Section 4

4.0 Integrated Transportation Planning Process

IN THIS SECTION

4.1 MOTT's Planning Process

MOTT's transportation planning process includes a hierarchy of plans and strategies across six different levels of scope. The final two levels — **Strategic Transportation Planning and Project Development Planning** — are the focus of this Guide. **See Figure 3**.

This process uses a layered approach to ensure that top government and provincial priorities are implemented throughout all levels of MOTT activities, from ministry-wide service planning and regional plans to project development and implementation.

The first and widest level, **Provincial Mandates and Government Strategies**, guides all MOTT priorities, plans, and initiatives. This includes the Minister's Mandate Letter and key government strategies that impact multiple provincial ministries. Current examples include CleanBC: Roadmap to 2030, Homes for People Action Plan, BC Road Safety Strategy, and the Declaration Act Action Plan.

Next, the **Ministry Service Plans and Provincial Systems Analysis** define MOTT's specific ongoing and annual goals, objectives, and performance measures that guide all MOTT functions (including Integrated Transportation Planning).

MANDATE

This Guide is organized around an integrated transportation planning and development process. The process aligns with MOTT's existing planning practices and looks to strengthen the ministry's core mandate: providing safe and reliable transportation networks for the movement of people and goods.

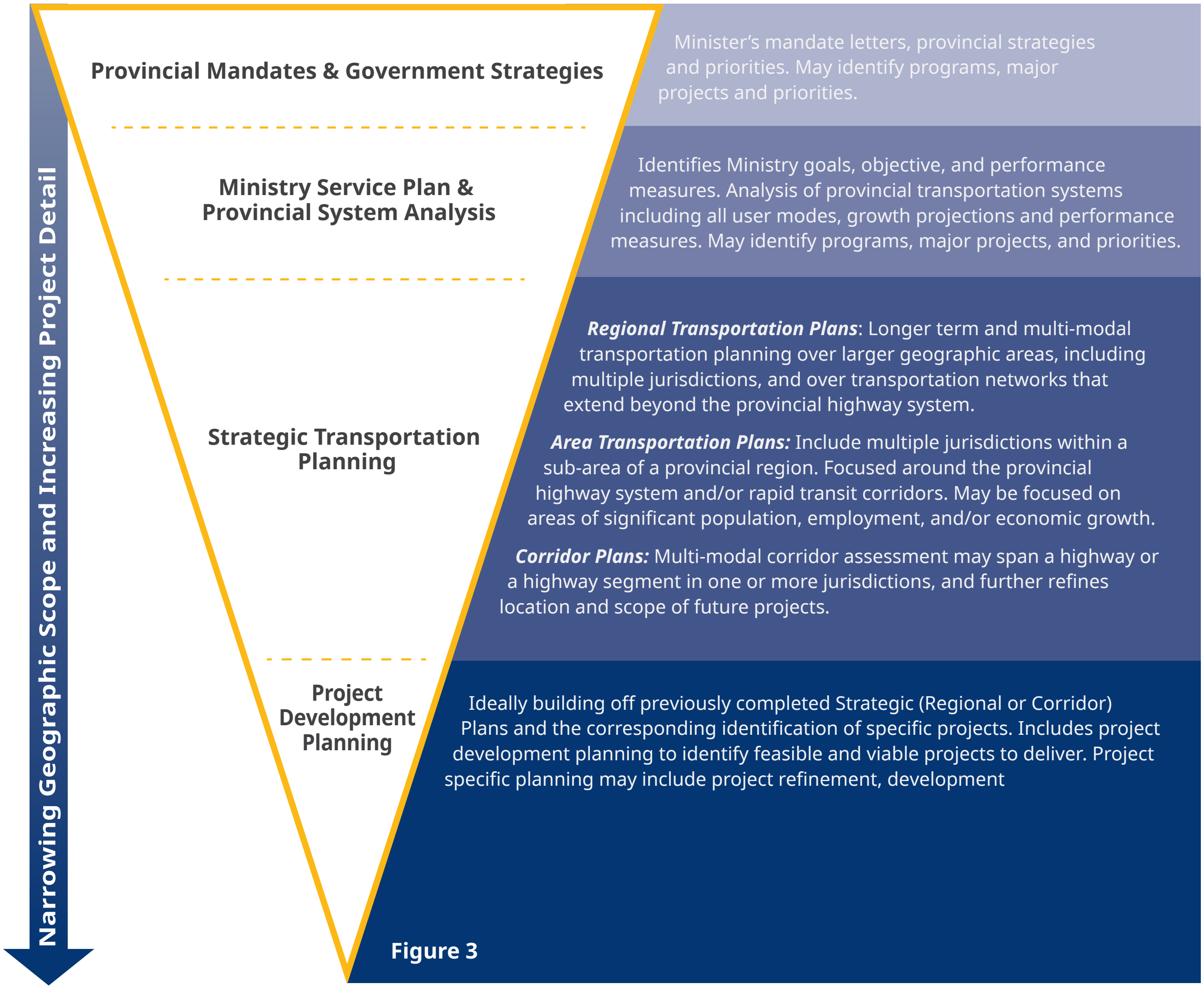


Figure 3

The annual Service Plan sets the ministry's financial context, operating budgets, and other priorities guiding MOTT investments and initiatives. This process is ongoing and continuously evaluates key aspects such as safety, reliability, and asset condition.

The final two levels in MOTT's planning process (**Strategic Transportation Planning** and **Project Development Planning**) inform policies, programs, and infrastructure decisions at the regional, corridor, and community levels.

4.1.1 Strategic Transportation Planning

Strategic Transportation Planning can take the form of **several different high-level processes** typically led by MOTT. At this level, planning is often focused on establishing a clear long-term vision for transportation and land use in the study area. **Comprehensive multi-modal plans** will consider a variety of transportation improvement strategies, including policy, program, and infrastructure recommendations. Given the large geographic areas involved and wider set of considerations, this level of planning includes things like conceptual plans and early option assessments.

Important types of strategic transportation plans at MOTT are **Regional Transportation Plans, Area Transportation Plans**, and **Corridor Plans**. Each of these plans has a different context and focus, but the overall integrated planning process is considered to be similar. In a given region, one or more of the three Strategic Transportation Planning contexts may be appropriate. These may be completed individually, or components of each may be incorporated into one plan. The three strategic transportation planning contexts can be described as follows:

STRATEGIC TRANSPORTATION PLANNING			
	Regional Transportation Plans	Area Transportation Plans	Corridor Plans
Geographic Area	Encompassing multiple municipalities and/or First Nations across an entire region of the province. Regional transportation plans often encompass a similar area as one of BC's 27 regional districts.	May include multiple municipalities or First Nations within a sub-area of a provincial region.	Focused on the Provincial highway system (and/or rapid transit corridors)
Areas of Focus	Often includes provincial, national, and/or international gateways. Includes consideration of growth, development, and land use at a regional level, in addition to focused land use and transportation integration around key corridors.	Focused around the Provincial highway system (and/or rapid transit corridors) Often is focused in areas where multiple transportation networks meet. Often focused around areas of significant population, employment, or economic growth.	Focused around the Provincial highway system (and/or rapid transit corridors) Typically serving regional, inter-regional, inter-provincial and national travel for people, goods and services). Can include freeways, expressways, arterials and rural roads of varying lengths
Desired outcome(s)	Focused on a long-term vision, but may also include short- or medium-term recommendations	Focused on a long-term but may also include short- or medium-term recommendations.	Typically includes short-, medium-, and long-term recommendations.
Examples	*South Island Transportation Study* *Central Okanagan Integrated Transportation Strategy*	*Moray Area Planning Study* *South Mission Integrated Transportation Strategy*	*Highway 1 (Victoria) Bus On Shoulder* *Highway 16 Corridor Plan*

MOTT's Project Delivery Lifecycle

GUIDE TO INTEGRATED TRANSPORTATION PLANNING

Strategic Planning

- Ministerial Mandates
- Ministry/Provincial Strategic Priorities
- Long-Range Multi-modal Planning
- Regional Transportation Planning
- Area Planning
- Corridor Planning
- Policies/ Guidelines

Programming

- Provincial Systems Analysis
- Regional Needs Identification
- Geographical Coordination
- Quantify Needs
- Provincial/Regional Prioritization

See Section 5 – Strategic Transportation Planing Process

Infrastructure Planning

- Multi-modal Data Collection
- Current and Future Multi-modal Conditions Assessment
- Problem Definition
- Multi-modal Concept Development and Evaluation
- Initiate Technical Reviews (Arch, Enviro, Land Use)
- Engagement
- Business Case (if required)

Preliminary Design

- Refine Planning Concepts and Options
- Preliminary Geometric Design
- Advance Technical Reviews
- Value Analysis
- Engagement
- Business Case
- Identify Partnerships

See Section 6 – Project Development Planning Process

Functional Design

- Refine Preliminary Design
- Ground Survey
- Continue Technical Reviews and Investigations
- Property Impacts
- Value Engineering
- Engagement

Detailed Design

- Refine Functional Design
- Tender Package including Drawings and Specs
- Environmental Permitting
- Property Acquisition
- Refined Business Case
- Engagement

Tender

- Advertise Bids
- Evaluate and Select Preferred Bid

Construction and Implementation

- Early Works Construction Activities
- Major Works Construction Activities
- Archaeological and Environmental Monitoring

The outcomes of Regional Transportation Plans, Area Transportation Plans, and Corridor Plans should include:

- A comprehensive multi-modal vision for transportation considering current and future land use in the study area
- A wide spectrum of policy, program, and infrastructure improvements
- The identification of specific transportation improvement projects
- An implementation strategy that typically includes short-, medium-, and long-term priorities

The Strategic Transportation Planning process is described in detail in Section 5 of this document.

4.1.2 Project Development Planning

Project Development Planning is the most focused type of planning described in this Guide, and it represents work to advance specific transportation improvement projects towards implementation. These projects are ideally informed by previously completed strategic transportation plans. At this stage the broader vision for regional, area, or corridor transportation should be well understood. If this is not the case, some strategic transportation planning steps may be required to develop a more comprehensive and complete project development plan.

Project Development Planning typically occurs with a narrower geographic scope and well-defined project extents. Projects are informed by detailed analysis, evaluation, and engineering. They can be located where key corridors intersect or within a specific segment of a highway corridor. The outcomes of **Project Development Planning** should include:

- Confirmation of the project's vision and goals
- Confirmation of the alignment between the project's identified challenges and opportunities and the proposed improvement options
- Robust option development and evaluation, supported by a quantified assessment of project benefits, costs, impacts, and opportunities
- A preferred option recommendation including next steps towards implementation (including design and/or business case development)

The Project Development Planning process is described in detail in Section 6 of this document.

4.1.3 Alignment with the Project Development Lifecycle

In practice, integrated transportation planning can be achieved by adapting or combining the different levels of planning in the MOTT process. It is not always necessary to assess each level in the process. The needs and context for any given case are unique, and an integrated planning approach should be developed to meet those needs.

Additionally, the integrated transportation planning process enhances MOTT's existing Project Delivery Lifecyle found in the BC MOTT Supplement to TAC Geometric Design Guide. The tasks and deliverables identified in the first four steps of the Project Delivery Lifecycle are consistent with the phases and steps that will be described further in Sections 5 and 6 of this Guide.

The Guide to Integrated Transportation Planning builds upon these core steps to further align transportation planning and project development with provincial priorities and strategic lenses. In addition, the Guide considers the differences between the scope, scale and intended outcomes of regional, area, and corridor plans (strategic transportation planning) and project development planning.

4.2 Key Considerations for the Integrated Transportation Planning Process

Even where context and needs differ, there are several key considerations that should be incorporated into all integrated transportation plans undertaken by MOTT. These considerations should be incorporated throughout the planning process and are essential to meeting the identified strategic goals and objectives defined in the integrated land use and transportation framework.

Rapid Bus Lanes on Highway 1 in Victoria

4.2.1. Multi-modal Transportation

Multi-modal transportation encompasses all existing and emerging forms of transportation that move people and goods across British Columbia and beyond. An effective multi-modal transportation system prioritizes safe, convenient, and accessible options to all users while promoting and enabling goods movement and strengthening the economy.

In British Columbia, multi-modal transportation networks and services are regulated by all levels of government and are owned and operated by both public and private entities. The Province and the Ministry of Transportation and Transit play important roles in the development and delivery of effective multi-modal transportation options. This includes owning, operating, funding, and partnering on transportation networks and systems, balancing priorities for the movement of people and goods, and ensuring that transportation investments advance key provincial priorities.

Integrated transportation planning is, by definition, multi-modal and considers the interaction between land use and different transportation modes. For MOTT, this includes active modes such as walking, rolling, and bicycling; transit such as para-transit, traditional bus, rapid bus, and rail; and motor vehicles including cars and trucks **(See Figure 4).** New technologies and new mobility modes will become increasingly relevant in growing and diverse communities. These include various forms of shared mobility, micro-mobility, and ride-hailing services. The interaction of other modes such as passenger air, rail, and marine travel; air cargo; heavy freight rail; and marine shipping may also be relevant in some circumstances.

4.2.2 Goods Movement

The goods movement system comprises marine, air, rail and road infrastructure, as well as the industries and consumers who generate and purchase goods, and the transportation and logistics providers who use the infrastructure to move these goods. It also encompasses the vehicle and digital technologies that enable activity and communication.

Goods movement is a critical enabler of economic activity and generates jobs in transportation and other sectors. A healthy economy depends on a goods movement system that is efficient, reliable, resilient, and competitive.

Figure 4

Communities depend on goods movement but can be negatively impacted by its activities, which is why integrated transportation is critical. Shifting goods movement away from communities can result in higher vehicle kilometres travelled and emissions. Residents employed in these sectors will commute for longer, out of their community to their job centre.

Incorporating goods movement into transportation planning goes beyond modal profiles and quantifying the contribution of goods movement traffic to total traffic. Assessing the relationship between industry, transportation, land use and economic development, can include investigating land use of freight generators, identifying the drivers of trade, mapping goods movement travel patterns by sector, and understanding factors in transportation supply chain decision-making, such as the costs to transport products to their destination.

See the Transportation Association of Canada's report of 'Understanding Goods Movement in Canada: Trends and Best Practices' for more information.

4.2.3 Road Safety

Transportation systems in B.C. should be safe for all users: pedestrians, cyclists, drivers, passengers or any other type of road user. The B.C. Ministry of Transportation and Transit is a signatory of the BC Road Safety Strategy 2025. This strategy is a collaborative framework rooted in the vision of realizing zero fatalities and serious injuries on roads in B.C. The framework is based on three pillars: working together for the future of road safety, tools to make our roads safer, and inspiring British Columbians to make safe road choices. Consistent with the principles of Integrated Transportation Planning, a Safe System approach should be incorporated throughout the transportation planning process.

Goods Movement Corridor

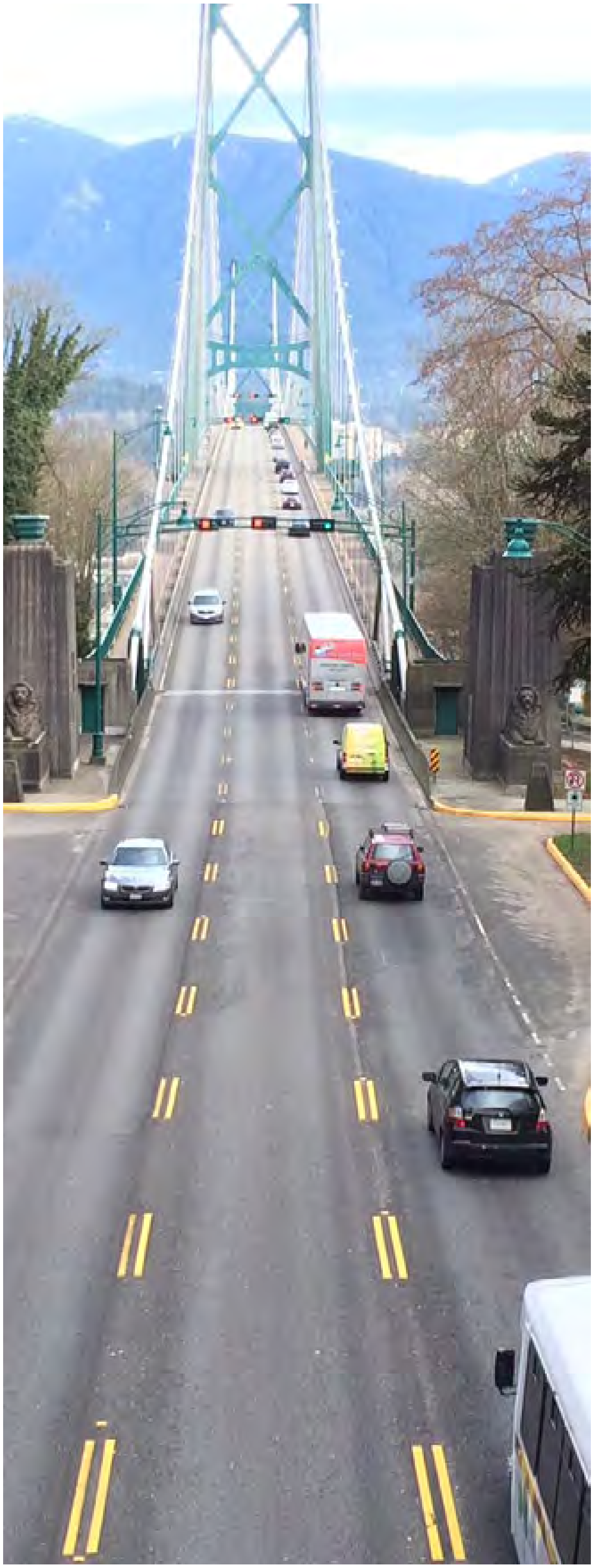
A safe system approach is 'an integrated and comprehensive process to improve the safety performance of the transportation systems that makes allowances for errors, and eliminates predictable and preventable serious injuries and fatalities' (Vision Zero and the Safe System Approach: A Primer for Canada). Land use policy and planning decisions that reduce travel by private vehicle, protect vulnerable users, and encourage greater use of public transit are elements of a Safe System approach.

Throughout the Integrated Transportation Planning process several key considerations should be included to ensure that road safety is incorporated into strategic planning and project development.

The integration of transportation and land use planning is one of the key elements to the Safe System approach. Land use policy and planning decisions that reduce travel by private vehicle, protect vulnerable users, and encourage greater use of public transit are recognized approaches to reducing or eliminating serious injuries or deaths on our roads.

Throughout the Integrated Transportation Planning process, consider the following steps to incorporate road safety into strategic planning and project development:

- Including clear safety goals and objectives in the plan or project's vision, goals, and objectives. These should be aligned with the B.C. Road Safety Strategy's goals including moving toward Vision Zero.
- Applying data-driven safety analyses to understand challenges and opportunities, to identify specific safety



concerns, and to inform the development of improvement options. This may include various types of system level analysis and predictive analysis. Safety analysis should be multi-modal and inclusive of all users.

- The development and evaluation of policy, program, and project options should include road safety features aligned with the achieving the plan or project's goals and objectives.
- Embedding road safety into project implementation and monitoring; including monitoring the impacts of projects on serious collisions and fatalities.

4.2.4 Land Use

Understanding land use is fundamental to the integrated planning process. Important inputs for the process include, but are not limited to, existing and future land uses (Regional Growth Strategies (RGS), Official Community Plans (OCP), Comprehensive Community Plans (CCP), zoning), ownership, transportation plans, and infrastructure servicing. Land use analysis uncovers both challenges and opportunities for future land uses and their link to surrounding transportation systems.

Land use should always be incorporated throughout the strategic transportation planning and project development planning lifecycles. The key land use inputs to apply in the Strategic Transportation Planning and Project Development Planning processes are discussed below:

Existing and Future Land Use

Regional Growth Strategies, Official Community Plans, and Comprehensive Community Plans:

Regional Growth Strategies (RGS) and Official Community Plans (OCP) contain a vision, policies, and land use designations that provide planning guidance for their areas. These documents outline the long-term vision for communities (typically a 20-year horizon) and provide objectives and policies that inform land use planning and management.

These documents describe the location and degree of future growth anticipated within

Rural Road in Creston , BC.

their jurisdictions and are key to identifying future transportation needs. They typically provide in-depth growth projections (i.e. population, employment, demographics) across a community or region, which can suggest where development and traffic patterns may change over time. They may also delineate an urban growth boundary where development is supported and where municipal servicing capacity can support growth. The land use designations can also provide insights as to where future development will be concentrated, and where multi-modal transportation investments may be needed. Typically these planning documents include chapters on transportation systems that outline plans and priorities such as future transit routes, arterial widening, and active transportation routes. These should be examined in relation to the adjoining land use designations.

Local governments are now required under Bill 44 , Housing Statutes (Residential Development) Amendment Act, to update their OCPs every five years to align policies and land use designations to support 20-year housing needs projections. This consistency can help provide confidence in planning decisions, as long-term planning for additional density is evaluated on a standardized and more consistent basis. The Ministry plays a pivotal role in supporting local government housing supply planning efforts by designing integrated transportation systems that cater to the evolving needs of expanding communities, ensuring a variety of safe, efficient, and reliable transportation choices for all community members. For more information on Bill 44 and other housing initiatives, see Appendix 'B'.

Like OCPs, Comprehensive Community Plans (CCP) outline the vision and land use management policies on First Nations reserves. It is important to consider the growth potential of reserve lands, and the long-term goals and aspirations of a First Nations community when undertaking integrated transportation planning.

Zoning:

Whereas RGSs and OCPs are future-looking documents, zoning bylaws regulate present day land uses within a community. Assessing zoning within a study area will help determine land use patterns, development potential, and community priorities, which is key to designing transportation systems that are efficient, effective, and meet the needs and goals of the communities within the study area.

Zoning directs land use, density, setbacks, parking, and other aspects of development that directly influence traffic patterns. For example, a residential zone will likely generate more traffic during peak commuter hours, whereas commercial and industrial zones may generate more constant traffic throughout the day. Different land uses will also have differing transportation infrastructure needs. For instance, industrial areas may require wider roads to accommodate commercial vehicles, and mixed-use areas may have a greater need for a variety of transportation options, like transit and active transportation.

For First Nations lands, it is important to identify any land use plans that apply within the study area, the policies and land uses identified, and the development potential of the area.

Ownership

Identifying land ownership within the study area can help to identify opportunities for integrated transportation and land uses. For example, a study area may contain provincial or local government owned lands that could be further evaluated for integrated development opportunities. Where suitable, these lands could be developed in a way that reinforces integrated planning goals and objectives (see Section 3) and complete communities concepts, including access to daily needs, transportation, infrastructure, and housing (for more information see the Complete Communities Guide).

Infrastructure Servicing

Availability and capacity of servicing (water, sewer, storm, power) within the study area informs where future growth is likely to be concentrated, and where growth may be limited. It may be necessary to engage with local governments, and other utility providers, to understand an area's servicing capacity and any future expansions or upgrades.

Major utility infrastructure, such as high-voltage transmission lines and major oil and gas pipelines, can also highlight where development may or may not be feasible due to regulations and industry standards.

4.2.5 Climate Resiliency

Resilience is the ability to withstand short-term risks (flooding or fires) and adapt to changing long-term climate conditions (changes in weather patterns, sea-level rise). Resilience to climate change and disaster risk is not only measured by the ability of an asset to withstand a specific hazard, but by how the infrastructure can recover and adapt while maintaining (or improving) service levels.

Globally, development and safety are severely threatened by climate change and disaster risk, which are being experienced today and will continue in the future. Increased temperatures are resulting in changes to weather systems and the frequency, intensity, and pattern of storm systems which are becoming more unpredictable. Infrastructure development relies on standards that are commonly based on historic trends – which may no longer accurately predict future conditions.

In project development and delivery, a project team's understanding of the types of risks, probability of risks, and consequence of risks, allows for a project design that can anticipate and withstand these risks. Maximizing resilience ensures a longer useful life and primes the project to more fully meet the future needs of the community.

RESILIENCY DEFINED

Resiliency is defined under the Sendai Framework Terminology of Disaster Risk Reduction as the ability of a system, community or society exposed to hazards to resist, absorb, accommodte, adapt to, transform and recover from the effect of a hazard in a timely and efficient manner, including through the preservation and restoration of its essential basic structures and functions through risk management.

When to incorporate Resiliency?

Resiliency should be incorporated throughout the project lifecycle, from inception through planning, design, and implementation. Here are the key steps and considerations to apply in the Planning and Concept Development:

- Identify the design components and assets at risk from the impacts of future climate change and weather extremes over the expected project design life;
- Summarize changes in temperature, precipitation, and other climatic variables over the expected project design life; and
- Complete the Resiliency Appraisal Framework to help determine the preferred option concept. This should be incorporated during the option evaluation phase.

The R4 Framework

Researchers affiliated with the Multidisciplinary Center for Earthquake Engineering Research (MCEER) developed the R4 framework of resilience, which has been adopted by MOTT when looking specifically at infrastructure projects. The R4 Framework is summarized in **Figure 5**:

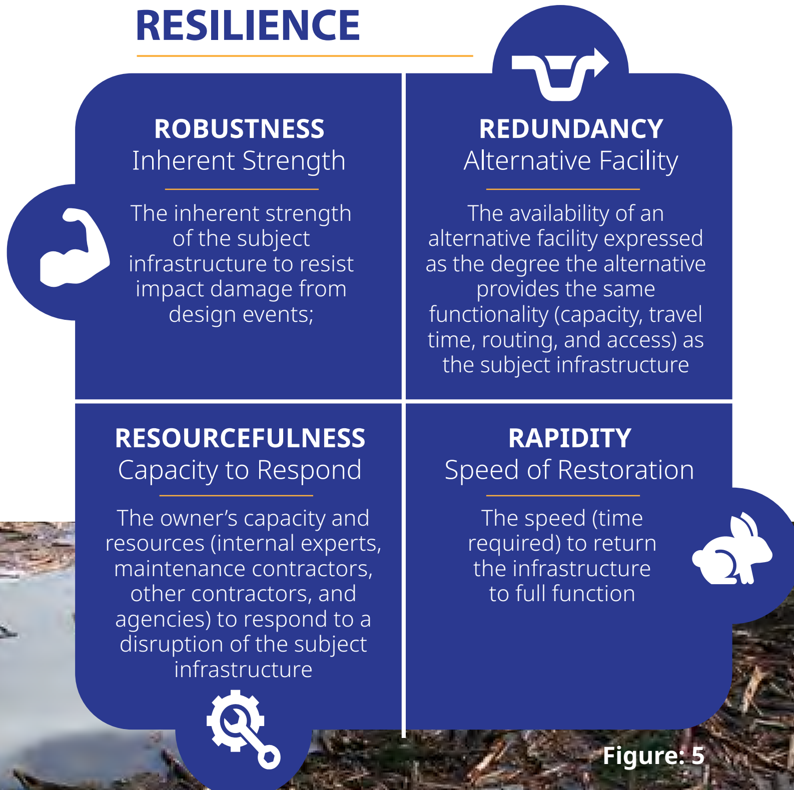


Figure: 5

Best Practices and Resources

MOTT has undertaken initiatives, in collaboration with key partners, to evaluate and address potential effects of climate change on transportation infrastructure. The work that MOTT has completed is summarized on their website: Adapting Transportation Infrastructure to Climate Change - Province of British Columbia (gov.bc.ca).

Key resources on how and when to apply resiliency and climate considerations in transportation projects are listed below:

- A Guide to Implementing Systems-Based Approaches to Climate Resilient Infrastructure (gov.bc.ca);
- Considerations for Addressing Climate Change Adaptation for Transportation Infrastructure in Highway Management, Design, Operation and Maintenance in British Columbia;
- T04-19 Resilient Infrastructure Engineering Design - Adaptation to the Impacts of Climate Change and Weather Extremes (gov.bc.ca); and
- EGBC Guidelines to Climate Resilient Infrastructure.

When examining the vulnerabilities of the project to climate events, and resiliency planning on transportation projects, consider:

- What are the anticipated climate change threats and disaster risks to the project and its surroundings?
- What are the types of climate and disaster events that the project is vulnerable/susceptible to and and what are the outcome assumptions/expectations?
- How vulnerable is the project to climate change threats and disaster risks? To what degree will the subject infrastructure resist damage from a design event?
- What will the site be like when experiencing a climate or hazard event?
- Is there an alternative for the subject infrastructure and how resilient or vulnerable is that alternative?
- What is the owner's ability to respond during climate or hazard event conditions?

4.2.6 Community Engagement

Community engagement allows people who are affected by a decision or a project to share their input and provide feedback. This is a two-way process that benefits everyone involved, leading to better, more transparent decision-making that meets the needs of interested parties and community members, and builds public trust in government.

MOTT is committed to undertaking engagement in all integrated planning processes, in a way that matches the project's context, audience, and objectives.

Engagement Planning

An engagement plan should be developed for all projects and integrated transportation plans to think strategically about who needs to be involved, how to best involve them, and how to avoid potential risks. All engagement plans should include a clear, well-defined scope of engagement, measurable goals, audience analysis, key messages, and engagement tactics tailored to the key audiences and objectives.

Best Practices

The International Association of Public Participation (IAP2) provides best practices and guidelines for public engagement based on five foundations:

Purposeful and goal-driven	Participants need to understand their role in the process and input needs to be used meaningfully in decision-making.
Trust and relationship focused	Engagement should be approached with transparency and accountability to build trust and positive relationships with participants
Values based and people centred	Engagement needs to recognize that different groups have different values related to the project and meet them where they are in terms of understanding and technical knowledge
Inclusive and equity centred	Use engagement methods that enable everyone involved to participate fully. Consider and address potential barriers for participants, including language, disabilities, cost, technology, and more
Impact and outcome oriented	Design engagement that focuses on the decisions being made and the level of impact and influence the public can have on the outcome.

The IAP2 Spectrum of Public Participation is a key tool to consider how and to what extent different parties will be involved in the decision-making process. Engagement methods should be chosen based on the goals of the engagement and the promise to the public.

More resources and guidelines can be found on the IAP2 website.

When approaching engagement planning, consider:

- Who are the people and groups that may be affected by the project or have influence in the project? Consider First Nations, local governments, community groups, residents, businesses, schools, industries, and more.
- Has previous engagement been undertaken in the area or on related projects? Are there significant issues or concerns that have been previously identified?
- What kind of input from each group or audience is needed to inform the project?
- What level of support from each group or audience will be needed to meet the project's goals?
- What methods will be most effective at reaching each group and reduce barriers for participating in the engagement?

4.2.7 Engagement and Consultation with First Nation, Métis and Inuit Peoples

Reconciliation is integral to every MOTT project and plan. A key opportunity includes engaging with First Nations, Métis, and Inuit Peoples early in the planning stages. Working collaboratively with First Nation, Métis, and Inuit Peoples, and ensuring that their perspectives, ideas, and concerns are understood and incorporated in decision-making, is crucial to following through on this commitment to advancing reconciliation.

All aspects of MOTT's work, engagement and consultation with Indigenous Peoples are guided by the following legislation, plans and principles:

- BC Declaration on the Rights of Indigenous Peoples Act
- Declaration Act Action Plan
- Draft Principles that Guide the Province of British Columbia's Relationship with Indigenous Peoples (Draft 10 Principles)
- Distinctions-Based Approach Primer
- iMapBC
- Indigenous Relation Tools and Resources (internal MOTT resource)
- Profile of Indigenous Peoples (internal MOTT resource)
- Updated Procedures for Meeting Legal Obligations When Consulting First Nations

Proponents can take initiative on their projects by referencing the following documents before engaging with First Nations:

- Guide to Involving Proponents When Consulting First Nations
- Building Relationships with First Nations: Respecting Rights and Doing Good Business
- Contacts for First Nation Consultation Areas (external users)

As a result of the *Declaration on Rights of Indigenous Peoples Act* (Declaration Act), the Province has adopted a distinctions-based approach to deepening reconciliation and implementing the United Nations Declaration on Rights of Indigenous Peoples.

There are several ways to begin incorporating a distinctions-based approach into engagement for integrated transportation planning projects. This includes discussing community engagement approaches for projects with leadership, engaging with Indigenous communities throughout the project timeline, providing sufficient capacity funding, and exploring collaborative shared decision-making arrangements.

Using a Distinctions Based Approach

A distinctions-based approach means that the Province's work with First Nations, Métis, and Inuit Peoples will be conducted in a manner that acknowledges the specific rights, interests, priorities, and concerns of each, while respecting and acknowledging these distinct Peoples with unique cultures, histories, rights, laws, and governments.

Indigenous Peoples' rights are recognized and affirmed in Section 35 (1) of the federal Constitution Act, 1982. Section 35 (2) identifies three distinct Peoples – Indian, Métis, and Inuit – as the 'aboriginal peoples' of Canada. Not all Indigenous rights are uniform or the same among or between all Indigenous Peoples. A distinctions-based approach, and appropriate respect for Indigenous laws and jurisdictions, means that the scope of rights enjoyed by Indigenous Peoples is contextual and that the Province's relations and dealings with First Nations, Métis, and Inuit will be conducted in a manner that is appropriate for the specific context, recognizing and respecting the distinct and different rights, laws, legal systems, and systems of governance of each.

To be rights-bearing, a Métis or Inuit community must have arisen in an area prior to the time when Europeans effectively established political and legal control of that area. The courts have noted that 'proof of shared customs, traditions, and a collective identity is required to demonstrate the existence of a Métis community that can support a claim to site-specific aboriginal rights.'

To date, no rights-bearing Métis or Inuit communities have been found to exist in British Columbia by the courts and the Province is of the view that no Métis or Inuit community is capable of successfully asserting site-specific, land-based Section 35 rights in the province based on the Court decision by R. v. Powley.

The Draft Principles that Guide the Province of British Columbia's Relationship with Indigenous Peoples provide high-level guidance on how provincial representatives engage with Indigenous Peoples. Principle 10 recognizes that a distinctions-based approach is needed, including with Métis and Inuit Peoples, to ensure that the unique rights, interests, and circumstances of Indigenous Peoples in B.C. are acknowledged, affirmed, and implemented.

As Métis and Inuit Peoples have no land-based rights in the province, the basis for engagement with these communities is dependent on the project. Applying a distinctions-based approach recognizes First Nations as rights-holders to the land, water, and air within their territories based on project location, whereas Métis and Inuit communities may be engaged as interested parties but not as rights-holders. First Nations as rights-holders may trigger the Province's duty to consult and accommodate.

Provincial Duty to Consult:

The Province of British Columbia has a legal duty to consult, and where required, accommodate First Nations rights-holders whenever a decision or activity could impact Aboriginal Interests, which includes treaty rights or asserted or established Aboriginal rights and title.

The duty to consult is triggered whenever these Aboriginal Interests may be impacted by a potential Crown action or authorization that could include ground disturbance, vegetation removal, wildlife impacts, and aquatic habitat impacts (to note: there is ever-evolving case law around access to public lands and ability to peacefully enjoy and practice a way-of-life).

Capacity Funding:

Capacity funding can be provided to support meaningful engagement and collaboration with First Nations.

A consistent consultation, accommodation, and budgeting approach for projects is a requirement to ensure equitable and repeatable processes and supports for all First Nations. Capacity funding should consider how much work is being required above and beyond normal operations for First Nations and ensure a responsible approach to address costs and meet public safety and transportation needs.

Addressing capacity limitations of participating or affected First Nations should be understood at the early phases of the project to ensure capacity funding is factored into project budgets. Capacity funding should be built into early project planning, agreed to through a Term Sheet or equivalent, and communicated early and often with the First Nation community.

It can cover costs such as staff wages, travel expenses to attend meetings, and hiring subject matter experts to ensure that time and costs for engagement are not impacting core services for First Nation communities.

Work with your local Indigenous Relations team to understand and receive guidance on process, cost effectiveness, project implications. Internal MOTT employees can access further information here (not viewable externally).

Guiding Questions

When engaging First Nation, Métis, and Inuit Peoples, consider:

- *Which First Nations communities are right-holders in your project area?*
- *Are there any First Nations lands, treaty or title lands impacted or within your project area?*
- *Who from the community need to be engaged, at what level, and at what stage in the project?*
- *What are the community-specific protocols, processes, or guidelines that need to be followed and addressed during project planning?*
- *What is the relationship between this community and MOTT or the Province? Do leadership or community members have concerns related to projects or decisions?*
- *What is the community's capacity to engage in projects? How can MOTT support and build capacity to participate in consultation? For example, engagement planning can help address capacity limitations by offering capacity funding, using realistic timelines, or coordinating engagement for related projects.*
- *How can engagement help build positive, trust-based relationships with Indigenous Peoples? Building trust includes early and direct engagement, sharing information transparently, and exhibiting how input from communities is used in project planning and delivery.*

4.3 Integrated Transportation Planning Assessment Tool

MOTT has developed an Integrated Transportation Planning Assessment Tool (ITPAT) to ensure that the strategic transportation objectives identified in the Provincial Mandates and Government Strategies are easily translated to the project development planning level. The ITPAT was designed to be used at any stage in the project lifecycle. It can be used at the inception of the planning stage, throughout the project's development, at the completion of a project, and post-implementation. While the ITPAT was not designed to be used as an approval requirement, it provides users with an opportunity to check in and review their project's alignment with overall integrated planning goals and objectives by asking a series of questions. The tool has been designed to be used multiple times during a project's lifecycle. In this way, specific opportunities to implement integrated transportation can be explored and advanced across multiple projects phases.

As projects develop, opportunities may arise that bring the project further into alignment with these broader aspirations. The tool is intended to complement, rather than replace, the processes and recommendations contained within the Guide to Integrated Transportation Planning, to ensure Integrated Transportation Planning goals and objectives are considered at each stage of the planning process.