



INFORMATION BRIEFING NOTE

DATE: April 19, 2023

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

ISSUE: Supply Chain Issues and the Port Property Tax

MEETING: Stephanie Jones, President of the BC Marine Terminal Operators Association (BCMTOA) and Rob Booker, attending in his capacity as Chair of the BCMTOA (additionally holds the position of CEO of Trigon Pacific Terminals (Trigon)) on TBC

SUMMARY:

- The BCMTOA plays a significant role in ensuring a safe, reliable, and competitive supply chain.
- A petition to amend or eliminate the *PPTA*, signed by 1,800 people, was presented to the Legislature by North Coast MLA Jennifer Rice (NDP) on March 9, 2023.
- The *Port Property Tax Act (PPTA)* caps municipal taxes on port property, creating more competitive port terminals while limiting the revenue that municipalities can generate from ports.
- The BCMTOA considers rail capacity, provincial and federal regulations, and the cost and availability of industrial land as the biggest challenges facing the Western Canadian supply chain.
- MOTI is developing a Goods Movement Strategy (GMS) to address supply chain issues and create a cleaner, more efficient, and more competitive goods movement system.

BACKGROUND:

The BCMTOA brings together and advocates on behalf of 17 of BC's port terminal operators. In 2020, its members employed nearly 10,000 British Columbians, contributing \$1.4 billion to provincial GDP and \$2.8 billion to economic output. BCMTOA members paid \$113 million and \$36 million in provincial and municipal taxes, respectively, and collectively invested \$1.6 billion in upgrades to their facilities in 2020. Terminal operators pay rents and user fees levied by ports under the *Canada Marine Act*. BCMTOA members are a critical part of Canada's supply chain, supporting the movement of 25% of trade goods.

Supply Chain Issues

The Western Canadian supply chain faces many challenges. The COVID-19 pandemic disrupted typical trade flows. Environmental impacts like the 2021 forest fires and atmospheric river damaged key rail infrastructure, causing backlogs at ports and intermodal terminals. Russia's war in Ukraine has increased the pressure on the supply chain to meet demand for Canadian products. Rail capacity is problematic: average rail dwell times for imported containers at the Ports of Vancouver and Prince Rupert were above monthly targets each month in 2022 and 2023 (Appendix 1: Figures 1 and 2). High anchorage utilization at the Port of Vancouver for container vessels in early 2022 and grain vessels in late 2022 reflect these challenges (Appendix 1: figure 3). Meanwhile, annual throughput is expected to increase at both ports. The federal and provincial governments are working to address these issues, including through MOTI's Goods Movement Strategy.



Port Property Tax Act

Background provided by Ministry of Finance

The PPTA was established as a five-year, temporary program in 2004, intended to maintain competitiveness for BC ports, and provide consistency in taxation. Following several years of work with industry and local governments and after several extensions, it was made permanent in 2014. The PPTA responded to concerns that BC ports were becoming uncompetitive, and that municipal taxation was a major factor. The PPTA applies to designated port properties that are assessed, in whole or in part, as Class 4 property.

Once designated under the PPTA, a property is treated favorably for property tax and assessment purposes, with the municipal tax subject to a provincial rate cap, and the property value increases on land limited to 1 per cent per year plus inflation. There is no change in how improvements are valued between designated and non-designated properties. Prince Rupert contains four designated facilities. Province-wide, 42 folios are designated.

The rules regarding taxation are found in the PPTA. A municipality is not allowed to tax a designated property at a rate higher than \$27.50 per \$1,000 of assessed value.

Provincial Compensation

The provincial government provides a payment to port-hosting municipalities to partially offset the lost revenue from designation under the PPTA. The compensation amount is based on the property values and lost revenues in 2004, adjusted for inflation. Total compensation in 2023 is \$6.57 million.

2019 PPTA Review

The Ministry of Finance conducted a review of the PPTA in 2019, which included consultation and submissions from municipalities, port authorities, and terminal operators.

As a result of this review, two changes were made. First, the assessment formula was also modified to allow the land value of designated facilities to increase at a rate of inflation plus 1 per cent, whereas previously it rose at the rate of inflation. Second, changes were made allowing municipalities to charge a higher rate on designated ports, which are valued at below-market rate, than to non-designated industrial properties. The second change did not affect Prince Rupert, which has a Major Industrial Class tax rate significantly above the cap.

These changes reflected a consensus among most stakeholders at the time and were reached on the assumption that the issue was settled for the foreseeable future.

PAST INTERACTIONS:

- *No recent meetings that ministry staff are aware of, however the Ministry and the BCMTOA are members of the Gateway Transportation Collaboration Forum, which works to address supply chain related issues.*
- *The BCMTOA has scheduled a meeting with the Minister of Finance on April 13, 2023*



DISCUSSION:

Supply Chain Issues

MOTI is 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. As part of its stakeholder engagement, the GMS team met with the BCMTOA on January 13th and heard three key concerns: the speed and reliability of rail services, which causes congestion and decreased efficiency; the increasing costs and uncertainty associated with provincial and federal regulations regarding climate, labour, and permitting; and the high cost and low availability of industrial land. The GMS, along with work underway in Jobs Economic Development and Innovation (JEDI) to address the cost and availability industrial land, aims to address each of these issues.

s.12

In 2018, the federal Government launched the Ports Modernization Review. MOTI provided feedback and recommendations aimed at strengthening the supply chain. The review culminated in November 2022 with the introduction of Bill C-33: Strengthening the Port System and Railway Safety in Canada Act, which makes significant changes to the powers and governance of port authorities. The legislation responds to some of the recommendations MOTI provided to the review, supports the strategic aims of the GMS, and addresses provincial issues including terminal expansions. Both MOTI and the BCMTOA support the legislation.

The Federal 2023 Budget also includes funding to improve the supply chain. The Budget allocates \$27.2 million over five years to establish a Transportation Supply Chain Office, which will collaborate with industry, Indigenous nations, and other levels of government to develop a national supply chain strategy. The Budget also allocates \$25 million over five years to improve supply chain data. Amendments to the *Canada Transportation Act* will allow the Minister of Transport to compel data sharing by shippers using federal transportation services.

Prince Rupert Scrap the Tax Campaign and Recent Government Commitments

Provided by Ministry of Finance

A petition to 'reinstate the sunset clause or exempt the City of Prince Rupert' from the PPTA was presented in the legislature by MLA Rice (North Coast) on March 8. The petition received 1800 signatures including endorsement from the current and previous mayor of Prince Rupert. Petitions do not obligate the government to act or consider an issue further.

Premier Eby, following a March 17 infrastructure funding announcement, indicated the following about the PPTA and tax cap:

- The province is looking for a sustainable financial mechanism to support port cities in their infrastructure needs.s.13; s.16
s.13; s.16

PPTA – Impact on port competitiveness

Municipalities, particularly Prince Rupert, have lobbied against the *PPTA*. Prince Rupert currently has an infrastructure deficit of \$600 million dollars, and the province recently provided funding for infrastructure projects in the city.

Recommended Response:

- MOTI recognizes the important role that the BCMTOA plays in ensuring an efficient, competitive supply chain, and the concerns regarding the *PPTA*.
- As a statute under the Ministry of Finance, MOTI is unable to provide further comments on the Act and will raise the BCMTOA's concerns with colleagues at the appropriate ministry.

GBA+ is an important analytical tool used by the Province of B.C. to assess how diverse groups may experience policies, programs and initiatives that impact all groups. The use of GBA+ by the Province of B.C. is an important component of its commitment to environmental and social governance.

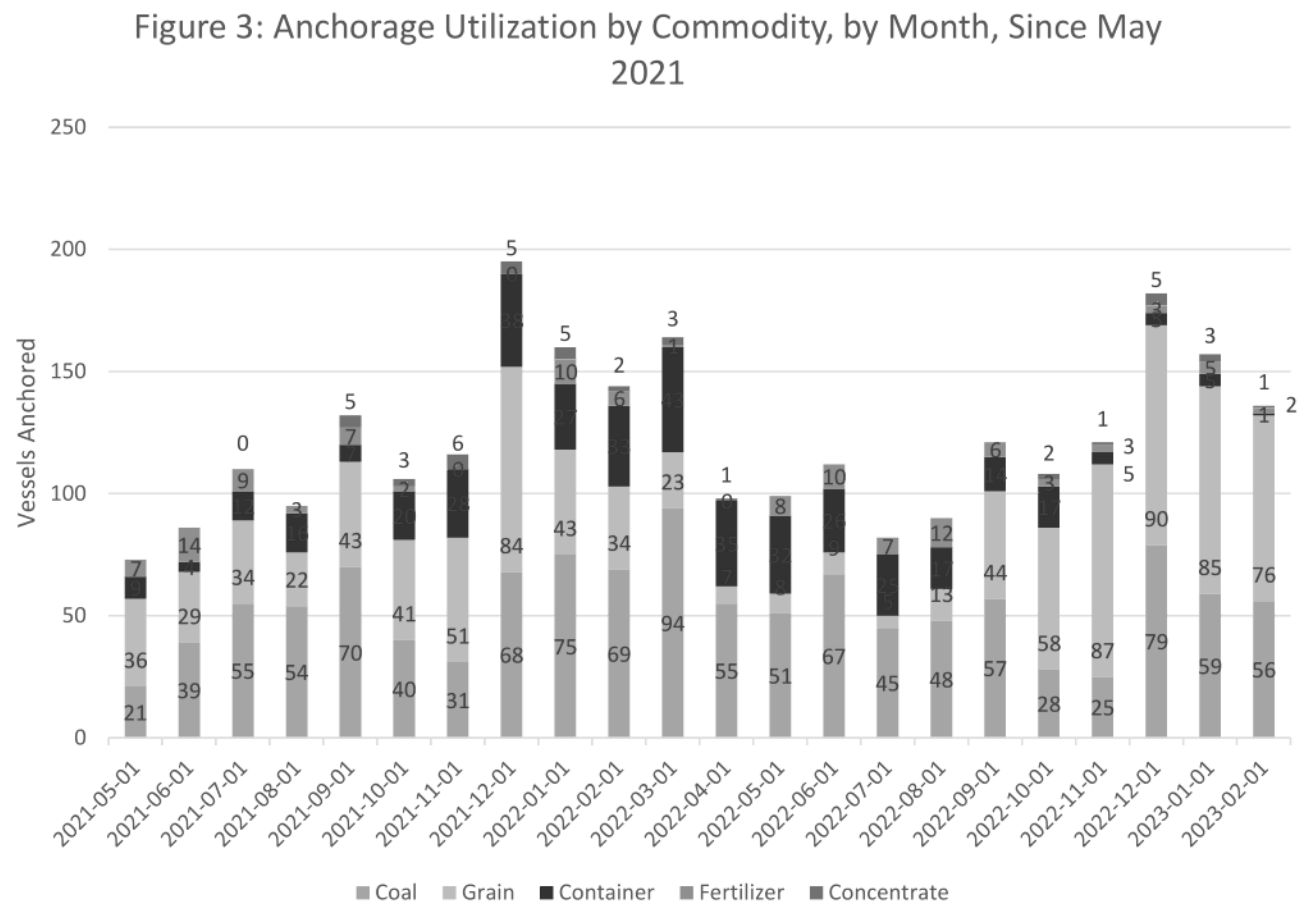


Figure 3: Anchorage utilization shows both Vancouver Harbor and Southern Gulf Island anchorage sites.



PAST INTERACTIONS:

- *DM Milhar was recently briefed on the high-level objectives and pillars of the Goods Movement Strategy.*

DISCUSSION:

The following four areas have been identified where there are opportunities for MOTI and JEDI to coordinate and collaborate to meet both ministries' mandates and government's strategic priorities.

1. Trade Diversification Strategy

- The stated goals of JEDI's strategy are to help B.C. companies realize opportunities in new and emerging markets and to increase the number and diversity of B.C. businesses exporting good and services, which aligns well with the GMS pillar of supporting B.C. Exporters
- The development of the GMS will help B.C. diversify its trade by improving its transportation infrastructure, including ports, railways, and highways.
- By strengthening the transportation and logistics sector, B.C. can enhance its connectivity to global markets, which can help it increase its exports to other countries. This, in turn, can reduce its reliance on traditional markets and make its economy more resilient to external shocks.
- As part of its' strategy, JEDI identifies a proposed action to drive B.C.'s competitive differentiation on ESG values, which aligns closely with the GMS action to turn carbon reduction into a competitive advantage.
- JEDI has identified that Canada's Indo-Pacific Strategy includes a commitment of \$244M to expand trade and investment and supply chain resilience. MOTI will continue to work closely with Transport Canada on strengthening B.C.'s supply chains including improving their resilience.

2. Mandate to Protect of Industrial Land

- JEDI has been mandated to work with local government to identify and protect existing industrial land.^{s.12}
- Industrial land plays an important role in supporting the competitiveness of B.C.'s Transportation and Logistics sector. Concerns regarding the availability of industrial land in the Lower Mainland were raised by numerous stakeholders during the engagement process for the GMS.



- Complementary to JEDI's work, as part of the development of the provincial Goods Movement Strategy, MOTI intends to preserve and enhance industrial land close to rail and marine transportation^{s.12} to optimize distances travelled between warehousing and transloading sites and encourage use of energy-efficient modes.^{s.12}
- MOTI is also advancing Planning Together B.C. (PTBC) to better align transportation and land use planning in B.C. by enhancing current processes to help focus government policy, coordinate with partners, including local governments and First Nations, on economic development and land-use initiatives. This will be particularly important as the province considers the role of multi-modal systems and strategic nodes in the supply chain.
- Outside of the Lower Mainland, MOTI is establishing a multi-agency approach to address community challenges, transportation barriers, and capitalize on growth opportunities at Prince Rupert and along the Northern Corridor.
- MOTI also plans to work with Transport Canada, the Nanaimo Port Authority, the Vancouver Island Economic Alliance, local governments and local First Nations to harness the potential of the Port of Nanaimo as a multi-modal transportation hub and enhance the regional port ecosystem.

3. Industrial Manufacturing Strategy:

- The GMS will help support the objectives of the industrial manufacturing strategy by improving the transportation and logistics infrastructure that is necessary for the efficient movement of goods and raw materials.
- For example, by improving the connectivity between industrial zones and transportation hubs, manufacturers can reduce transportation costs, which can make them more competitive. This can contribute to the growth of B.C.'s manufacturing sector, which can help diversify its economy and create more high-quality jobs.

4. B.C. Innovation Commissioner and Integrated Marketplace Initiative (IMI)

- The Integrated Marketplace (IM) is an initiative that was launched by JEDI in 2022.
- The program identifies three strategic goals as part of its mission:
 1. To increase the resilience and productivity of B.C. industries, including supply chains,
 2. To grow B.C.'s innovation sector by increasing jobs and global exports through scaling up new B.C. technology products and services, and

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	OBJECTIVES	INFORMATION NEEDS	ENGAGEMENT TACTIC	DATE
Internal Engagement				
Primary Engagement* <ul style="list-style-type: none">Leads from each primary stakeholder group to form project working group	<ul style="list-style-type: none">Broaden awareness of PTBC approach/value/initiative alignmentIdentify opportunities for implementationCollect input on summary guide/Detailed guide-best practices	<ul style="list-style-type: none">Ongoing/planned PTBC in action projectsThoughts on Detailed Planning Guide/Best Practices (e.g. TOC, themes, audience, outcomes)	<ul style="list-style-type: none">In-person meetings	<ul style="list-style-type: none">April 2023
Secondary Engagement* <ul style="list-style-type: none">Project-level (PTBC in Action)	<ul style="list-style-type: none">Broaden awareness of PTBC approach/valueIdentify opportunities for implementationCollect feedback on summary guide	<ul style="list-style-type: none">Challenges/successes with implementation to dateIs additional support needed from ITPBThoughts on Detailed guide TOC	<ul style="list-style-type: none">Virtual meetings	<ul style="list-style-type: none">April/May 2023
Tertiary Engagement* <ul style="list-style-type: none">Other MOTI business groups (Engineering, Marine etc.)Cross-Ministry partners (MUNI, HOUS, WLRS) (TBC)	<ul style="list-style-type: none">Broaden awareness of PTBC approach/valueIdentify opportunities to advance PTBCUnderstand how an integrated planning approach could enhance current policy/work	<ul style="list-style-type: none">Opportunities to advance PTBC	<ul style="list-style-type: none">Info sessions/webinars	<ul style="list-style-type: none">May/June 2023
External Engagement				
Primary Engagement* <ul style="list-style-type: none">MunicipalitiesRegional DistrictsPartner Agencies	<ul style="list-style-type: none">Build awareness of PTBC approachCollect perspectives to refine deliverablesIdentify opportunities to advance PTBC (partnerships, funding)	<ul style="list-style-type: none">Current state of transportation/land use planning alignmentTransportation/housing challengesEfforts to advance TOD, mode shift, active transportation	<ul style="list-style-type: none">In-person/hybrid/virtual as appropriate	<ul style="list-style-type: none">Spring/Summer (TBC)
Indigenous Engagement				
On-Reserve Populations*: <ul style="list-style-type: none">First Nations in BCLeadership Groups<ul style="list-style-type: none">Alliance of BC Modern Treaty NationsFirst Nations Leadership CouncilFirst Nations SummitUnion of BC Indian ChiefsBC Assembly of First Nations	<ul style="list-style-type: none">Communicate PTBC approach/opportunityCollect perspectives to inform refinement of deliverables and design of Detailed Planning Guide/Best Practices	<ul style="list-style-type: none">Current state of planning and land use on reservesTransportation needs/desiresOpportunities to partner/collaborate	<ul style="list-style-type: none">TBC	<ul style="list-style-type: none">June 2023 (TBC)
Off-Reserve Populations*: <ul style="list-style-type: none">BC Association of Aboriginal Friendship CentresCross-section of BC Friendship CentresMetis Nation BC (TBD)	<ul style="list-style-type: none">Communicate PTBC approach/opportunityCollect perspectives to inform refinement of deliverables and design of Detailed Planning Guide	<ul style="list-style-type: none">Experiences with transportation networks (urban and rural)Transportation needs/desires	<ul style="list-style-type: none">TBC	<ul style="list-style-type: none">June 2023 (TBC)

*Note: See Appendix A & B for additional information

Overarching engagement objectives:

- Collect feedback across all groups by July 2023 to inform Detailed Planning Guide
- Broaden awareness of the PTBC opportunity, framework, and approach
- Identify concrete opportunities to implement PTBC across MOTI

PTBC Phase 3 Engagement Matrix - Summary
April 2023

Appendix A: Internal Stakeholders

Primary	
Division	Business Group
Policy Programs & Partnerships Division	Transit Strategy & Policy Branch
	Clean Transportation & Programs Branch, CTAP
ITIS	Properties and Land Management Branch/Integrated Development, TOD
	Planning & Programming Branch
	Engineering / Chief Engineering Office
Strategic Corporate Priorities	Indigenous Relations, DAAP 3.9
HRS: SCR	Planning and Major Projects
HRS: SIR	Project Delivery & Planning Services
HRS: Northern Region	Planning and Partnerships

Secondary (TBC)	
Division	Business Group
Integrated Transportation & Infrastructure Services Division	Major Projects & Alternate Procurement Branch
	Metro Vancouver Major Projects
	Properties & Land Management Branch
Policy, Programs and Partnerships Division	Clean Transportation & Programs Branch
Highways and Regional Services Division: SIR	Project Delivery and Planning Services
Highways and Regional Services Division: Northern region	Project Management
Highway and Regional Services Division	Senior Development Services Officers/Provincial Approving Officers (Including HQ Dev Services)

Tertiary (TBC)	
Info Sessions	Business Group(s)
Info Session 1	ITIS staff (planning, programs, major projects, properties)
Info Session 2	Policy, Programs and Partnerships division staff (Policy & Legislation, Transportation Programs, Marine)
Info Session 3	Strategic Corporate Priorities (Strategic Planning, Priorities & Engagement)
Info Session 4	Highways and Regional Services (Passenger Transportation Branch, Construction and Maintenance Branch)
Info Session 5	Engineering
Info Session 6	Northern region staff (planning, partnerships, programs, properties, major projects) including NR districts
Info Session 7	SCR region staff (planning, partnerships, programs, properties, major projects) including SCR districts
Info Session 8	SIR region staff (planning, partnerships, programs, properties, major projects) including SIR districts
Info Session 9	Ministry of Municipal Affairs
Info Session 10	Ministry of Housing
Info Session 11	Ministry of Water, Land and Resource Stewardship

PTBC Phase 3 Engagement Matrix - Summary

April 2023

Appendix B: Proposed External Stakeholders

Municipalities		
1. City of Vancouver	2. District of Saanich	3. City of Courtenay
4. City of Chilliwack	5. City of Kamloops	6. City of Kelowna
7. City of Prince George	8. City of Prince Rupert	9. City of Fort St. John
10. City of Nelson		

Regional Districts	
1. Metro Vancouver	2. Capital Regional District
3. Regional District of Central Okanagan	4. Thompson Nicola Regional District
5. Regional District of Fraser Fort George	

Partner Agencies	
1. BC Transit	2. TransLink
3. TI Corp	4. Transportation Canada
5. Union of BC Municipalities	

First Nations	
On-Reserve Populations	Off-Reserve Populations
<ul style="list-style-type: none"> First Nations in BC (TBD) Leadership Groups <ul style="list-style-type: none"> Alliance of BC Modern Treaty Nations First Nations Leadership Council First Nations Summit Union of BC Indian Chiefs BC Assembly of First Nations 	<ul style="list-style-type: none"> BC Association of Aboriginal Friendship Centers Cross-section of BC Friendship Centers (TBD) Metis Nation (TBC)

PLANNING TOGETHER BC

ENGAGEMENT PLAN – APRIL 2023

1. Background

The Ministry of Transportation (MOTI) is developing Planning Together BC (PTBC), an integrated planning approach, to ensure greater alignment between provincial transportation and land-use planning. An integrated systems approach to planning is required to focus government policy, coordinate with economic development and land use planning initiatives, and prioritize transportation investments that contribute to an efficient and accessible multi-modal transportation network that moves people and goods while connecting communities, regions and global markets.

PTBC will culminate in a set of planning tools and resources to support users in implementing the renewed approach. The project is now entering its third and final phase, “Engage and Implement”, with tools and resources being distributed to MOTI staff, awareness-building engagement underway to provide guidance on tools and resources.



Figure 1: Project Pathway

Phase 3 will serve to broaden awareness of PTBC to audiences both internal and external to MOTI, while soliciting feedback to refine existent resources and inform further implementation. Internal and external stakeholders is envisioned to take place between April and August 2023. Internal engagement, which is underway includes staff internal to MOTI and select ministries. External engagement will follow with municipalities, regional districts and subject matter experts. First Nations partners, including those representing on and off-reserve populations, will be engaged in tandem. Findings will be consolidated into respective summary memos.

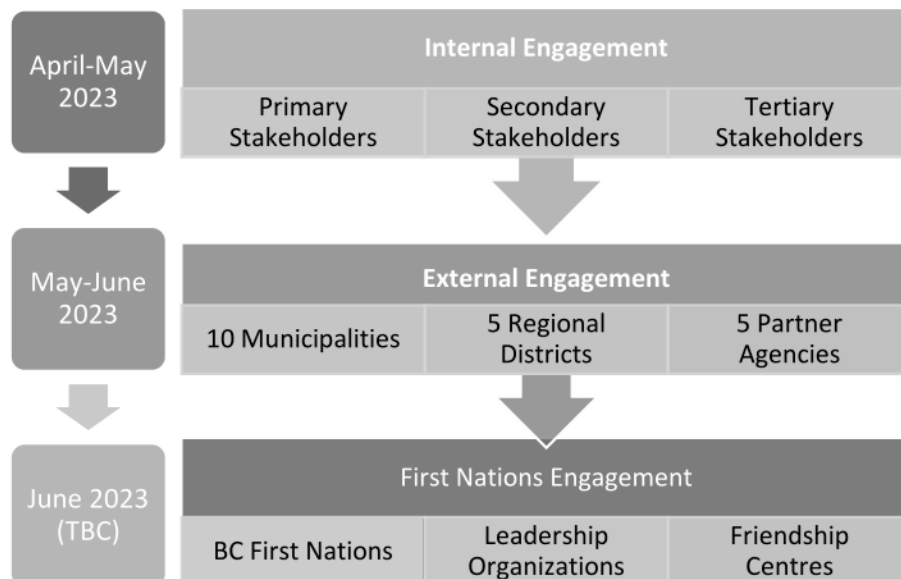


Figure 2: Phased Engagement Plan

Respective engagement approaches are detailed in the following sections.

2. Internal Engagement Plan

Internal engagement will occur in three tiers, each with differing scopes. The first tier of engagement will occur with “primary stakeholders” within MOTI, including executive audiences of business groups with high alignment to PTBC. Through engagement we will broaden awareness of the PTBC approach, collect perspectives to inform the design of the Detailed Planning Guide, and identify opportunities to advance implementation. Leads from each group will be identified to form a project working group, which will be consulted at two different points throughout the engagement phase to validate deliverables.

The second tier of engagement will take place with “secondary stakeholders” within MOTI, or project-level stakeholders who are already utilizing PTBC in their work through “PTBC in Action” projects. Feedback will be sought from these stakeholders to inform the Detailed Integrated Planning Guide, refine tools/resources (e.g., the assessment tool) and inform implementation.

The third tier of engagement will occur with “tertiary stakeholders”, including broader business groups and other project-level staff throughout MOTI, along with relevant stakeholders from partner ministries, including the Ministry of Municipal Affairs and Housing (MUNI), the Ministry of Housing (HOUS), and the Ministry of Water, Lands and Resource Stewardship (WLRS). The purpose of this engagement will be to inform on the PTBC approach and value and understand opportunities to advance alignment and implementation.

2.1 Engagement Objectives

General objectives for Internal Engagement activities are summarized below:

- Share and socialize PTBC value proposition, goals, objectives, approach, and deliverables (e.g. Assessment Tool, Summary Guide, framework document)
- Identify opportunities to advance PTBC goals and objectives in interim
 - Understand issues and solutions for achieving PTBC goals
 - Inform prioritization and implementation of PTBC across MOTI
- Collect information to refine deliverables (assessment tool) and inform design of Detailed Planning Guide

2.2 Engagement Phases

The following table outlines the characteristics of each stakeholder grouping, along with respective engagement objectives, and information needs.

Table 1. Internal Engagement Phases

	Primary Stakeholder Engagement (April 2023)	Secondary Stakeholder Engagement (April 2023 - May 2023)	Tertiary Stakeholder Engagement (May 2023)
Stakeholder Characteristics:	<ul style="list-style-type: none">• Medium to high awareness of PTBC• High alignment with PTBC framework• Executive/senior manager audience• Insights critical to deliverable development	<ul style="list-style-type: none">• Medium to high awareness of PTBC• Project-level• Leading PTBC in Action projects	<ul style="list-style-type: none">• Low to medium awareness of PTBC• Low to medium relevance• Project manager & district manager level staff• Other ministries

	Primary Stakeholder Engagement (April 2023)	Secondary Stakeholder Engagement (April 2023 - May 2023)	Tertiary Stakeholder Engagement (May 2023)
Objective:	<ul style="list-style-type: none"> Inform on PTBC opportunity & approach Collect feedback to refine deliverables (e.g. assessment tool), inform Detailed Planning Guide and inform implementation 	<ul style="list-style-type: none"> Inform on PTBC opportunity & approach Collect feedback to refine deliverables, inform Detailed Planning Guide and inform implementation 	<ul style="list-style-type: none"> Inform on PTBC approach, value Identify areas of alignment opportunities to further implementation
Information Needs:	<ul style="list-style-type: none"> What is needed to integrate PTBC into project work Current or planned PTBC in Action projects? Thoughts on proposed content of detailed planning guide (TOC, audience, themes, outcomes) 	<ul style="list-style-type: none"> Feedback on application of PTBC approach Thoughts on proposed content of detailed planning guide 	<ul style="list-style-type: none"> Current/planned projects that could benefit from PTBC approach
IAP2 Level:	<ul style="list-style-type: none"> Collaborate 	<ul style="list-style-type: none"> Involve 	<ul style="list-style-type: none"> Inform/Consult

2.3 Engagement Approach

The following section outlines stakeholder profiles and proposed engagement tactics per each stakeholder grouping.

2.3.1 Primary Engagement

Stakeholder Profile

The following table depicts the MOTI business groups forming this stakeholder grouping. Point persons from each group will form a project working group, which we will consult with throughout the engagement process.

Table 2. Internal Engagement: Primary Stakeholders

Division	Business Group
Policy Programs & Partnerships Division	Transit Strategy & Policy Branch
	Clean Transportation & Programs Branch, CTAP
ITIS	Properties and Land Management Branch/Integrated Development, TOD
	Planning & Programming Branch
	Engineering / Chief Engineering Office
Strategic Corporate Priorities	Indigenous Relations, DAAP 3.9
HRS: SCR	Planning and Major Projects
HRS: SIR	Project Delivery & Planning Services
HRS: Northern Region	Planning and Partnerships

Engagement Tactics

Engagement with primary stakeholders will take the form of in-person meetings at MOTI headquarters in Victoria in late April 2023. Virtual meetings will also be scheduled for those who cannot attend. Meetings will be structured as follows:

Table 3. Internal Engagement: Primary Engagement Approach

	In-Person Meetings	Virtual Meetings
Date:	Late April 2023	
Location:	MOTI Headquarters, Victoria	MS Teams
Structure:	<ul style="list-style-type: none"> • 2 hour meeting (TBC) • Presentation – PTBC approach • Discussion • Presentation – Summary guide/detailed guide • Discussion 	
Engagement Materials:	<ul style="list-style-type: none"> • Pre-meeting information package: <ul style="list-style-type: none"> ○ Summary Guide ○ Framework Document ○ Assessment Tool • PPT slide deck • Whiteboard 	<ul style="list-style-type: none"> • Pre-meeting information package: <ul style="list-style-type: none"> ○ Summary Guide ○ Framework Document ○ Assessment Tool ○ Workshop materials • PPT slide deck • Mural (virtual whiteboard)

Through discussion, we will seek to collect feedback to specifically inform the design of the Detailed Integrated Planning Guide, as well as understand opportunities for PTBC to be incorporated into ongoing and planned work. Sample discussion questions per these information needs are as follows:

Re: Summary Guide/design of Detailed Integrated Planning Guide

- What works?
- What could be expanded?
- What else might be considered?

Re: Opportunities to advance implementation:

- What do you and your teams need to integrate PlanningTogetherBC into your project work?
- Are there current or planned projects that are PTBC In Action opportunities your team is working on?

As above, a project working group will be established with group leads, which we will consult at two additional points throughout Fall 2023 to validate deliverables developed to date.

2.3.2 Secondary Engagement

Stakeholder Profile

The following table depicts the MOTI business groups forming the Secondary Engagement stakeholder grouping.

Table 4. Internal Engagement: Secondary Stakeholders

Division	Business Group
Integrated Transportation & Infrastructure Services Division	Major Projects & Alternate Procurement Branch
	Metro Vancouver Major Projects
	Properties & Land Management Branch
Policy, Programs and Partnerships Division	Clean Transportation & Programs Branch
Highways and Regional Services Division: SIR	Project Delivery and Planning Services
Highways and Regional Services Division: Northern region	Project Management
Highway and Regional Services Division	Senior Development Services Officers/Provincial Approving Officers (Including HQ Dev Services)

Engagement Tactics

Secondary engagement will take the form of virtual meetings in late April 2023/early May 2023. Meetings will be structured as follows:

Table 5. Internal Engagement: Secondary Engagement Approach

Virtual Meetings	
Date:	Late April 2023
Location:	MS Teams
Structure:	<ul style="list-style-type: none">• 2 hour meeting (TBC)• Presentation – PTBC approach• Discussion• Presentation – Summary guide/detailed guide• Discussion
Engagement Materials:	<ul style="list-style-type: none">• Pre-meeting information package:<ul style="list-style-type: none">○ Summary Guide○ Framework Document○ Assessment Tool○ Workshop materials• PPT slide deck• Mural (virtual whiteboard)

Like with the primary stakeholder grouping, we will seek to collect feedback to inform the design of the Detailed Integrated Planning Guide. We will also seek to understand successes and challenges with implementation to date. Sample discussion questions per these information needs are as follows:

Re: Summary Guide/design of Detailed Integrated Planning Guide

- What works?
- What could be expanded?
- What else might be considered?

Re: Integration of PTBC into project work to date:

- Successes and challenges to date?
- What else is needed to help integrate PTBC into work?

2.3.3 Tertiary Engagement

Stakeholder Profile

Tertiary engagement will take the form of virtual information sessions/webinars over May and June 2023. Information sessions will be held with the following groups (TBC):

Table 6. Internal Engagement: Proposed Information Sessions (TBC)

Info Sessions	Business Group(s)
Info Session 1	ITIS staff (planning, programs, major projects, properties)
Info Session 2	Policy, Programs and Partnerships division staff (Policy & Legislation, Transportation Programs, Marine)
Info Session 3	Strategic Corporate Priorities (Strategic Planning, Priorities & Engagement)
Info Session 4	Highways and Regional Services (Passenger Transportation Branch, Construction and Maintenance Branch)
Info Session 5	Engineering

Info Session 6	Northern region staff (planning, partnerships, programs, properties, major projects) including NR districts
Info Session 7	SCR region staff (planning, partnerships, programs, properties, major projects) including SCR districts
Info Session 8	SIR region staff (planning, partnerships, programs, properties, major projects) including SIR districts
Info Session 9	Ministry of Municipal Affairs
Info Session 10	Ministry of Housing
Info Session 11	Ministry of Water, Land and Resource Stewardship

Engagement Tactics

Information sessions with tertiary stakeholders will take the following form:

Table 7. Internal Engagement: Tertiary Engagement Approach

	Virtual Information Session
Date:	May 2023
Location:	MS Teams/Webinar Platform
Structure:	<ul style="list-style-type: none"> • 1 hour meeting (TBC) • Presentation – PTBC approach • Presentation – PTBC deliverables • Q&A
Engagement Materials:	<ul style="list-style-type: none"> • Pre-meeting information package: <ul style="list-style-type: none"> ○ Summary Guide ○ Framework Document ○ Assessment Tool • PPT slide deck

The purpose of these information will be to inform on the PTBC approach and opportunity; however, we will also seek to understand areas of alignment and opportunities to further implementation.

3. External Engagement Plan

External engagement will follow internal engagement, commencing in June 2023. Similar to internal engagement, external engagement will be carried out with the purpose of socializing the integrated planning principles of PTBC and informing the refinement of deliverables and the prioritization and implementation of PTBC initiatives.

3.1 Engagement Objectives

Specific objectives of this external engagement phase include:

- Acquire external stakeholder perspectives on the current, planned, and potential ideal future states for transportation and development in B.C.
- Identify opportunities for advancing PTBC goals and objectives through partnerships, funding, and other tools
- Collect information on issues and solutions for achieving PTBC goals
- Gather input and feedback to refine PTBC deliverables
- Communicate alignment of PTBC with other key priorities and initiatives of governments (e.g., StrongerBC, Reconciliation with Indigenous Communities, Clean BC, Housing, Active Transportation Strategy)

3.2 Engagement Approach

Engagement will be directed towards Municipalities, Regional Districts, and Partner Agencies. Engagement will focus on collaboration, perspective gathering, and opportunity identification.

Table 8. External Engagement Approach

	Primary Engagement
Timeline:	<ul style="list-style-type: none">• Spring/Summer 2023
Stakeholders:	<ul style="list-style-type: none">• Municipalities• Regional Districts• Partner Agencies
Objectives:	<ul style="list-style-type: none">• Build awareness of PTBC approach• Collect perspectives to refine deliverables• Identify opportunities to advance PTBC (partnerships, funding)
Information Needs:	<ul style="list-style-type: none">• Current state of transportation/land use planning alignment• Transportation/housing challenges• Efforts to advance TOD, mode shift, active transportation
IAP2 Level:	<ul style="list-style-type: none">• Consult

Stakeholder Profiles

10 municipalities, 5 regional districts, and 5 partner agencies have been identified as pertinent to begin socializing integrated planning principles and receive feedback on the PTBC framework, potential strategies under consideration, and challenges facing stakeholders to better align transportation and land use planning.

These stakeholder groupings have been selected on a number of criteria (growth rates, geographic distribution) and in consideration of available resources and timelines.

Municipalities

The PTBC team proposes to engage a selection of municipalities based on population size, population growth rate, presence of transit services, economic growth, and geographic representation. Combined, the total population of these municipalities represent almost 50% of BC’s total population. The municipalities represent a balance of different sized communities and includes some of BC’s fastest growing municipalities. Engagement would pertain to land use planning and transportation planning officials.

Regional Districts

Combined, the selected regional districts are home to approximately 73% of BC’s population. These regional districts represent a balance of BC’s largest regional districts by population (e.g. Metro Vancouver) and BC’s fastest growing regions by growth rate (e.g. Squamish-Lillooet Regional District).

These proposed regional districts also represent of a spectrum of issues including:

- Higher growth, more populous and highly urbanized (Metro Vancouver, Capital Regional District) communities; to less populous and more rural (parts of Central Okanagan (CO), Fraser Valley and Squamish Lillooet Regional District (SLRD)) communities.
- Critical affordability, emissions and congestion issues needing immediate attention (MV, FV, CRD); to emerging or potential opportunities to build more efficient, compact communities which may be improved through integrated planning (CO, SLRD).

Partner Agencies

Five transportation and land use mandated partner agencies have been identified as critical to engage with. Such agencies have significant interest, impact and influence in the transportation and land use planning system in BC and can provide advice on prioritizing, shaping, and implementing deliverables.

Table 9. External Engagement: Municipal Stakeholders

Municipalities		
1. City of Vancouver	2. District of Saanich	3. City of Courtney
4. City of Chilliwack	5. City of Kamloops	6. City of Kelowna
7. City of Prince George	8. City of Prince Rupert	9. City of Fort St. John
10. City of Nelson		

Table 10. External Engagement: Regional District Stakeholders

Regional Districts	
1. Metro Vancouver	2. Capital Regional District
3. Regional District of Central Okanagan	4. Thompson Nicola Regional District
5. Regional District of Fraser Fort George	

Table 11. External Engagement: Partner Agencies

Partner Agencies	
1. BC Transit	2. TransLink
3. TI Corp	4. Transportation Canada
5. Union of BC Municipalities	

Engagement Tactics

Online engagement methods are prioritized as the preferred method given the varying geographic locations of the stakeholders identified and the PTBC team members. In-person meetings and hybrid meetings will be offered where feasible and appropriate. Engagement tactics will include, but are not limited to the following:

- **Information Package:** draft deliverables and workshop materials
- **Virtual Meetings:** ~2-hour meetings via MS Teams, inclusive of a PowerPoint presentation and discussion
- **In-Person Meetings:** ~2-hour in-person meetings, inclusive of a PowerPoint presentation and discussion
- **Feedback Forms/Online Surveys:** give stakeholders the opportunity to provide input for consideration.

Discussion questions will be tailored for each organization and may include some of the following examples:

Transportation

- What transportation challenges does your community face?
- Is your community working to support Transit Oriented Development?
- How well aligned is your transportation and land use planning?
- Is your community working to advance mode shift?
- Does your community have an Active Transportation Network Plan?

Land Use Planning

- Does your community have land use policies that support housing infill and densification along key transit corridors and transportation hubs?
- What are the housing challenges your community is facing?
- Do you have land use policies and plans to help encourage more development close to transit and active transportation networks?
- What are your community's challenges for improving the integration of land use and transportation planning?

4. Indigenous Engagement Plan

While the Province works directly with Indigenous peoples and communities that are impacted by location-specific planning projects and studies, all planning in B.C. happens on land connected to Indigenous peoples through treaties, self-government agreements and/or inherent rights. PTBC strives to understand the implications for the guidelines laid out in our draft documents and seek to understand and adopt more collaborative planning approaches that honour recognized Indigenous rights. The Province recognizes our responsibility to critically examine the status quo of integrated transportation and land use planning practices and to pursue better planning outcomes for all.

MOTI would like to continue the development of the PTBC framework in collaboration with our Indigenous partners to ensure that we consider the economic, environmental and social impacts of transportation and land use systems on First Nations and Indigenous communities across the province. PTBC also seeks to deliver on the Province's specific commitment under its Declaration Act Action Plan to: *Identify and implement multi-modal transportation solutions that provide support and enable the development of sustainable, safe, reliable and affordable transportation options for First Nations communities.*

4.1 Engagement Objectives

Objectives for engagement with Indigenous partners are as follows:

- Share and socialize PTBC value proposition, draft framework, goals, objectives, and deliverables to FN Leadership
 - Provide space for discussion on integrated planning best practices/guidelines and PTBC goals/objectives
 - Understand implications of framework and guidelines on FN communities
 - Demonstrate commitment to transparent process that engages and informs
- Collect input to inform the development of the Integrated Planning Guide
 - Understand the economic, environmental, and social impacts of transportation and land use systems on First Nations and Indigenous communities across the province
 - Understand the current state of transportation and land use planning in FN communities, needs that could be addressed through PTBC, and opportunities to improve planning outcomes
 - Understand how communities would like be involved with PTBC
- Understand opportunities to adopt a more collaborative planning approach that honours recognized Indigenous rights

4.2 Engagement Partners

Through this engagement phase, we will engage in tandem with partners representing both on-reserve and off-reserve populations. To ensure a diverse cross-section of input, First Nation communities and organizations will be selected to ensure representation from large, medium and smaller communities, geographic distribution and those that have, or are working towards, land use and transportation planning.

The following table depicts the characteristics, objectives, and approach per each grouping of engagement partner. Engagement will be tailored to the place-based characteristics of each identified First Nations community. Further detail on the selected Indigenous Organizations and Communities can be found in Appendix A.

Table 12. First Nation Partners: On Reserve & Off Reserve Details

	On-Reserve Populations	Off-Reserve populations
Partners:	<ul style="list-style-type: none"> • First Nations in BC (TBD) • Leadership Groups <ul style="list-style-type: none"> ○ Alliance of BC Modern Treaty Nations ○ First Nations Leadership Council ○ First Nations Summit ○ Union of BC Indian Chiefs ○ BC Assembly of First Nations 	<ul style="list-style-type: none"> • BC Association of Aboriginal Friendship Centres • Cross-section of BC Friendship Centres (TBD) • Metis Nation (TBC)
Timeline:	June 2023 (TBC)	
Objectives:	<ul style="list-style-type: none"> • Communicate PTBC approach/opportunity • Inform refinement of deliverables and design of Detailed Planning Guide 	<ul style="list-style-type: none"> • Communicate PTBC approach/opportunity • Inform refinement of deliverables and design of Detailed Planning Guide
Information Needs	<ul style="list-style-type: none"> • Current state of planning and land use on reserves • Transportation needs/desires • Opportunities to partner/collaborate 	<ul style="list-style-type: none"> • Experiences with transportation networks (urban and rural) • Transportation needs/desires
IAP2 Level:	TBD	TBD

Further engagement may take place with First Nations groups in the Fall of 2023 to support the development of specific components of the guide.

4.3 Engagement Approach

The project team is currently coordinating with other MOTI branches (Indigenous Relations Branch (SCP), Integrated Development Branch, Transit Strategy & Policy Branch, Clean Transportation & Programs Branch) to determine points of alignment in proposed engagement approaches and identify opportunities to integrate approaches. This will help maximize the capacity of Indigenous partners and minimize duplication of efforts, over-engagement, and engagement fatigue. The approach remains to be determined at this time as planning discussions continue.

As noted above, we will seek to collect feedback from both on-reserve and off-reserve partner groupings to inform the refinement and development of our tools and resources, including our Detailed Integrated Planning Guide. Sample questions per each partner group are as follows:

On-Reserve Partners

- What transportation challenges does your community face?
- How is transportation and land use planning carried out in your community?
 - Who is responsible?
 - How effective are current processes?
 - What have been some challenges?

Off-Reserve Partners

- Transportation challenges/needs
- Community connectedness

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APPENDIX A: INDIGENOUS PARTNER ANALYSIS

1. Indigenous Populations On-Reserve:

First Nation Leadership Gathering (FNLG) Participants:

iv. First Nations Leadership Council is comprised of the political executives of the BC Assembly of First Nations, First Nations Summit, and the Union of BC Indian Chiefs. This group works together to develop coordinated approaches to issues relevant to First Nations communities throughout the province.

v. First Nations Summit: Comprised of a majority of First Nations and Tribal Councils in BC and provides a forum for First Nations in BC to address issues related to treaty negotiations as well as other issues of common concern

vi. Union of BC Indian Chiefs: UBCIC seeks to provide open, respectful communications with membership and people of the land and citizens of the province. The UBCIC is collectively directed by Indigenous Nations and communities, to support and strengthen Indigenous governments in the exercise of our inherent rights and responsibilities, including in the areas of political, social, economic, cultural and spiritual sovereignty and development

vii. BC Assembly of First Nations: A Provincial Territorial Organization (PTO) representing and advocating for the 203 First Nations in BC. BCAFN representation and advocacy is inclusive and extends to First Nations currently engaged in the treaty process, those who have signed modern treaties, and those who fall under historic treaty agreements which include the Douglas Treaties and Treaty 8. The BCAFN also represents and advocates for First Nations in BC that are not in treaty negotiations.

Mandate:

- Advance the rights and interests of First Nations people in BC
- Restore and enhance the relationship among First Nations in BC, the Crown and people of Canada
- Develop and promote policies and resources for the benefit of First Nations in BC including but not limited to governance, lands and resources, economic, environmental, social, education, health and cultural matters; and
- Take direction from the Chiefs-in-Assembly according to the resolutions passed at Assemblies

viii. First Nations in BC – 203 communities

**Regional Indigenous Relation teams to Provide Community Lists*

2. Indigenous Populations in BC – Off-Reserve/Urban:

i. Alliance of BC Modern Treaty Nations (the Alliance): The Alliance works together to advance and advocate for areas of shared interest relating to the implementation of modern treaties in BC. Membership includes each of the eight Modern Treaty Nations in BC.

ii. Metis Nation BC (TBC)

iii. BC Friendship Centres

BC Friendship Centres work to promote, develop and deliver accessible programs and services that support indigenous peoples living in urban areas and away from home to achieve their vision of health, wellness and prosperity

- ▶ Reports indicate that 78% of the indigenous peoples in BC live off-reserve or in urban areas, it is estimated that the true number is closer to 85%
- ▶ 25 Friendship Centres across the province
- ▶ Collectively, BC Friendship Centres employ over 1,200 people and have over 600 community partnerships
- ▶ 1.5 indigenous people in Canada lived in a low-income household in 2021 using the low-income measure, after tax

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Withheld pursuant to/removed as

s.12 ; s.13 ; s.16

**BRITISH COLUMBIA – CITY OF SURREY – CITY OF LANGLEY – TOWNSHIP OF
LANGLEY - TRANSLINK
SURREY LANGLEY SKYTRAIN PROJECT
OVERARCHING SUPPORTIVE POLICIES AGREEMENT
NUMBER #OA01-2022**

THIS AGREEMENT is dated for reference the ____ day of _____ 2022.

BETWEEN:

**HER MAJESTY THE QUEEN IN THE RIGHT OF THE PROVINCE OF BRITISH
COLUMBIA**, as represented by the Minister of Environment and Climate Change Strategy and
Minister Responsible for TransLink and the Minister of Transportation and Infrastructure
PO Box 9850 Stn Prov Govt, Victoria, BC V8W 9T5

(the “**Province**”)

AND:

CITY OF SURREY
13450 - 104 Avenue, Surrey, BC V3T 1V8

AND:

CITY OF LANGLEY
20399 Douglas Crescent, Langley, BC V3A 4B3

AND:

TOWNSHIP OF LANGLEY
20338 - 65 Avenue, Langley, BC V2Y 3J1

AND:

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
400-287 Nelson’s Court, New Westminster, BC V3L 0E7

(“**TransLink**”)

(collectively referred to as the “**Parties**”)

WHEREAS:

- A. In October 2020 the Province announced it was delivering the Surrey Langley SkyTrain Project (the “**Project**”) and it would be delivered in a single phase to Langley Centre;

- B. The Project is the construction of a 16-kilometre extension (the “**Surrey Langley Skytrain**” or “**SLS**”) of the existing Expo Line from King George SkyTrain Station to Langley City Centre along Fraser Highway;
- C. The City of Surrey, City of Langley, and Township of Langley have entered into separate Supportive Policies Agreements (“**SPA**”s) with TransLink for the Project;
- D. The Province participates in an advisory and monitoring capacity for the City of Surrey, City of Langley and Township of Langley SPAs for the Project but is not a signatory to them;
- E. The SPA with the City of Surrey was completed and signed prior to the SPAs with the City of Langley and Township of Langley;
- F. The SPAs with the City of Langley and Township of Langley note that the Province has a significant role and responsibility with respect to the Project, the details of which may be included in other potential related agreements to be entered into to enable the construction and operation of the Project;
- G. The Project and SPAs are intended to maximize the achievement of the Project Objectives by supporting provincial and regional initiatives and policies related to transportation services, land use planning, housing, climate action, active transportation, reconciliation, and equity;
- H. There is merit in the Parties agreeing to a shared set of overarching principles to support an integrated approach to the Project and to complement the individual SPAs, not supersede them. TransLink and each of the three local governments are still responsible for implementing the individual municipality-specific SPAs; and
- I. The Province is open to seeking opportunities outside the direct scope of the Project that will contribute to achieving the Project’s objectives and related benefits that may be outside the scope of the Project development as outlined in paragraph G.

NOW THEREFORE, the Parties acknowledge, confirm and agree as follows:

1. INTERPRETATION

1.1 Definitions

In this Agreement, including the Recitals hereto, unless otherwise specified or the context otherwise requires, the following words and expressions have the following meanings:

- (a) “**Affordable Housing**” means a range of housing options, diverse in tenures and types (including family-sized and below-market rate housing) which are affordable to households with a range of incomes and meets the needs of the population. This definition is intended to align with the Affordable Housing definition in the most current Regional Growth Strategy, as well as the Municipalities’ Housing Needs Reports/Action Plans.

- (b) **“Agreement”** means this Overarching Supportive Policies Agreement;
- (c) **“Complete Streets”** means an approach to planning, designing and building streets that provides safe and accessible options for multiple travel modes for people of all ages and abilities, including modes such as walking, cycling, transit, automobiles and goods movement;
- (d) **“Collaborate”** means to work closely regarding a decision or initiative, including the development of alternatives and identification of a preferred solution;
- (e) **“Municipalities”** means the City of Surrey, City of Langley, and Township of Langley together, and **“Municipality”** means any of them individually;
- (f) **“Parties”** means the Province, City of Langley, City of Surrey, Township of Langley and TransLink together;
- (g) **“Project”** has the meaning set out in Recital A;
- (h) **“SkyTrain Station”** means a location along the SLS for passenger boarding and alighting;
- (i) **“SLS”** and **“Surrey Langley SkyTrain”** have the meaning set out in Recital B;
- (j) **“SLS Corridor”** means the geographic areas within 800 metres of the SkyTrain Stations;
- (k) **“Transit-Oriented Communities Design Guidelines”** means the design guidelines developed by TransLink in consultation with municipal, Metro Vancouver and provincial government stakeholders, published in July 2012; and
- (l) **“Transit-Oriented Development”** means the planning and design of development near frequent transit that facilitates a decreased reliance on the automobile through the provision of convenient access between the transit and a diversity of housing, jobs, and services, including through walking and cycling and other supportive infrastructure and amenities.

1.2 Status of Agreement

As governmental or public authorities, the Parties are documenting their good faith commitments to each other to undertake the actions, and support described in this Agreement in a diligent and timely manner to achieve the principles and Project objectives described below in Section 2. The Province and the Municipalities each have tools that can be used to achieve the shared objectives for the SLS Corridor. This Agreement is intended to demonstrate a consistent and Collaborative approach to the application of these tools. In the case of conflict or discrepancies between provisions of the contents in this Agreement and each Municipality’s SPA, the related provisions and agreements in the Municipality’s SPA shall govern.

As governmental or public authorities, each Party acknowledges that it is governed by officials who are duty-bound to enact by-laws and policies in accordance with, among other things, the applicable mandates, including but limited to those stipulated in each Party’s governing legislation, which may include requirements for public hearings and other public participation and input. As such, and despite any other term of this Agreement to the contrary, the Parties acknowledge and agree that this Agreement

is not intended to, and will not operate so as to, create legally binding rights and obligations nor to fetter the lawful discretion and powers of the Parties with respect to the subject matter of this Agreement. For clarity, all Municipal policies, bylaws, plans or other regulations suggested or required to be amended or adopted under this Agreement are subject to the approval of the then constituted Municipal Council.

1.3 Effective Date

Notwithstanding the execution date of this Agreement, the effective date of this Agreement is the later of the dates upon which (i) the Mayors' Council on Regional Transportation approves an investment plan (as defined in and required by the *South Coast British Columbia Transportation Authority Act*) that includes the approved funding for the Project, and (ii) Provincial Treasury Board Approval is issued for the Surrey-Langley SkyTrain Project.

2. PRINCIPLES AND OBJECTIVES

2.1 Agreement Principles

The central principle of this Agreement is to confirm and provide certainty regarding the policy commitments of the Parties which are mainly outside the direct scope of the Project, but which will have a significant impact on the achievement of the Project's objectives as outlined in each of the Municipalities' separate SPAs for the Project.

As noted in the governing Municipality SPAs, the success of the Project is dependent on each Party clearly prioritizing, within their respective agencies, the reasonable allocation of resources and alignment of policy in the SLS Corridor, with key elements to successful transportation system performance including transit and active transportation-supportive land use along the entire corridor, market housing and Affordable Housing policies, a Complete Street approach and pedestrian-friendly, transit-oriented urban design.

With the Province delivering the Project in a single phase to Langley City Centre, the success of this Project further depends on each Municipality working together with TransLink and the Province, as appropriate, to deliver co-benefits not always identified in each separate SPA that are consistent with provincial policies that maximize the return on investment along the entire SLS Corridor. Co-benefits for this Project will include supporting provincial objectives for:

- Increasing the supply of market housing and Affordable Housing;
- Ensuring higher-density, mixed-use, retail, office and Transit-Oriented Development around SkyTrain Stations;
- Increasing active transportation integration; and
- Co-ordinated planning for the area around the 196 Street Skytrain Station, an area which overlaps with the City of Surrey, City of Langley, and Township of Langley.

One area for collaboration between the Municipalities, acknowledged in the City of Langley and Township of Langley SPAs, is the area around the 196 Street SkyTrain Station, an area which overlaps with the City of Surrey, City of Langley and Township of Langley. Given this unique circumstance, the Parties recognize the importance of coordinated planning between the Municipalities, and with support from the Metro Vancouver Regional District, TransLink and the Province, to meet or exceed the principles and objectives as outlined in this Agreement and the Municipalities' SPAs.

2.2 Project Objectives

The Province is pleased to deliver this critical infrastructure project on behalf of the region, which provides the opportunity to meet a number of key objectives. As set out in section 2.2 in the City of Langley and Township of Langley SPAs, and included in the SLS Business Case to be approved by the provincial Treasury Board, the Project objectives as fully supported by the Parties, are to:

- (a) provide users with a positive experience;
- (b) facilitate increased share of sustainable modes of transport;
- (c) support active transportation;
- (d) support increased density in the adjacent communities;
- (e) support Affordable Housing;
- (f) support a healthy environment;
- (g) enhance regional goods movement, commerce and job opportunities;
- (h) deliver community benefits;
- (i) provide a service that is good value for money; and
- (j) provide infrastructure that meets the needs of the community.

2.3 Provincial Policy Objectives

Regional initiatives and policies are set out in section 2.4 in the City of Surrey, City of Langley and Township of Langley SPAs.

Throughout the lifecycle of the Project, the Parties will continue to support and advance a range of provincial initiatives and policies, including the following:

- (a) provincial government initiatives to improve public transit in the transportation service region;
- (b) provincial housing policy, as contained in the 2018 Homes for BC: A 30-Point Plan for Housing Affordability in British Columbia, which aims specifically to increase development density and improve the availability of market housing and Affordable Housing around transit stations and more generally to increase net new housing supply, including affordable rental housing, while also preserving current residents' access to Affordable Housing stock;
- (c) provincial climate action policies as contained in CleanBC Roadmap to 2030 that include transportation sector targets and actions such as mode shift, reduced vehicle-kilometres travelled, and less carbon-intensive buildings and communities;

- (d) provincial active transportation planning and implementation, meeting or exceeding engineering guidelines as contained in British Columbia: Active Transportation: Design Guide (2019);
- (e) provincial priorities as contained in the Child Care B.C. plan to ensure the number and availability of child care spaces is considered when new projects are built; and
- (f) Gender-Based Analysis+, an analytical tool to assess how diverse groups of people may experience policies, programs and initiatives, can support the advancement of equitable access to transit service.

3. TRANSIT ORIENTED DEVELOPMENT

TransLink and the Municipalities' commitments to Transit-Oriented Development are set out in sections 4 through 9 of the City of Surrey, Township of Langley and the Langley City SPAs.

3.1 Government-Owned Sites

- (a) The Province will Collaborate with TransLink and the Municipalities, Metro Vancouver, the federal government, the non-market housing sector and, at the Province's discretion, any other institutional partners to determine, for the purpose of developing Affordable Housing, the feasibility of assembling and redeveloping government or Crown corporation-owned property sites in the SLS Corridor.
- (b) The Province will endeavour to:
 - (i) conduct a market assessment and review of opportunities for land assembly, and/or redevelopment for Affordable Housing of any BCTFA-owned sites in the SLS Corridor by the end of 2023;
 - (ii) support the Municipalities in implementing the Municipalities' policies and plans, including Official Community Plans (OCPs), that encourage the creation of new developments that include a mix of market ownership, market rental and below-market/non-market rental units, as a part of redevelopments occurring on Province or TransLink-owned lands in the SLS Corridor; and
 - (iii) support the implementation of the Municipalities' OCP and other land-use plans, in terms of leveraging transit-oriented redevelopment potential and supporting public realm, urban design and transportation objectives, on lands adjacent to and surrounding the SLS Corridor as a part of redevelopments occurring on Province or TransLink-owned lands, including Provincially-led institutional and office developments and redevelopments that incorporate Affordable Housing.

3.2 Acquisition and Development

- (a) Subject to appropriate Municipal policy developments aligned with the Project's objectives, the Province will prioritize property acquisition and development opportunities to enable achieving the Project objectives identified in Section 2.2.
- (b) Subject to appropriate approvals, the Province will prioritize working with partners, such as BC Housing, Metro Vancouver Housing and other partners, on potential Affordable Housing development opportunities along the SLS Corridor.

3.3 Community Amenities

- (a) The Province will explore opportunities to Collaborate with the Municipalities, as appropriate, to support the location of community amenities along the SLS Corridor, including but not limited to childcare facilities, schools, arts and culture centres, parks and green spaces, and active transportation infrastructure.

4. AFFORDABLE HOUSING

- 4.1 As part of the Municipalities' respective SLS SPAs, the Province will Collaborate with the respective Municipality, TransLink, Metro Vancouver and BC Housing as set out in section 2.2 of this agreement, sections 6.1 (f) and (g) in the City of Surrey and Township of Langley SPAs and section 6.1 (c) in the City of Langley SPA.
- 4.2 Within one (1) year of the signing of this agreement, the Municipalities will explore and consider implementation of more efficient and effective development approvals processes for Affordable Housing developments and Transit Oriented Developments (or projects that otherwise contribute to housing diversity and support equity outcomes) in the SLS Corridor. This will support project viability and affordability, through reduced project costs, timelines, and risks. As part of this effort, the Municipalities will explore options including: ensuring early alignment between zoning bylaws and the OCP; delegating decisions to staff; and simplifying requirements (e.g. removing parking minimums). The Municipalities may also consider not holding public hearings for zoning bylaws, when not required .

5. LAND USE PLAN UPDATES

TransLink and the Municipalities' commitments to land use plan reviews or updates and OCP amendments are set out in section 5.2 and 5.3 of the City of Surrey SPA and section 5.3 in the City of Langley and Township of Langley SPAs.

- 5.1 The Province will contribute to updates undertaken by Municipalities on their Official Community Plans and any other municipal public planning exercises (e.g. Zoning Bylaws updates, development of housing strategies, etc.) by coordinating Provincial review and comments and staff participation in stakeholder engagement opportunities, should they take place.

6. RETAIL AND OFFICE DEVELOPMENT

- 6.1 The Province will work with the Municipalities in their examination of necessary market conditions to attract public and private sector office space, retail and employment generating uses to Urban Centres, Frequent Transit Development Areas, and other appropriate areas within the SLS Corridor, as defined by the most current Regional Growth Strategy.
- 6.2 Where appropriate, the Province will seek and support opportunities to locate any Provincial offices and facilities in Urban Centres and Frequent Transit Development Areas, as defined by the most current Regional Growth Strategy.

7. 196 STREET SKYTRAIN STATION

- (a) Given that the 800 metre area around 196 Street SkyTrain Station is bounded by the City of Surrey, City of Langley and Township of Langley, the Municipalities commit:
- (i) to participate in a joint Transit Oriented Development (TOD) Study to be undertaken collaboratively with the Municipalities, also with the involvement of TransLink and the Province as needed. This study will review all lands within a mutually agreed upon geography of at least 800m surrounding the 196 Street Station, the details of which are to be determined by the Municipalities as part of the project scope at the commencement of the study. The TOD Study's geography is subject to further refinement to account for land parcels, such as but not limited to, regionally designated industrial and employment lands, natural areas and park space;
 - (ii) to work collaboratively to develop the scope and detailed timeline for the TOD Study. This scoping will be undertaken at the commencement of the TOD Study and reflect that its purpose is to identify shared objectives for land use, density, Affordable Housing, transportation (including but not limited to active transportation), infrastructure, urban design, and any other mutually-agreed upon elements, in the 196 Street Station area that is aligned and coordinated between the Municipalities and is supportive of rapid transit. The scoping will also reflect that the TOD Study is meant to:
 - a. address how the multiple municipal jurisdictions around 196 Street Station will coordinate to plan for Affordable Housing in the SLS Corridor within each jurisdiction and to align with any Affordable Housing related targets in the Regional Growth Strategy current at that time;
 - b. identify the processes, tools and deliverables that the Municipalities will pursue to achieve those shared objectives; and
 - c. provide detail on phasing the TOD Study as needed to accommodate the Municipalities' planning processes.
 - (iii) to make reasonable efforts to participate in and support the completion of this joint TOD Study by the end of 2023, with the intent to initiate work in 2022 following the signing of this Agreement;
 - (iv) to provide a portion of funding (which will be the subject to future agreement and discussion between the Parties), all possible supporting information, and dedicated staff resources to support the completion of the TOD Study;
 - (v) to refer future planning and development applications to the other Municipalities pertaining to those lands within the TOD Study geography for review and comment, with the intent to ensuring land use planning coordination; and
 - (vi) that once the TOD Study is complete, and subject to satisfaction with the TOD Study, there is agreement to use the outputs of the TOD Study as technical inputs to future planning and land use exercises and decisions on lands within the TOD Study geography, including consideration of OCP and zoning updates.
- (b) The Province may consider funding a portion of the costs of the joint TOD Study (subject to future agreement and discussion between the Parties), and will contribute to the joint TOD Study by:

- (i) providing study coordination (which will be subject to future agreement and discussion between the Parties);
 - (ii) coordinating Provincial review, comments and staff participation in TOD Study related meetings, discussions, decisions, and workshops; and
 - (iii) recommending potential partnerships in support of Affordable Housing objectives, such as through BC Housing and Metro Vancouver Housing.
- (c) TransLink will contribute to the joint TOD Study by coordinating TransLink review, comments and staff participation in TOD Study related meetings, discussions and workshops.

8. ACTIVE TRANSPORTATION INFRASTRUCTURE

TransLink and the Municipalities' commitments to active transportation infrastructure are set out in sections 7.2 and 7.3 of the City of Surrey SPA and sections 7.4 and 7.5 in the City of Langley and Township of Langley SPAs.

- 8.1 The Province will Collaborate with the Municipalities on cost-share opportunities through the BC Active Transportation Infrastructure Grant Program and other cost-share opportunities for the implementation of cycling, pedestrian and public realm improvements related to the SLS project.
- 8.2 The Province will seek to Collaborate with the Municipalities regarding SLS Project construction and the delivery of key pedestrian and public realm improvements and transit-oriented station area development.

9. AREA TRANSPORT PLAN

TransLink and the Municipalities' commitments to an Area Transport Plan are set out in section 7.1 of the City of Surrey SPA and section 7.2 of the City of Langley and Township of Langley SPAs.

- 9.1 The Province will Collaborate with the Municipalities, TransLink, Metro Vancouver, BC Transit, the Fraser Valley Regional District and neighbouring municipalities to identify opportunities to provide transportation service connections within Metro Vancouver and with the Fraser Valley Regional District.

10. MONITORING AND PERFORMANCE REPORTING

- 10.1 No new multi-stakeholder monitoring committees will be established under this Agreement.
- 10.2 As part of the Municipalities' respective SLS SPAs, the Province will collaborate with the respective Municipality, TransLink, Metro Vancouver and BC Housing on the development of a set of performance measures and indicators as set out in the SPAs, with the intent to assist in tracking progress toward delivering market housing and Affordable Housing supply, including the application of social equity and climate action lenses, within the SLS Corridor.

- 10.3 Any new reporting requirements outlined by this Agreement or otherwise deemed necessary by the relevant parties will be established per the provisions of the appropriate SPA.

11. TERMINATION AND AMENDMENT

- 11.1 Any amendments to this Agreement must be made in writing and upon mutual consent of the Parties.
- 11.2 Any Party may terminate this Agreement by written notice to the others. The terminating Party shall provide written reasons for termination in its notice, and will provide the Parties with a reasonable notice period of termination.

12. NOTICES

- 12.1 Any notice, document, statement, report, demand to be given or made under this Agreement will be in writing and may be given or made by personal delivery, email or courier to the Party to whom it is to be given or made, or by mailing in Canada with postage prepaid addressed to the addresses set forth on page 1 of this Agreement or at such other addresses as may from time to time be notified in writing by the Parties.
- 12.2 Any notice, document, statement, report, demand desired or required to be given or made under this Agreement will be deemed to have been given, made and received if transmitted by electronic mail, when receipt has been confirmed by the intended recipient.

13. GENERAL

- 13.1 The Parties will revisit this Agreement as may be necessary to ensure the Agreement continues to meet the Project needs.
- 13.2 This Agreement is a statement of intent to summarize the collective wishes of the parties and to illustrate the Parties' mutual support of the Project.
- 13.3 As governmental or public authorities, the Parties are documenting their good faith commitments to each other to undertake the actions, cooperation and support described in this Agreement in a diligent and timely manner to achieve the Project objectives.
- 13.4 As governmental or public authorities, each party acknowledges that it is governed by officials who are duty-bound to enact by-laws and policies in accordance with the mandates stipulated in each Party's governing legislation, which may include requirements for public hearings and other public participation and input. As such, and despite any other term of this Agreement to the contrary, the Parties acknowledge and agree that this Agreement is not intended to, and will not operate so as to, create legally binding rights and obligations nor to fetter the lawful discretion and powers of any Party with respect to the subject matter of this Agreement.
- 13.5 Dispute Resolution
- (a) Each Party is fully committed to pursue in good faith the adoption, implementation, continuation and maintenance of the policies, plans, initiatives, tasks and actions they have each respectively agreed to in this Agreement.

- (b) In the event the Parties are not able to resolve a disagreement over the interpretation or application of any Agreement provision in any circumstance, or in the event one Party has not performed an obligation or followed through with a commitment set out in this Agreement and the Parties cannot agree on what measures or steps should be taken, and by who, to rectify or remedy the situation, and to mitigate the potential adverse impacts to the Project, the Parties will immediately refer the matter in dispute to: (i) the Executive Director of the SLS Project at the Province; (ii) the Vice President of Transportation Planning and Policy at TransLink; and (iii) the General Manager, Engineering (or equivalent) and General Manager, Planning & Development (or equivalent), Chief Administrative Officer, or designate at the applicable Municipality(ies), who will meet in person on a priority basis to diligently discuss in good faith a possible resolution. If such individuals cannot resolve the matter in dispute within 15 days of meeting in person (or such other time as the Parties agree), the Parties will immediately refer the matter in dispute to: (i) the Deputy Minister of Transportation and Infrastructure at the Province; (ii) the CEO of TransLink; and (iii) the Chief Administrative Officer, City Manager, or designate of the applicable Municipality(ies) for resolution.
- 13.6 Each of the Parties will work cooperatively with each other and do all further acts and things as may be reasonably required in support of the commitments in this Agreement.
- 13.7 This Agreement will be governed by and construed in accordance with the laws of the Province of British Columbia.
- 13.8 This Agreement and the rights, duties and obligations of any Party under this Agreement will not be assigned by any Party without the prior written consent of the other Party.

14. EXECUTION AND DELIVERY

- 14.1 This Agreement may be entered into by a separate copy of this Agreement being executed by, or on behalf of, each Party and that executed copy being delivered to the other Party by a method provided for in section 12, or any other method agreed to by the Parties.

The Parties have executed this Agreement as follows:

SIGNED on the ____ day of _____,
2022 on behalf of the Province by its duly
authorized representative:

Honourable George Heyman
Minister of Environment and Climate
Change Strategy and Minister Responsible
for TransLink

SIGNED on the ____ day of _____,
2022 on behalf of the Province by its duly
authorized representative:

Honourable Rob Fleming
Minister of Transportation and Infrastructure

SIGNED on the ____ day of _____,
2022 on behalf of the City of Langley by its
authorized signatories:

Val van den Broek
Mayor

Kelly Kenney
Corporate Officer

SIGNED on the ____ day of _____,
2022 on behalf of the Township of Langley
by its duly authorized representative:

Signature

Print Name

Print Title

SIGNED on the ____ day of _____,
2022 on behalf of the City of Surrey by its
duly authorized representative:

Signature

Print Name

Mayor

SIGNED on the ____ day of _____,
2022 on behalf of the City of Surrey by its
duly authorized representative:

Signature

Print Name

City Clerk

SIGNED on the ____ day of _____,
2022 on behalf of South Coast British
Columbia Transportation Authority by its
duly authorized representative:

Signature

Print Name

Print Title