

## Accountability Statement

The Accountability Report of the Joint Regional Transportation Agency for the year ended March 31, 2023, is prepared pursuant to the *Finance Act* and government policies and guidelines. The reporting of the JRTA outcomes necessarily includes estimates, judgements, and opinions by JRTA management.

We acknowledge that this Accountability Report is the responsibility of JRTA 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 2022-23 Department of Public Works Business Plan.

Original Signed by

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Honourable Kim D. Masland  
Minister

Original Signed by

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Peter Hackett, P. Eng  
Deputy Minister &  
JRTA Board Chair

Original Signed by

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Mark A. Peck  
President & CEO



## Message from the Minister

We are pleased to present the 2022-23 Accountability Report for the Joint Regional Transportation Agency (JRTA or Agency). The JRTA was created as a Crown Corporation with the assent of Bill 61 in November 2021., The Crown Corporation was created with the express mandate to guide the collaborative development and implementation of a Regional Transportation Plan for the Halifax Regional Municipality (HRM) and surrounding communities.

This important work will contribute greatly to create the right conditions to support our provincial goals in terms of economic prosperity, health, education, population growth and climate change.

Since the JRTA became a Crown Corporation, the Agency has made great strides to activate its mandate through the establishment of key procedures, engagement of key partners, and the development of Agency governance.

In the fall of 2022, the Agency achieved a significant milestone in the development and release of three (3) key Request for Proposal documents that will enable the creation of the Regional Transportation Plan.

The JRTA has already developed collaborative partnerships with core partners in the creation of the Technical Advisory Board where senior leaders from the Department of Public Works, HRM, Halifax Port Authority, Halifax International Airport Authority, Halifax Harbour Bridges, and the Atlantic Canada Opportunities Agency are represented and are engaged in creating the right conditions to advance the joint transportation mandate.

In 2022-23 the JRTA created opportunities for collaboration, engagement, and advancement of the commitment for positive and proactive regional transportation planning for the province.

Original Signed by

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Honourable Kim D. Masland  
Minister

## About the JRTA

To address the challenges associated with a multi-jurisdictional transportation system, the Government of Nova Scotia passed [Bill No. 61](#) in the fall of 2021 to establish the JRTA.

The JRTA is a provincial Crown Corporation, and the Minister of Public Works is the sole shareholder of the Agency. The CEO reports to the Deputy Minister of Public Works who is also the Chair of the JRTA Board. The Agency reports to a Board of Directors made up of the Deputy Minister/Chair and the Chief Engineer of the Department of Public Works.

## Measuring Performance

To achieve the [JRTA's mandate](#), the JRTA will continue to collaborate across government and with partners and stakeholders to develop a [Regional Transportation Plan](#). The plan will be developed over several years and is scheduled for completion in November 2024.

## Agency Formation

A significant focus for 2022-23 was forming the agency itself. Under the leadership of the interim CEO, the team built the agency's capacity by setting up the physical office space, establishing policies and procedures to guide the organization, and bringing on a small, dedicated staff (six team members as of end of fiscal 2022-23) to advance the work on the Regional Transportation Plan. A new CEO was announced in January 2023.

## Technical Advisory Board

Enacted in legislation and outlined in the 2022-23 Department of Public Works Business Plan, the JRTA has created and works closely with a [Technical Advisory Board](#) (TAB) to help inform and guide the work. The TAB is a key collaborative mechanism identified in Bill 61. The TAB is comprised of senior leaders from partners representing transportation authorities and agencies who are responsible for large transportation infrastructure and/or operations in the region:

Nova Scotia Department of Public Works  
Halifax Regional Municipality  
Atlantic Canada Opportunities Agency

Halifax Harbour Bridges  
Halifax International Airport Authority  
Halifax Port Authority

The TAB is a critical forum to support advancing the JRTA's primary mandate – the development of a Regional Transportation Plan and creates an opportunity to advance aligned TAB partner transportation projects. The TAB met twice in 2022-23 and continues to collaborate effectively on an ongoing basis.

While these partnerships are key, a successful Regional Transportation Plan also requires strong relationships and alignment across provincial and municipal planning initiatives. The focus of this collaboration is a multi-purpose approach to planning and infrastructure decision-making to maximize investments and enhance Nova Scotia’s well-being and drive sustainable growth.

### Partner Engagement

[Collaboration is a foundational value](#) of the JRTA and a key success factor in the development of the Regional Transportation Plan.

Throughout 2022-23, the team put significant emphasis on building relationships with a wide range of organizations, including core partners, provincial departments, and municipalities within the study area, and connecting with similar agencies across Canada that delivered transportation planning initiatives to gain insights and lessons learned from their experiences.

Preliminary discussions were also held with stakeholders and interest groups and potential funding partners who expressed interest in the JRTA.

| Type of Meeting                            | Number of Meetings |
|--|--------------------|
| JRTA Partner Discovery                     | 6                  |
| JRTA Technical Advisory Board              | 2                  |
| JRTA Technical Working Group               | 12                 |
| Provincial Partner Collaboration           | 22                 |
| National Connections and Funding Alignment | 9                  |
| Stakeholders and Interest Groups           | 7                  |
| Municipal Governments                      | 6                  |

### Required Procurements

JRTA staff determined the need for three core components of the planning process to successfully develop the Regional Transportation Plan, as outlined in the 2022-23 Department of Public Works Business Plan:

- A Transportation Planning Consultant to lead the technical aspects of the planning process and supporting the engagement effort.
- A Communications & Engagement Consultant to develop and execute an engagement strategy to support the development of the Regional Transportation Plan.

- The development of a new regional travel demand model. This type of modelling is an integral part of regional transportation planning as it provides key insight into the relationship between transportation, land use, and growth over time and space.

Further, staff identified the need for a brand, visual identity, and website.

JRTA staff worked with core partners to develop the scope of work for the procurements and partners were represented on the evaluation committees to collaboratively identify the preferred proponents, all of which were awarded in late 2022 / early 2023. Work with the consultants is now underway, as identified in the diagram below:



## Annual Report

As per Bill 61, the Joint Regional Transportation Agency delivered its first Annual Plan, outlining key milestones and progress to date on the Regional Transportation Plan and other initiatives for the JRTA in 2022.

## Financial Results

| <b>Crown/ Agency Expenses Summary</b>   | <b>2022-2023<br/>Estimate</b> | <b>2022-2023<br/>Actuals</b> | <b>2022-2023<br/>Variance</b> |
|---|-------------------------------|------------------------------|-------------------------------|
| Salaries and benefits   | \$540,000                     | \$468,849                    | (\$71,151)                    |
| Professional services   | \$0                           | \$602,571                    | \$602,571                     |
| Operating Expenses  | \$1,460,000                   | \$531,972                    | (\$928,028)                   |
| <b>Total - Departmental Expenses</b>  | <b>\$2,000,000</b>            | <b>\$1,603,392</b>           | <b>(\$396,608)</b>            |
| <b>Additional Information:</b>  |                               |                              |                               |
| Ordinary Revenues   | (\$2,000,000)                 | (\$1,603,392)                | (\$396,608)                   |
| <b><u>Departmental Expenses Variance Explanation:</u></b>   |                               |                              |                               |
| <ul style="list-style-type: none"> <li>• Salaries lower than budget: JRTA was staffed later in the fiscal year than expected.</li> <li>• Expense budget was not split between professional and operating expenses. Combined variance due to anticipating more progress on Regional Transportation Plan in fiscal 2022-23 than was completed.</li> </ul> |                               |                              |                               |
| <b><u>Revenue, Fees and Recoveries Variance Explanation:</u></b>  |                               |                              |                               |
| <ul style="list-style-type: none"> <li>• Revenues variance same as departmental expenses</li> </ul>   |                               |                              |                               |

## Public Interest Disclosure of Wrongdoing Act

The following is a summary of disclosures received by the Joint Regional Transportation Agency:

| Information Required under Section 18 of the Act   | Fiscal Year 2022-2023 |
|--|-----------------------|
| The number of disclosures received   | 0                     |
| The number of findings of wrongdoing   | 0                     |
| Details of each wrongdoing<br>(Insert separate row for each wrongdoing)                            |                       |
| Recommendations and actions taken on each wrongdoing.<br>(Insert separate row for each wrongdoing) |                       |