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Integrated Transportation and Development Strategy

**Ministry of Municipal Affairs
January, 2021**

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Strategic Context

- Mandate Letters (MMA, MOTI)
- COVID-19 Economic Recovery Plan
- B.C.'s Economic Framework (2019-2020)
- Homes for BC: 30 Point Plan
- CleanBC
- Active Transportation Strategy
- Declaration on the Rights of Indigenous People Act (DRIPA)
- GBA+



The Challenge: Growth Pressures

Decisions we make around transportation and development have a profound impact on our:

- business and trade competitiveness
- GHG emissions
- affordability, resilience and livability of our communities
- quality of life



Drivers for Change

- Vancouver has the worst congestion in Canada and the 40th highest congestion out of 416 cities worldwide
- Congestion is exacerbated by the disconnect between transportation and land use planning
- Population growth: projected increase of 1M people over 15 years would add 600,000+ vehicles if B.C. continues with current land use patterns
- The Province wants to achieve multiple priorities with each investment including economic recovery, climate action and affordable housing
- The Province has influence and tools that can be used to better integrate provincial, regional and local planning to achieve a range of linked public policy outcomes



The Opportunity: Integrated Planning

What do we want the future to look like?

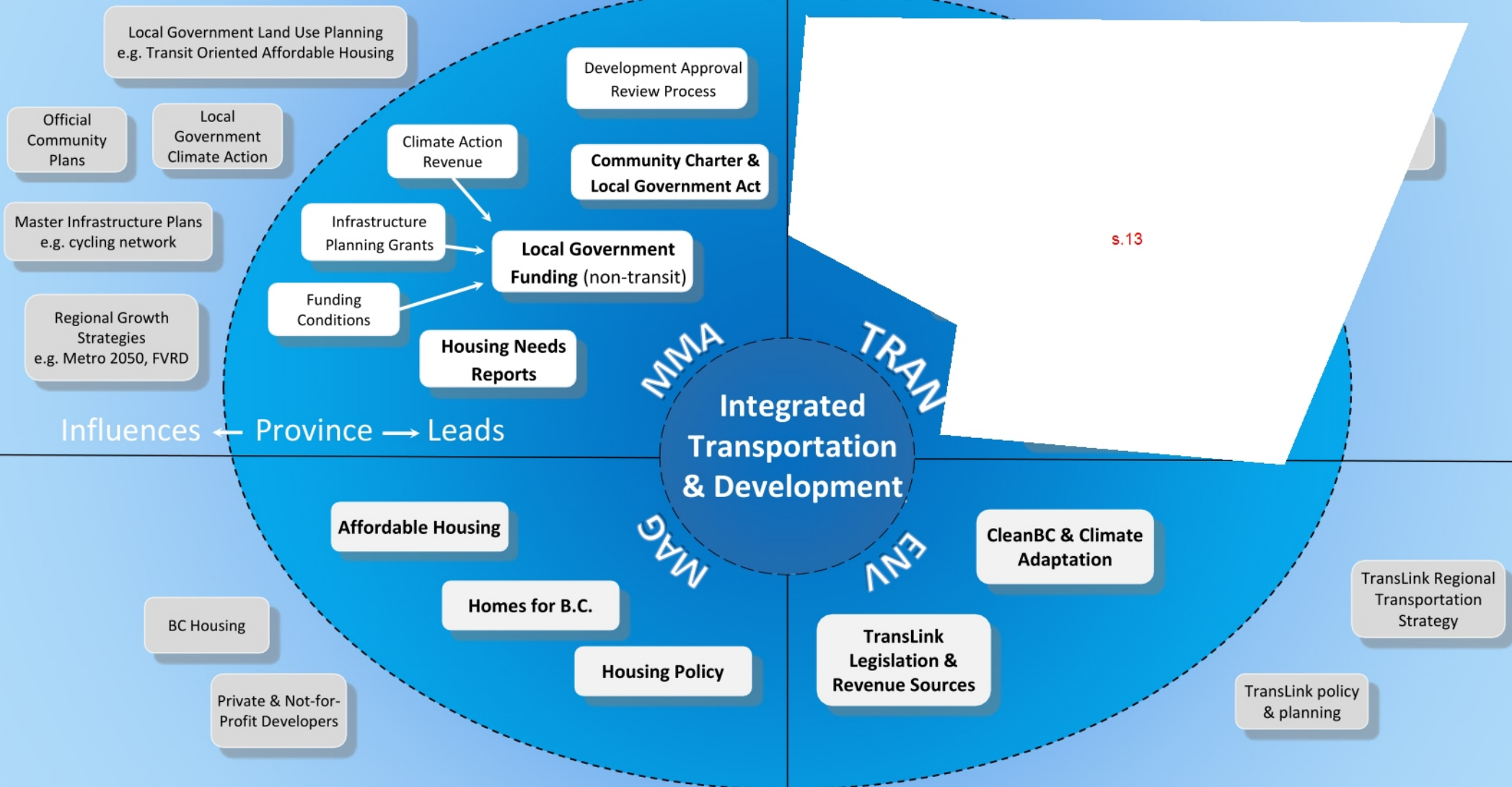
- *Efficient, accessible multi-modal transportation network that connects communities, regions and global markets*
- *Vibrant, economically prosperous, affordable and resilient communities that meet climate commitments*

ITDS Objectives

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Strategic Alignment: Key Links and Levers



Current Integrated Planning in Practice



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How we get there

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Next Steps

1. **Scope:** Confirm the ITDS will proceed as envisioned in the BC Economic Plan and draft Discussion Paper
2. **Project Delivery:** Update based on new mandate direction and governance
3. **Consultant:** Confirm direction and budget
4. **Engagement:** Plan and prepare materials





Thank you

**BRIEFING NOTE FOR INFORMATION**

Date: January 14, 2021

Prepared For: Okenge Yuma Morisho, Deputy Minister, Ministry of Municipal Affairs

Topic: Integrated Transportation and Development Strategy

Purpose: Project overview and status

BACKGROUND:

Over the next 15 years B.C.'s population is projected to add another million people, which could translate into another 600,000 cars if the same vehicle-centric development patterns continue to be used. If B.C. stays on the current trajectory, congestion will continue to increase, resulting in higher GHG emissions, impacts to quality of life and reducing B.C.'s business competitiveness.

B.C.'s Economic Plan (2019-2020) states that to accommodate population growth and shape how and where B.C. will grow, a new Integrated Transportation and Development Strategy (ITDS) is needed that will align transportation and land use planning, optimize a multi-model transportation system, create quality jobs, limit GHG emissions and develop affordable, resilient communities.

The November 2020 mandate letter for the Minister of Municipal Affairs (MUNI) originally identified MUNI as the ITDS lead with support from Ministry of Transportation and Infrastructure (MOTI). However, mandate letters are currently being revised to switch the lead and support roles where MOTI now leads the development of ITDS.

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Prior to the 2020 mandate letters, MUNI and MOTI had been co-leads and were working in partnership to develop a long-range strategy that will better align provincial priorities with local, regional, and Indigenous transportation and land use objectives. The province-wide 30-year development strategy is intended to:

- Underpin a robust and resilient economy;
- Respect and build on existing planning processes and authorities;
- Enable the seamless and efficient movement of people and goods;
- Encourage smart growth of diverse, affordable, resilient and connected communities;
- Incorporate systems thinking and maximize the value of all orders of government investments;
- Reduce B.C. carbon emissions and adapt to climate change challenges; and,
- Provide a collaborative, all-of-B.C. approach to planning across jurisdictional boundaries.

Essentially, the ITDS will set the framework for the Province and partner agencies to *proactively* link major projects to long-term planned growth. The strategy will guide new partnerships related to transportation, economic development, affordable housing, and climate action, securing greater benefits to the public and advancing strategic provincial objectives. This initiative also provides an opportunity to consider how communities and the transportation systems that connect them look now, and how they could be improved post-COVID recovery.



DISCUSSION:

Early Work to Integrate Transportation and Development Planning

While a broader provincial strategy is being developed, integrated transportation and development *planning* (ITDP) is already occurring in some high growth regions, particularly in Metro Vancouver, as detailed in Attachment 1. In addition, the recently completed South Island Transportation Strategy and the transportation studies currently underway in the Central Okanagan and Fraser Valley are working to implement an ITDP approach.

In Metro Vancouver, ITDP is being advanced along three tracks:

1. **Long-range strategic planning:** Metro Vancouver's Regional Growth Strategy and Climate Strategy; TransLink's Regional Transportation Strategy; and Policymakers Coordination Forum;
2. **Major capital project planning:** Surrey-Langley SkyTrain and Burrard Inlet Rapid Transit; and
3. **Investment and implementation:** Supportive Policies Agreements.

By focusing on strategic initiatives that span long, medium and short-term time horizons, the Province can explore, test and advance new ways to integrate ITDP objectives across a spectrum of planning scales.

To improve coordination and facilitate discussions at the strategic planning level, the Province, Metro Vancouver and TransLink convened a joint oversight committee of senior policymakers and elected officials in 2019. This committee is known as the **Policymakers Coordination Forum (PCF)**. PCF members are currently the Minister of Municipal Affairs and the three chairs of Metro Vancouver, the Mayors Council and TransLink.

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A procurement process is underway to obtain consulting services to: lead the engagement process; provide strategic advice; perform technical assessments as required; and provide project management services. Finalizing the contract for the preferred proponent is on hold pending Government direction.

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s.13; s.17

Next Steps

1. Confirm the ITDS will proceed as envisioned in the BC Economic Plan and draft Discussion Paper;
2. Update project delivery based on revised mandate letters (e.g. ITDS and PCF governance and timelines);
3. Confirm budget for consultants and enter into services contract; and,
4. Engagement plan with consultants, prepare materials and announce.

Attachments

s.13; s.16; s.17

s.12; s.13

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January 13, 2021

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BRIEFING NOTE FOR INFORMATION

DATE: February 2, 2021

PREPARED FOR: Kaye Krishna, Deputy Minister, Ministry of Transportation and Infrastructure

MEETING: and Okenge Yuma Morisho, Deputy Minister, Ministry of Municipal Affairs on February 3, 2021

ISSUE: Integrated Transportation and Development Strategy, Review Project Plan and Roles and Responsibilities

SUMMARY:

- The Integrated Transportation and Development Strategy (ITDS) will support the province's economy, affordability and social equity initiatives, climate action, and strengthen community resilience.
- The Ministry of Transportation and Infrastructure (MOTI) is accountable for the overall delivery of the ITDS and responsible for the transportation related inputs. The Ministry of Municipal Affairs is responsible for land use and community planning components as well as supporting MOTI in the delivery of the ITDS.

BACKGROUND:

With B.C.'s population expected to grow by another million people by 2035, integrated transportation and development planning is necessary to support the province's economy, affordability, work on climate action, and strengthen community resilience. An integrated systems approach to planning is required to meet these objectives.

The Minister of Transportation and Infrastructure's mandate letter states that the Minister is responsible to "lead work on the Integrated Transportation and Development Strategy to ensure greater alignment between transportation and land-use planning". The Minister of Municipal Affairs' mandate letter states that the Minister is responsible to "support the Minister of Transportation and Infrastructure to work on the Integrated Transportation and Development Strategy to ensure greater alignment between transportation and land-use planning."

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DISCUSSION:

The Ministry of Transportation and Infrastructure (MOTI) is accountable for the overall delivery of the ITDS and is responsible for the transportation related inputs, including, but not limited to engagement with transportation stakeholders. In addition to supporting the MOTI minister in the delivery of the ITDS, the Ministry of Municipal Affairs is responsible for the land-use and community planning components including engagement with community stakeholders such as local governments, and the Union of British Columbia Municipalities (UBCM). MOTI is also responsible for ensuring the participation of other ministries, including Jobs, Economic Recovery, and Innovation, Attorney General (Housing), and Environment and Climate Change Strategy, which are critical to the successful development of the ITDS.

Based on the mandate letters of the Ministers of Transportation and Infrastructure and Municipal Affairs a roles and responsibilities matrix has been proposed (attached as Appendix B).

At the initiation of the project, success depends on the articulation of project objectives and the implementation path, as well as project governance structure including roles and responsibilities. The project team is seeking Deputy Ministers approval in principle on: 1) the project plan and 2) the roles and responsibilities matrix, as well as direction on 3) obtaining Ministerial approval regarding the above and 4) high level project milestones.

FINANCIAL IMPLICATIONS:

- None

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Attachments:

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INITIALS

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BRIEFING NOTE FOR INFORMATION

DATE: February 3, 2021

PREPARED FOR: Kaye Krishna, Deputy Minister, Ministry of Transportation & Infrastructure
Okenge Yuma Morisho, Deputy Minister, Ministry of Municipal Affairs

TOPIC: Integrated Transportation and Development Strategy

PURPOSE: Joint meeting to discuss: Integrated Transportation and Development Strategy, Review Project Plan and Roles and Responsibilities on February 3, 2021

SUMMARY:

- **The Integrated Transportation and Development Strategy (ITDS) will support the province's economy, affordability and social equity initiatives, climate action, and strengthen community resilience.**
- **The Ministry of Transportation and Infrastructure (TRAN) is accountable for the overall delivery of the ITDS and responsible for the transportation related inputs. The Ministry of Municipal Affairs is responsible for land use and community planning components as well as supporting TRAN in the delivery of the ITDS.**

BACKGROUND:

With B.C.'s population expected to grow by another million people by 2035, integrated transportation and development planning is necessary to support the province's economy, affordability, work on climate action, and strengthen community resilience. An integrated systems approach to planning is required to meet these objectives.

The Minister of Transportation and Infrastructure's mandate letter states that the Minister is responsible to "lead work on the Integrated Transportation and Development Strategy to ensure greater alignment between transportation and land-use planning". The Minister of Municipal Affairs' mandate letter states that the Minister is responsible to "support the Minister of Transportation and Infrastructure to work on the Integrated Transportation and Development Strategy to ensure greater alignment between transportation and land-use planning."

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DISCUSSION:

The Ministry of Transportation and Infrastructure (TRAN) is accountable for the overall delivery of the ITDS and is responsible for the transportation related inputs, including, but not limited to engagement with transportation stakeholders. In addition to supporting the TRAN minister in the delivery of the ITDS, the Ministry of Municipal Affairs is responsible for the land-use and community planning components including engagement with community stakeholders such as local governments, and the Union of British Columbia Municipalities (UBCM). TRAN is also responsible for ensuring the participation of other ministries, including Jobs, Economic Recovery, and Innovation, Attorney General (Housing), and Environment and Climate Change Strategy, which are critical to the successful development of the ITDS.

Based on the mandate letters of the Ministers of Transportation and Infrastructure and Municipal Affairs a roles and responsibilities matrix has been proposed (Appendix B).

At the initiation of the project, success depends on the articulation of project objectives and the implementation path, as well as project governance structure including roles and responsibilities. The project team is seeking Deputy Ministers approval in principle on: 1) the project plan and 2) the roles and responsibilities matrix, as well as direction on 3) obtaining Ministerial approval regarding the above and 4) high level project milestones.

FINANCIAL IMPLICATIONS:

- None

Appendices:

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Ministry of
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Finance and Management Services Department

Kaye Krishna, Deputy Minister

INITIALS

N/A

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Integrated Transportation and Development Strategy



Ministry of
Transportation
and Infrastructure



Ministry of
Municipal Affairs
and Housing

**Joint Minister Briefing
February 2021**



Purpose and Agenda

Purpose:

- Seek feedback on ITDS approach to strategy development
- Confirm direction on engagement

Agenda:

- Context: Challenges and Opportunities and Previous Direction
- Regional Alignment and Demonstration Opportunities
- Proposed ITDS Approach
- Decisions and Next Steps

The Challenge

- Unmanaged growth
- Reactive investment decisions
- Isolated decisions on transportation and land-use results in congestion, inequitable growth and inefficient development patterns

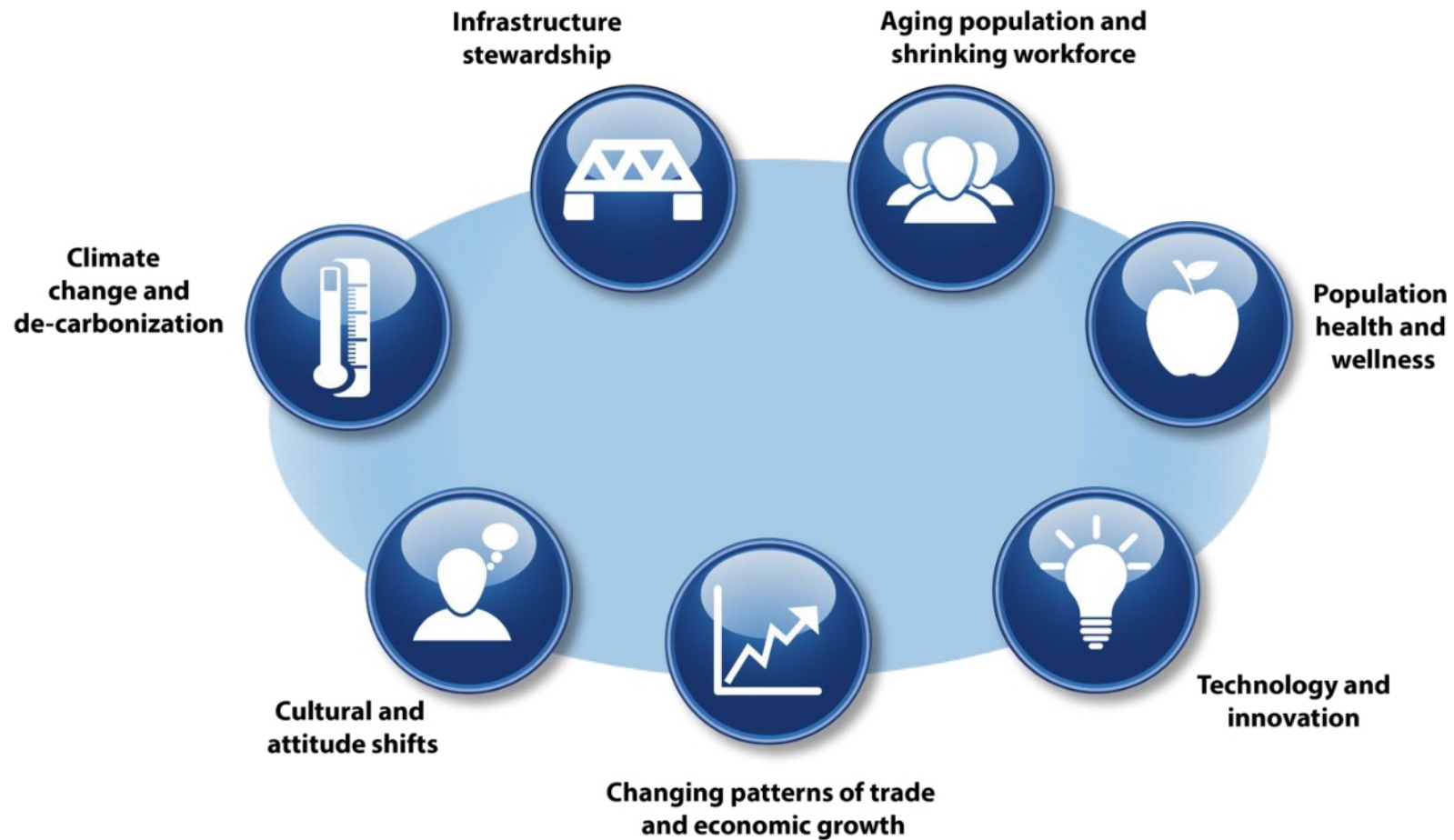


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Drivers of Change



Previous Decisions and Direction

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B.C.'s Economic Plan (2019-2020):

To accommodate population growth and shape how and where B.C. will grow, a new ITDS is needed that will align transportation and land use planning, optimize a multi-model transportation system, create quality jobs, limit GHG emissions and develop affordable, resilient communities.

Budget 2020:

"A new Integrated Transportation and Development Planning process to develop a collaborative vision for B.C.'s transportation and affordable development needs that contribute to an efficient and accessible multi-modal transportation network that connects communities, regions and global markets."

Guiding Principles



Regional Challenges & Priorities



LOWER MAINLAND REGION

- Serious cost of living pressures/affordability
- Complex multi-jurisdictional landscape resulting in coordination challenges
- Congestion impacts on commuters and the economy; climate change mitigation and adaptation



VANCOUVER ISLAND/ COAST REGION

- Emerging housing and infrastructure pressure
- Reliability and connections (e.g. Malahat, Highway 14, Highway 4; among islands; to Mainland)
- Growing congestion in south island; climate change mitigation and adaptation



NORTHERN REGION

- Housing cost and supply in boom-bust
- Reliability, safety, connections, and accessibility (e.g. remote communities, rural areas, reductions in private carriers)
- Resource sector needs; climate change mitigation and adaptation



SOUTHERN INTERIOR REGION

- Emerging urban housing cost pressure
- Reliability, safety and connections (e.g. weather events and accidents)
- Growing congestion in key urban areas; climate change mitigation and adaptation

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