



DECISION BRIEFING NOTE

DATE: July 11, 2022

PREPARED FOR: Kevin Volk, A/Deputy Minister (MOTI)
Okenge Yuma Morisho, Deputy Minister (MUNI)
Lori Halls, Deputy Minister (LWRS)

ISSUE: Integrated Transportation Development Strategy Phase 2 Direction

PURPOSE: To seek support on preliminary opportunities and confirm direction of the ITDS Phase 2 work through Summer and Fall 2022.

RECOMMENDED OPTION:

- **OPTION 1: Develop a draft ITDS action plan based on currently identified opportunities.**

BACKGROUND:

The Integrated Transportation and Development Strategy (ITDS) has made recent progress on a number of important activities and milestones, including:

- Development of an ITDS framework, including a vision, goals and objectives;
- Completion of a jurisdictional scan, evaluating international best practice;
- Creation of a preliminary list of ITDS opportunities, including summary sheets for the identified opportunities (Attachment 1);
- Identification and participation in ITDS in Action planning activities and projects across MUNI and TRAN;
- Engagement with TRAN internal stakeholders on ITDS; and
- Development of branding and naming options for ITDS.

The ITDS joint-ministry team has previously indicated that much of the current work is expected to be complete in the Fall of 2022, and is seeking DM support for the proposed project pathway, which includes:

- Completion of the Naming Branding exercise (Phase 1);
- Completion of assessment and prioritization of opportunities;
- Continued identification of ITDS opportunities;
- Completion of a draft Action Plan, including project summaries for each prioritized opportunity; and
- Further strategic ITDS engagement activities such as internal engagement, a potential UBCM session, ^{s.13} and direct engagement with potential partner local governments.

s.12; s.13; s.16

The ITDS team is proposing the advancement of the above opportunities into individual project plans over the summer months to detail timelines, risks, resourcing needs, and costs for each opportunity. This will include internal stakeholder engagement to validate the preliminary opportunities. Prioritization of opportunities will occur in parallel, with the development of project plans for each opportunity proposed as part of the ITDS Action Plan.

Additional opportunities may arise through the summer, including the potential acceptance of the ITDS UBCM session proposal, with materials being developed in preparation of this, and with the dual purpose of preparing for future local government staff engagement to socialize ITDS through initiative such as the

s.13 which is currently being scoped.

The draft ITDS action plan will propose prioritized opportunities, identify project leads, propose project timelines, notional costs, resourcing needs, and risks; and will include a broad governance framework and engagement strategy for implementing opportunities.

Additionally, the completion of the ITDS assessment tool will allow for its application particularly on TRAN projects and planning activities. Staff have used early versions of the tool to inform discussions about projects such as the Taylor Bridge Replacement Planning Study and the Kicking Horse Bridges Replacement Project in downtown Golden, and regional planning and project staff are excited to have a tool to assist in discussions and decisions on projects and planning activities.

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

GBA+ and inclusivity considerations are being investigated through internal engagement and will be developed as part of project planning for each opportunity.

FINANCIAL IMPLICATIONS:

None at this time.



OPTIONS:

1. Develop a draft ITDS action plan based on currently identified opportunities.

The work completed to date has identified fifteen opportunities ready for detailed consideration and project planning, with internal engagement to validate opportunities and confirm priorities.

The draft ITDS action plan will be prepared for internal consultation over Fall 2022/Winter 2022-23, with the potential to engage with local governments in early 2023 following local government elections.

Pros:

- Meets previously presented timeline.
- Builds on work completed to date.
- Does not preclude the consideration of newly identified opportunities.
- May allow some opportunities to be included in 2023 budget.

Cons:

- May miss some addition opportunities that may be discovered through more detailed engagement.

2. Continue development of ITDS opportunities through further engagement and prioritization.

This would allow for further development of the ITDS opportunities, to refine and clarify priorities through additional internal engagement in advance of commencing ITDS Action Plan development.

Pros:

- May allow more focused effort to develop further ITDS opportunities.

Cons:

- Would potentially delay the completion of an ITDS draft action plan.
- May not significantly improve the outcomes of engagement activities or the resulting draft ITDS Action Plan.

APPROVED (Option 1) / NOT APPROVED

Kevin Volk, A/Deputy Minister
Ministry of Transportation and Infrastructure

July 11, 2022

Date

Okenge Yuma Morisho, Deputy Minister
Ministry of Municipal Affairs

July 19, 2022

Date

Lori Halls, Deputy Minister
Ministry of Land, Water, Resource Stewardship

July 19, 2022

Date

Page 06 of 55 to/à Page 20 of 55

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s.12 ; s.13 ; s.16

ATTACHMENT 2

ITDS in Action Update
June 28th, 2022

Project	Area	Description
Kamloops Area Study	Kamloops	Developing a transportation strategy for the Kamloops area to improve the movement of people and goods in and through the region, including by walking, cycling, transit and driving that align with and support local network and land use plans.
McBride St Intersection Improvements	Prince Rupert	MOTI is working with the City of Prince Rupert to explore intersection upgrades at the McBride and 2nd Ave non conventional intersection. Currently Highway 16 transitions into McBride Street in Prince Rupert, then takes a 90 degree turn onto 2nd Ave before ending at the ferry terminal. A roundabout concept was identified as the preferred option. The preliminary design has been completed and some property acquisition by MOTI has/is taking place; however, there is no plans or funding to build this intersection at this time.
Kicking Horse Bridges	Golden	MOTI is working with the Town of Golden on the replacement of the bridges crossing the Kicking Horse river on HWY95 in downtown Golden. Project planning has involved extensive stakeholder engagement, considerations of climate change resilience, active transportation, goods movement, and integrating downtown development planning into the considerations for the bridge concept planning.
Taylor Bridge Planning	Taylor	The planning work for the Taylor Bridge crossing of the Peace River integrates Village of Taylor's OCP, plans for active transportation, and goods movement. ITDS consideration under review include evaluation of surplus land, improving adjacent intersection configurations and safety, and tying in active transportation to the Village's planned network.
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s.13; s.16		

Project	Area	Description
Central Okanagan Integrated Transportation Strategy	Kelowna	MoTI is leading the develop of an integrated, multi-modal strategy that optimizes the movement of people and goods throughout the Central Okanagan. The strategy will prioritize short, medium, and long-term strategies and improvements that will support the region through to 2040 and that will sustain safe, affordable, efficient, and accessible transportation options that will advance the Ministry's Service Plan.
Mission Waterfront Revitalization Master Plan	Mission	Mission's Waterfront is one of the last and largest underdeveloped waterfronts on the Fraser River, and represents a significant opportunity for transportation and land integration use that supports complete, compact and connected communities, sustainable transportation networks as well as economic development.
Surrey-Langley SkyTrain	Surrey	Extension of the Expo Line SkyTrain from Surrey to Langley City Centre including 16 km of elevated guideway with 8 new stations which will encourage high-density land use around stations including Transit Oriented Development and affordable housing, while providing fast, frequent, and reliable transit service for people and businesses
s.16 BC Active Transportation and TOD Design Guide	MOTI	A Province wide commitment to both attractive, safe, and convenient active transportation options and creating complete, compact, connected communities through Transit-Oriented Development (TOD)
s.16 Broadway Plan	Vancouver	A 30-year vision focused on opportunities to integrate new housing, jobs, and amenities around the Broadway Subway Project, which is a 5.7 km extension of the Millennium Line, from VCC-Clark Station to Broadway and Arbutus.

Integrated Transportation and Development Strategy

Joint Deputy Ministers Monthly ITDS Meeting

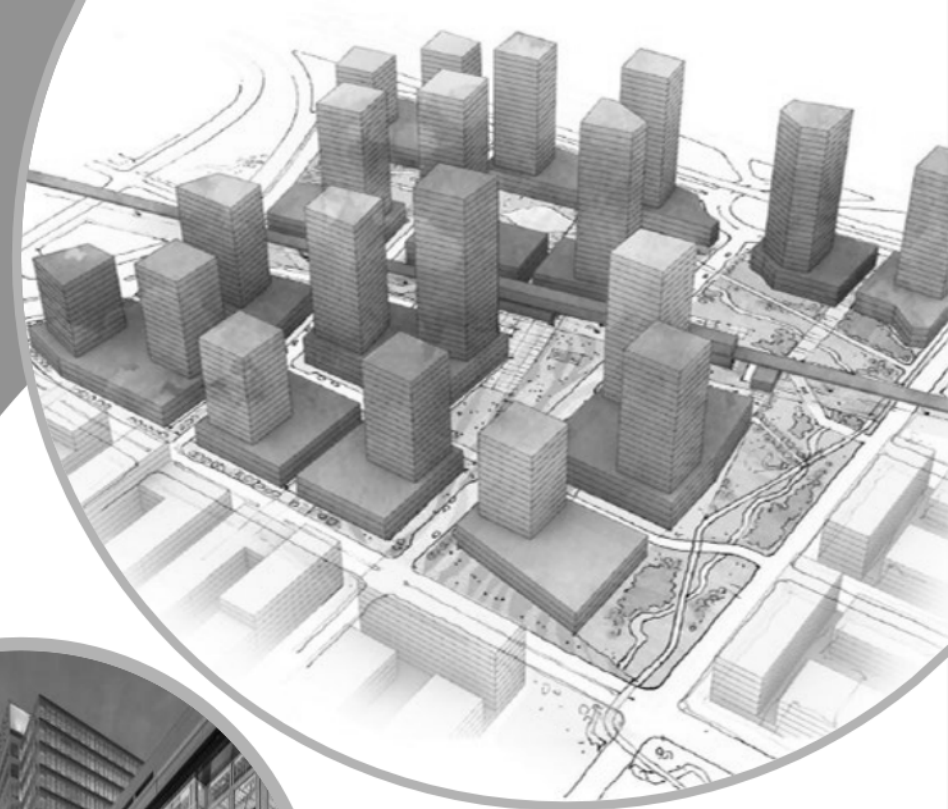
June 7, 2022



Ministry of Transportation and Infrastructure

Ministry of Municipal Affairs

Ministry of Land, Water and Resource Stewardship

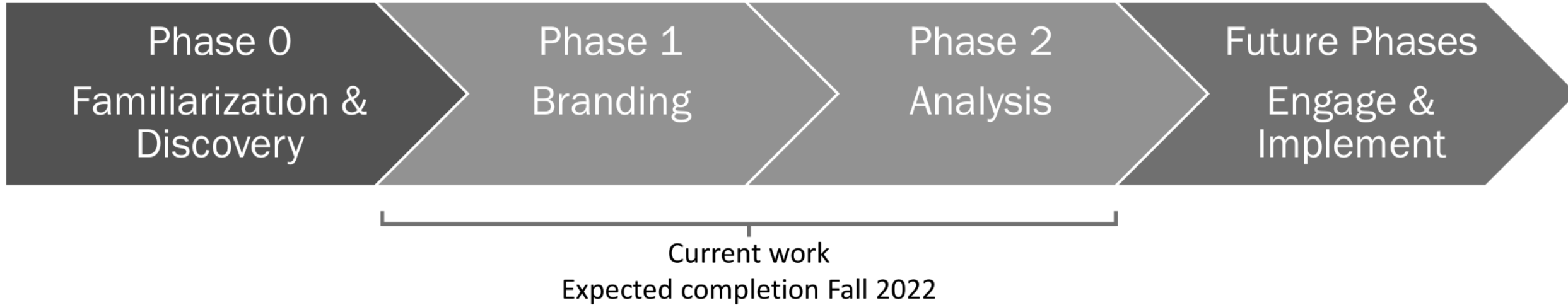


Agenda

1. Project Pathway Update
2. Phase 2 Updates & Progress
 - Overview of Phase 2 Deliverables (to-date)
 - Identified Problems
 - Opportunity Assessment
 - ITDS Assessment Tool
3. ITDS In Action Updates
4. Phase 1 Communications Updates
5. Next Steps



Project Pathway Update



Phase 0 - Completed	Phase 1 - Underway	Phase 2 - Underway	Future Phases - TBD
<ul style="list-style-type: none">✓ Cross-Ministry Engagement✓ Environmental Scan✓ Existing Conditions Assessment✓ Drivers of Change Review✓ Global Case Studies✓ Current Policy Review✓ Benefits of ITDS	<ul style="list-style-type: none">» Project name and positioning statement» Branding» Key messages» Public facing materials» Graphics	<ul style="list-style-type: none">✓ Develop Framework (i.e. vision, goals)✓ Identify existing levers and tools» Advance ITDS in Action projects» Develop, assess & prioritize opportunities» Recommend draft Action Plan» Strategic Engagement Opportunities	<ul style="list-style-type: none">⌚ Engage stakeholders who have interests and levers⌚ Identify collaboration opportunities and synergies⌚ Seek support and consensus on priority actions⌚ Secure staff and funding to implement actions.⌚ Implement Action Plan



Phase 2 Deliverables

- Jurisdictional Scan
 - 19 examples of international ITDS actions
 - A catalyst for developing opportunities
- Opportunity Matrix
 - An assessment of 14 BC specific opportunities
- Opportunity Summary Sheets
 - Summary sheet for each opportunity
- ITDS Assessment Tool
 - Assess and align projects and initiatives with ITDS
- Framework Memo
 - Expands and provides context to ITDS Goals & Objectives



Identified Problems

- Gaps exist in **planning coordination** between levels of government, transportation authorities and private interests
- **Car-oriented planning** remains the dominant practice across much of BC
- Standard development patterns do not support necessary reductions in **GHG Emissions** or improving resilience
- There is a lack of BC based **guidance** for local governments, partners and stakeholders in integrating transportation and development
- Provincial staff **understanding** of planning integrations is limited, resulting in reduced **capacity** to implement best practice










Page 28 of 55

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Opportunity Evaluation Criteria

Criteria	Considerations	Symbology
Level of Effort	Complexity of developing and implementing policy lever Required Resources	<ul style="list-style-type: none"> • High • Medium • Low
Alignment with B.C. ITDS Goals	Which of ITDS's stated goals are aligned with the policy lever?	 Complete Communities  Integrated Transportation Network  Competitive Economy  Climate Change
Alignment with Provincial Plans	Strategic Alignment with other Provincial Plans?	 BC's Economic Plan  Roadmap to 2030  30-Point Plan for Housing Affordability
Expected Impact	Magnitude of expected impact related to the overall ITDS strategy	<ul style="list-style-type: none"> • High • Medium • Low
Potential/ Ranking	Recommendations	<ul style="list-style-type: none"> • High • Medium • Low

Page 30 of 55 to/à Page 32 of 55

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s.12 ; s.13 ; s.16

ITDS Assessment Tool (Example)

Community	GOAL: Complete Compact Connected Communities		
	Applicability		Response
	Objective 1: Locate development close to sustainable travel options, jobs and services.		
	Primary Rating	Applicable	
	CM1.1 Are there active transportation implications? e.g. Is active transportation integrated into the project? Is it a central design component?	Applicable	Yes
	CM1.2 Are there transit implications? e.g. Is transit integrated into the project? Is it a central design component?	Applicable	Yes
	CM1.3 Could the project encourage a mix of uses, allowing people to live, work, and play in their local communities?	Applicable	No
	CM1.4 Does the project meet local OCP, transportation plan or neighborhood plan goals, objectives, and policies, such as prioritizing active transportation or transit?	Applicable	Yes
	Objective 2: Support affordability and choice by creating a mix of housing types that align with housing needs		
	Primary Rating	Applicable	
	CM2.1 Does the project include or consider housing?	Applicable	Yes
	CM2.2 Could the project create a wider range of affordable housing options?	Applicable	Yes
	CM2.3 Could the project encourage a mix of housing types?	Applicable	No
	Objective 3: Support the priorities of BC's diverse communities to achieve shared benefits		
	Primary Rating	Not Applicable	
	CM3.1 Will the project or funding consider or address local community needs? e.g. housing, community amenities, transportation amenities	Not Applicable	NA
	CM3.2 Does the project have an understanding of gender, diversity and inclusion information and identify higher proportions of low income households and areas of historic underinvestment in and surrounding the project area?	Not Applicable	NA

- Fillable spreadsheet tool for assessment of projects & initiatives
- Each goal on separate tab, could be converted to webapp survey.
- Tool and weightings still under development

GOAL: Complete Compact Connected Communities			Score	Available Points
Community	Objective 1: Locate development close to sustainable travel options, jobs and services.	CM1.1	4	4
		CM1.2	4	4
		CM1.3	0	4
		CM1.4	4	4
	Objective 2: Support affordability and choice by creating a mix of housing types that align with housing needs	CM2.1	4	4
		CM2.2	4	4
		CM2.3	0	4
	Objective 3: Support the priorities of BC's diverse communities to achieve shared benefits	CM3.1	0	0
		CM3.2	0	0
	Total		20	28

TRAN

- Kamloops Area Study
 - Shifting an existing study from focusing primarily on safety & reliability, to considering ITDS principles
 - Working with local government and first nations on priorities for HWY 1 and 5 corridors
 - Preparing materials for public engagement

s.13; s.16

MUNI

- DAPR
 - Initiatives to streamline Development Approvals process
 - “Gentle Density” Concept Paper

• s.16

LWRS (TBC)

- Ensure benefits from heritage and historic places, mountain resorts and adventure tourism are integrated into modernized land use policy and planning

Phase 1 – Communication and Branding Update

Naming:

- Branding and Positioning Statement Shortlist

Engagement:

- Cabinet Presentation for Information April 27th
 - Socializing ITDS Framework and Opportunities
 - Highlighting ITDS in Action
- Ongoing Inter-Ministry engagement to identify opportunities
 - TRAN – Engineering, Development Services, Transit Branch, Active Transportation/Policy, PLMB, Regions
 - MUNI – PLUM
 - CTAP
- TRAN Strategic Planning Speaker Series (Kaye, Kevin and Kathryn)
- 2022 UBCM Convention Engagement Opportunity
 - Submission for Clinic Session



ITDS Phase 2 – Next Steps

Summer
2022

Prioritize opportunities

Internal engagement on
priority actions

Propose priority actions for
direction and funding

Fall
2022

Strategic External
Engagement Opportunities

Project planning for Future
Phases





MEETING BRIEFING NOTE

DATE: July 28th, 2022

PREPARED FOR: Kevin Volk, A/ Deputy Minister, Ministry of Transportation and Infrastructure

ISSUE: BC Goods Movement Strategy

MEETING: Louise Yako, National Supply Chain Task Force on Aug 02, 2022

PROPOSED KEY MESSAGES:

- The ministry is supportive of federal government initiatives to strengthen supply chains and enhance their competitiveness.
- The ministry is leading the development and implementation of a provincial Goods Movement Strategy (GMS).
- The ministry will continue to engage and work closely with experts and stakeholders to identify opportunities to:
 - Strengthen the BC transportation and logistics sector;
 - Support BC exporters; and,
 - Accelerate the adoption of BC innovation and advance climate objectives.

PAST INTERACTIONS:

- *None ministry staff are aware of.*

BACKGROUND:

National Supply Chain Task Force

The National Supply Chain Task Force was launched by the federal government in early 2022 to investigate complex supply chain challenges.

Changes to the global supply chain have impacted BC's and Canada's economy. They have made access to essential goods and supplies slower, more expensive, and less reliable, and have made it more difficult for businesses to get their products to global markets. Supply chain challenges have been exacerbated by the ongoing COVID-19 pandemic, climate change, and major disruption events, such as the 2021 atmospheric river flooding and wildfire events in BC.

As part of its mandate, the Task Force will:

- Examine pressing supply chain congestion and fluidity issues in the Canadian and global contexts and assess the range of impacts on Canada's economy, including on the volume and value of trade and the capacity of infrastructure assets to accommodate trends in flows;
- Identify collaborative opportunities to support a resilient North American and global trade network and address congestion by accounting for actions taken or considered by like-minded countries;
- Work with Canadian and international experts and partners to identify structural weaknesses, policy or regulatory impediments, and/or market power imbalances that impact competition in modal and multi-modal sectors;



- Identify the data, technology, and mechanisms that could be scaled to improve supply chain and transportation network visibility, optimization, coordinated planning, and resiliency, as well as contract certainty and conflict resolution options; and
- Identify areas of action/recommendations that could be directed to federal and other levels of governments, and industry, to reduce congestion and improve the fluid and predictable operation of transportation supply chains.

The recommendations of the Task Force will help inform the development of a National Supply Chain Strategy, which was referenced in the 2022 federal budget.

BC's Goods Movement Strategy (GMS)

The GMS is identified as a key action in the *StrongerBC* Economic Plan. It will differ from previous goods movement strategies by taking an ecosystem approach and will require cross-sectoral collaboration.

Phase 1 of the strategy established a framework and the following pillars that are essential to strengthening BC goods movement:

- **Strategic Pillar 1:** Strengthen the BC transportation and logistics sector.
- **Strategic Pillar 2:** Support BC exporters by:
 - a) Improving cost structures and adopting innovation; and
 - b) Increasing access for regional Small to Medium Enterprises and Indigenous partners.
- **Strategic Pillar 3:** Accelerate the adoption of BC innovation and advance climate objectives.

DISCUSSION:

The National Supply Chain Task Force has been mandated by Transport Canada to provide recommendations by the end of September. One of the co-chairs has requested a meeting with MOTI to learn about the GMS and its major components. (Biographies of the Task Force co-chairs are provided in Appendix 1).

GMS Status and Phasing

MOTI has developed a phased approach to the development of the strategy and is actively procuring consulting services to support the development of the GMS with technical resources and subject matter expertise.

Research and early engagement work, including the development of the foundational components of a strategy document that provides description of current landscape is in progress, and once complete, will conclude Phase 1 of the GMS.

Commencing this summer, Phase 2 will involve the initiation of in-depth research and policy analysis to advance the pillars and objectives of the GMS, comprehensive cross-sector engagement, opportunity identification,^{s.13} (A summary of Phase 2 activities is provided in Appendix 2).

Phase 3 will focus on consolidation, further analysis and opportunity assessment based on the findings of the earlier phases to yield an action plan and strategy by 2023.

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

FINANCIAL IMPLICATIONS:

- None.

1. Supply Chain Task Force Co-Chair Bios
2. GMS Phase 2 - Summary of Activities (planned and underway)
3. GMS Slide Deck

Louise Yako

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Jean Gattuso

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Appendix 2. GMS Phase 2 - Summary of Activities (planned and underway)

1. Procurement and Onboarding of Contractors

Procurement opportunity for contractor to support broader strategy development has concluded, with evaluations now underway (anticipated onboarding in August). Work undertaken by the contractor will include baseline research and analysis activities, stakeholder engagement, options development and analysis and drafting of the strategy.

2. Baseline Research and Policy Analysis Activities

There is a need for further policy analysis and research activities to build on existing data to identify and better understand opportunities to enhance the competitiveness of the network (including reliability, resiliency, and climate objectives), increase its value to BC by improving cost structure and market access for BC businesses. It will be necessary to evaluate end to end supply chain performance and to consider all modes of transportation.

s.13

4. Engagement

- a. Regional Introductory Tours – Planned for 7 regions around province throughout summer. The purpose of this engagement is to socialize the Goods Movement Strategy concept and key pillars; gather initial feedback from key stakeholders; identify challenges and opportunities for collaboration; and identify groups for next stage of targeted engagement.
- b. Focused stakeholder engagement – Preliminary outreach to key stakeholders such as the Port Authorities, TransLink and YVR has taken place. A targeted engagement plan will be developed with the support of the contractor and will include input from relevant ministries.
- c. Internal engagement – Preliminary outreach has taken place within MOTI and other key Ministries (e.g.: JERI, AGRI, FLNRO) with more in-depth discussions planned throughout summer.

5. Strategy Development

Work is underway to develop the foundational components of a strategy document including description of current landscape and description of activities underway.

6. Early Actions underway

Several actions have been identified that align with and support the pillars of the Goods Movement Strategy and are actively being advanced:

s.13; s.16

- b. Provincial Truck Data Survey – Early stakeholder engagement completed, NTCF application submitted. Procurement in development.

BC's Goods Movement Strategy

Progress Update

August 2nd, 2022



Ministry of
Transportation
and Infrastructure

Phasing



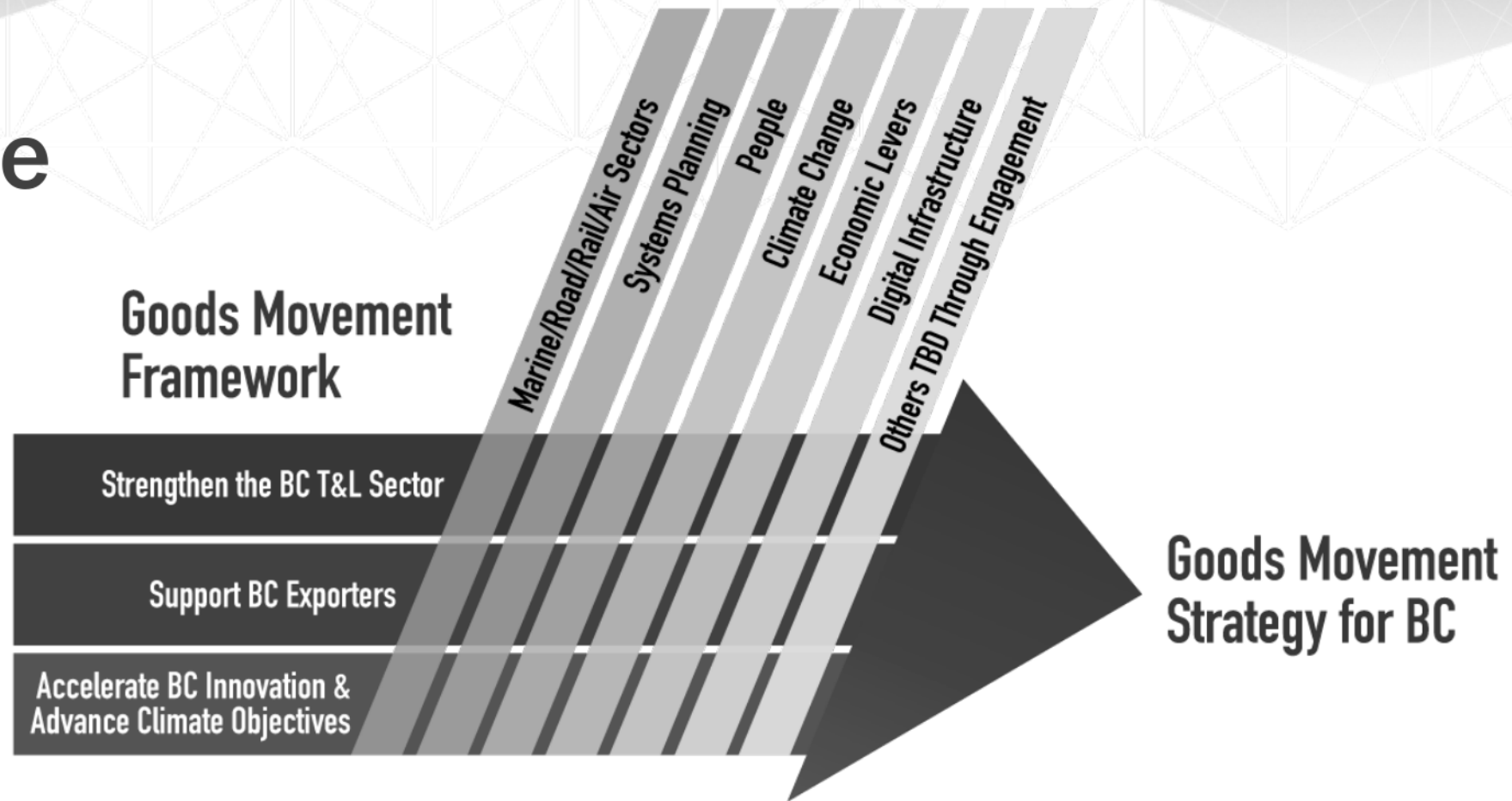


Supporting Goods Movement in BC (2017-2022)

- Government has committed to delivering a strong sustainable economy that works for everyone.
- Significant progress towards that commitment has been made by:
 - Investing in a broad range of critical trade-enabling infrastructure;
 - Making sound policy decisions; and
 - Supporting partnerships.
- Extreme weather events and other disruptions have challenged our trade network, but incredible collaboration and cooperation have enabled us to address these challenges and build back better.

Advancing the Strategy

- Framework will be applied throughout all phases to inform policy work and research, and shape short, medium and long term actions.



Pillar 1: Strengthen the BC Transportation & Logistics Sector

Current State

- BC's T&L sector contributes over \$16.3B GDP and consists of ~140,000 employees receiving over \$5.9 billion in wages.
- Shippers rely on T&L services that are efficient, reliable, and cost competitive. They are also seeking improved visibility and responsiveness to gain a competitive edge.
- Reliability of BC port and rail services has diminished over the last few years, with dwell times increasing from ~4 days to above 7 days.

Future State

- It is anticipated that the sector could add 40,000 jobs, \$8 billion in output and \$4 billion in GDP by 2050, representing a 120% gain.
- BC T&L sector provides access to real time visibility, enabling increased productivity and resiliency to disruptions.



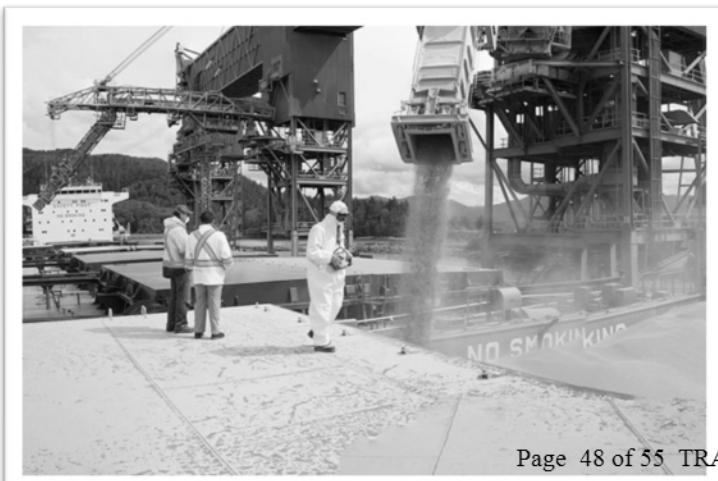
Pillar 2: Support BC Exporters

Current State

- The BC natural resource sectors' transportation costs are 25% higher than international competitors.
- Not all producers have rail access, limiting access to overseas markets.

Future State

- Transportation networks better serve natural resource producers by:
 - reducing costs by improving efficiency of services.
 - meeting customer demand for reliable delivery.
- Producers can secure timely delivery of goods to global destinations, ensuring they receive the best price.



Pillar 3: Accelerate BC Innovation & Advance Climate Objectives

Current State

- Clean tech in BC is primarily an export market with 87% of revenue generated from outside the province.
- Supply chain sustainability is increasingly prioritized, with 'greenest mile' transportation seen as a global competitive advantage.

Future State

- BC's tech sector grows to include T&L cluster and advances innovative initiatives (ex. integrated marketplaces).
- BC clean tech and digital infrastructure drive a clean transportation network, resulting in BC's network recognized as greenest mile.
- Improved land use planning provides access to alternative shipping modes, resulting in reduced GHG emissions.



Page 50 of 55

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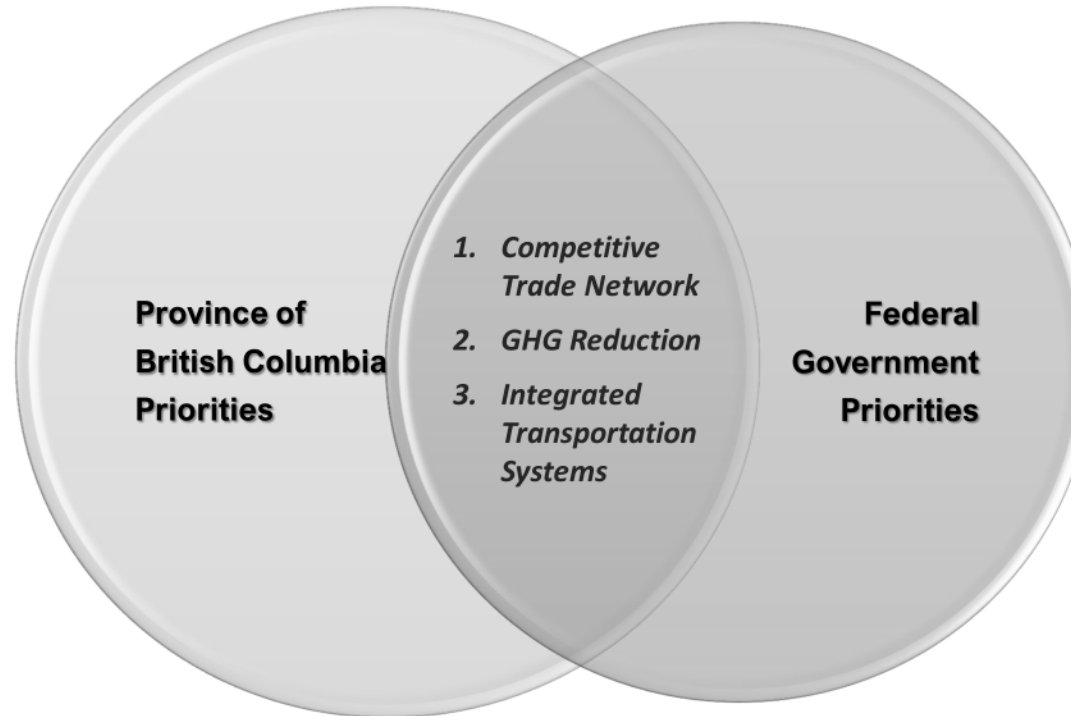
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Federal/Provincial Alignment

Provincial Priorities

- Ensure BC's goods movement ecosystem is smarter, cleaner and more competitive.
- Coordination between transportation and land use planning to enable increased economic development opportunities at a regional level.

Goods movement focus is on regional, interregional and provincial level.



Federal Government Priorities

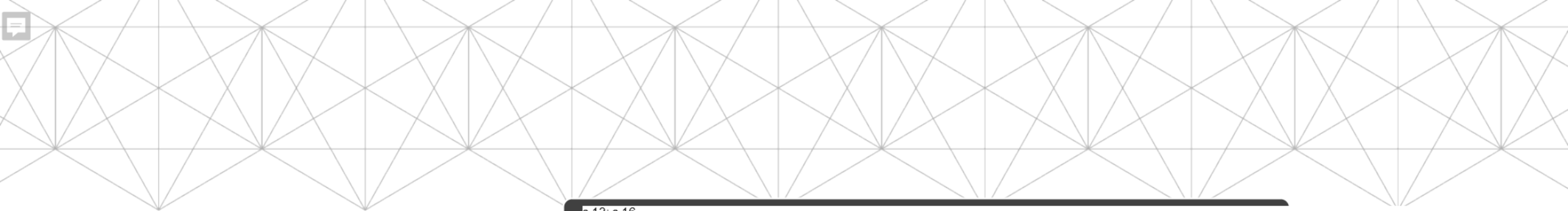
- Transportation 2030 Strategic Plan Vision: A safe, secure, green, innovative and integrated transportation system that supports:
 - trade and economic growth;
 - a cleaner environment; and
 - the well-being of Canada's middle class

Goods movement focus is on national level.

Engagement

- Comprehensive stakeholder engagement planned
- Opportunity to engage with Western Provinces at Fall WESTAC





s.13; s.16

GMS in Action

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Truck Data Survey Program

- NTCF application submitted (June 30). Scope refinement over summer/early fall.
- Engagement with stakeholders, MOTI Regions, Safety & Engineering, CVSE

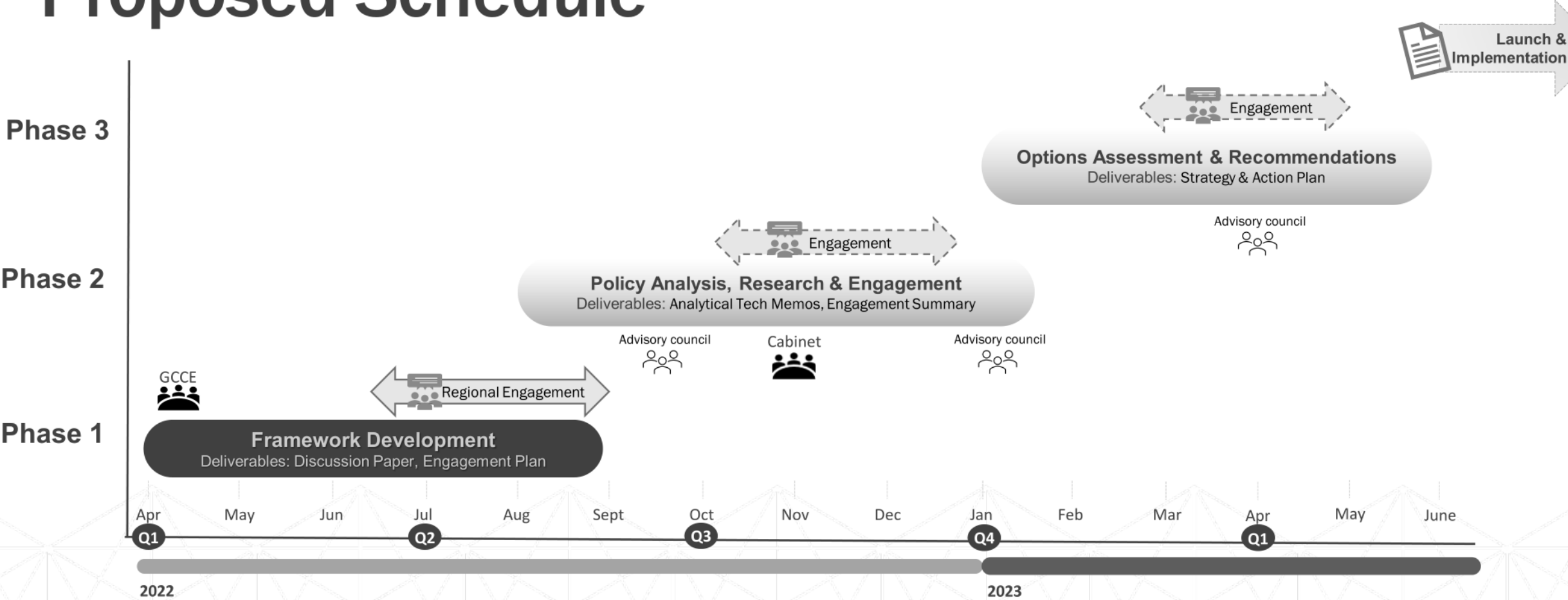
Northern Corridor Working Group

- Ongoing engagement with PRPA, in-person session completed in early June

Central Okanagan Regional Goods Movement Study

- In partnership with City of Kelowna – completion summer 2022

Proposed Schedule



Next Steps

- Complete Phase 1 Framework Document
- Commence Phase 2
 - Engagement:
 - Implementation of Governance Structure
 - Stakeholder Engagement
 - WESTAC (TBD)
 - Policy Analysis Research Activities
- Continue Advancing GMS in Action Projects

