



# N.S. Department of Transportation & Infrastructure Renewal

U.N.S.M. Spring Conference



# Introduction to NSTIR

# Provincial Highway System

- 23,000 km of highways and roads
  - 1900 km 100 series highways
  - 4900 km Trunks and Routes
  - 7200 km paved local roads
  - 9000 km gravel roads
- 4100 bridges/structures
- Do not maintain municipal roads, federal roads, or private roads



# Organization



# Capital Program

# 5 Year Capital Plan

- A public planning/information document outlining the Department's plans for the period 2018/19 until 2022/23.
- Outlines major projects, and explains the various programs and how the priorities and projects are determined for each program.
- Promotes transparency and accountability
- Allows TIR and Industry to better plan and deliver highway infrastructure projects = better prices and better quality

# Setting Priorities

- New 100 series construction
- Rationale for selection:
  - Capacity (Traffic Volumes)
  - Safety (Collision Statistics)
  - Travel Speed (Level of Service)
  - Policy

# Setting Priorities

- Trunks, Routes and Local Paved Roads over 500 vehicles per day
- Rationale for selection:
  - Pavement Condition (Cracking, rutting)
  - Surface Roughness
  - Roadside Development
  - Traffic Volumes

# Local – Low Volume Roads

- Addressing the deteriorated condition of our low volume roads is a huge challenge
- **Limited** program has been developed to begin to address this problem (but it will not solve it)



# Gas Tax & RMV Revenue



Under the Provincial Finance Act, the Province is required to direct all provincial gas tax and net RMV revenues towards the construction and maintenance of the Nova Scotia highways.



## 2018/19

Fuel Tax Revenue	\$272 M
<u>RMV Revenue (Net)</u>	<u>\$105 M</u>
Total Revenues	\$377 M

Provincial Spending	\$437 M
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<b>Funding Gap</b>	<b>\$60 M</b>
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# Levels of Service

Snow & Ice Control

# Winter Levels of Service

Levels of Service		Salting and Sanding	
100-Series and trunk highways, and other high traffic roads	<b>Cleared within 8 hours after snow stops</b>	100-Series and trunk highways, and other high traffic roads	<ul style="list-style-type: none"><li>• Salted to achieve bare pavement</li><li>• Salt applied before, during and after a storm if required</li></ul>
Secondary routes and other medium traffic roads	<b>Cleared within 12 hours after snow stops</b>	Secondary routes and other medium traffic roads	<ul style="list-style-type: none"><li>• Salted to achieve a bare centre line</li><li>• Salt applied at beginning of storm and after a storm if required</li></ul>
Local paved roads, most subdivisions and residential streets	<b>Cleared within 24 hours after snow stops</b>	Local paved roads, most subdivisions and residential streets	<ul style="list-style-type: none"><li>• Salted to achieve a bare centre line</li><li>• Salt applied only after a storm</li></ul>
Gravel roads	<b>Cleared within 24 hours after snow stops</b>	Gravel roads	<ul style="list-style-type: none"><li>• Snow packed</li><li>• Sanding as needed</li></ul>



# Agreements with Municipalities

# Types of Agreements

- Former Cost Share Roads
- Construction Agreements
- Municipal Service Exchange

# Former Cost Share Roads

- Are connecting links in main highways of the Province
- Are main highways leading into or through the Municipality
- Provide a more direct route through the Municipality

# Former Cost Share Roads

## TERMS OF AGREEMENT

- The Municipality contribute 50% cost of the placement, replacement and/or repairs to traffic signs and standards dealing with directing of through traffic only, on all former cost shared routes
- The Municipality agrees not to restrict vehicle weights and dimensions on former cost shared routes without the prior approval of the Minister.
- The Minister shall not be liable for contribution for any maintenance work undertaken by the Municipality unless prior agreement of funding

# Bridges on Formerly Cost Shared Routes

- The Department is responsible for maintenance (and cost) on the substructure and superstructure
- The Municipality is responsible for maintaining the bridge riding surface and the bridge rails
  - cost of these shared equally by the Province and the Municipality.
- The Municipality responsible for maintenance (and cost) for bridge lighting, line painting, snow & ice control, and water or sewer lines.



# Construction Agreements

- Agreements are typically complete by TIR Capital Programs with the local TIR Area/District Office
- Agreements outline the financial responsibilities of the parties
- Can be with a Municipality, Village, Town, Developer or First Nations Band, or others.
- The agreements will require the Minister to obtain approvals of Governor in Council.

# Provincial Service Exchange

- The Provincial-Municipal Service Exchange was implemented on April 1<sup>st</sup> , 1995
- The Service Exchange involves a reallocation of services between the provincial and municipal levels of government, and a restructuring of the financial relationships between them that minimizes shared cost programs

# Services to the Province

- Social Services
- Health
- Administration of Justice
- Environment

# Services to Municipality

- Police
- Local Roads

# Termination of Cost Shared Programs

- Sidewalks
- Public Transit
- Planning
- Building Inspection
- Recreation
- Weed Control Act

# Sidewalks Responsibilities



# Why J-Class Streets?

- The J-Class or local roads were used a measure for the funding transfer from the municipalities to the province.
- Ideally, they are a measuring stick for funding.
- All financial payments by the Municipalities are submitted to Municipal Services not TIR.

# What are J-Class Streets?

- J- class program came into effect during the creation of the master service exchange agreement.
- J-class roads were unpaved subdivision streets.
- J- class roads are subdivision streets owned by the province.





# J-Class Road Cost Sharing Program

# Cost Sharing Program

- When the program was introduced the province had and still has a moratorium on paving gravel roads.
- The residents on subdivision roads asked the municipalities and the province how they could get their road paved and the j- class road program was adopted.
- The program allows the province to set aside funds outside of the normal capital paving program to help pave these subdivision street.
- The funding is shared among those municipalities who participate in that fiscal year. Funding is based on a j-class road per kilometer formula.

# The Program



- TIR currently asks the municipalities to submit their candidate list early in the new year to be approved for the upcoming fiscal year.
- When the lists are received TIR determines which roads can be done based on ranking and funding available.
- Program is currently set at \$2.0 M per fiscal year. Cost shared 50/50.

# Road Exchanges

# Exchange Options

- Service Exchange
  - Winter
  - Year Round
- Ownership Exchange
  - Local Road Swap
  - Main Road for Local Road



# Active Transportation

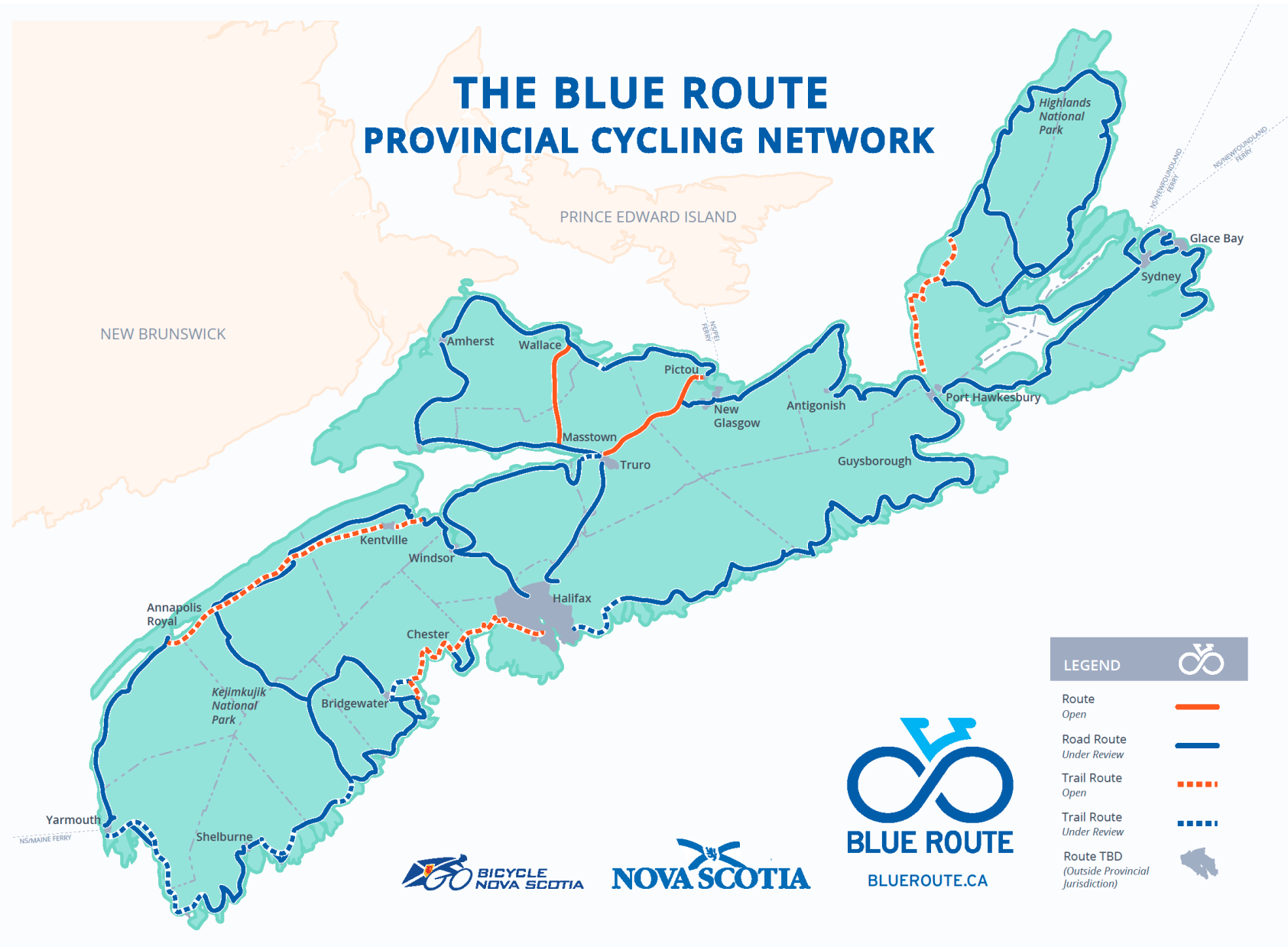
## BLUE ROUTE VISION



**A network of bicycle routes on roads, streets and trails that connects Nova Scotia and makes bicycling easy, convenient and fun for residents and visitors.**



# THE BLUE ROUTE PROVINCIAL CYCLING NETWORK



LEGEND	
Route Open	
Road Route Under Review	
Trail Route Open	
Trail Route Under Review	
Route TBD (Outside Provincial Jurisdiction)	







# Operations Contact Center

# TIR Operations Contact Center

- Located in Sydney
- Center opened fall of 2016
- 12 full time staff, 24 hour operation
- Receives most public inquiries/complaints
- Takes message and relays to supervisor
- Call is ticketed for tracking purposes
- Can be reached at 1-(844) 696-7737 or [TIR-OCC@novascotia.ca](mailto:TIR-OCC@novascotia.ca)



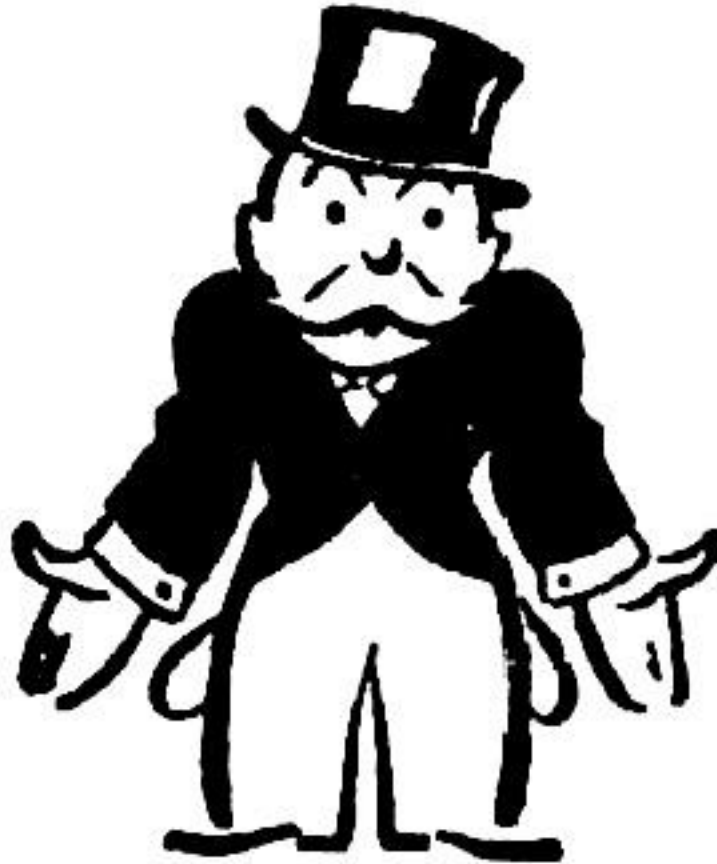


# TIR/UNSM Working Committee

# Agreements



# Dissolution of Towns



# Process to Abandon Infrastructure



# Building on K-Roads



# Developments



# Advertising Sign Policy



# Lot Frontage Configuration



# Mapping – Road Designation

