



## MEETING BRIEFING NOTE

**DATE:** December 6, 2022  
**PREPARED FOR:** Kaye Krishna, Deputy Minister, Ministry of Transportation and Infrastructure  
**ISSUE:** Marine Transportation and BC's Coastal Marine Strategy  
**MEETING:** Pacific Regional Committee on Oceans Management (RCOM) on December 9, 2022

### PROPOSED KEY MESSAGES:

- The Ministry continues to support efforts of the RCOM to engage with our counterparts on areas of shared interest including the Ocean Protection Plan and the Coastal Marine Strategy

### PAST INTERACTIONS:

- Previous RCOM meeting – June 2022 (Attendees: Lesley Ballman ED, Kirk Handrahan ED)

### BACKGROUND:

In September 2004, Canada and British Columbia signed the *Memorandum of Understanding Respecting the Implementation of Canada's Oceans Strategy on the Pacific Coast of Canada*. Canada's Oceans Action Plan was announced in 2005, as the Government of Canada's framework for sustainable development and management of Canada's oceans. The Pacific Region Committee on Ocean Management is the senior executive forum for federal and provincial governments to provide oversight to implementation of the Canada/BC Oceans MOU and elements of Canada's Oceans Action Plan on the Pacific Coast of Canada and has now been in place for nearly two decades.

#### *Areas of Focus:*

From its initial inception as a strategic oversight body of the director level Ocean Coordinating Committee ("OCC" - which is responsible for the administration of the Canada/BC Oceans MOU and related action plans), Pacific RCOM has evolved into a forum for senior level executives to provide updates on and strategic oversight of federal and provincial marine initiatives. Most recently, RCOM has discussed issues pertaining to National Marine Conservation Areas, the Blue Economy Strategy, the Marine Protected Area Network on the North Coast, the Southern BC Marine Spatial Planning Program, and other the initiatives under Canada's Ocean Protection Plan including the Salish Sea Initiative. Provincial initiatives such as the Coastal Marine Strategy, the Salmon Strategy, and the Watershed Security Strategy may utilize both the OCC and RCOM to engage with our federal counterparts on issues of shared interest. RCOM has also facilitated funding decisions for projects of shared interest (e.g., ocean economy reports, data collection and monitoring, and reporting tools.)

#### *Membership*

RCOM is comprised of senior federal representatives (Regional Directors-General level) and senior provincial representatives (Deputy Minister level) from federal and provincial departments/agencies and ministries with ocean-related mandates and interests.

#### *Meetings:*

RCOM operates on consensus and meetings are typically scheduled 1-2 times/year or as required.





Page 04 of 40 to/à Page 05 of 40

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s.12 ; s.13 ; s.16 ; s.17

Page 06 of 40

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s.13 ; s.16 ; s.17

Page 07 of 40

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s.13 ; s.16

## BRIEFING NOTE

### Federal and Provincial Considerations in Prince Rupert



#### What:

Federal and provincial coordination to support economic, social and environmental goals in Prince Rupert and the Highway 16 corridor.

#### Summary:

In response to anticipated investments at the Port of Prince Rupert and at LNG facilities in the area, the City of Prince Rupert is projecting significant population growth over the next decade. Thousands of new, permanent full-time jobs are expected to be created by 2027 leading to an increase in the local population from 12,300 to between 22,000 to 24,000 by 2030.

The Port of Prince Rupert is Canada's third largest port. The port handles approximately \$60B in international trade per year, creating \$1.4B in economic activity, \$147M in annual tax revenues and more than 6,000 direct and indirect jobs in the region. Around one-quarter of B.C.'s annual container traffic moves through the port. In addition, the port provides access to B.C.'s northern trade corridor which supports the resiliency of provincial and national supply chains during disruption events such as the flooding of the Lower Mainland in November 2021.

The Port has expanded rapidly since construction of its container terminal in 2007. The Prince Rupert Port Authority (PRPA) plans to eventually increase its container capacity to 6-7M twenty-foot equivalent units (TEUs). The Port currently handles approximately 1M TEUs per year.

The City, Tsimshian First Nations and PRPA have recognized the major challenges ahead in providing a desirable mix of services, housing and lifestyle amenities to attract and retain a highly skilled workforce and their families to the region. This has led to the community planning initiative through Redesign Rupert and the subsequent Prince Rupert 2030 Vision (2019).

s.13; s.16

#### Background and Analysis:

The ministry is currently developing a provincial Goods Movement Strategy (GMS) based on three strategic pillars: strengthening the competitiveness of B.C.'s transportation and logistics sector; supporting B.C. exporters; and accelerating adoption of B.C. innovation and enhancing climate objectives.

At a regional engagement session held in Prince Rupert in 2022, the main issues raised were the burden of goods movement on local infrastructure, balancing goods movement with safety of residents on the highway, and labour shortages and difficulty of attracting new residents due to lack of infrastructure, housing and services. Concerns were also expressed that communities are seeing little economic gain with expansion of the port, while road infrastructure and safety of residents is being negatively impacted.

s.13; s.16

Prince Rupert's 2030 Vision Report anticipates that by 2030, at least 5,000 new housing units will need to be built to accommodate growth. However, the city has few developers, limited financing opportunities, and is not seen as an attractive market for investment in housing. Therefore, the report argues that public investments by B.C. Housing and a municipal housing corporation are necessary to ensure an adequate supply of housing.

The City of Prince Rupert also has a significant infrastructure deficit. The estimates provided by the City total \$600 million and includes \$200M for wastewater treatment and collection;s.13; s.16  
s.13; s.16

### **Conclusion:**

s.13; s.16



Page 10 of 40

Withheld pursuant to/removed as

s.13 ; s.16



**DISCUSSION:**

Provincial approval of the City's bylaw changes is necessary to comply with section 124.2 (2) of the MVA and to ensure proposed changes do not impede, interfere, or diminish the effectiveness of provincial highways that are in close proximity of the local streets/mobility lanes in question.

The Ministry's Lower Mainland District staff are aware of the draft bylaws and the provincial approval requirement. They have no concerns regarding the draft bylaws as they do not impact the traffic on the provincial arterial highways within the City of Coquitlam.

s.14

If the attached draft bylaw is approved by the Deputy Minister - on behalf of the Minister – and the attached letters are signed (Appendix 1), ministry staff will follow-up with the City of Coquitlam.

**GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:**

In line with the principles of GBA+, availability of electric kick scooters presents an opportunity to expand affordable, low-barrier personal transportation options available for people – of all ages, abilities and from diverse socio-economic backgrounds – to move, commute and connect within their communities by supporting first and last mile connections to transit. An electric kick scooter pilot project is vital in enhancing the range of viable and accessible active transportation options for citizens and visitors in each of the pilot communities. Additionally, the pilot project regulation governs electric kick scooters similar to cycles to ensure a simple set of rules in support of low-barrier access in pilot communities. This approach supports the broader policy goals of a people centred (GBA+) approach guided by the key principles of Active Transportation: sustainability, efficiency, inclusiveness, and public health.

**FINANCIAL IMPLICATIONS:**

- None

**OPTIONS:****1. Approve and sign the attached letters (Appendix 1)**

<i>Pros:</i>	<i>Cons:</i>
<ul style="list-style-type: none"><li>○ Enables the City of Coquitlam to enact bylaw changes to support pilot project</li><li>○ Supports ministry's mandate to work with communities to expand networks of active transportation</li><li>○ Supports ministry's e-mobility pilot program</li></ul>	<ul style="list-style-type: none"><li>○ None</li></ul>





Angela Jarvis, E-Mobility Manager  
Engineering and Public Works, Transportation  
City of Coquitlam  
3000 Guildford Way  
Coquitlam BC V3B 7N2

Reference: 314321

Dear Angela Jarvis:

**Re: City of Coquitlam Street and Traffic Amendment (Electric Kick Scooters) Bylaw No. 5274, 2022; City of Coquitlam Bylaw Notice Enforcement Amendment (Electric Kick Scooters) Bylaw No. 5275, 2022; and City of Coquitlam Municipal Ticket Information Amendment (Electric Kick Scooters) Bylaw No. 5276, 2022**

Pursuant to section 124.2 (2) of the Motor Vehicle Act, a bylaw respecting designated use lanes or highways located within 800 metres of an arterial highway (provincial highway) requires written approval from the minister responsible for the Transportation Act, or designate, before the respective bylaw can be adopted by a municipal council.

The draft bylaws (as outlined in Appendix A and attached here) to amend the Street and Traffic Amendment (Electric Kick Scooters) Bylaw No. 5274, 2022; City of Coquitlam Bylaw Notice Enforcement Amendment (Electric Kick Scooters) Bylaw No. 5275, 2022; and City of Coquitlam Municipal Ticket Information Amendment (Electric Kick Scooters) Bylaw No. 5276, 2022, to allow electric kick scooters in mobility lanes and local streets are approved.

Sincerely,

Kaye Krishna  
Deputy Minister  
Ministry of Transportation and Infrastructure

Attachment

## **BYLAW NO. 5274, 2022**

A Bylaw to amend Street and Traffic Bylaw No. 4402, 2014

WHEREAS:

A. The Council of the City of Coquitlam ("Council") is authorized pursuant to the Community Charter, S. B. C. 2003, c. 26 and the Motor Vehicle Act, R. S. B.C. 1996, c. 318 to regulate the use of streets within the City of Coquitlam (the "City");

B. Council has previously enacted Street and Traffic Bylaw No. 4402, 2014 (the "Street and Traffic Bylaw");

C. Council considers it desirable to amend the Street and Traffic Bylaw to regulate electric kick scooters in the City;

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

### **1. Name of Bylaw**

This Bylaw may be cited for all purposes as the "Street and Traffic Amendment (Electric Kick Scooters) Bylaw No. 5274, 2022."

### **2. Amendments**

The Street and Traffic Bylaw, as amended, is hereby amended as follows:

2.1 Section 2.1 is amended by adding the following new definitions in alphabetical order:  
ELECTRIC KICK SCOOTER has the meaning set out in the Electric Kick Scooter Regulation;  
ELECTRIC KICK SCOOTER REGULATION means the Electric Kick Scooter Pilot Project Regulation, B.C. Reg. 90/2021, as amended or replaced from time to time;

2.2 Section 2.1 is amended by deleting the definitions of MULTI-USE PATHWAY and VEHICLE and replacing them with the following new definitions:

MULTI-USE PATHWAY means a street, or portion of a street, designed for use by a pedestrian, electric kick scooter, cycle and other non-motorized conveyances, and marked as such by a traffic control device;

VEHICLE means a device in, upon, or by which a person or property may be transported or drawn upon a street, but does not include a mobility aid, cycle, electric kick scooter, or a device designed to be moved only by human power;

2.3 Part 5 - Sidewalks, Curbs and Multi-Use Pathways is amended by deleting Section 21.2 in its entirety and replacing it with the following:

Any person operating a cycle, skateboard, longboard, in-line skates, scooter or similar non-motorized conveyance or an electric kick scooter on a multi-use pathway must yield to a pedestrian using the multi-use pathway.

2.4 Part 6 -Pedestrians and Cycles is amended by:

2. 4.1 deleting the title of Part 6 - "Pedestrians and Cycles" and replacing it with "Pedestrians, Cycles and Electric Kick Scooters"; and

2. 4. 2 deleting Section 22. 3 in its entirety and replacing it with the following:  
Notwithstanding the provisions of this section, every driver of a vehicle shall exercise due care for the safety of a pedestrian or person riding a cycle or electric kick scooter, and shall give warning by sounding the horn when

necessary, and shall exercise proper precaution upon observing any child or any confused or incapacitated person upon a street.

2. 4.3 deleting the title of Section 23 - "Cycles and Non-Motorized Conveyances" and replacing it with "Electric Kick Scooters, Cycles and Non-Motorized Conveyances".

2. 4.4 By deleting Section 23 in its entirety and replacing it with the following:

23. 1. A person may operate an electric kick scooter on a street, subject to compliance with all applicable provisions of this Bylaw and the Electric Kick Scooter Regulation.

23. 2 No person shall ride or use any cycle or electric kick scooter of nonmotorized conveyance on any sidewalk except where permitted by a traffic control device.

23.3 No person shall ride a cycle or electric kick scooter or non-motorized conveyance upon a street wearing headphones, or any other manufactured device capable of transmitting sound, over or in close proximity to both ears, except that this prohibition shall not apply to the wearing of a device designed and worn for the purpose of improving the wearer's ability to hear sounds emanating from outside of the device.

23.4 No person shall ride a cycle or electric kick scooter upon a street unless the cycle or electric kick scooter is equipped with a bell capable of being used as a warning.

23. 5 Every person riding a cycle or electric kick scooter upon a street or multi-use pathway must do so in accordance with the Motor Vehicle Act of British Columbia and, without limitation, must use all of the equipment as provided in that Act pertaining to the use or operation of a cycle or electric kick scooter on a street or multi-use pathway.

23.6 A person must not operate an electric kick scooter on any trails, paved or unpaved, in a public park except where permitted by a traffic control device.

### **3. Severability**

If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

### **Readings**

READ A FIRST TIME this [day] day of [month], [year].

READ A SECOND TIME this [day] day of [month], [year].

READ A THIRD TIME this [day] day of [month], [year].

[if assent of electors is required enter information here - see Council Procedure Bylaw Section

14. 3. 1]

GIVEN FOURTH AND FINAL READING and the Seal of the Corporation affixed this [day] day of [month], [year].

## BYLAW NO. 5275, 2022

A Bylaw to amend Bylaw Notice Enforcement Bylaw No. 3749, 2006

### WHEREAS:

A. The Council of the City of Coquitlam ("Council") is authorized pursuant to the Community Charter, S. B.C. 2003, c. 26 and the Motor Vehicle Act, R. S. B.C. 1996, c. 318 to regulate the use of streets within the City of Coquitlam (the "City");

B. Council has previously enacted Bylaw Notice Enforcement Bylaw No. 3749, 2006 (the "Bylaw Notice Enforcement Bylaw");

C. Council considers it desirable to amend the Bylaw Notice Enforcement Bylaw to regulate electric kick scooters in the City;

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

### 1. Name of Bylaw

This Bylaw may be cited for all purposes as the "Bylaw Notice Enforcement Amendment (Electric Kick Scooters) Bylaw No. 5275, 2022."

### 2. Amendments

The Bylaw Notice Enforcement Bylaw, as amended, is hereby amended as follows:

2.1 Schedule "A" of the Bylaw Notice Enforcement Bylaw is amended as follows;

2. 1.1 By deleting and replacing in its entirety the following of that portion of the Schedule relating to the Bylaw Notice Enforcement Bylaw

Column 1 Description	Column 2 Section No. In Bylaw	Column 3 Discounted Penalty in \$ (within 14 days)	Column 4 FULL PENALTY IN \$ (after 14 days)	Column 5 COMPLIANCE AGREEMENT DISCOUNT (where compliance agreement entered in accordance with section 8(a)(v) of this bylaw)
Drive without care for pedestrian/cycle/electric kick scooter	22.3	25	50	n/a
Cycle or electric kick scooter on sidewalk	23.1	25	50	n/a
Cycle rider or electric kick scooter rider wearing headphones	23.2	25	50	n/a
Cycle or electric kick scooter with no bell	23.3	25	50	n/a
Ride cycle or electric kick scooter contrary to MVA	23.4	25	50	n/a

### 3. Severability



If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

#### **Readings**

READ A FIRST TIME this [day] day of [month], [year].

READ A SECOND TIME this [day] day of [month], [year].

READ A THIRD TIME this [day] day of [month], [year].

[if assent of electors is required enter information here - see Council Procedure Bylaw Section 14. 3. 1]

GIVEN FOURTH AND FINAL READING and the Seal of the Corporation affixed this [day] day of [month], [year].

## BYLAW NO. 5276, 2022

A Bylaw to amend Municipal Ticket Information Bylaw No. 4320, 2012

### WHEREAS:

A. The Council of the City of Coquitlam ("Council") is authorized pursuant to the Community Charter, S. B.C. 2003, c. 26 and the Motor Vehicle Act, R. S. B.C. 1996, c. 318 to regulate the use on streets within the City of Coquitlam (the "City");

B. Council has previously enacted Municipal Ticket Information Bylaw No. 4320, 2012 (the "Municipal Ticket Information Bylaw");

C. Council considers it desirable to amend the Municipal Ticket Information Bylaw to regulate electric kick scooters in the City;

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

### 1. Name of Bylaw

This Bylaw may be cited for all purposes as the "Municipal Ticket Information Amendment (Electric Kick Scooters) Bylaw No. 5276, 2022."

### 2. Amendments

2.1 Schedule "B-22" of the Municipal Ticket Information Bylaw is amended as follows:

2. 1.1 By deleting and replacing in its entirety the following of that portion of the Schedule relating to the Municipal Ticket Information Bylaw

COLUMN 1 AUTHORIZED EXPRESSIONS	COLUMN 2 SECTION NO. IN BYLAW	COLUMN 3 FINE \$
Drive without care for pedestrian/cycle/ <del>electric kick scooter</del>	22.3	1000
Cycle <del>or electric kick scooter</del> on sidewalk	23.1	1000
Cycle rider <del>or electric kick scooter</del> rider wearing headphones	23.2	1000
Cycle <del>or electric kick scooter</del> with no bell	23.3	1000
Ride cycle <del>or electric kick scooter</del> contrary to MVA	23.4	1000

### 3. Severability

If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

### Readings

READ A FIRST TIME this [day] day of [month], [year].

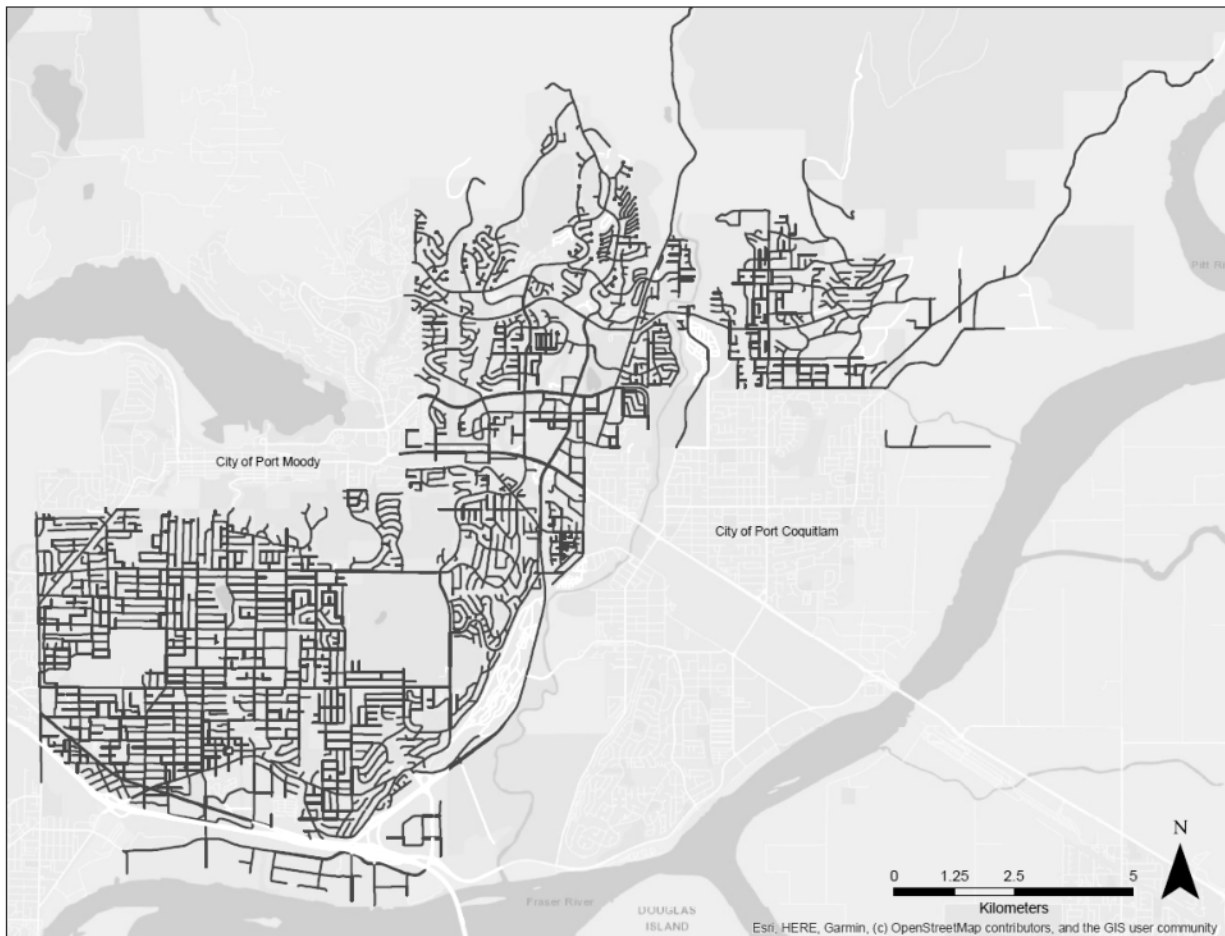
READ A SECOND TIME this [day] day of [month], [year].

READ A THIRD TIME this [day] day of [month], [year].

[if assent of electors is required enter information here - see Council Procedure Bylaw Section

14. 3. 1]

GIVEN FOURTH AND FINAL READING and the Seal of the Corporation affixed this [day] day of [month], [year].





## INFORMATION BRIEFING NOTE

**DATE:** December 12, 2022

**PREPARED FOR:** Honourable Rob Fleming, Minister of Transportation and Infrastructure

**ISSUE:** s.17; s.21

**PURPOSE:** s.13; s.16

### SUMMARY:

s.13; s.16; s.17; s.21

### BACKGROUND:

s.13; s.16; s.17; s.21



s.13; s.16; s.17

#### DISCUSSION:

s.13; s.16; s.17; s.21



Ministry of  
Transportation  
and Infrastructure

CLIFF #313574  
(X-REF. #311546)

s.13; s.16; s.17; s.21

#### GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

s.13; s.16



**FINANCIAL IMPLICATIONS:**

s.13; s.16; s.17

**PREPARED BY:**

Shannon Price, Executive Project Director, Integrated  
Property Development, Integrated Transportation and  
Infrastructure Services

**REVIEWED BY:**

Kevin Volk, ADM  
Integrated Transportation and Infrastructure Services  
Heather Hill, ADM & EFO  
Finance and Risk Management Division  
Kaye Krishna, Deputy Minister

**DATE:**

22-Nov-30

22-Dec-1

22-Dec-9

Page 25 of 40 to/à Page 28 of 40

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s.13 ; s.16 ; s.17 ; s.21





## MEETING BRIEFING NOTE

**DATE:** December 14, 2022

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

**ISSUE:** Capital Project Executive Meeting

**MEETING:** TransLink and Transport Investment Corporation (TI Corp) on December 15, 2022:

- **MOTI:** Kaye Krishna, Kevin Volk, Reg Bawa
- **TransLink:** Kevin Quinn, Jeff Busby
- **TI Corp:** Amanda Farrell, James Harvey

**PURPOSE:** To discuss progress on major capital projects

### PROPOSED KEY MESSAGES:

s.13; s.16

### PAST INTERACTIONS:

s.13; s.16

### BACKGROUND:

s.12; s.13; s.16; s.17



Ministry of  
Transportation  
and Infrastructure

s.12; s.13; s.16; s.17

s.13; s.16; s.17

#### DISCUSSION:

s.12; s.13; s.16; s.17



s.12; s.13; s.16

#### GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

N/A

#### FINANCIAL IMPLICATIONS:

s.13; s.16; s.17

#### PREPARED BY:

Peter Argast, Executive Director  
Major Projects and Alternate Procurement Branch

#### REVIEWED BY:

Kevin Volk, ADM  
Integrated Transportation & Infrastructure Services Division  
Reg Bawa, ADM  
Policy, Programs & Partnerships Division

#### DATE:

22-Dec-13

22-Dec-12

## DECISION BRIEFING NOTE

**DATE:** December 19, 2022

**PREPARED FOR:** Kaye Krishna, Deputy Minister

**ISSUE:** Provincial Highways and Operations Meeting

**PURPOSE:** Requesting approval to hold a provincial operations conference to foster education and knowledge-transfer, resulting in the evolution of ideas and processes.

**RECOMMENDED OPTION:**

- **OPTION 1:** Provide approval for provincial operations meeting utilizing non-government meeting space.

**BACKGROUND:**

We are seeking to host a meeting in 2023 for Operations Managers, Road Area Managers, Bridge Area Managers, and Operations Technicians. The 2023 operations meeting will focus on developing knowledge within a naturally diverse job stream through presentations, technical learning opportunities, cross divisional knowledge sharing, networking, and by exploring tools and technology that will be a part of business now and into the future.

Staff travel costs for the meeting are estimated at \$63,000 which is covered by the individual business units. Catering for the event is estimated at \$20,000, which includes a dinner on night one to further encourage networking amongst peers. Participants will be asked to waive their per-diems in lieu of the meals provided. Quotes were solicited from 9 hotels in s.15 Government facilities are not available to accommodate a group this size (148 total including Executive Directors, District Managers, Operations Managers, Area Managers, Operations Technicians, and operational support staff).

The s.15 in s.15 offers the best price with a spacious auditorium, complete with breakout rooms that come complimentary with the catering package. The location, in addition to being cost effective, is convenient – both for those traveling and for the many staff who reside in the interior.

This event would capitalize on an opportunity to fulfill initiatives pursuant to the Ministry's Strategic Plan for proactive strategies of professional development, facilitating a learning culture through inclusion, teamwork and relationship building, and cultivating a culture of resiliency and empowerment.

A full proposed agenda is attached (see Attachment 1).

**DISCUSSION:**

The ministry's operations staff play a key role in the safe and reliable operation of our provincial highway network. With approximately 150 employees across the province, staff are on the front line interacting with the public and key stakeholders, on our roads working to deliver projects, responding to emergencies, and ensuring appropriate service levels for maintenance of our roads and bridges.

There has not been a province-wide operations meeting since 2016; the timing of this meeting offers an opportunity to reunite our team after a long period of limited contact and/or isolation.

In the period since the last operations meeting, operations staff have experienced the implementation of the 2018-19 Highway Maintenance Agreement, a dramatic increase in widescale emergency events, stronger commitment towards the implementation of UNDRIP, and the newly implemented corporate strategic and divisional plans.

The demographic within the operations stream has many staff within 5 years of retirement, as well as many staff in the first 5 years of their career. Province-wide, the turnover since the 2016 conference is 64%.

Bringing the team together in person is critical to sharing anecdotal knowledge and challenges, providing opportunities to build organizational awareness for the ministry's front-line staff, and building relationships amongst peers.

Feedback from the previous 2016 conference indicated that the experience of community-building and in-person learning was a highly valuable use of staff time; they specifically highlighted the benefit of networking with people from across the province and getting fresh perspectives from their colleagues. They found the agenda topics relevant and expressed interest in conducting even more smaller breakout groups to focus on knowledge transfer and allow for more networking opportunities. These considerations have been incorporated into the forthcoming agenda.

#### **GBA+ & DIVERSITY AND INCLUSION IMPLICATIONS:**

The 2023 provincial operations conference will provide an opportunity for people with all backgrounds and lived experiences to gather. Participants will have the opportunity to examine matters from their unique perspectives and for everyone to gain appreciation for different viewpoints the ministry represents. The conference will host a noted presenter to further develop staff's understanding of the GBA+ initiative and result in a more integrated execution of this policy throughout the ministry's day-to-day activities.

#### **FINANCIAL IMPLICATIONS:**

The total cost of the event is estimated at \$83,000.

#### **OPTIONS:**

1. Provide approval for provincial operations meeting utilizing non-government meeting space s.15  
s.15

##### ***Pros:***

- Staff receive valuable training opportunity, knowledge transfer, team building, and mentorship.
- Networking provides key information to our provincial operations team and promotes consistency.


##### ***Cons:***

- The gathering of public servants in one place and the perception associated with public funds be expended efficiently and prudently.

2. Do not provide approval for non-government meeting space:

s.13; s.17

APPROVED (Option1)/ NOT APPROVED

  
Kaye Krishna,

Kaye Krishna,  
Deputy Minister of Transportation and Infrastructure

December 19, 2022

Date \_\_\_\_\_

**Attachments:**

- ## 1. Agenda, Provincial Operations Conference 2023

PREPARED BY:	REVIEWED BY:	DATE:
Steve Sirett, Executive Director Southern Interior Region Highways & Regional Services	Kevin Richter, Associate DM Highways & Regional Services Division Heather Hill, ADM & EFO Finance & Risk Management Division	22-Dec-13 <hr/> 22-Dec-14



Day 1				
Time	Loc	Topic	Type of Activity	Proposed Presenter
7:15 - 8:30		Breakfast		
8:30 - 9:00		Intro, Housekeeping, and FN Territorial Acknowledgement and general engagement	Listen/Do	<i>Need an Emcee</i>  DM Kaye Krishna via video or in person welcome  ADM – Kevin Richter
9:00 – 9:30		Health and Wellness	Listen	Amy Baskin
9:30 – 10:15		MC Contract – Renewal – where do we go from here. Tables can chat about top three things that need to change for next round.	Do	Dan Palesch / Rodrigo Disegni +Facilitator
10:15 – 10:30		Coffee Break		
10:30 – 11:30		MC Contract – Renewal - Tables report out	Listen	Each table +Facilitator
11:30 – 12:00		MC Partnering	Do	Bob Vaughn
Noon – 1:00		Lunch – Plow simulator		
1:00 – 1:30		Knowledge: Dragons Den – Bridge/Culvert Innovation and /or products	Listen/Look	Armtec Rep – 15min presentation/15min questions
1:45 – 2:45		Knowledge: Hard surfacing presentation (types, why, where, how, pavement conditions, solutions (crack sealing), etc.)	Listen/Do	Al Schmidt or other pavement SME
2:45 – 3:15		H200 Tool, Audit Review and First Nations or CVSE Org Structure	Listen	TBD? Samantha Eburne/Steve Haywood
3:15 – 3:30		Break		
3:30– 4:00		RWIS/RAWS	Listen	Simon Walker
4:00 – 4:30		Climate Resiliency	Listen	Ian Pilkington



		Open Time – Plow Simulator/Social	Do	
<b>Day 2</b>				
<b>Time</b>	<b>Loc</b>	<b>Topic</b>	<b>Type of Activity</b>	<b>Proposed Presenter</b>
7:45- 8:30		Breakfast		
8:30 – 8:45		Day Intro	Listen	Emcee
8:45 – 9:15		GBA+ Link to the Work We Do	Listen	Paula's Group? TBD
9:15 – 10:00		Option 1: Geotech Presentation  Option 2: Bridges (Low Volume)  Option 3: Sign Shop	Break out session – sign up choice	Gord Hunter  Gary Farnden/Carl Lutz Larry Macko
10:00 – 10:15		Coffee Break		
10:15– 11:00		Option 1: Section 42  Option 2: Traffic Management  Option 3: Active Transportation	Break out session – sign up choice	Jessica Taylor or s.14 AG Ryan Oakley/Eng. Jesse Skulmoski
11:00 – 11:45		Drainage Law and Litigation	Listen	AG Lawyer – s.14
11:45 – 12:15		Transit Branch	Listen	Jodi Dong
12:15 – 1:00		Lunch – Plow Simulator		
1:00 – 1:30		Knowledge: Dragons Den – Geotextiles products	Listen/Look	Nilex rep – 15min presentation/15min questions
1:30 - 2:00		Budgets/Programming	Listen	Joey Vassen
2:00 – 2:45		Indigenous Relations & Reconciliation	Listen/Do	Nick Nixon
2:45 – 3:00		Break		
3:00 – 3:45		ADM Richter Town Hall	Listen	Kevin Richter
3:45 – 4:00		Wrap Up	Listen	Emcee
		Depart		



Page 37 of 40 to/à Page 40 of 40

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