



# Accountability Report 2020–21

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Transportation and Infrastructure Renewal

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Accountability Report 2020–2021

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## 1. Accountability Statement

The Accountability Report of the Transportation and Infrastructure Renewal now the Department of Public Works for the year ending March 31, 2021, 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's Business Plan for the fiscal year 2020-2021. The reporting of the Department's outcomes necessarily includes estimates, judgments, and opinions by the management of both departments.

We acknowledge that this Accountability Report is the responsibility of the Department of Transportation and Infrastructure Renewal now the Department of Public Works 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 2020 - 2021 Business Plan.

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Honourable Kim D. Masland  
Minister of Public Works

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Peter Hackett  
Deputy Minister  
Department of Public Works

## 2. Financial Results

### Accountability Report – Financial Table and Variance Explanation

	2020-2021 Estimate	2020-2021 Actuals	2020-2021 Variance
<b>Program &amp; Service Area</b>	<i>(\$thousands)</i>		
<b>Departmental Expenses:</b>			
Senior Management	1,435	1,110	(325)
Corporate Services Unit	370	390	20
Policy and Planning	1,872	2,970	1,098
Grants and Contributions	33,433	36,716	3,283
Highway Programs	458,344	460,172	1,828
Building Project Services	3,403	2,673	(730)
Public Works Administration	507	450	(57)
Real Property Services	2,692	2,586	(106)
Water Utilities	1,240	1,122	(118)
Environmental Services & Remediation	5,189	49,971	44,782
Building Services	18,995	20,615	1,620
Clinical Supply Chain	532	222	(310)
Public Works & Special Projects	7,740	8,261	521
<b>Total: Departmental Expenses</b>	<b>535,752</b>	<b>587,258</b>	<b>51,506</b>
<b>Additional Information:</b>			
Ordinary Revenue	111,693	85,438	(26,255)
Fees and Other Charges	4,140	1,060	(3,080)
Ordinary Recoveries	19,568	26,484	6,916
<b>Total: Revenue, Fees and Recoveries</b>	<b>135,401</b>	<b>112,982</b>	<b>(22,419)</b>
TCA Purchase Requirements	427,549	577,884	150,335
Provincial Funded Staff (FTEs)	1,923	1,871	(52)

Departmental Expenses Variance Explanation:

The Department of Transportation and Infrastructure Renewal expenses were \$51.5 million or 9.6 per cent higher than Estimate primarily resulting from \$41.8 million for Boat Harbour remediation and sludge cleanup costs, \$7.5 million for P3 Highway 104 Western Alignment Corporation operating and contract costs, \$3.4 million for Harrietsfield remediation, \$1.7 million for required provincial ferry maintenance, \$1.5 million NSLI Capital grant for Port Mersey Commercial Park, \$1.0 million design bid fees related to the Bayers Lake Outpatient Centre, and \$1.0 million J Class Road projects recoverable from Municipalities. These increases are partially offset by a decrease of \$4.4 million fully recoverable from Highway 104 Corp for project delays related to Highway Safety Improvements, and \$1.5 million decrease in winter maintenance costs due to mild weather.

Revenue, Fees and Recoveries Variance Explanation:

The departmental fees and recoveries were \$3.8 million or 16.2 per cent higher than estimate primarily resulting from \$6.8 million recoverable under Federal ICIP program for Harrietsfield environment remediation, \$5.7 million increase in Municipal recoveries for J Class Roads program, and \$0.7 million recoverable from Develop NS for Peggy's Cove boardwalk. Increase partially offset by \$4.4 million decrease in recoveries for Highway 104 Corp due to project delays related to Highway Safety Improvements, \$3.1 million in lower fees and charges being collected due to COVID-19 and \$1.9 million net decrease in 3rd party recoverable work.

TCA Purchase Requirements Variance Explanation:

The tangible capital asset(TCA) increase of \$150.3 million or 35% higher than estimate primarily resulting from a \$8.2 million increases in spending on Major Equipment, a \$97.7 million increase in Highway Stimulus projects, a \$13.8 million increase in Public Works Stimulus projects, a \$1.0 million increase in Public Works Envelop projects, an increase of \$25.2 million in Land Purchases from Canada Lands Company, an increase of \$15.1 million in Highway spending, offset by a decrease of 0.5 million in Ferries replacement spending, and a \$10.2 million decrease in dedicated Building project spending (primarily due to delays with the Arts District Project, Highway Village Redevelopment project and the Provincial Law Courts betterment project).

The TCA Revenue decreased by \$26.3 million or 24% primarily due to delays and changes in federal cost share road work such as HWY 107 Sackville-Burnside-Bedford Connector,

the HWY 103 Ingramport to Hubbards Twinning project, and the HWY 104 Sutherlands River project.

Provincial Funded Staff (FTEs) Variance Explanation:

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

## 1. Measuring our Performance

**Goal: Innovation and Economic Growth** – TIR provides transportation and building infrastructure projects that will enhance communities throughout the province with a continued focus on innovative designs, energy efficiency, and sustainable site development. This is done while delivering quality transportation and building infrastructure projects in a safe, cost effective, and timely manner.

As the service department to government, TIR offers a broad range of building design, maintenance, land acquisitions, environmental and construction services. These services relate to the construction of new buildings, as well as the operation and maintenance of existing properties; this includes retrofits, renovations, and upgrades to address client needs and to maintain standards, codes, and legislative requirements.

TIR is responsible for about 2,400 government owned structures at 550 sites across the province with an assessed value of approximately \$2.5 billion. TIR is responsible for the operation and maintenance of 50 core buildings encompassing 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.

The Department 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 holdings of furniture and equipment is valued at approximately \$320 million.

TIR also manages construction projects for other government departments and agencies.

### Performance Measure: LEED® Certification Achieved for New Buildings

TIR endorsed and utilises the sustainable “green” building and sustainable community design and uses the Leadership in Energy and Environmental Design (LEED®) certification process 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 of a project. There are four levels of LEED certification: Certified, Silver, Gold, and Platinum. LEED certification only occurs after construction is completed.

TIR continues to advocate for the design and building of energy efficient and sustainable buildings to meet the guidelines of the Government’s green policy for buildings with the aim of achieving the provincial carbon emission reduction targets.

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

### Performance Measure: Reducing Energy Consumption in Existing Buildings

The Department is striving to achieve effective and efficiently built public buildings and other public infrastructure by decreasing energy consumption and increase energy efficiency in all government-owned buildings. In addition to 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 using 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, performance testing of HVAC systems, and other energy reducing techniques. Where possible, energy reducing resources/studies are shared interdepartmentally 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: Continue to access funds through Federal Infrastructure Funding Programs to maximize the benefits of federal cost sharing to support major infrastructure priorities in Nova Scotia.

### Accomplishments:

- TIR continues to be 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 considered so that the province is in the best position to leverage every possible resource to support its priorities.
- The Department participates in Federal Provincial Territorial working groups that share concerns on program implementation as they arise and make recommendations for improvements to federal program parameters.
- Allocation of Investing in Canada Program (ICIP) funding valued at \$421.9 million was committed at the end of 2020 – 2021. Funding was provided for projects under the following headings Transit, Green GHG, Green Environmental Quality and Resilience, Social, Rural and North, and COVID-19.

### Projects under Transit include:

- HRM Bikeways
- East Preston Active Transit
- Ragged Lake Terminal

### Projects under Green GHG include:

- Public Housing Energy Retrofit
- First Nations Housing Retrofit
- Kentville Active Transit

### Projects under Green Environmental Quality and Resilience include:

- Riverport School Property Remediation
- Whycocomagh Wastewater Plant Replacement
- Harrietsfield Remediation Project

Projects under Social include:

- Ronald McDonald House
- Beechville Community Centre
- George's Island Public Wharf

Projects under Rural and North include:

- Lockeport Wastewater UV Disinfectant System
- Tancook Island Ferry Replacement
- Cabot Trail Rehabilitation
- Camp Brigidoon

Projects under COVID-19-include:

- Valley Regional Hospital Laundry Upgrades
  - IWK Hospital Air Handling
  - Safety and Infection Control Projects
  - Bay Side Home Facility Upgrades
  - Maple Hill Manor Facility Upgrades
  - Basinview School Modular Project
  - Clayton Park Junior High Modular Project
  - West Kings Multi-Sport Field
- The ICIP program will provide up to \$828.5 million of Federal infrastructure funding for Nova Scotia projects over a ten-year period that commenced in 2018-19.
  - Amendments were made to the ICIP agreement in April and October 2020 enabling ten percent (10%) of the funding allocation to be reprofiled to a new stream of the program designed to respond to COVID-19. This was not additional funding, but a change in terms of the federal share (80%) which allowed for the inclusion of health and education infrastructure projects, two sectors previously ineligible for infrastructure funding.
  - TIR has also applied to the merit-based National Trade Corridor Fund for additional Federal Infrastructure funding. This fund was recapitalized in the 2021 Federal budget.

Priority: Continuing to support government's capital investment in the construction of seven (7) major hospital projects, three major nursing home hospital projects, the long-term nursing home strategy, and the construction of small option home projects. Support is being provided to our partners at the Department of Health and Wellness and Long-Term Care Facility Owners and the Department of Community Services by providing

architectural and engineering design, construction administration, and project management services for major renovation and expansion projects as needed.

Accomplishments:

- 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 Department's support in the construction of hospital projects is a joint enterprise with the intent 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.

Projects under joint purview include:

- IWK Emergency Department Redevelopment -- Design Underway.
  - North Cumberland Memorial Hospital (Pugwash) Redevelopment – Replacement of the existing hospital on the same site. Will Include Primary Health Care, Rehabilitation Unit, Blood Collection, Urgent Care and Overnight Observation – Design complete and tendering construction.
  - Yarmouth Regional Hospital Emergency Department – Upgrades and expansion to the existing Emergency Department – Design Commenced.
  - Dartmouth General Hospital - MRI – Primary design stage.
  - Mental Health Consolidation (Halifax/ Dartmouth) – Renovations of the Abbie J Lane Building in Halifax for In-Patient Mental Health Services.
- The Department's support in the long-term nursing home strategy included the identification of nursing homes to be replaced and the creation of new nursing home beds.

This includes:

- Mahone Nursing Home (Mahone Bay) – replacement of the existing 96 bed facility – Construction Underway
  - Kiknu (Eskasoni) – creation of a new 48 bed facility – Construction Underway
  - Mountain Lea Lodge (Bridgetown) – 96 Bed Replacement – Design commenced
  - Foyer Pere Fiset (Cheticamp) – 72 Bed Addition and Renovation – Design commenced
  - Northwood (Fall River) – 144 Bed Replacement and New Beds – Design Commenced
- The Department worked with the Department of Community Services to develop a modular home construction approach to expedite construction and reduce overall

project costs. Two homes in Milton Queens County and Meteghan, Digby County have been built and are being prepared for occupation in late 2021. Other homes are under construction.

- Project information is available online at <https://healthredevelopment.novascotia.ca/>

Priority: Manage Maintenance Projects on Government Owned Structures

Accomplishments:

- Public Works Special Projects Division of TIR managed 342 funded projects, and 72 Tangible Capital Asset funded projects during the reporting period. Key projects worked on or completed included window and masonry upgrades at Public Archives; roof replacement at NSCC Burrigge Campus and air handling unit (AHU) replacement at NSCC Strait Campus.
- Managed seven (7) capital projects funded under the COVID-19 stimulus program, four of which were the redevelopment of Sherbrooke Village; upgrades to Ross Farm Museum; improvements to Uniacke House; and the redevelopment of Highland Village.

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

Accomplishments:

- Energy Efficient Buildings - Energy projects were carried out in 2020 - 2021. Projects included lighting upgrades, building recommissioning, control systems upgrades, building recommissioning, furnace replacements, and performance testing and replacing HVAC systems.
- Completed site assessments, for wood chip boiler installations at six (6) sites across the province. Two of six sites were selected and installation at Perennia Park was completed in March. Second site is expected to be completed during the upcoming fiscal period.
- The wood chip boiler installations reduce the GHG emissions of the buildings they are installed in, and it helps the local economy in promoting sustainable forestry practices and provides business opportunities for local woodlot owners.

Priority: Access by Design 2030 – Achieving an Accessible Nova Scotia

Accomplishments:

- TIR worked with the Accessibility Directorate to develop accessibility standards for the built environment and is lead department on two commitments in the Government's Accessibility Plan 2018-2021.
- TIR completed an Accessibility Audit Handbook containing current building codes and standards. This handbook has been updated and supports the accessibility audit process on public buildings. The handbook was used in a pilot program where nine (9) government buildings at locations across the province were audited.
- TIR developed an accessibility audit tool to evaluate building accessibility compliance and retrofit requirements and created a database to continue to catalogue and prioritise the assessment of all provincially owned and leased spaces to work towards an accessible Nova Scotia by 2030.
- TIR is developing a funding request to facilitate the formation of a design work program to support the development and actioning of an implementation plan to support departmental compliance and achieve the accessibility mandate for all Government owned buildings by 2030.

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

Accomplishments:

- TIR works closely with federal partners on the federal infrastructure program "Transportation 2030" to ensure we gain maximum benefit for infrastructure projects from the National Trade Corridors Fund. Supporting this work remains a priority for the Department. <https://www.tc.gc.ca/eng/future-transportation-canada.html>
- TIR has continued to work 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.
- TIR continues to develop new transportation projects for future submission to the National Trade Corridor Fund. Though the fund was fully committed in this reporting period it was re-capitalised in the 2021 Federal budget.

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

Accomplishments:

- In 2016 a ten-year contract with Bay Ferries Limited re-launched a ferry service from Yarmouth, Nova Scotia to Portland, Maine. To improve the long-term sustainability of the service and reduce operating costs, the service was relocated to Bar Harbor.
- The COVID-19 pandemic resulted in travel restrictions and the closure of the Canada – US border to non-essential travel.
- Ferry services were cancelled for the 2020 sailing season.

Priority: Support Government’s Capital investment in Education Facilities Infrastructure and support the Department of Education and Early Childhood Development’s multi-year capital plan in building new schools and making renovations to existing schools. Design and construct all new buildings to achieve Leadership in Energy and Environmental Design (LEED®) Silver certification, where feasible.

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

#### Schools

J L Ilsley High School, Halifax  
Springhill Elementary  
Clare Area Elementary School  
Glace Bay area Elementary School  
École acadienne de Pomquet

#### Other New Buildings

Joint Vehicle Maintenance Facility, Hebbville

- 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. Nova Scotia School Capital Plan 2020-2025 | Education and Early Childhood Development (ednet.ns.ca)

Priority: Support Government's Regulatory Burden Reduction Program.

Accomplishments:

- Continue to assess and recommend changes to reduce undue regulatory burden on Nova Scotia businesses.
- In the second regulatory reduction phase completed at the end of 2020 the Department achieved \$2.75 million dollars in savings.
- The reduction initiatives involved the areas of Motor Vehicle Inspection new vehicle inventory and building services projects.

Priority: Continue the development, evaluation, and implementation of Health and Safety policies, programs and services that support and assist employees at all levels in maintaining a safe and productive workplace.

Accomplishments:

- Continuing development of a five-year (5) Health and Safety strategy, with a proposed 2022 start date.
- COVID-19 impact resulted in implementation of Work from Home practices where possible. To ensure compliance with Public Health guidelines and the Department's COVID-19 protocols and procedures for employee resumption to the office.
- Re-evaluation of mandatory Health and Safety courses training delivery methods because of the COVID-19 pandemic.
- Health and Safety Orientation and WHMIS 2015 training were designed for e-learning platforms and because of COVID-19 increase efforts were made to provide instructor led virtual training in MS Teams for Joint Occupational Health and Safety Committee (JOHSC) members.

Priority: To initiate and facilitate Diversity, Inclusion and Employment Equity training in the Department and develop a strategic plan to address the Priorities in Action outlined in the PSC's All Together Report.

Accomplishments:

- Provided in-person Diversity, Inclusion and Employment Equity training to CUPE and NSGEU staff in Central District and Miller Lake.

- Sexual Orientation and Gender Identity (SOGI) training provided to all divisions at the Mechanical Branch, Miller Lake.
- Sixty (60) leaders participated in two-day workshop titled Building an Inclusive Organisational Culture Begins With Me: Leaders Beginning the Dialogue by Ebony Consulting.
- Revitalisation of Department's Diversity Council with goal to provide support to all districts with individualized focus areas for attention as required.
- Through leadership from a group of TIR employees of African Nova Scotian and People of Colour descent together with others, the employees led the design and strategy and execution of an employment program for Black youth titled the Black Youth Development and Mentorship Program (BYDMP).

**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 of Transportation and Infrastructure Renewal 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 other provinces and 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 of Transportation and Infrastructure Renewal plays a variety of essential roles in the development of a safe provincial transportation system, a system that supports the economic prosperity of Nova Scotia. We coordinate the province's position on air, marine, rail, and road transportation issues.

The Department is responsible for the continuing 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 and an 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 Vehicle Transportation Inspection.



Modes of transportation and active transit are critical to strengthening and connecting communities from one end of Nova Scotia to the other.

Factors such as traffic volumes, policy analysis of road safety issues, in-service road safety reviews and studies, collision statistics, standards, and procedures to address wildlife collisions, and many others are all considered when assessing and making decision about major construction upgrades, twinning, widening, paving, maintain gravel roads, and bridges.

TIR, in partnership with the Department of Lands and Forestry launched the Off-Highway Vehicle (OHV) pilot project in October 2018, in seven (7) communities to improve trail connectivity and access to services for Off Highway Vehicles. COVID-19 restrictions disrupted the pilot and delayed starting the evaluation until February 2021. The pilot project's evaluation involves significant engagement with stakeholders and the department's road safety and policy staff.

COVID-19 was an unprecedented public health emergency in Nova Scotia and in Canada. Government, municipalities, and citizens took extraordinary measures to limit the spread of the virus to keep our families and our communities safe. In May, the province took steps to address the economic impact of the pandemic, announcing a \$230 million investment in shovel-ready projects to keep people working and get the economy moving again. This included almost \$100 million for additional paving, gravelling of roads, and bridge work. The investment allowed government to add or advance planned construction and maintenance work on road, bridge, and highway projects right across the province.

#### Performance Measure: Improve More Roads in More Communities

The Five-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 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 replacement/rehabilitation work are identified as the primary components in the Five-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.

Five-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	2019-2020	2020-2021
<b>Major Construction Projects</b>											
100 Series Expansion	82%	100%	100%	88%	67%	67%	71%	92%	92%	92%	92%
Construction 100 Series	100%	100%	100%	100%	100%	67%	0%	100%	100%	100%	100%
Construction on Arterial and Collectors	94%	100%	67%	100%	100%	100%	100%	88%	88%	88%	88%
Construction on Local Road	n/a	n/a	n/a	0%	83%	100%	100%	100%	100%	100%	100%
<b>Asphalt</b>											
Repaving 100 Series Highways	100%	100%	100%	100%	100%	80%	100%	100%	100%	100%	100%
Repaving Arterial/Collectors	100%	100%	100%	97%	100%	100%	100%	93%	93%	93%	93%
Repaving Local Roads	100%	97%	100%	100%	100%	100%	90%	95%	95%	95%	95%
Pavement Preservation (PP)	98%	100%	100%	96%	100%	100%	96%	100%	100%	100%	100%
Paving Subdivision Roads	100%	100%	100%	100%	100%	100%	93%	100%	100%	100%	100%
<b>Gravel Road Program</b>											
Gravel Road Program									99%	99%	99%
<b>Bridges</b>											

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Major Bridge Projects	71%	67%	58%	46%	88%	95%	85%	84%	84%	84%	84%
Other Bridge Projects	86%	79%	75%	88%	79%	93%	75%	58%	58%	58%	58%
Bridge Rehabilitation	96%	88%	67%	50%	100%	100%	100%	100%	100%	100%	100%
<b>Additional Projects Moved Forward</b>											
Various Repaving & Bridge Projects	n/a	100%	100%	100%	100%	100%	n/a	#DIV/0!	#DIV/0!	#DIV/0!	0%
<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>96%</b>	<b>96%</b>	<b>96%</b>	<b>96%</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-six (96) percent of the total planned work outlined for 2020 - 2021 of the 5-Year Highway Improvement Plan (2020 - 2021 edition) was completed.

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

A map of planned projects showing the stages of when projects were started, completed and new planned projects can be found at Highway Improvement Plan 2021-2022 ([arcgis.com](http://arcgis.com))

**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 workplace and marketplace.

The IRI has been consistently below the target of 1.60 and is currently at 1.34 for 2020. The percentage of 100-series highways with an average IRI below 1.80 has been consistent at 99.3% for the past five years.

#### International Roughness Index (IRI)

YEAR	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
% 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	1.32	1.25	1.27	1.29	1.37	1.40	1.27	1.30	1.31	1.34

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

- Maintain the average IRI for the entire 100-series highways to below 1.60.
- Maintain the target of a minimum of 95% of 100-series highways with an IRI value of  
 <= ( less than or equal to) 1.80.

#### Priorities and Accomplishments

Priority: Continue the implementation of the Five-Year Highway Improvement Plan (2020 – 2021 edition), update the plan for the upcoming five-year period, and continue to provide an early tendering of highway construction projects for 2021 - 2022 season.

Accomplishments:

- The achievements for the 2020 – 2021 period are summarised in the first performance measure and outlined in detail in the Five-year Highway Plan 2020 – 2021 edition.
- Planned projects for the 2021 - 2022 were outlined in the Five-year Highway Plan 2021 - 2022 edition and posted to the department’s website in January 2021.  
<https://novascotia.ca/tran/highways/5yearplan/highways-5-year-plan-2021-22.pdf>

- The Department continued to work towards tendering projects as early as possible.
- A map of road and highway projects in various stages of completion and planned projects can be found at: Highway Improvement Plan 2021-2022  
<https://nstir.maps.arcgis.com/app/webappviewer/index.html>

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

Accomplishments:

- Highway 101, Three Mile Plains to Falmouth: 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 first section of twinning between Tantallon and the new Ingramport Interchange was completed and officially opened in December 2020. The construction of the second section will be the twinning from Ingramport to Hubbards. Subgrade and bridge work is continuing for the section of twinning between Ingramport and Hubbards; construction is underway and is expected to be completed by autumn 2022.
- 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. 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 107 Sackville-Bedford-Burnside Connector (Highway 107 Extension) | [novascotia.ca](http://novascotia.ca)
- Highway 104, Sutherlands River to Antigonish: Environmental Assessment approval for the project was received in January 2019. In May 2020 Dexter Nova Alliance was selected by TIR for the designing, building, financing, operating and maintenance (DBFOM) of the 38-kilometre stretch of highway. Dexter Nova Alliance will be responsible for the operation and maintenance of the new build and an additional 25 kilometres of existing highway over a twenty-two (22) year period. Construction activity is underway on this project and is expected to continue for the next four (4) years. Highway 104 - Sutherlands River to Antigonish | [novascotia.ca](http://novascotia.ca)

Other 100 series and Major Construction Projects:

- Highway 103 passing lanes between Exit 9 and Exit 10 and access improvements began was completed during this reporting period.
- Highway 125 Eastbound Lane from Meadowbrook Drive easterly, 9.9 kilometres of road work was completed, construction of 100 series highways.
- Bell Boulevard from Highway 102 north bound off ramp to 200 metres east of Pratt and Whitney Drive, 1 kilometre and Pratt and Whitney Drive from Aerotech Drive to Baldwin Drive, 2.6 kilometres, construction of local roads.
- Construction of a new roundabout at the intersection of Highway 105 and Route 252 at Whycomomagh was completed during this reporting period.
- Antigonish – roundabout built and opened Beach Hill Road and Trunk 4.
- Sydney River – roundabout built and opened Kings Road and Trunk 4. Three more roundabouts are planned as part of Kings Road upgrades.
- Construction underway on Trunk 30 from MacLellans Cross Road to Victoria / Inverness County line.
- Cumberland – from Fountain Road southerly, 5.1 kilometres repaving arterial / collectors completed.
- Richmond County – Black River Road from Trunk 4 northerly 4.5 kilometres maintenance paving completed.
- Shelburne – Villagedale Road (Route 309) from Trunk 43 to Sebim Reach Road 4.3 kilometres repaving local roads.
- A map of road and highway projects in various stages of completion and planned projects can be found at [highways-5-year-plan-2020-21.pdf \(novascotia.ca\)](#)

Priority: Gravel Road Capital Program

Accomplishments:

- The Gravel Road Capital Program was announced in 2017, with a \$10 Million provincial commitment.
- The program has continued every year since with gravel roads being evaluated, and repairs prioritized based on traffic volumes and road conditions such as potholes, poor drainage, loss of gravel, soft areas, and roadside vegetation.
- Funding for the program increased to \$20 Million per annum.
- During this reporting period repair work under the Gravel Road Program was completed in every county in Nova Scotia.
- Gravel Road Project included:
  - Colchester County 4.80 km of Lynn Road from end of pavement northerly;
  - Cumberland County 5.20 km of Valley Road from 200 metres east of Higgins Mountain Road to Wentworth Station Road;
  - Shelburne County 3.10 km of Rockland Road from end of pavement to East Ragged Island Road; and
  - Inverness County 9.0 km of Coady Road from Trunk 19.
- A map of road, highway, and gravel road projects in various stages of completion and planned projects can be found at Highway Improvement Plan 2021-2022 highways-5-year-plan-2020-21.pdf (novascotia.ca)

Priority: Review of the Cobequid Pass

Accomplishment:

- Department officials are continuing to review the *Highway 104 Western Alignment Act* and the agreement with the bondholders, in conjunction with the maintenance and associated costs for the Pass to provide government with its best options for the future.

Priority: Supporting Active Transportation along the highway system, including the coordination of the Blue Route. <http://blueroute.ca/>

Accomplishments:

- Continued to work with Bicycle Nova Scotia on consultation and outreach to determine Blue Route locations in areas of the province.
- Continue to support Bicycle Nova Scotia in developing cycling network plans in Towns of Wolfville, Port Hawkesbury and New Glasgow.
- Added paved shoulders to 45 km of roads in 2020 to support bicycling.
- Continue to work with municipalities and other groups to improve provincial active transportation connections.

Priority: Modernising motor vehicle legislation.

Accomplishments:

- The Motor Vehicle Act will be replaced by the Traffic Safety Act (TSA). The TSA will embody a modern, simplified foundation to meet future motor vehicle, road safety and road use developments that will continue to keep all road users safe on Nova Scotia roads.
- Draft regulations that support the TSA continue to receive public and partner stakeholder feedback and comments, and it is anticipated that regulations development should be complete by autumn 2021.

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 on the Road Safety Advisory Committee (RSAC) on key road safety issues e.g., immediate roadside prohibitions, active transportation, and drug impaired driving.
- Road Safety Advisory Committee (RSAC) were held virtually during this reporting period, and the committee continued to provide advice to government on road safety issues.

Priority: Continue policy analysis of road safety issues.



Accomplishments:

- Policy research and analysis on issues related to active transportation, active transit, and non-motorised modes of transportation.
- Policy research and analysis on Entry Level Training (ELT) for commercial drivers.
- Policy analysis and research and reduction of costs and administrative burden for taxi and ride sharing services.
- Policy analysis of road safety issues continues in areas such as autonomous vehicles and speed, and active transportation.

Priority: Continue safety measures and improvements on un-twinning areas of the 100 series highways including in-service road safety reviews, analysis of collision data to identify problem areas and propose adoption of effective safety measures, installation of edge and centerline rumble strips, embedded reflectors, and development of an “Access Management Manual”.

Accomplishments:

- Highway 103 addition of passing lanes, construction started.
- Highway 105, Route 252 construction completed, access improvements.
- Route 332, intersections from Centre to Blue Rocks in-service road safety review.
- Highway 103 Camperdown School Road to Queens County line, in-service road safety review.
- Highway 107, planning and design of wildlife fencing and a wildlife tunnel.
- Highway 104 – 105 Port Hastings, access improvements, planning and design.
- Continue the analysis of collision data to identify problem areas and propose adoption of safety countermeasures.
- Continue the development of standards and procedures to address high number of collisions involving wildlife.

Priority: Contributed to the continued safe provision of services to the public by implementing temporary measures because of the COVID-19 pandemic.

Accomplishments:

- Registry of Motor Vehicles – extended duration of vehicle permits, temporary permits and drivers' licenses.
- Deferral of licence fees for provincially registered motor carriers.
- Extended certification period for Traffic Control People (TCP) and Temporary Workplace Signers (TWS).
- Suspended fees for all provincial inland and island ferries.

## 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 2020-2021
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