

# Transportation and Infrastructure

Annual Report  
**2017–2018**

Transportation and Infrastructure  
Annual Report 2017-2018

Province of New Brunswick  
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## **Transmittal letters**

### **From the Minister to the Lieutenant-Governor**

The Honourable Jocelyne Roy Vienneau  
Lieutenant-Governor of New Brunswick

May it please your Honour:

It is my privilege to submit the annual report of the Department of Transportation and Infrastructure, Province of New Brunswick, for the fiscal year April 1, 2017, to March 31, 2018.

Respectfully submitted,



Honourable Bill Oliver  
Minister

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### **From the Deputy Minister to the Minister**

Honourable Bill Oliver  
Minister of Transportation and Infrastructure

Sir:

I am pleased to be able to present the annual report describing operations of the Department of Transportation and Infrastructure for the fiscal year April 1, 2017, to March 31, 2018.

Respectfully submitted,



Kelly Cain  
Deputy Minister



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# Minister's Message

The mission of the Department of Transportation and Infrastructure is to build and maintain safe and sustainable building and transportation infrastructure for the people of New Brunswick. I am truly honoured to be the minister of this department and applaud the achievements of staff during the 2017-2018 fiscal year.

The Department of Transportation and Infrastructure is expansive and overcomes challenges daily to ensure that provincial highways and buildings are taken care of. Our government is grateful for all members of the civil service and values their experience and expertise.

I have full confidence that with this department's dedication and hard work, we will continue to provide services and advance projects with efficiency and urgency. Together, we will continue to improve our province.

A handwritten signature in black ink, appearing to read "Bill Oliver". The signature is written in a cursive, flowing style.

Honourable Bill Oliver  
Minister of Transportation and Infrastructure

# Deputy Minister's message

During the 2017-2018 fiscal year, the Department of Transportation and Infrastructure continued to focus on departmental realignment. As a performance-based organization, this effort focused on internal processes that would increase operational efficiency as well as improve service to the people of New Brunswick.

As Deputy Minister, I am extremely proud of the many men and women who serve the citizens of our province through the design, construction, operation and maintenance of our provincial building and transportation infrastructure, as well as the province's mobile communications system.

I would like to thank the staff of the Department of Transportation and Infrastructure for their hard work and commitment to public service. It is a privilege to work with you.

A handwritten signature in black ink, appearing to read "Kelly Cain". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Kelly Cain  
Deputy Minister



# Strategic priorities

## Strategy management

The Government of New Brunswick (GNB) uses a Formal Management system built on leading business practices to develop, communicate and review strategy. This process provides the Public Service with a proven methodology to execute strategy, increase accountability and continuously drive improvement.

The development of the strategy, using the Formal Management system, starts with a strategic vision to move New Brunswick forward. This vision is anchored in five priority areas:

- *Jobs* – Creating the best environment for jobs to be generated by New Brunswickers, by businesses, by their ideas, by their entrepreneurial spirit, and by their hard work. Growth efforts will be guided by the *New Brunswick Economic Growth Plan*, which focuses on strengthening the workforce; expanding innovation capacity; increasing the agility of government; fostering public and private investment in strategic infrastructure; and growing capital investment from the private sector.
- *Education* – Improving education as guided by two 10-year plans, *Everyone at Their Best* for the anglophone sector and *Donnons à nos enfants une longueur d’avance* for the francophone sector, that identify objectives for the early learning and education system and establish clear expectations for standards and performance. The areas of focus are: ensuring children and other learners develop the competencies they need to be successful in school and life; improving both literacy and numeracy skills for all learners; and working to make post-secondary education more accessible and affordable.
- *Families* – Creating a healthier and stronger New Brunswick by focusing on seven key areas: improving access to primary and acute care; promoting wellness; supporting those with mental health challenges; fostering healthy aging and support for seniors; advancing women’s equality; reducing poverty; and providing support for persons living with a disability.
- *Federal and Aboriginal Relations* – Building stronger relationships with First Nations; strengthening action on climate change; and working with the federal government to maximize federal funding, including optimizing infrastructure funding and growing the workforce through immigration.
- *Smart Province* – Providing taxpayers with better value for their money by transforming the culture of government by eliminating duplication; adopting new innovations in technology to improve services and savings; and ensuring GNB has a ready workforce that has the skills, training, support, leadership and working environments it needs to thrive.

# Highlights

During the 2017-2018 fiscal year, the Department of Transportation and Infrastructure focused on these strategic priorities through:

- Opening the twinned section of Route 11, between Route 15 and Shediac River, an important trade corridor in the eastern part of New Brunswick that will support economic development in the region.
- Continuing to maintain our roads and other infrastructure to ensure the safety of the public.
- The successful completion of the Organizational Realignment Initiative. Through the hard work and dedication of hundreds of departmental staff, the department has exceeded the original \$10.5 million savings target by close to \$1 million. This was achieved through the implementation of both realignment and process improvement projects.
- Increasing investments in energy efficiency and renewable energy systems in public buildings by over 50 per cent, showing leadership in addressing climate change. The department-designed 100 kilowatt solar panel installed on the roof of Fredericton High School is the largest solar installation in New Brunswick.
- The addition of electric vehicles to the government fleet, including the purchase of two electric school buses and the lease of 11 electric passenger vehicles.
- Advancing amendments to the General Regulation under the *Shortline Railways Act*, which were approved by government in February 2018. The amended regulation adopts key elements of the amended federal regulation, helping New Brunswick Southern Railway, which operates on both federally and provincially regulated track, avoid the cost of complying with multiple sets of rules.
- Securing \$2.26 million in funding for two projects in 2017-2018 under the Rail Safety Improvement Program, a federal program available to fund grade crossing improvement, technology, and research projects. The projects were: 1) realignment and major road profile change on Route 108 near New Denmark; and 2) modifications to the approach grades at a railway crossing in Norton.
- Leveraging over 75 per cent of the province's \$354.3 million federal funding allocation under the *New Building Canada Fund – Provincial-Territorial Infrastructure Component - National and Regional Projects* to undertake 10 priority infrastructure projects that will help move New Brunswick forward.
- Continuing to ensure that investments consider current and future climate conditions, thus building resiliency into transportation and infrastructure systems and ensuring responsible use of public money.
- Co-chairing with Ontario a community of practice, a subordinate forum to the Council of Ministers Responsible for Transportation and Highway Safety, established to share best practices and foster inclusive Aboriginal involvement in transportation matters.
- Demonstrating leadership in addressing climate change by using the Leadership in Energy and Environmental Design (LEED) rating system for green building in Canada and the U.S. In fact, the King Street School, officially opened in November 2017, is being piloted for LEED v4 certification, the latest rating.

# Performance measures

Based on the 2016-2018 GNB priorities, a framework that translates the organization’s strategy into a set of objectives and performance measures has been developed. The department continues to measure progress in meeting these objectives.

Six specific measures from the department’s Balanced Scorecard for 2017-2018 have been highlighted in this report (refer to the table below).

Jobs	Measures
Grow public and private investment in strategic economic infrastructure.	Percentage of roads in poor condition.
	Percentage of bridges with poor condition rating (Bridge Condition Index [BCI] < 60).
Optimize infrastructure funding.	Percentage adherence to Asset Management for capital expenditures for asphalt road surfaces.
Smart Province	Measures
Balance budget.	Ratio of actual to (ordinary) budgeted expenditures.
	Ratio of actual to budgeted revenues.
	The department’s realignment initiative 2017-2018 savings target.

## Jobs

### Objective of the measure

Grow public and private investment in strategic economic infrastructure.

### Measure

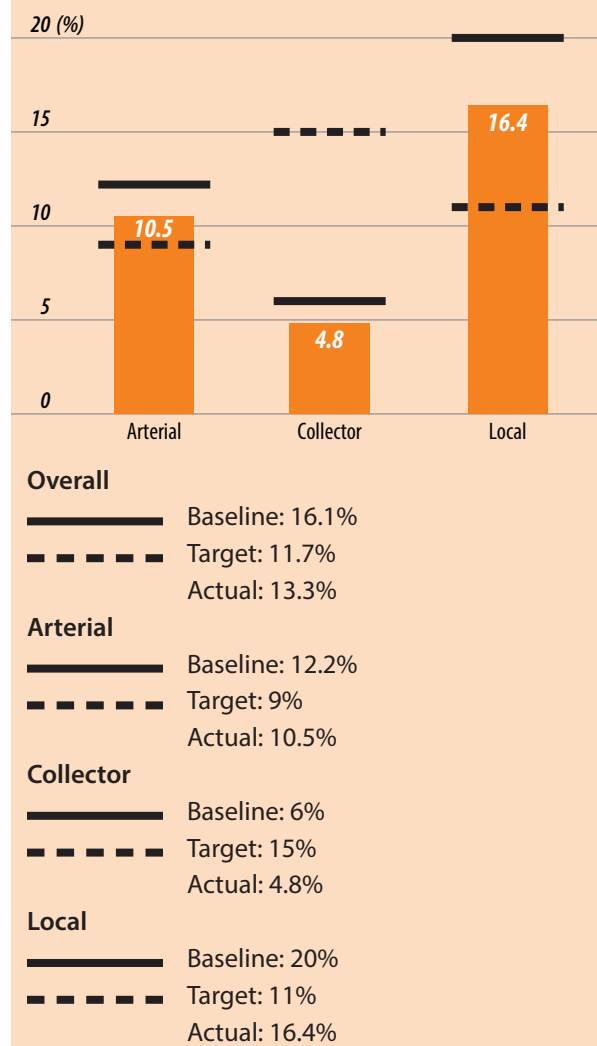
Percentage of roads in poor condition.

### Description of measure

The department reports on the condition of highways as good, fair or poor.

### Overall performance

For this report, results have been broken down to reflect the percentage of roads in poor condition for each of the following highway types and an overall total. In this case, an actual result of less than (or equal to) the full year target is desired.



### Why do we measure this?

The percentage of roads in poor condition represents a good improvement measure given the impact of such roads on motorists.

### What initiatives or projects were undertaken in the reporting year to achieve the outcome?

The 2017-2018 capital budget approximated \$122 million to road rehabilitation of asphalt and chip seal surfaces. This amount was slightly less than the annual amount prescribed for a 10-year horizon by the department's Asset Management model to bring the roads to good condition.

The percentage of poor roads are improving; however, without maintaining the recommended budget of \$130 million, the department will not meet the tactical condition goals by their intended timeline.

## Jobs

### Objective of the measure

Grow public and private investment in strategic economic infrastructure.

### Measure

Percentage of bridges with poor condition rating (BCI < 60).

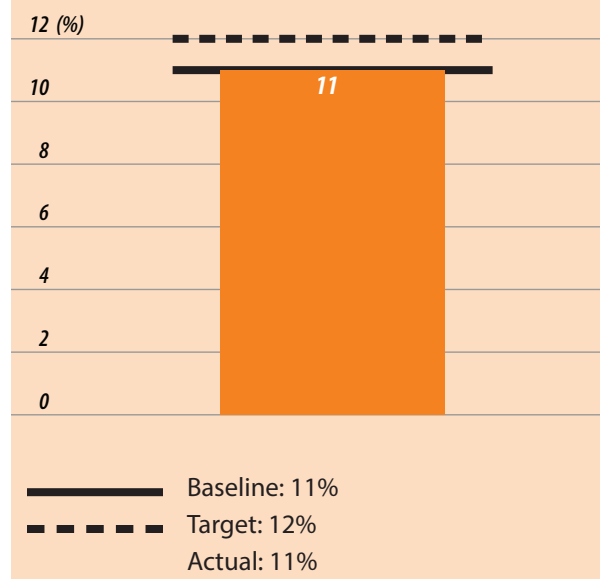
### Description of measure

The BCI is a tabulation of the condition of a bridge based on the condition of all the components of the structure. It is not used to measure the safety of a bridge.

### Overall performance

The department exceeded the targeted level.

In this case, an actual result of less than (or equal to) the full year target is desired.



### Why do we measure this?

This provides information on the condition of provincial bridges and the effectiveness of bridge replacement and rehabilitation programs.

### What initiatives or projects were undertaken in the reporting year to achieve the outcome?

The department continued work on major bridge projects such as the Route 11 twinning project, Harrisville Boulevard, Centennial Bridge, Anderson Bridge, Tobique River #1 and #4, and Tetagouche River #2. Climate change has led to more frequent and severe weather events including storms and flooding. The department continued to address damages to the bridge inventory from significant weather events which included replacement of the bridge at South Oromocto #3, and repair work at the Thoroughfare (north) Bridge on Route 690, along with numerous culvert replacements on various roads through the province. It also worked on new bridge designs, coordinated bridge and culvert contracts in all districts of the province, and rehabilitated existing structures.

The department conducts inspections on designated bridges on a one, two or four-year cycle. Although work on bridges is scheduled every year, the network continues to age, and inspection results for some bridges move them into the poor rating. While it is important to find the balance between economic growth and continued maintenance of existing assets, it must be noted that capital budget allocated to new bridge construction reduces the funding available for maintenance.

## Jobs

### Objective of the measure

Optimize infrastructure funding.

### Measure

Percentage adherence to Asset Management for capital expenditures for asphalt road surfaces.

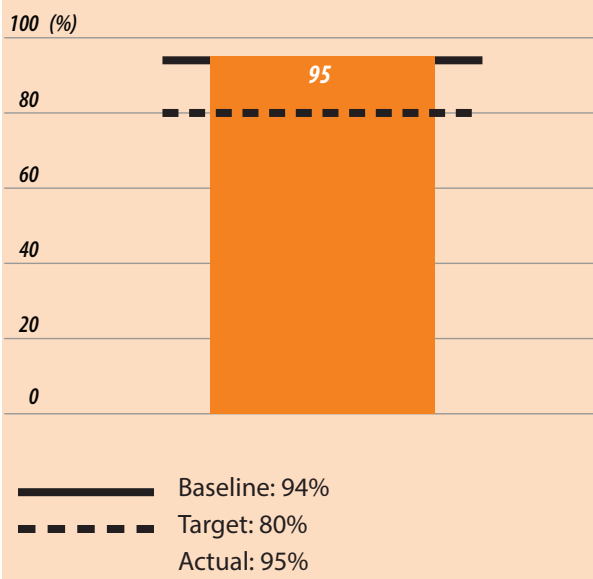
### Description of measure

This measure is important as high levels of adherence to the Asset Management plan help ensure minimum rehabilitation spending during the life of the asset.

### Overall performance

95 per cent of capital expenditures for asphalt road surfaces adhered to the Asset Management plan (15 per cent above the full year target).

In this case, an actual result of more than (or equal to) the full year target is desired.



### Why do we measure this?

Asset Management identifies how assets deteriorate over time and when the appropriate time is to intervene (rehabilitate) to avoid more costly reconstruction. If roads are treated at the appropriate time, rehabilitation costs are reduced and a larger volume of roads can be rehabilitated while achieving higher performance levels (i.e., good/fair/poor<sup>1</sup>).

### What initiatives or projects were undertaken in the reporting year to achieve the outcome?

Asset Management directed approximately \$122 million to road rehabilitation for asphalt and chip seal surfaces. In accordance with the Asset Management plan, the work included minor, major and reconstruction repairs over the various highway classifications including arterial, collector and local highways.

In maintaining the minor surface treatments before more expensive repairs are warranted, rehabilitation funding can be directed to other areas needing work. According to the department's Asset Management model, \$130 million per year for 10 years is required to bring the highways to acceptable condition and to eliminate the infrastructure debt for road surfaces. If the minimum funding requirements are not being met, the infrastructure debt will increase and the life of the asset will decline.

- 1 Good: Asset has some minor deterioration but is still functioning at a very high level of performance – some preservation activities can be considered.  
Fair: Asset has deteriorated to the point where rehabilitation or replacement would be considered – functional performance is still acceptable.  
Poor: Asset has deteriorated to the point where either a major rehabilitation or complete replacement is required – functional performance is below acceptable levels.

## Smart Province

### Objective of the measure

Balance budget.

### Measure

Ratio of actual to (ordinary<sup>2</sup>) budgeted expenditures.

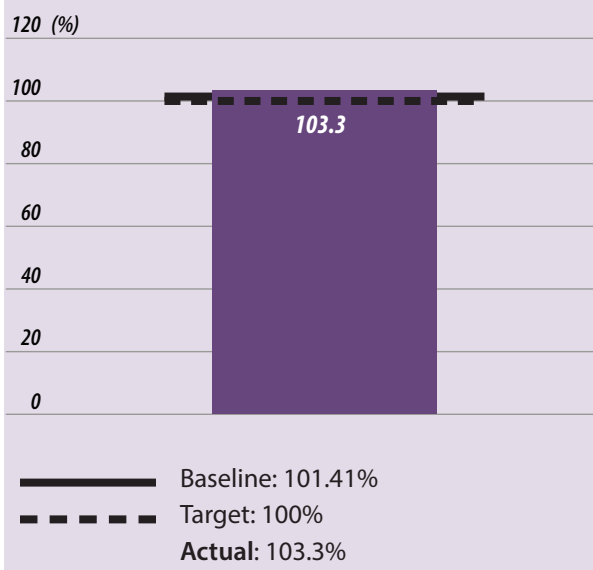
### Description of measure

This measure focuses on controlling and managing expenditures to meet the department's fiscal year budget.

### Overall performance

The ratio of actual to budgeted expenditures for the department was 103.3 per cent.

In this case, an actual result of less than (or equal to) the full year target is desired.



### Why do we measure this?

This indicator measures the ability of the department to manage its overall expenses to meet its budget. The department must ensure that expenses are managed in accordance with the budget and be prepared to take corrective action if expenses are projected to be over-budget during the year.

### What initiatives or projects were undertaken in the reporting year to achieve the outcome?

Many projects contributed to the reduction of departmental expenditures, such as engaging in a departmental Process Improvement initiative as well as continuing performance-based organization practices. However, higher-than-budgeted expenditures related to the winter maintenance program offset efficiency savings; notably, 12 per cent more winter storms than budgeted for. Aside from these storms, several freezing rain/ice storms required higher-than-anticipated use of road salt.

<sup>2</sup> The department's expenditures are divided into two categories: ordinary and capital. The Balanced Scorecard measure featured in this report focuses on strategic improvement efforts to ordinary budgeted expenditures, which represent expenditures for day-to-day operating costs of government programs.

## Smart Province

### Objective of the measure

Balance budget.

### Measure

Ratio of actual to budgeted revenues.

### Description of measure

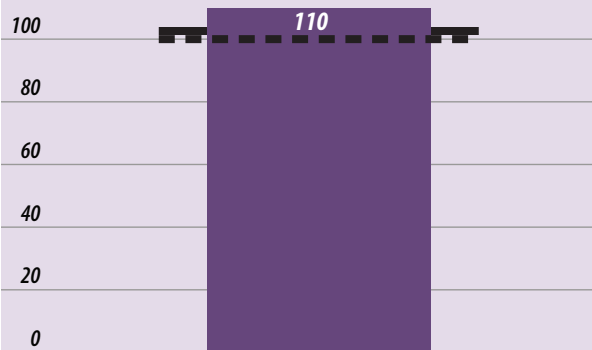
The measure compares actual revenue to the budgeted revenue to help the department focus on maximizing revenue.

### Overall performance

The ratio of actual to budgeted revenues for the department was 110 per cent.

In this case, an actual result of more than (or equal to) the full year target is desired.

120 (%)



— Baseline: 102.6%  
- - - Target: 100%  
Actual: 110%

### Why do we measure this?

Revenue is very important to GNB's fiscal picture. Major sources of revenue for the department are obtained from the sale of special permits for the movement of oversized and/or overweight loads on provincial highways and land rentals. Increased revenue helps to offset GNB's deficit. This measure helps the department maintain awareness of revenue-generating opportunities.

### What initiatives or projects were undertaken in the reporting year to achieve the outcome?

Actual revenues exceeded the department's target budget due to small increases across several revenue streams including but not limited to: special permits, municipal maintenance recoveries and land rentals.



## Smart Province

### Objective of the measure

Balance budget.

### Measure

The department's realignment initiative 2017-2018 savings target.

### Description of measure

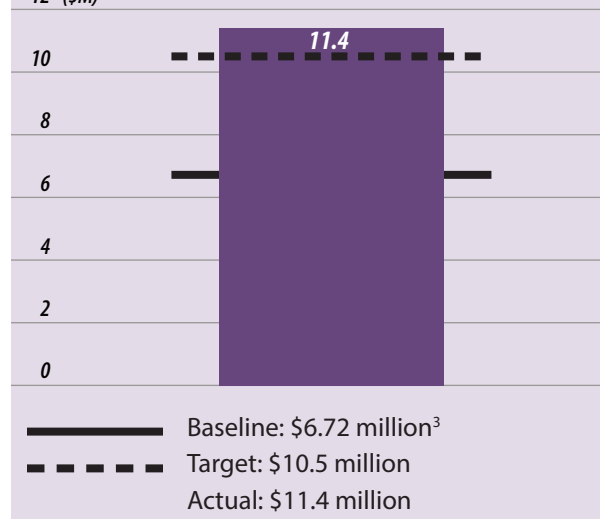
The measure compares actual savings to the targeted savings to help the department reach the fiscal objective set during the Strategic Program Review.

### Overall performance

The actual savings for the department's Organizational Realignment Initiative were \$11.4 million.

In this case, an actual result of more than (or equal to) the full year target is desired.

12 (\$M)



<sup>3</sup> 2016-2017 Annual Report recorded \$6.598 million in savings for the 2016-2017 fiscal year. However, following the publication of that report, additional savings were identified and documented.

### Why do we measure this?

The department announced its Organizational Realignment Initiative as an outcome of the Strategic Program Review in the 2016-2017 budget. The plan was to enable the department to meet a savings target of \$10.5 million over two years as well as enhance its services to the public.

### What initiatives or projects were undertaken in the reporting year to achieve the outcome?

The department identified several opportunities to improve its processes, and categorized them as either realignment or procurement-related initiatives.

Opportunities specific to realignment can be summarized as follows:

- Consolidation of several similar type functions to reduce fragmentation and duplication across the organization.
- Realignment of staff to ensure that operational responsibilities are consistent with reporting and accountability structures.
- Refocusing district responsibilities on winter and summer maintenance.

Opportunities to reduce procurement expenditures can be summarized as follows:

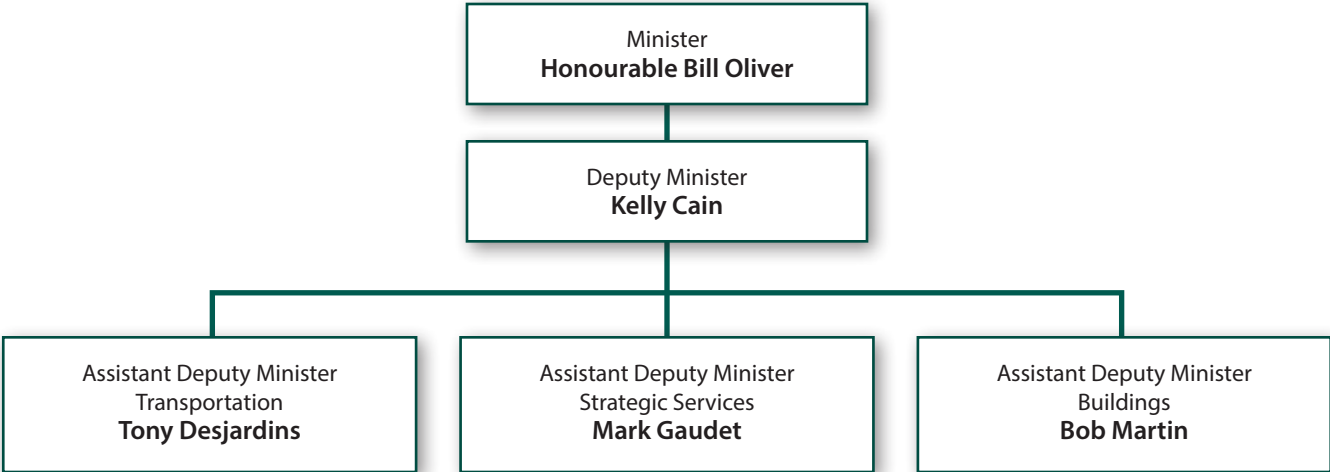
- Improved management of salt and sand.
- Opting for the purchase/lease financing of equipment rather than higher cost renting.
- Improved management of vehicle parts.
- Open and strategic scheduling of tendering to encourage more competitive bidding, and scheduling construction projects in a way that minimizes construction costs.
- Standardizing building designs and sizing new building construction to optimal space requirements.
- Establishing standing offers from service professionals and construction material manufacturers to reduce administrative work and improve response time.

# Overview of departmental operations

The Department of Transportation and Infrastructure’s mission is to contribute to New Brunswick’s economy and quality of life by providing and supporting sustainable infrastructure that allows for the safe and efficient movement of people and goods and accommodates the provision of government services to the public.

To achieve this mission, the department plans, designs, operates and maintains an extensive network of 19,000 km of highway connected by over 3,200 bridges and nine ferry crossings. The department manages 370 GNB-owned buildings and is responsible for 135 leases. The department is also responsible for the acquisition and disposal of property. Safety, security and environmental protection are fundamental principles of all department employees as they carry out their daily activities.

## High-level organizational chart



# Division overview and highlights

## Transportation Division

The **Transportation Division** provides professional services for all aspects of bridge and highway planning, design, construction and maintenance, including the management and delivery of the summer and winter highway maintenance programs, traffic engineering, traffic operations, commercial signing, highway systems management, asset management, policies for trucking and industry partnerships, as well as permits for the movement of goods. The division oversees three public-private partnership (P3) contracts and the Fundy Islands Ferry Service. Six transportation district offices deliver programs for the maintenance and construction of bridges and highways as well as the operation of the river ferry system.

The division consists of the **Project Development and Asset Management Branch**, the **Design Branch**, the

**Construction Branch**, the **Operations Branch** and the **six district offices**.

The **Project Development and Asset Management Branch** plans and implements highway initiatives to support public safety and the economic well-being of the province. This includes developing functional plans that contain details relating to the environmental, social, technical and economic factors of highway development, and providing technical advice on the capital rehabilitation of the department's assets as supported by data collection systems and asset modelling. The branch develops trucking policy and partnerships with industry, and issues special permits for the movement of indivisible oversize and/or overweight loads as well as unique vehicle configurations travelling on New Brunswick highways.

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
Project Development and Asset Management	\$1,165,000	\$1,170,000	\$1,007,966	(\$162,034)

### HIGHLIGHTS

- ◆ *Using asset management principles, the department rehabilitated more than 800 kilometres of roads under the chip seal program and about 300 kilometres of roads under the paving program.*
- ◆ *Continued to improve and develop asset management models for various assets, including highways, vegetation management and roofs of buildings owned by GNB, and continued progress on the culverts and bridge program.*
- ◆ *Purchased and tested a data collection tool (an Automatic Road Analyzer vehicle) to improve data collection efficiency to support asset management and to support various departmental programs.*
- ◆ *Collaborated with industry to pilot a new vehicle type for the forest industry.*
- ◆ *Collaborated with the Design Branch and industry to prioritize repairs on strategic resource corridors to support economic development.*

The **Design Branch** is responsible for design and tender of grading, paving, municipal, hydraulics and structure projects for the department's construction program. The branch provides technical expertise and makes recommendations to the department relating to engineering surveys as well as environmental, geotechnical, geological and hydrotechnical engineering for the design, construction and maintenance of highways and structures. The branch provides engineering applications and technical support to various branches and staff, carries out quality control/assurance testing of engineering materials (concrete, aggregates, soils and asphalt), identifies property requirements, provides document support for the property acquisition process, and provides technical support and research on materials/procedures related to the transportation industry.

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
Design	\$640,000	\$643,000	\$646,109	\$3,109

## HIGHLIGHTS

- ◆ *Tendered more than 139 projects as part of the 2017-2018 capital program, including contracts for more than 34 bridges and culverts, more than 64 paving contracts and 11 grading contracts.*
- ◆ *Carried out designs on the following major project areas:*
  - ◆ *Twinning of Route 11 between Route 15 and the Shediac River*
  - ◆ *Twinning of Route 11 between the Shediac River and the south side of Little Bouctouche River*
  - ◆ *Route 11 Glenwood to Miramichi Bypass*
  - ◆ *Fundy Trail connector road*
- ◆ *Conducted Environmental Impact Assessments for the following:*
  - ◆ *Route 11 Glenwood to Miramichi Bypass*
  - ◆ *Fundy Trail connector road*
  - ◆ *Northwest Miramichi River Bridge #1 (N665)*

- ◆ *Worked with Ducks Unlimited Canada to continue two wetland compensation projects and took responsibility for 30 hectares of wetlands on behalf of the department as compensation for the impacts of construction/maintenance on existing wetlands.*

The **Construction Branch** ensures that grading and paving contracts and projects for the construction and reconstruction of provincial highways and bridges are completed in accordance with contract plans and specifications, and ensures that construction methods comply with engineering best practices. In meeting its objectives, the branch provides contract management, engineering, financial, managerial and administrative support services for the provincial highway and structures capital program, and develops quality control standards and ensures their uniform application.

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
Construction	\$485,000	\$487,000	\$558,381	\$71,381

## HIGHLIGHTS

- ◆ *Opened a new Route 11 and Route 15 four-lane connection at Shediac, including new interchanges at Route 15 and Route 133.*
- ◆ *Completed several major bridge and large culvert replacement projects, including: Pokemouche River Bridge #4 (Gloucester County), Red Bank Creek (Chipman), Fisher Brook (Route 8 Fredericton), and Duncan Brook #2 (Kings County).*
- ◆ *Started construction of concrete piers and abutments and fabrication of steel superstructure for the new Petitcodiac River Bridge, which is a \$61 million project over the next four years.*
- ◆ *Delivered a \$30 million chip seal program through combination of contracts and in-house crews.*
- ◆ *Completed Phase 2 of the major bridge rehabilitation project at Miramichi River Bridge #1 (Centennial Bridge) and started Phase 3, all of which is part of an ongoing \$88 million improvement project.*

The **Operations Branch** provides technical and engineering expertise in traffic engineering and operations, in environmental matters and in the administration of the provincial highways, ferries and maintenance programs. This includes the establishment of standards and guidelines to maximize the value of the provincial maintenance budget. The branch provides administrative and project management services for public-private partnership agreements (Fredericton-Moncton Highway Project, TransCanada Highway Project, Route 1 Gateway Project, and Fundy Islands Ferry Services Project) and manages operations of the river ferries system. The branch also provides project management, technical and engineering expertise relating to large non-traditional construction and design-build transportation projects.

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
Operations	\$979,000	\$981,000	\$932,164	(\$48,836)

## HIGHLIGHTS

- ◆ Provided technical support to amend the Motor Vehicle Act to address default speed limits, particularly in school zones.
- ◆ Completed the refit of William Pitt 2 ferry at Gondola Point to ensure compliance with all regulations.
- ◆ Developed a Temporary Road Restrictions / Closures Policy and customized the NB511 web portal to better communicate public advisories.
- ◆ Developed and awarded a salt supply contract with a new salt provider (K+S Windsor Salt).
- ◆ Worked with NB Power on the approval process for major transmission lines around four lane highways, which will help NB Power accommodate new industrial clients.
- ◆ Restructured the department's snowfighter training program, including revisions to the training content, and provided specialized training for some snowfighter instructors.
- ◆ Produced, installed and maintained traffic signs that were required because of extreme weather events and other emergencies.
- ◆ Implemented a more efficient sand supply storage and management process.
- ◆ Expanded the mobile blade project to include more than 100 plow trucks.

## Strategic Services Division

The **Strategic Services Division** provides leadership and support to the department in procurement, strategic planning, policy development, legislative affairs, information technology (IT) services, performance management and process improvement. In addition, it provides fleet management services for GNB, along with property acquisition and disposal services for highways and buildings.

The division consists of the **Performance Excellence Branch**, the **Information Management and Technology Branch**, the **Policy and Legislative Affairs Branch**, the

**Supply Chain Management Branch**, the **Property Services Branch**, the **Vehicle Management Agency (VMA)**<sup>4</sup> and the **Strategic Partnerships and Trade Corridor Development Unit**.

The **Performance Excellence Branch** is mandated to promote a culture of Continuous Improvement throughout the department and to encourage staff to engage in productivity and process improvements through the adoption of the GNB Formal Management system.

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
Performance Excellence	\$845,000	\$849,000	\$754,902	(\$94,098)

## HIGHLIGHTS

- ◆ Led the department to the successful completion of the department's Organizational Realignment Initiative, exceeding the overall savings target of \$10.5 million by almost \$1 million.
- ◆ Facilitated the implementation of several Continuous Improvement projects that resulted in approximately \$1.7 million in savings.
- ◆ Coached and encouraged six individuals leading to certification of one Master Black Belt and five Green Belt employees, strengthening the department's performance excellence and continuous improvement capacity.
- ◆ Worked with departmental staff to complete the installation of 12 daily management visual boards throughout the department, which has helped to build the culture of Continuous Improvement and to improve the maturity of the department with respect to performance excellence. The branch is now recognized as a "go-to" resource to achieve improvements and efficiencies.

<sup>4</sup> VMA is a special operating agency under the responsibility of the Department of Transportation and Infrastructure. More information about VMA activities can be found in its annual report available at <http://www2.gnb.ca/content/gnb/en/departments/dti/publications.html>

The **Information Management and Technology Branch** supports departmental clients in achieving their business objectives through effective use of information technology solutions and related services. The branch is responsible for IT strategy, planning and service coordination with Service New Brunswick, geographic information

system (GIS) applications and services, a comprehensive records and information management program, information security and privacy, and a suite of departmental services for the department's head office that includes building access, parking, office accommodations and other general office services.

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
Information Management and Technology	\$1,197,000	\$1,202,000	\$1,128,179	(\$73,821)

## HIGHLIGHTS

- ◆ Continued to modernize the department's computer network infrastructure by upgrading cabling and equipment at locations identified in the final year of a three-year modernization plan and adding wireless network access in vehicle repair facilities.
- ◆ Implemented processes to receive accident reports electronically and automate the loading of these into the department's accident reporting system. Also developed a GIS based accident locator for determining the linear referencing position of accidents.
- ◆ Implemented a GIS portal for the delivery of GIS based applications, data and related services to the department.

- ◆ In conjunction with the Project Development and Asset Management Branch, completed the procurement and implementation of a new highway data collection vehicle, including all on-board instrumentation and related computer hardware and software.

The **Policy and Legislative Affairs Branch** provides leadership, advice and expertise to support effective and efficient department operations, as well as to help ensure compliance with all statutory and operational requirements. In pursuing its vision to be a leader in the provision of corporate service and advice, the branch practices the core values of excellence, integrity and making a difference.

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
Policy and Legislative Affairs	\$1,222,000	\$1,225,000	\$1,173,103	(\$51,897)

## HIGHLIGHTS

- ◆ Advanced 60 Memoranda to Executive Council for direction or decisions related to agreements, policies and financial transactions to ensure effective and efficient department operations.
- ◆ Processed 71 requests under the Right to Information and Protection of Privacy Act, helping to improve transparency of department decision-making and providing fuller disclosure of its operations.
- ◆ Managed the revision of the department's policy manual to help ensure internal policies support efficient and effective operations and are consistent with the organizational realignment.
- ◆ Coordinated responses to over 650 letters and emails to the Deputy Minister, Minister and Premier.

- ◆ Published four regular and two special editions of the department's newsletter, *DTI Connections*, to keep employees informed and help promote a proud, productive and professional workforce.
- ◆ Advanced amendments to the Motor Vehicle Act to help improve safety in school zones.
- ◆ Participated in the review of the federal Rail Safety Act by providing comments at the review panel's regional roundtable session and providing a formal submission to the panel signed by the Minister.
- ◆ Established the branch as the access point for all relations with the Offices of the Auditor General, Ombud, and Integrity Commissioner.

- ◆ *Provided leadership and secretariat support to an interdepartmental committee charged with identifying and pursuing freight rail opportunities to sustain the northeastern New Brunswick rail line.*
- ◆ *Progressed in adopting elements of the GNB Formal Management system to help become more client-centric and minimize risks to service continuity.*

The **Supply Chain Management Branch** administers capital project tendering in accordance with the *Crown Construction Contracts Act* and related regulations, prepares and administers the execution of contracts, provides guidance to the department on purchasing issues under the *Procurement Act*, and assists with the preparation of requests for proposals.

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
Supply Chain	\$118,000	\$118,000	\$114,745	(\$3,255)

## HIGHLIGHTS

- ◆ *Led a green belt project on the standardization of brands of oil filters, air filters and batteries, resulting in operational efficiencies and generating savings of \$100,000.*
- ◆ *Awarded over 500 construction contracts as part of the department's capital program.*

projects; management and disposal of surplus properties; marketing, tendering and document preparation. In addition, the branch processes claims against the department related to alleged motor vehicle highway accidents, highway defects, environmental contamination and real property damage, as well as claims in relation to expropriation of land for highway construction. The branch is also responsible for the discontinuance of highways; expropriation; public works designation; and corridor management, including the issuance of highway usage permits, rural subdivision review and recommendations, and determination of road status, all in accordance with legislative requirements.

The **Property Services Branch** is responsible for providing property services to the department, other government entities and the public. These services include title abstracts; property surveys; valuation; negotiations and acquisition of properties for highway and infrastructure

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
Property Services	\$697,000	\$700,000	\$653,995	(\$46,005)

## HIGHLIGHTS

- ◆ *Sold 163 properties under the Public Works Act with total revenue generated of \$2,544,550.*
- ◆ *Divested 20 additional vacant tax properties valued at \$10,000 or under from November 2017 to March 2018 through a cost effective, efficient and expedited process that resulted from recent amendments to the Public Works Act.*
- ◆ *Worked closely with the Performance Excellence Branch to implement several Continuous Improvement initiatives that resulted in efficiencies in the disposal of surplus properties.*

The **Vehicle Management Agency**, a Special Operating Agency, provides a full range of vehicle services (acquisition, repair and maintenance, fuelling, disposal, etc.) to client departments within Parts 1 and 2 of the Public Service. In addition, partial service arrangements are provided to agencies and Crown corporations such as NB Power. It submits an annual business plan to government for approval that details its planned operations.

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
VMA	\$76,660,000	\$76,660,000	\$80,572,713	\$3,912,713

## HIGHLIGHTS

- ◆ *As part of the department's Organizational Realignment Initiative, assumed responsibility and accountability from the district offices for the District Repair Facility.*
- ◆ *Continued to work with other branches to install generators at critical fuel sites to ensure fuel is available for first responders during weather events.*

The **Strategic Partnerships and Trade Corridor Development Unit** is responsible for providing guidance on federal funding and international/interprovincial partnerships, pursuing and securing federal funding opportunities, the continued development of a multi-modal transportation system and trade corridor, and the provision of guidance on the department's long-term capital infrastructure planning framework and prioritization process. The unit is also responsible for working with transportation system providers (airports, marine ports, etc.) and other stakeholders on initiatives to strengthen the province's integrated multimodal transportation system and trade corridor and improve economic competitiveness.

## Financial Information

This unit does not have an ordinary budget.

## Buildings Division

The **Buildings Division** is responsible for the management of construction projects for all GNB departments and the operations and maintenance of GNB buildings occupied by Part I employees (including office buildings, courthouses, highway garages, etc.). This division also manages government leases for office space, as well as the acquisition of GNB property for new buildings.

The division consists of the **Design and Construction Branch** and the **Facilities Management Branch**.

The **Design and Construction Branch** provides planning, design and contract administration services for all GNB departments supporting school, hospital, office,

## HIGHLIGHTS

- ◆ *Secured up to \$200 million in federal funding through formally appending the department's Contribution Agreement for the New Building Canada Fund Provincial-Territorial Infrastructure Component – National and Regional Projects (2015-2016/2023-2024) with eight additional infrastructure projects.*
- ◆ *Submitted business case applications and received funding for two projects (Coles Island bridges and the Chignecto Isthmus study) under the National Trade Corridors Fund that are expected to leverage approximately \$22 million from the federal government toward approximately \$46 million in total project costs.*
- ◆ *Worked with senior officials and provided support leading to the signing of the Canada-New Brunswick Integrated Bilateral Agreement in March 2018, securing \$673 million in federal funding over the next 10 years on targeted funding streams.*
- ◆ *Continued to provide project management to the Madawaska-Edmundston International Bridge and Border Crossing feasibility and planning project to help ensure the sustainability of an important international transportation link.*

courthouse, jail and miscellaneous building projects. A multi-disciplinary professional and technical staff, supported by private architectural and engineering firms, provides and coordinates this service. The branch manages various other government projects such as jointly funded federal-provincial projects. Most of the budget to operate this group is contained in the capital budget; the amount noted below covers some administration costs and a group that provides technical advice to the Department of Social Development for nursing homes and public housing.

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
Design and Construction	\$996,000	\$996,000	\$752,458	(\$243,542)



## HIGHLIGHTS

- ◆ *The branch was involved in the design and/or construction of a variety of major capital projects including: eight new schools, nine mid-life upgrades to schools, three community college projects, several new nursing homes, upgrades to public housing, and six large expansions to hospitals.*
- ◆ *More than 500 capital improvement projects were delivered at a cost of \$68 million. This included over 200 projects, totalling \$20 million, related to promoting energy efficiency. These efforts will significantly contribute to meeting the province's climate change targets.*
- ◆ *Contributed significantly to the department's savings target through standardizing building designs and sizing new building construction to optimal space requirements.*

- ◆ *Worked with Service New Brunswick to develop an energy management system that will monitor energy consumption and provide information to direct investments toward minimizing energy in GNB buildings.*

The **Facilities Management Branch** is responsible for the administration, maintenance and operation of approximately 350 government-owned buildings and three industrial parks as well as the negotiation and administration of approximately 250 leases. The branch, through head office and the operation of six regional offices, manages about 7.5 million square feet of space throughout the province. The branch has a multi-disciplinary professional and technical staff that also provides technical support as required to other government entities. Additionally, the branch provides a variety of building and accommodation related services such as design, engineering, security, risk management, insurance services, building maintenance and capital project planning and design.

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
Facilities Management	\$61,219,000	\$61,247,000	\$59,177,806	(\$2,069,194)

## HIGHLIGHTS

- ◆ *Contributed significantly to the department's savings target through continued office space utilization and optimization efforts. These efforts are supported by better management and standardization in the provision and allocation of office space province-*

*wide, and achieved by surrendering leases and divesting of GNB buildings that are underused or otherwise deemed surplus to government needs, while adhering to policies and sustainable design practices that encourage space rationalization.*

## Radio Communications

The **Radio Communications Branch** reports directly to the Deputy Minister. Its mandate is to provide safe, reliable, cost effective communications, technical support and consultation to all GNB departments and agencies and the RCMP. The branch is responsible for admin-

istering the contract for the New Brunswick Trunked Mobile Radio (NBTMR) System, the province's mission critical radio communications system utilized by several provincial, federal and municipal entities, and managing the Provincial Mobile Communications Center (PMCC).

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
Radio Communications	\$9,481,000	\$9,498,000	\$9,184,299	(\$313,701)

## HIGHLIGHTS

- ◆ Completed the radio communications migration of most provincial departments and agencies, most notably the Department of Justice and Public Safety which required encrypted voice communications for law enforcement users.
- ◆ The expansion of the NBTMR System also included the addition of over half of the RCMP requirements, the transition of Ambulance New Brunswick, and the cities of Fredericton and Moncton. The NBTMR System has expanded from 89 to 97 tower sites providing superior coverage to over 90 per cent of the populated areas of the province.
- ◆ Created a new section within the branch to respond to the large number of support requests during emergencies and weather events. The new unit provides support when critical radio communications are required to respond to major events such as the ice storm in northern New Brunswick in 2017. The group was also called to provide support to three ground search and rescue operations.
- ◆ PMCC processed over 130,000 telephone and radio calls, supporting most government departments' after hour requirements, providing a single point of contact for personnel working alone, and monitoring alarms for critical communications infrastructure.

## Financial and Administrative Services

The **Financial and Administrative Services Branch** reports directly to the Deputy Minister. It provides effective budgeting, accounting, financial reporting, and consulting and advisory services. The branch also pro-

vides general office and administrative support services, reviews and evaluates departmental internal controls, and investigates and resolves property damage claims.

Ordinary budget	Budget 2017-2018	Revised budget 2017-2018	Actual 2017-2018	Variance over/(under)
Financial and Administrative Services	\$1,632,000	\$1,642,401	\$1,226,711	(\$415,690)

## HIGHLIGHTS

- ◆ Managed the financial and administrative systems, monitoring, forecasting and reporting for the department.
- ◆ Participated in the development of the ordinary and capital budgets.
- ◆ Supported the development of the new corporate Enterprise Resource System through participation on the steering committee, Request for Proposal process, Chart of Accounts, and other projects.
- ◆ Supported the department's Organizational Realignment Initiative and Process Improvement initiatives.
- ◆ Implemented a daily management visual board within one of the branch units.
- ◆ Supported the application and development of several federal contribution agreements under the New Building Canada Fund.

# Financial information

## Expenditure by Program (in thousands of dollars)

Ordinary Program	2017-2018 Main estimates	Appropriation transfers	2017-2018 Budget	2017-2018 Actual	Variance over/ (under)
Administration	13,103.0	64.4	13,167.4	12,441.7	(725.7)
Policy, Planning and Strategic Development	1,222.0	3.0	1,225.0	1,173.1	(51.9)
Maintenance	68,087.0	207.0	68,294.0	68,014.1	(279.9)
Winter Maintenance	68,904.0	124.7	69,028.7	82,270.3	13,241.6
Bridge and Highway Construction	2,987.0	13.0	3,000.0	2,866.5	(133.5)
Buildings Group	127,952.0	1,039.5	128,991.5	126,678.8	(2,312.7)
New Brunswick Highway Corporation	19,854.0	0.0	19,854.0	20,110.0	256.0
<b>Total - Gross Ordinary</b>	<b>302,109.0</b>	<b>1,451.6</b>	<b>303,560.6</b>	<b>313,554.5</b>	<b>9,993.9</b>

*Expenditures were higher than budget primarily due to the severity of winter.*

Capital Program	2017-2018 Main estimates	2017-2018 Actual	Variance over/ (under)
Permanent Bridges	76,980.0	57,144.2	(19,835.8)
Permanent Highways	217,750.0	221,433.8	3,683.8
Municipal Designated Highway Program	25,000.0	25,297.4	297.4
Federal-Provincial Cost-Shared Program	78,655.0	72,069.5	(6,585.5)
Public Works and Infrastructure	224,072.0	194,512.8	(29,559.2)
Vehicle Management Agency	16,000.0	16,130.7	130.7
<b>Total</b>	<b>638,457.0</b>	<b>586,588.4</b>	<b>(51,868.6)</b>

*Expenditures were under budget largely due to schedule changes.*

Special Purpose Account	2017-2018 Main estimates	2017-2018 Actual	Variance over/ (under)
Government House	50.0	-	(50.0)
Land Management Fund	1,800.0	1,910.8	110.8
<b>Total</b>	<b>1,850.0</b>	<b>1,910.8</b>	<b>60.8</b>

<b>Vehicle Management Agency</b>	<b>2017-2018 Main estimates</b>	<b>2017-2018 Actual</b>	<b>Variance over/ (under)</b>
<b>Revenue</b>			
Chargebacks	81,260.0	83,625.1	2,365.1
Revenue from Sales of Vehicles and Equipment	700.0	610.2	(89.8)
<b>Total Revenue</b>	<b>81,960.0</b>	<b>84,235.3</b>	<b>2,275.3</b>
<b>Expenditure</b>			
Total Expenditures	76,660.0	80,572.7	3,912.7
Capital Account Expenditures	16,000.0	16,130.7	130.7
<b>Total Expenditures</b>	<b>92,660.0</b>	<b>96,703.4</b>	<b>4,043.4</b>

## Revenues and Recoveries (in thousands of dollars)

<b>Ordinary Revenue</b>	<b>2017-2018 Main estimates</b>	<b>2017-2018 Actual</b>	<b>Variance over/ (under)</b>
Return on Investment	1.0	6.2	5.2
Licences and Permits	1,520.0	1,682.1	162.1
Sale of Goods and Services	5,600.0	6,010.5	410.5
Fines and Penalties	35.0	26.9	(8.1)
Miscellaneous	82.0	216.0	134.0
Conditional Grants - Canada	26.0	32.5	6.5
<b>Total - Ordinary Revenue</b>	<b>7,264.0</b>	<b>7,974.2</b>	<b>710.2</b>

<b>Capital Recoveries</b>	<b>2017-2018 Main estimates</b>	<b>2017-2018 Actual</b>	<b>Variance over/ (under)</b>
Other	7,200.0	5,251.5	(1,948.5)
Capital Recoveries - Canada	27,373.0	26,972.5	(400.5)
<b>Total - Capital Recoveries</b>	<b>34,573.0</b>	<b>32,224.0</b>	<b>(2,349.0)</b>

<b>Land Management Fund</b>	<b>2017-2018 Main Estimates</b>	<b>2017-2018 Actual</b>	<b>Variance Over/ (Under)</b>
Own Source Revenue	45.0	244.2	199.2
Capital Recoveries - Own Source	620.0	861.8	241.8
<b>Total - Land Management Fund</b>	<b>665.0</b>	<b>1,106.0</b>	<b>441.0</b>

# Summary of staffing activity

Pursuant to section 4 of the *Civil Service Act*, the Deputy Minister of the Department of Human Resources delegates staffing to each Deputy Head for his or her respective department(s). Please find below a summary of the staffing activity for 2017-2018 for the Department of Transportation and Infrastructure.

Number of permanent and temporary employees as of Dec. 31 of each year		
Employee type	2017	2016
Permanent	1,572	1,572
Temporary	74 <sup>5</sup>	161
<b>TOTAL</b>	<b>1,646</b>	<b>1,733</b>

The department advertised 140 competitions, including 90 open (public) competitions and 50 closed (internal) competitions.

Pursuant to sections 15 and 16 of the *Civil Service Act*, the department made the following appointments using processes to establish merit other than the competitive process:

Appointment type	Appointment description	Section of the <i>Civil Service Act</i>	Number
Specialized Professional, Scientific or Technical	An appointment may be made without competition when a position requires: <ul style="list-style-type: none"> <li>– a high degree of expertise and training</li> <li>– a high degree of technical skill</li> <li>– recognized experts in their field</li> </ul>	15(1)	0
Equal Employment Opportunity Program	Provides Aboriginals, persons with disabilities and members of a visible minority group with equal access to employment, training and advancement opportunities.	16(1)(a)	0
Department Talent Management Program	Permanent employees identified in corporate and departmental talent pools, who meet the four-point criteria for assessing talent, namely performance, readiness, willingness and criticalness.	16(1)(b)	0
Lateral transfer	The GNB transfer process facilitates the transfer of employees from within Part 1, 2 (school boards) and 3 (hospital corporations) of the Public Service.	16(1) or 16(1)(c)	27
Regular appointment of casual/temporary	An individual hired on a casual or temporary basis under section 17 may be appointed without competition to a regular properly classified position within the Civil Service.	16(1)(d)(i)	8
Regular appointment of students/ apprentices	Summer students, university or community college co-op students or apprentices may be appointed without competition to an entry level position within the Civil Service.	16(1)(d)(ii)	0

Pursuant to section 33 of the *Civil Service Act*, the Deputy Head of the Department of Transportation and Infrastructure did not receive any complaints alleging favouritism and no complaints were submitted to the Ombud.

5 Temporary: temporary workers and term positions. This does not include casual workers.

# Summary of legislation and legislative activity

Bill #	Name of legislation	Date of Royal Assent	Summary of changes
53	<i>An Act to Amend the Public Works Act &amp; Floor Amendment to the Public Works Act</i> <a href="http://www1.gnb.ca/legis/bill/editform-e.asp?ID=1321&amp;legi=58&amp;num=3">http://www1.gnb.ca/legis/bill/editform-e.asp?ID=1321&amp;legi=58&amp;num=3</a>	May 5, 2017	Amending provisions in the Act to provide the Department of Transportation and Infrastructure with a more expedient and less expensive process to dispose of low-value surplus tax properties.
6	<i>An Act to Amend the Motor Vehicle Act</i> <a href="http://www1.gnb.ca/legis/bill/editform-e.asp?ID=1350&amp;legi=58&amp;num=4">http://www1.gnb.ca/legis/bill/editform-e.asp?ID=1350&amp;legi=58&amp;num=4</a>	December 20, 2017	The legislative amendment pertains to speed limits in designated school zones, setting defaults of 30 km per hour in municipalities and 50 km per hour in all other areas, unless otherwise posted. The amendments also authorize the Minister to set a speed limit that is higher or lower than the default on all roads under provincial jurisdiction provided that the chosen speed limit is supported by a professional engineering technical evaluation.
13	<i>An Act to Repeal the Declaration of Trust of Court House, 1826</i> <a href="http://www1.gnb.ca/legis/bill/editform-e.asp?ID=1357&amp;legi=58&amp;num=4">http://www1.gnb.ca/legis/bill/editform-e.asp?ID=1357&amp;legi=58&amp;num=4</a>	December 20, 2017	The 1826 Declaration of Trust stated that the Saint John County Court House could only be used as a court house or city/county offices. This Act had the effect of repealing the trust. The property had been deemed surplus and the repeal was necessary in order for the property to be sold. Selling the property generated revenue for the province and reduced expenditures by eliminating maintenance costs. The repeal also allowed for the repurposing of a heritage building and an increase in tax revenue for the province and municipality.

The statutes and regulations for which the department was responsible in 2017-2018 may be found at: <http://laws.gnb.ca/en/deplinks?subjectnumber=17>

# Summary of Official Languages activities

## Introduction

The department developed its Official Languages action plan in 2015 and will continue to revise as required. The action plan includes strategic activities in each of the four main sectors of activity found in GNB's *Plan on Official Languages – Official Bilingualism: A Fundamental Value*. The department's associated activities can be found in the four focus areas listed below.

## Focus 1

Ensure access to service of equal quality in English and French throughout the province:

- Linguistic profiles were updated throughout the year. The tracking mechanism for the renewal of second-language certificates, implemented in 2016, ensured access to quality service in English and French throughout the province.
- Information about the Language of Service Policy was regularly communicated to staff and is accessible as needed. The departmental Intranet site was kept up-to-date with resources and contact information for additional support.

## Focus 2

An environment and climate that encourages, for all employees, the use of the Official Language of their choice in their workplace:

- The department's performance review form and process highlighted an employee's right to have his or her performance review conducted in the Official Language of his or her choice.
- Small and large meetings were held in a manner that encouraged the use of both Official Languages. Employees had access to the working tool, *Effective Behaviours for Chairing Bilingual Meetings*, available on the department's Intranet.
- The department ensured employees could draft documents in the Official Language of their choice.
- The department's Intranet was up-to-date with resources and contact information to support the use of both Official Languages.

## Focus 3

- The department's Official Languages action plan working group met quarterly to ensure that the programs and policies developed and implemented considered the province's official linguistic communities.
- The department ensured that any information received by Executive Council Office, such as the *Official Languages Newsletter* as well as policy changes or updates, were communicated to employees in both Official Languages.

## Focus 4

Ensure Public Service employees have a thorough knowledge and understanding of the *Official Languages Act*, relevant policies, regulations and the province's obligations with respect to Official Languages:

- Official Languages policies were key components of employee orientation. The department made available all information and resources for employees and managers.
- The department provided tracking tools to ensure all new employees had a thorough knowledge and understanding of the *Official Languages Act* and its related policies and regulations.
- Employees were expected to read the Language of Service and Language of Work policies as part of their annual performance reviews.

## Conclusion

The department successfully completed the third year of its Official Languages action plan. Thirty-five employees took second-language training offered by GNB.

# Summary of recommendations from the Office of the Auditor General

Centennial Building (2015) <a href="http://www.agnb-vgnb.ca/content/dam/agnb-vgnb/pdf/Reports-Rapports/2015V4/Chap3e.pdf">http://www.agnb-vgnb.ca/content/dam/agnb-vgnb/pdf/Reports-Rapports/2015V4/Chap3e.pdf</a> (p.53)	Recommendations	
	Total	Adopted <sup>6</sup>
Capital asset management of the Centennial Building	5	5

Matters Arising from our Audit of the Financial Statements of the Province (2014) <a href="http://www.agnb-vgnb.ca/content/dam/agnb-vgnb/pdf/Reports-Rapports/2014V1/Agrepe.pdf">http://www.agnb-vgnb.ca/content/dam/agnb-vgnb/pdf/Reports-Rapports/2014V1/Agrepe.pdf</a> (p.94)	Recommendations	
	Total	Adopted
Prepare and submit to the Office of the Comptroller for review an annual assessment of asset impairment	1	1

Long Term Infrastructure Plan (2013) <a href="http://www.gnb.ca/oag-bvg/2013v2/chap1e.pdf">http://www.gnb.ca/oag-bvg/2013v2/chap1e.pdf</a> (p.4)	Recommendations	
	Total	Adopted
Develop and implement a comprehensive long-term infrastructure plan	8	8

Provincial Bridges (2013) <a href="http://www.gnb.ca/oag-bvg/2013v2/chap3e.pdf">http://www.gnb.ca/oag-bvg/2013v2/chap3e.pdf</a> (p.83)	Recommendations	
	Total	Adopted
Inspection standards, results, and maintenance and capital planning	8	8
Long term least life cycle cost approach	1	1
Public reporting on the condition of bridges and the effectiveness of its bridge inspection activities	3	3
Funding requirements to maintain the service level of bridges	1	1

<sup>6</sup> "Adopted" recommendations include measures that have been completed or that are still underway. Recommendations that have not been adopted have been scheduled for implementation at a later date.



# Report on the *Public Interest Disclosure Act*

As provided under section 18(1) of the *Public Interest Disclosure Act*, the chief executive shall prepare a report of any disclosures of wrongdoing that have been made to a supervisor or designated officer of the portion of the public service for which the chief executive officer is responsible. The Department of Transportation and Infrastructure did not receive any disclosures of wrongdoing in the 2017-2018 fiscal year.