	4	0	71%
Other Bridge Projects	8	5	2	1	75%
Bridge Rehabilitation	11	5	6	0	73%
	26	13	12	1	73%
<i>Additional Projects Moved Ahead (not included in analysis totals)</i>	6	4	2	0	83%
Total Highway Construction	152	118	27	7	87%

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Pavement Preservation Category					
Pavement Strengthening	5	3	2	0	80%
Single Lift Overlay Repaving	1	1	0	0	100%
Maintenance Paving	23	23	0	0	100%
Double Chip Resurfacing Local Roads	10	10	0	0	100%
	10	10	0	0	100%

* 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.

Where Are We Now? Eighty Seven percent of the total planned work outlined for 2017-2018 of the 5-Year Highway Improvement Plan (2017-2018 edition) was completed.

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 100series 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, and is currently at 1.27 for 2017. The percentage of 100-series highways with an average IRI below 1.80 has been consistent at 99.3% for the past 5 years.

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
% IRI <=1.80	96.9	97	99.4	99.4	99.3	99.3	99.3	99.3	99.3	99.3	99.3	99.3
Average IRI	1.37	1.37	1.3	1.28	1.2	1.32	1.25	1.27	1.29	1.37	1.40	1.27

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

Goal: Road Safety – Enhance value and safety of the transportation system in support of the province’s economic growth.

Priority: Creation of the TIR Contact Centre. In keeping with government fiscal priority, TIR has created a central contact centre to respond to inquiries and requests by the public with regards to operational issues.

Accomplishments:

- The TIR Central Contact Centre is now open and responding to public enquiries and request regarding operation issues. The Contact Centre provides consistent resolutions as well as an ability to track issues and measure call volumes. Streamlining calls into one centre has reduced the number of calls handled in local offices, allowing for heightened efficiency and effectiveness of field staff.

Priority: Modernization of the current Motor Vehicle Act.

Accomplishments:

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

Priority: Continue to develop a 5-Year 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:

- 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).

Priority: RSAC continues to provide advice to government on road safety initiatives.

Accomplishments:

- 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 active transportation safety concerns.

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.

Ministerial Mandate Commitment

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".

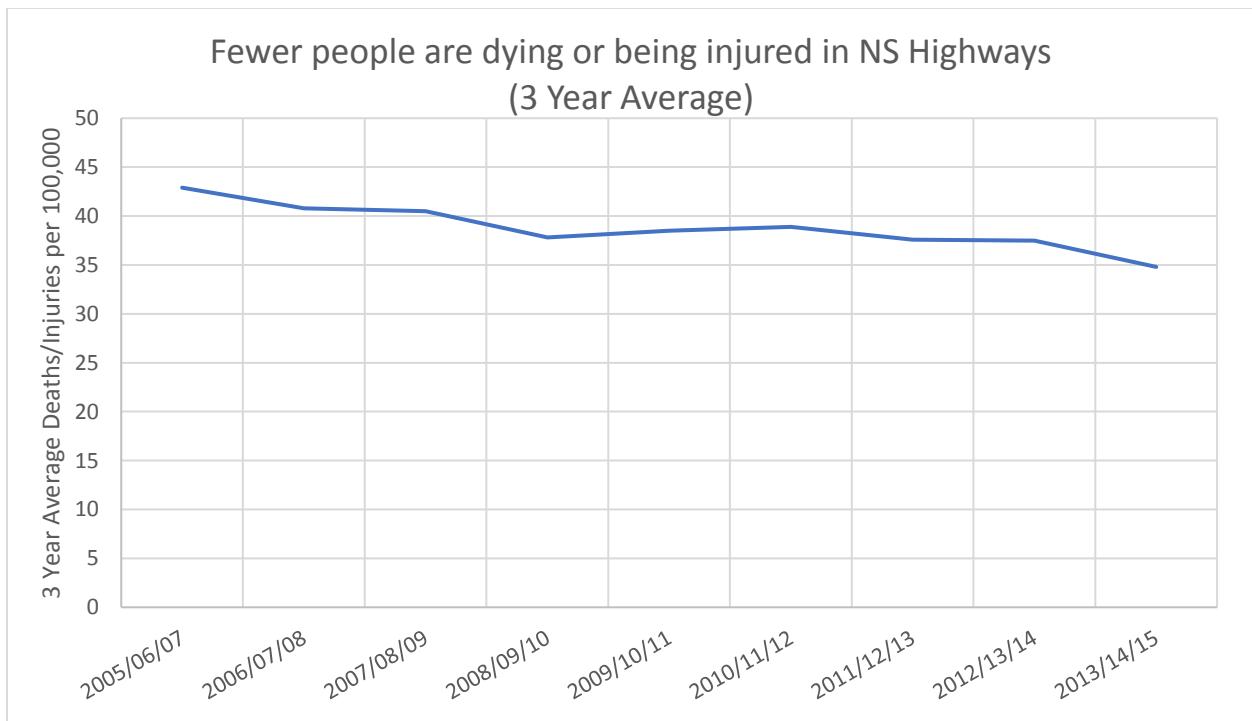
Accomplishments:

- In-service road safety reviews have been completed for sections of Highways 101, 103 104, 105, and 107. Some lower cost maintenance related improvements have been implemented.
- Embedded pavement markings (embedded reflectors) have been installed at several locations along 100 series highways. Feedback from the public has generally been very positive. Assessment on the effectiveness of the reflectors is ongoing, particularly related to loss of reflectors during winter maintenance.
- TIR has committed \$30M over the next seven years for safety improvements on sections of 2-lane 100 series highway that are not planned for twinning in the near future.

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 major 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? TIR calculates the casualty rate using fatality and major injury data 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 initiatives. A change in the casualty rate may be caused by any one or a combination of those factors. The casualty rate is used by TIR as an overall indicator of how well government’s programs are contributing to highway safety.



Where Are We Now? The overall rate of fatalities and major injuries has decreased by approximately 19% for the 8-year period shown above.

Where Do We Want to Be? Our ultimate target is to continue to see a downward trend in fatalities and major injuries associated with motor vehicle collisions.

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 2017-2018
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