Calgary Metropolitan Region Board
Agenda - Land Use & Servicing Committee Meeting
June 8, 2023, 9:30 AM, Go-To Meeting

MEETINGS ARE RECORDED & LIVE-STREAMED

CMRB Admin will utilize the recording function on GoToMeeting as a backup recording in case internet connection is lost and CMRB's YouTube account is unable to record the meeting. When the recording function in enabled, you will hear an audio prompt notifying that the meeting is being recorded.

The purpose of this meeting is to convene, discuss and make decisions regarding recommendations to the Calgary Metropolitan Region Board

1.	Call to Order & Opening Remarks		Clark	
2.	Land Acknowledgment		Clark	
3.	Adoption of Agenda ***For Decision:*** *Motion to adopt and/or revise the agenda*		All	
4.	Review and Approve Minutes ***For Decision:*** *Motion that the Committee review and approve the Minutes of the March 9, 2023 meeting*	(Attachment)	All	**3**
5.	ESA Presentation ***For Information:*** *Motion that the Committee receive for information an update on Environmentally Sensitive Areas Database Project – Phase 1*	(Attachment)	O2 Planning + Design	**6**
6.	Draft Measuring & Monitoring Framework ***For Decision****: That the Committee discuss the draft Measuring and Monitoring Framework and provide feedback to CMRB Administration on key questions*	(Attachment)	Tipman	**29**
7.	Scoping RTTMP Objectives ***For Decision:*** *Motion that the Committee recommend to the Board approval of the draft objectives of the Regional Transportation and Transit Master Plan, and direct CMRB Administration to work with subject matter experts and TAG to develop a corresponding scope of work for the Regional Transportation and Transit Master plan*	(Attachment)	Graves	**41**
8.	Board Strategic Initiatives Update ***For Information:*** *Motion that the Committee receive for information an update on Board initiatives*	(Attachment)	Graves	**76**
9.	Roundtable		All	

10. Next Meeting: Thursday July 6, 2023 @ 9:30 AM

11. Adjournment Clark

Committee Members:

Councillor Tina Petrow (Airdrie)
Cllr Gian-Carlo Carra (Calgary)
Mayor Jeff Colvin (Chestermere)
Mayor Jeff Genung (Cochrane)
Reeve Delilah Miller (Foothills)
Cllr Suzanne Oel (Foothills)
Mayor Craig Snodgrass (High River)
Cllr Rachel Swendseid (Okotoks) **Vice Chair**
Cllr Kevin Hanson (Rocky View)
Shawn Ewasiuk, GOA Representative

Upcoming Meetings:

Board Meeting	Friday June 23 @ 9:30 AM	Rocky View County
Land Use & Servicing Committee	Thursday July 6 @ 9:30 AM	GoTo Meeting
Governance Committee	Friday Sept 15, 2023 @ 9:00 AM	GoTo Meeting

The Calgary Metropolitan Region is honored to be in the traditional territory of the Siksika, Kainai, and Piikani Nations of the Blackfoot Confederacy; the Tsuut'ina Nation; the Bearspaw, Chiniki, and Goodstoney Nations of the Stoney Nakoda; and the home of Métis Nation of Alberta Region 3.

In the spirit of truth and reconciliation the CMRB is actively working to build meaningful and mutually beneficial long-term relationships with Indigenous Nations and communities in and around the Region.

Minutes of the Meeting of the
Land Use and Servicing Committee
of the Calgary Metropolitan Region Board
on Thursday March 9, 2023 by Go-To Meeting

Delegates in Attendance:
Councillor Tina Petrow – City of Airdrie
Councillor Gian-Carlo Carra – City of Calgary
Mayor Jeff Colvin – City of Chestermere
Reeve Delilah Miller – Foothills County
Councillor Suzanne Oel – Foothills County
Mayor Craig Snodgrass – Town of High River
Councillor Michael Nychyk – Town of High River
Councillor Rachel Swendseid – Town of Okotoks
Councillor Sunny Samra – Rocky View County

CMRB Administration:
Greg Clark, Chair
Jordon Copping, Chief Officer
Jaime Graves, Director of Regional Projects
JP Leclair, GIS and Data Lead
Shelley Armeneau, Office Manager

1. **Call to Order**
   Chair Clark called the meeting to order at 9:00 AM and provided a land acknowledgement.

2. **Approval of Agenda**
   Moved by Councillor Swendseid, **Seconded by** Mayor Snodgrass, accepted by Chair.
   Motion: That the Committee approve the agenda.
   Motion carried unanimously.

3. **Review Minutes**
   Moved by Mayor Colvin, **Seconded by** Councillor Nychyk, accepted by Chair.
   Motion: That the Committee approve the Minutes of the November 3, 2022 meeting.
   Motion carried unanimously.

4. **Vice Chair Election**
   Moved by Councillor Nychyk, **Seconded by** Mayor Colvin, accepted by Chair.
   Motion: That the Committee elect Councillor Rachel Swendseid as Vice Chair of the Land Use & Servicing Committee.
   Motion carried unanimously.

DRAFT

5. Scoping Regional Transportation and Transit

Following the presentation, David Cooper of Leading Mobility answered questions and Jaime Graves confirmed that the upcoming scoping process will identify objectives and goals for the regional transportation and transit in the Calgary Metro Region, starting with a policy inventory at the municipal scale. Results from that will be brought to a workshop to bring out more specifics and determine what will leverage the best benefit to the region. She further confirmed that governance will be discussed in some way at a future stage. Aziz Merali summarized the north and south studies that were previously completed, and removing municipal boundaries to find priorities to benefit the entire region.

Moved by Councillor Petrow, **Seconded by** Mayor Colvin, accepted by Chair.
Motion: That the Committee receive for information a summary presentation of a jurisdictional scan of regional transportation planning by Leading Mobility.
Motion carried unanimously.

6. Springbank Offstream Reservoir (SR1) Project Update

Chad Willms from Alberta Environment & Protected Areas provided a presentation and answered questions about the SR1 project. Members discussed drought mitigation measures and possibly advocating to the Province on this subject, which is not addressed in SR1. Chad noted this is out of scope of his team unit, however he suggested if there were recommendations or desired solutions from this Committee, the province would likely be open to engaging in those discussions. Chair Clark noted this could be added to a future agenda for a more fulsome discussion. Additional discussion topics included fish management, flood notice to communities, and weather reporting. A request for more updated information to provide to residents in Rocky View County was made and Chad noted this request.

Moved by Mayor Snodgrass, **Seconded by** Councillor Carra, accepted by Chair.
Motion: That the Committee receive for information a presentation on the Springbank Offstream Reservoir.
Motion carried unanimously.

7. REF Interpretation Guide

Jordon Copping introduced this item and a member brought forward a note for consideration asking if CMRB should be requiring an expiry date on ESAs or other technical documents that support a REF application. Jordon noted the intent of this section of the Growth Plan is simply to ensure that environmental work has been done, not to determine how or when. Every municipality does this type of work slightly differently, and a member could be unjustly penalized for work done outside a particular time range. This could also potentially put a degree of technical expertise onto CRMB Administration that we do not have in-house.

Moved by Councillor Carra, **Seconded by** Councillor Swendseid, accepted by Chair.
Motion: That the Committee recommend to the Board approval of the proposed amendments to the REF Interpretation Guide.
Motion carried unanimously.

8. **Board Strategic Initiatives Update**
In addition to the update in the agenda package Jaime Graves noted the following:

- Data gathering from members for the Environmentally Sensitive Areas Database is now complete.

- Scoping RTTMP in the Table was previously marked in yellow to indicate that cost estimates for the original project charter exceeded the CMRB budget. Work to refine and update the scope was completed. This updated Charter was approved by the Board on February 24, 2023 and has been reflected in the Table.

A member highlighted the 10-year review of the SSRP is coming up in 2024 and asked about opportunities for CMRB to contribute as a stakeholder. CMRB Administration noted this suggestion, and a discussion will be brought forward to an upcoming meeting.

9. **Next Meeting:** Thursday May 11 @ 9:00 AM.

10. **Adjourned** @ 11:35 AM.

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Chair Greg Clark

DRAFT

Calgary Metropolitan Region Board

Agenda Item	**5**
Submitted to	**Land Use & Servicing Committee**
Purpose	**For Information**
Subject	**Environmentally Sensitive Areas Database Project – Phase 1 Update**
Meeting Date	**June 8, 2023**

Motion that the Committee receive for information an update on Environmentally Sensitive Areas Database Project – Phase 1

Summary

- The Board approved the Project Charter for the ESA Database project on July 22, 2022.
- As noted in the Charter, "The overall goal of this project is to create and maintain a regional ESA database that allows the CMRB to effectively incorporate consideration for regional ESAs into CMRB studies and analyses. It will enable the regional-scale mapping and identification of larger ESA systems and functional units in the CMR."
- An RFP was posted on Alberta Purchasing Connection, and O2 Planning and Design was selected in Q3 2022 to complete the ESA Database project.
- Phase 1, Data Gathering, commenced in Q4 2022 and was finalized in mid-April 2023. The project is on time and on budget.
- O2 Planning and Design will provide the Land Use and Servicing Committee (LUSC) with a project update and overview of the project's next steps.

Attachments

- Environmentally Sensitive Areas Database Project – Phase 1 Update, O2 Planning and Design

1. Project Background (Excerpted from Project Charter)

- As the Government of Alberta does not have a standard definition for Environmentally Sensitive Areas (ESAs) and the CMRB Regulation required policies for the identification of ESAs, a 2019 ESA background report was completed to identify a shared definition of regional ESAs and to inform the development of Growth Plan policies.
- The project will build on the previously agreed-to concepts contained within the 2019 ESA Background Study (2019 Study). The 2019 Study identified a common definition of ESAs and a path to incorporating ESAs into the work of the Board. The 2019 Study included a recommendation to create a regional ESA database.
- The overall goal of this project is to create and maintain a regional ESA database that allows the CMRB to effectively incorporate consideration for regional ESAs into CMRB studies and analyses. It will enable the regional-scale mapping and identification of larger ESA systems and functional units in the CMR.
- A regional ESA framework will identify how fine-grained or site-specific ESAs will be categorized and grouped into regional classifications with the goal of identifying larger spatial patterns of ESAs within the region. This will allow for more efficient mapping, information sharing, and cross-boundary collaborative stewardship.
- The final deliverable is a regional ESA database that groups ESAs into regional categories such that regional ESA systems and functional units can be identified. Deliverables include a plan for updating the ESA database once in place.
- The project is expected to take 1.5 years to complete (not including a scoping/tendering phase). Scoping/tendering occurred in Q3 2022 with the project commencing in Q4 2022.

CMRB Environmentally Sensitive Areas Database

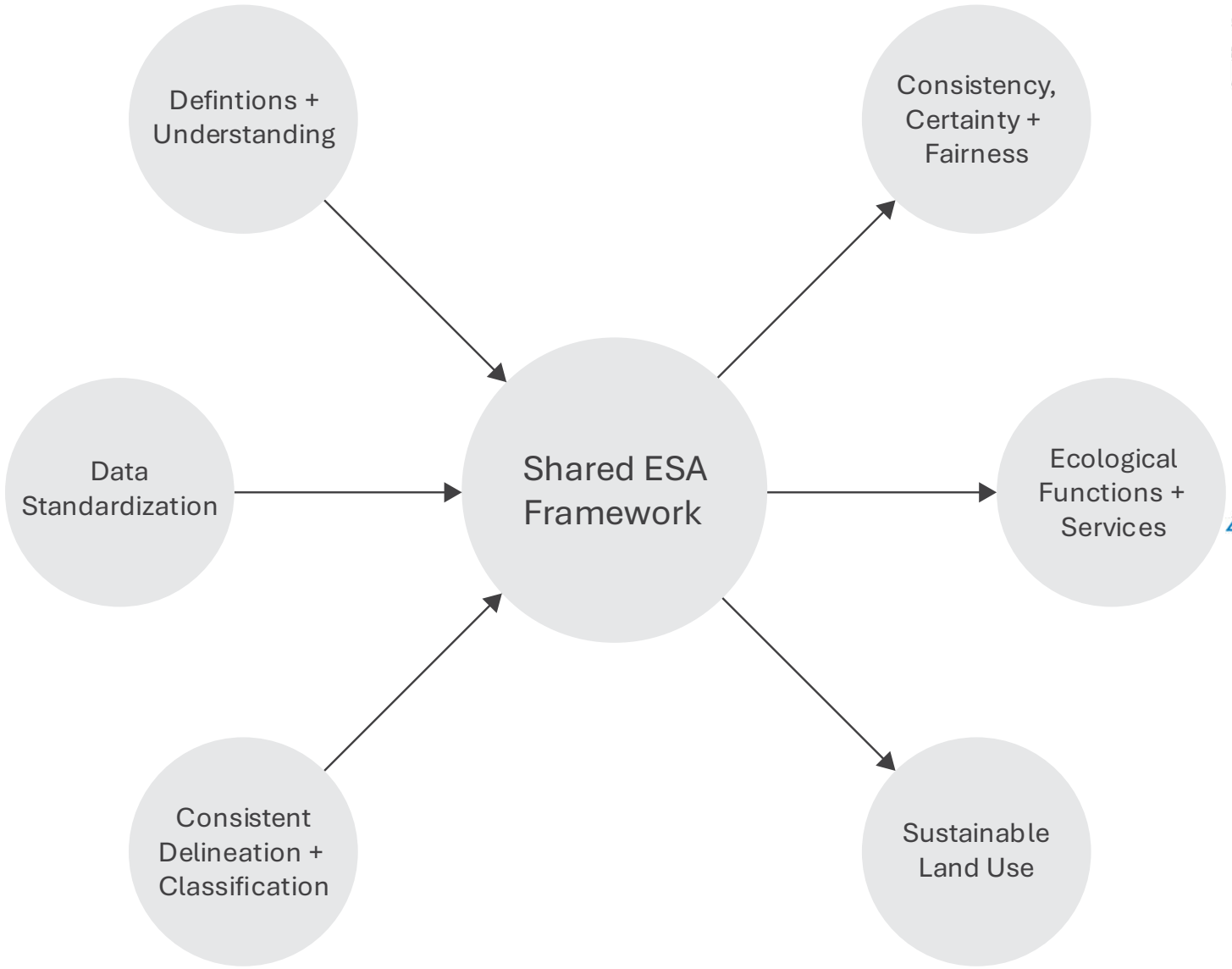
O2 Planning + Design

Agenda Item 5i

Discussion Points

- Project Overview
- Project Benefits
- Phase One Overview
- Key Challenges
- Next Steps

Project Goals



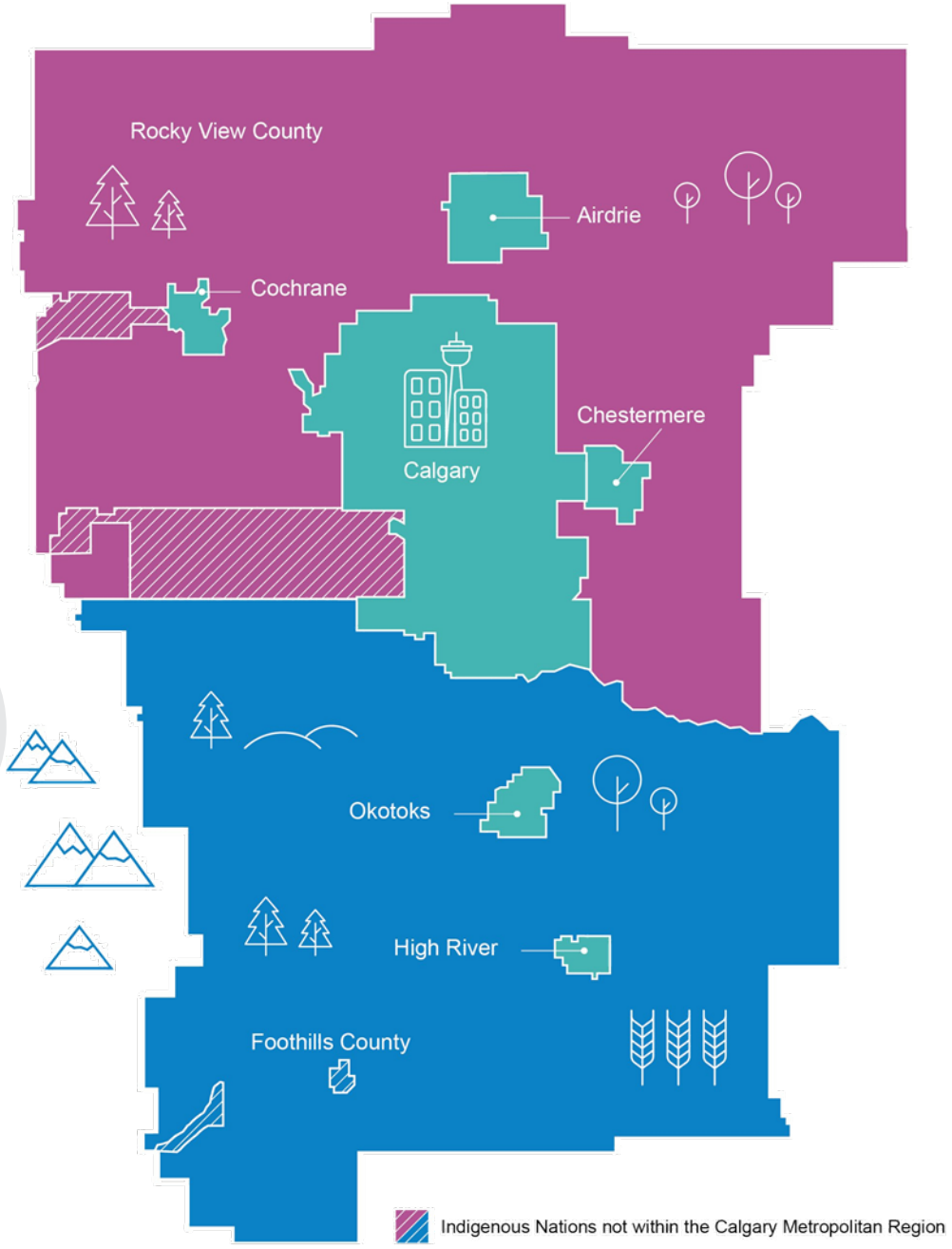
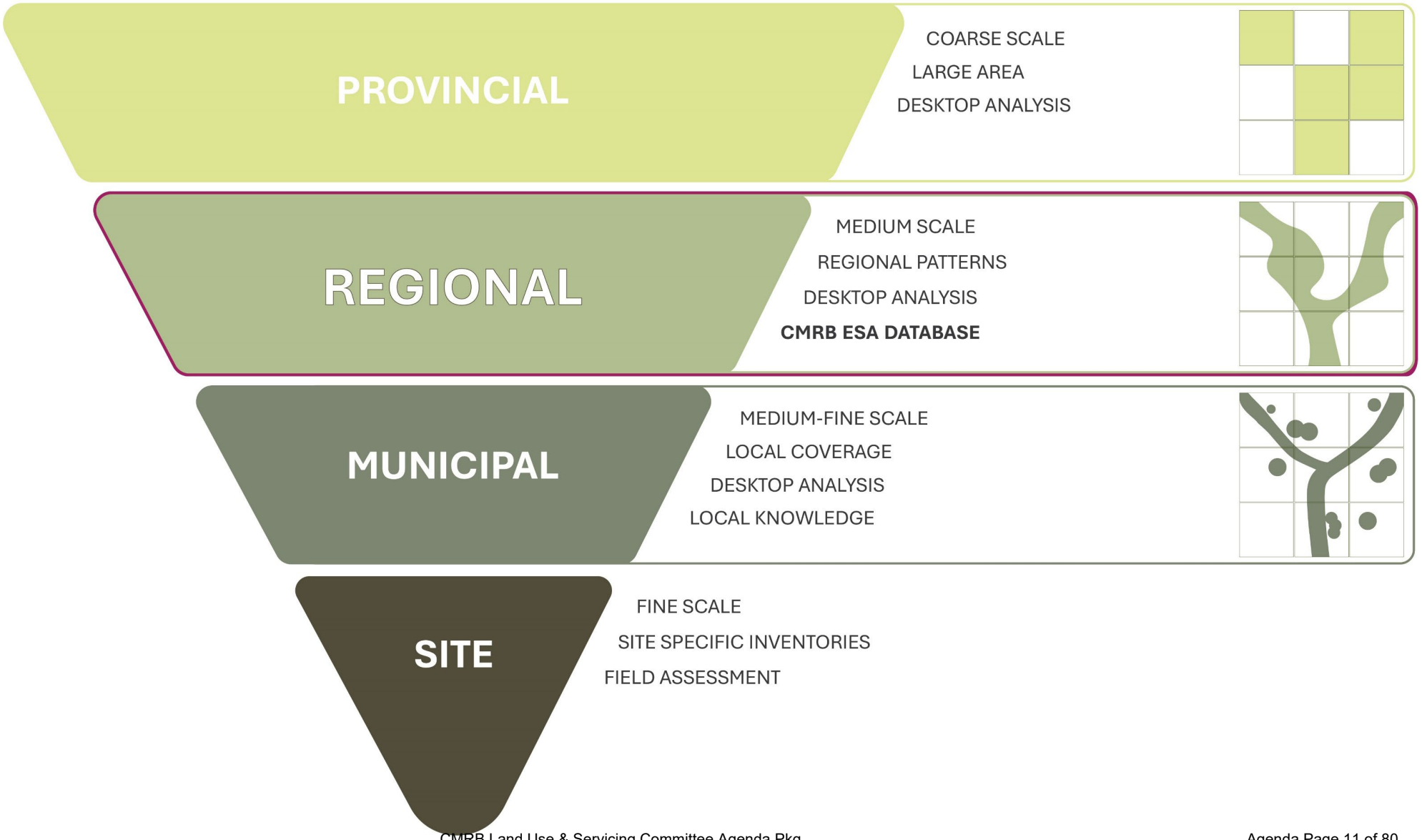
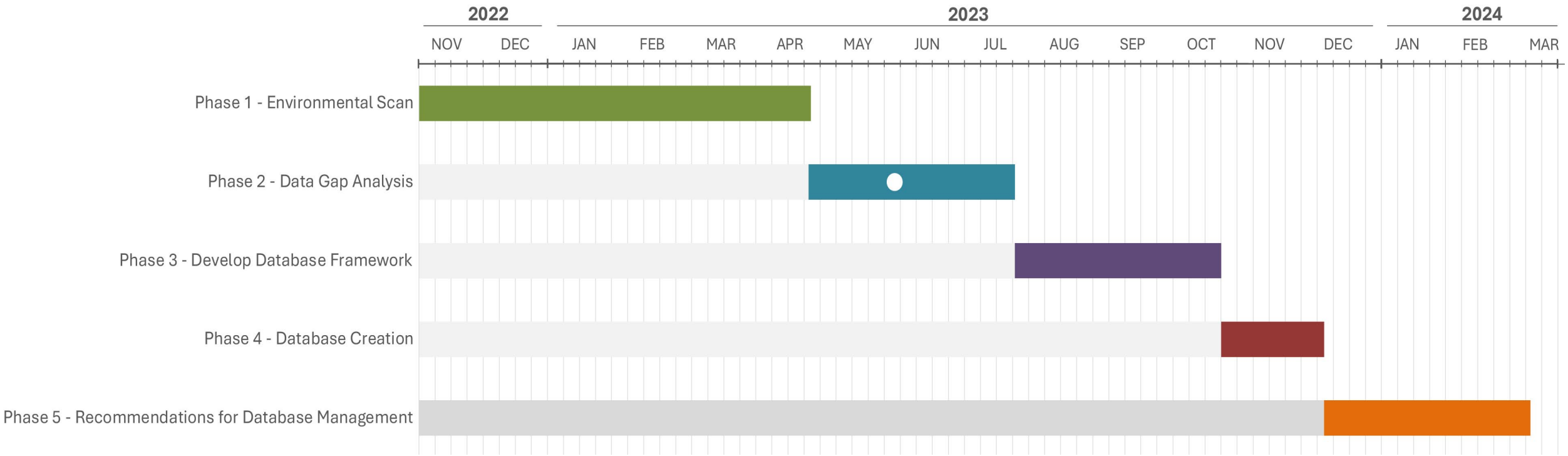


Image Source: CMRB

Scale


PROVINCIAL
COARSE SCALE
LARGE AREA
DESKTOP ANALYSIS
REGIONAL
MEDIUM SCALE
REGIONAL PATTERNS
DESKTOP ANALYSIS
CMRB ESA DATABASE
MUNICIPAL
MEDIUM-FINE SCALE
LOCAL COVERAGE
DESKTOP ANALYSIS
LOCAL KNOWLEDGE
SITE
FINE SCALE
SITE SPECIFIC INVENTORIES
FIELD ASSESSMENT

Timeline


2022
2023
2024
NOV
DEC
JAN
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MAR
APR
MAY
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MAR
Phase 1 - Environmental Scan
Phase 2 - Data Gap Analysis
Phase 3 - Develop Database Framework
Phase 4 - Database Creation
Phase 5 - Recommendations for Database Management

Regional ESA Criteria

WATER

SPECIES + HABITATS

BIODIVERSITY

OTHER ECOSYSTEM SERVICES

Benefits of ESAs | Water

- Protection from flooding
- Protect drinking water quality
- Protection from erosion
- Reduce infrastructure damage + costs

Image source: Lyle Aspinall, Calgary Sun, QMI Agency 2013

Benefits of ESAs | Species + Habitats

- Preserve intact habitat supporting wide range of species
- Habitat loss is a key threat to native species and species of concern

Image source: Larry Lowry via CBC News 2013

Benefits of ESAs | Biodiversity

- Biologically diverse systems are more resilient to disturbance
- Intact ecosystems are more likely to retain their function
- Rare and unique features contribute to regional identity

Image source: Nature Canada n.d.

Benefits of ESAs | Other Ecosystem Services

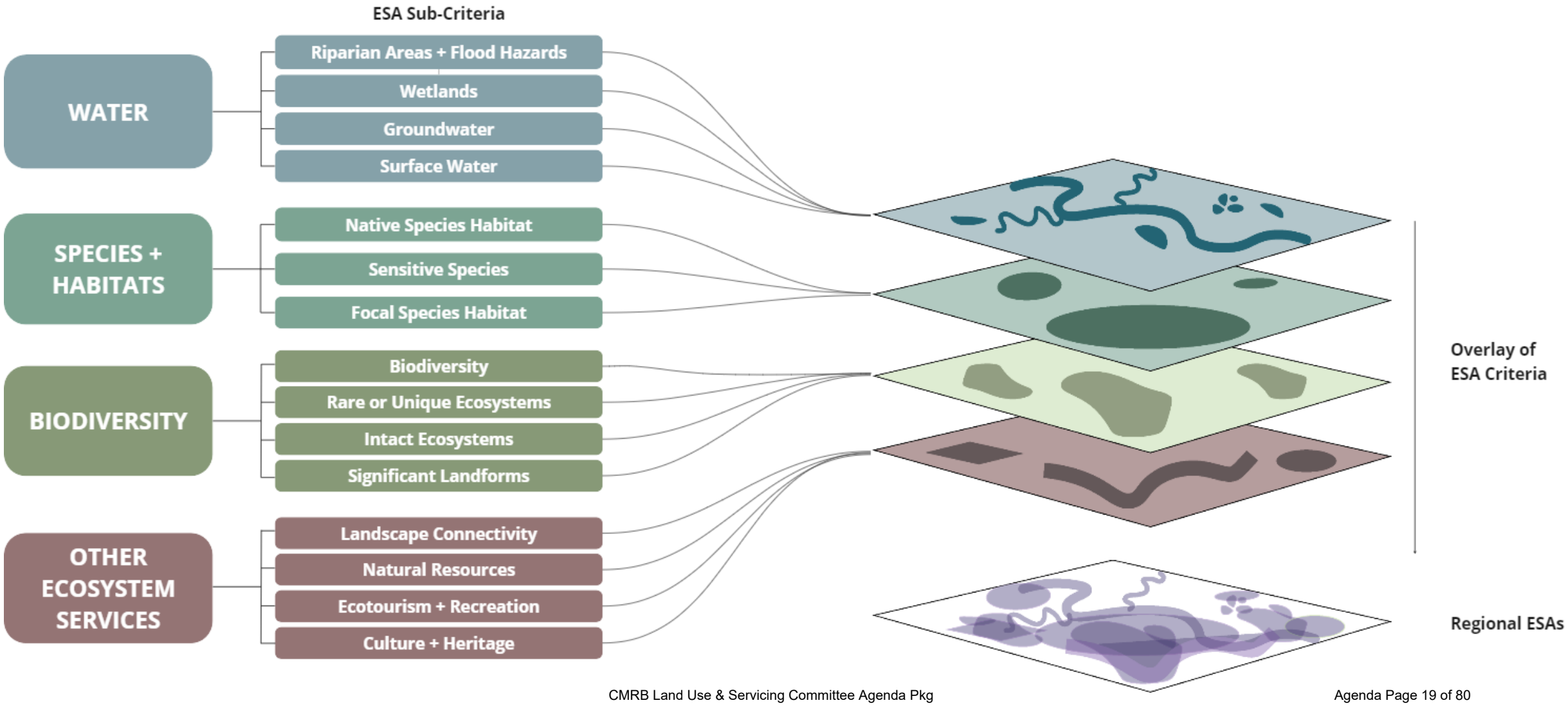
- Provide recreational opportunities
- Preserve cultural or heritage value
- Support regional tourism
- Climate Change Mitigation

Image source: Shutterstock via Curiocity 2021

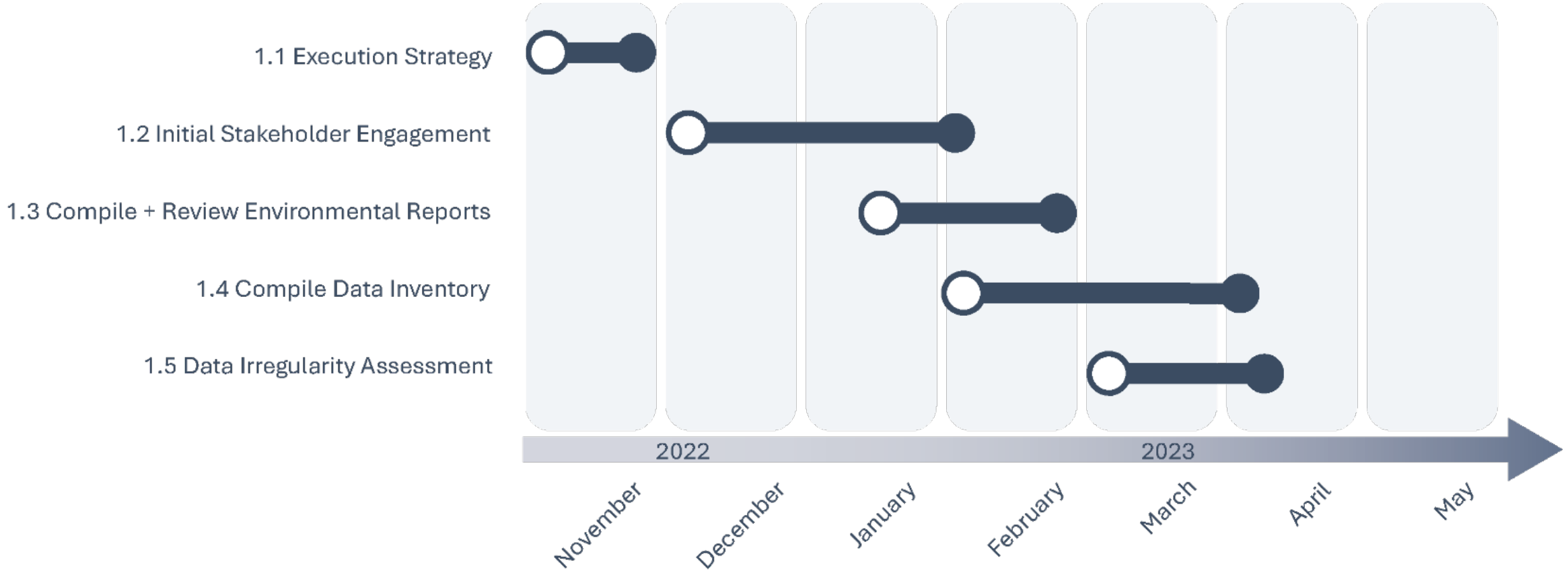
Benefits of a Regional ESA Database

Who would use the tool?	Why would it be used?
CMRB Members	Supporting regional studies (water, triple bottom line), ESG goals, and Growth Plan commitments
Planners & Developers	To inform the planning process and provide high-level context prior to investment
Landowners & General Public	Knowledge-building and education

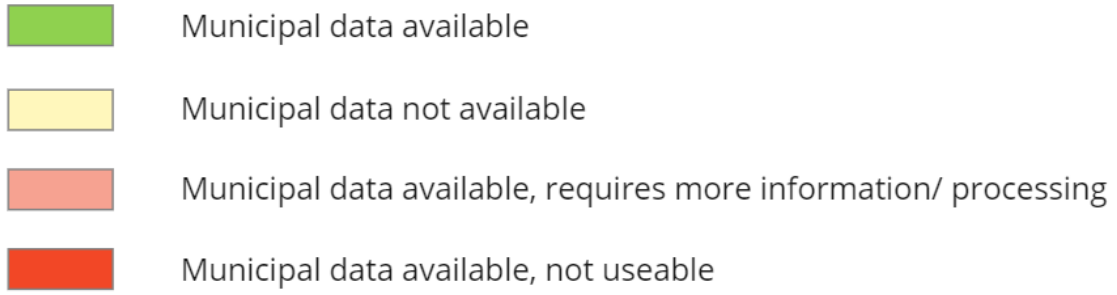
Framework Overview



Phase One Timeline



Municipal Data

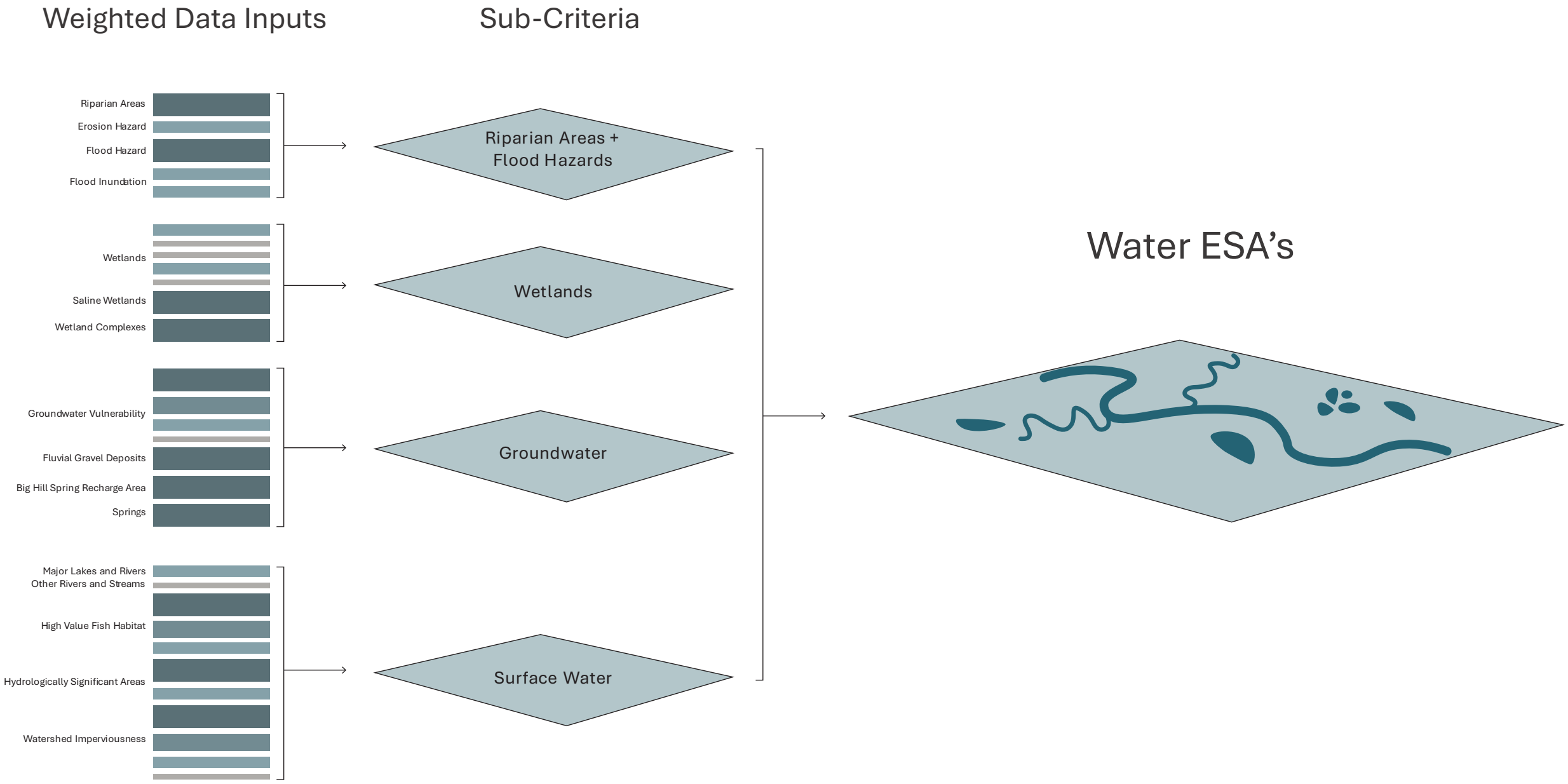


	Airdrie	Calgary	Chestermere	Cochrane	Foothills	High River	Okotoks	Rocky View
DEM	1m	2m	1m	0.5m	1m	0.5m	0.5m	10m
Contours	derive from DEM						1m, 5m, 0.5m	2m
Aerial Imagery	0.1m (2022)	0.1m (2022)	0.075m (2022)	0.225m (2022)	0.25m (2021)		0.075m (2022)	
Land Use								
Land Cover								
Landforms								
Hydrology								
Flood Hazard								
Wetlands								
Parks and Protected Areas								
Riparian Health								
Ecological Inventory								
ESA/ Ecological Hotspots								
	regional model							
Connectivity								
	regional model							
Water Quality								

Initial Stakeholder Engagement

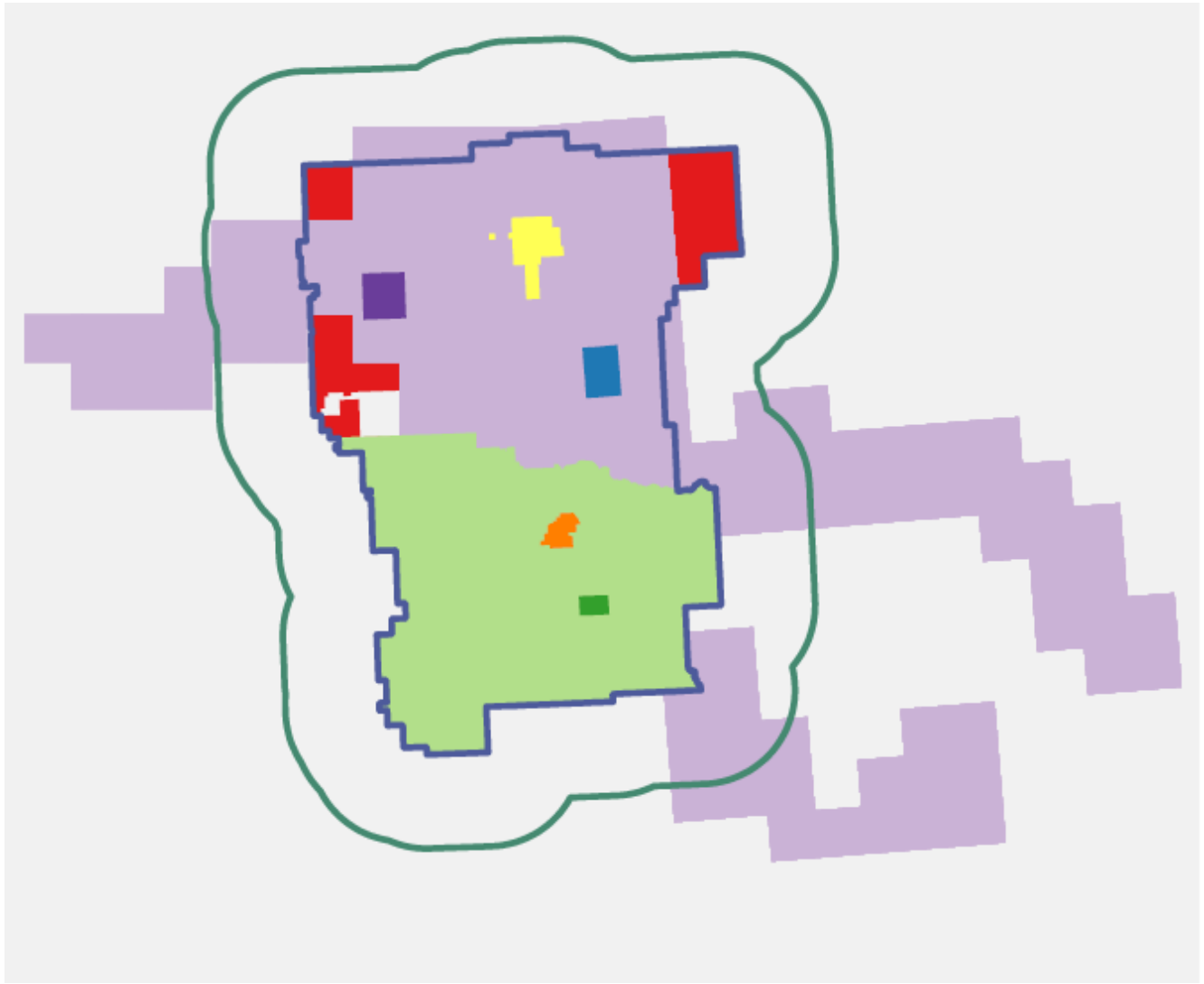
~15 Technical Stakeholders Engaged

- NGO's
- Academics
- Government


Weighted Data Inputs
Sub-Criteria
Riparian Areas
Erosion Hazard
Flood Hazard
Flood Inundation
Riparian Areas + Flood Hazards
Wetlands
Saline Wetlands
Wetland Complexes
Wetlands
Groundwater Vulnerability
Fluvial Gravel Deposits
Big Hill Spring Recharge Area
Springs
Groundwater
Major Lakes and Rivers
Other Rivers and Streams
High Value Fish Habitat
Hydrologically Significant Areas
Watershed Imperviousness
Surface Water
Water ESA's

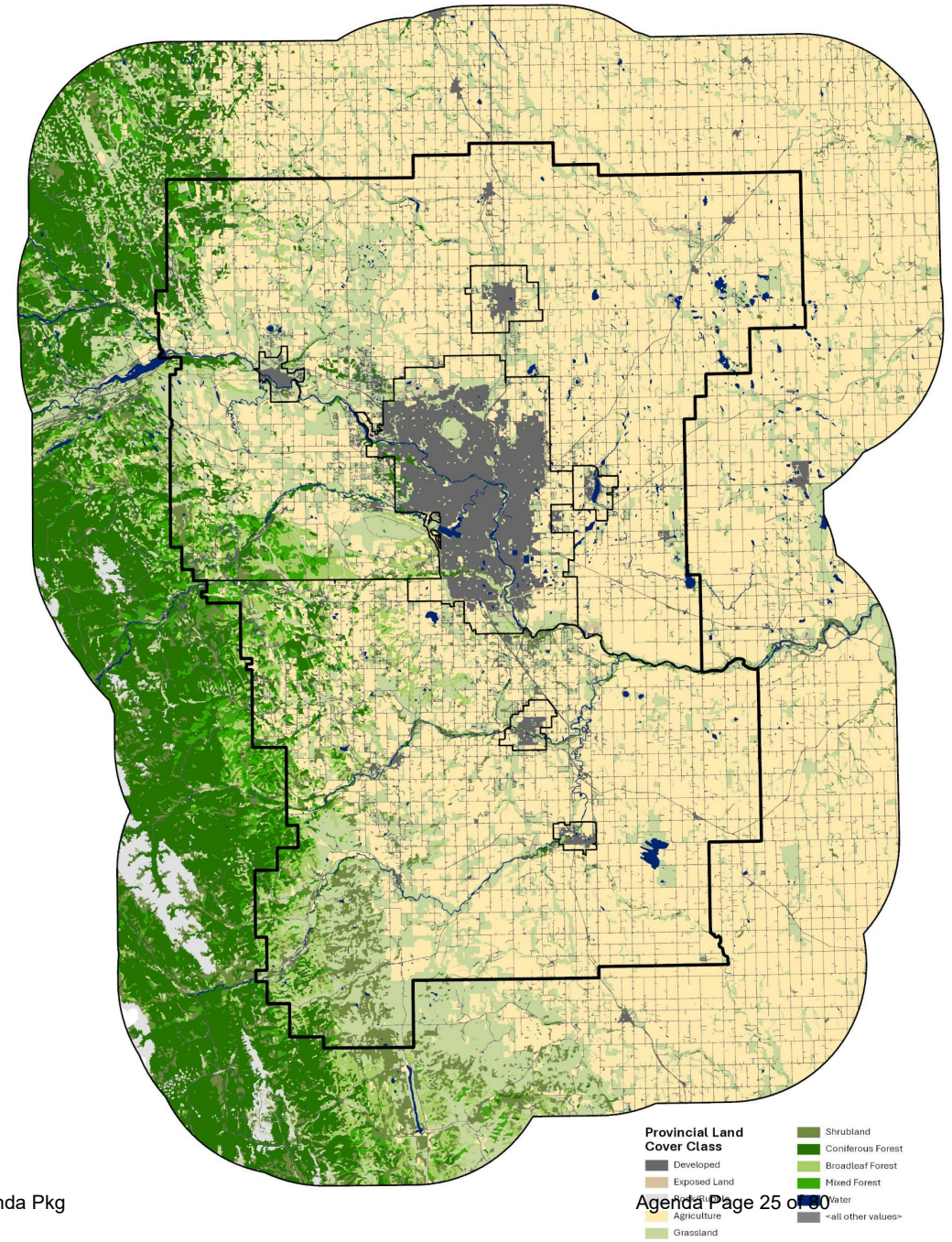
Compiled Data
DEM

- Mosaic dataset resampled to 1m
- Regional coverage



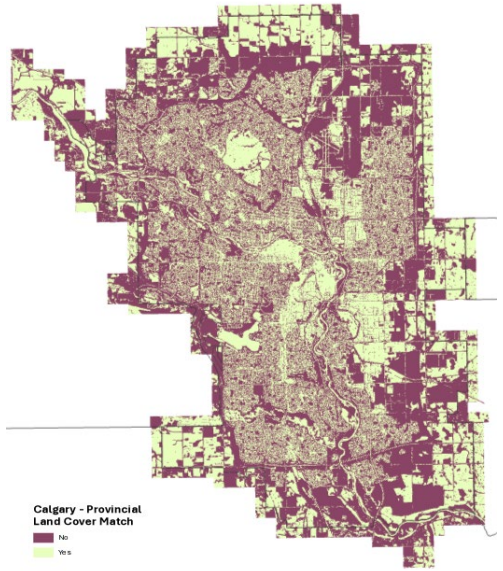
Compiled Data
Land Cover Example

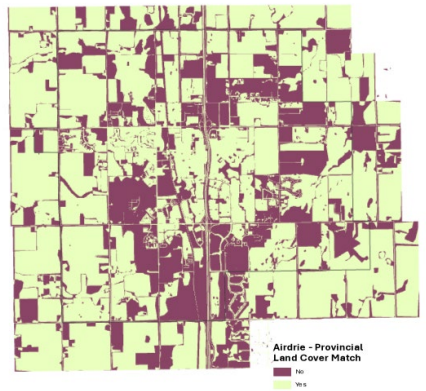
- Provincial Land Cover not updated since 2010
- Over/under -estimates developed area
- Does not include wetlands

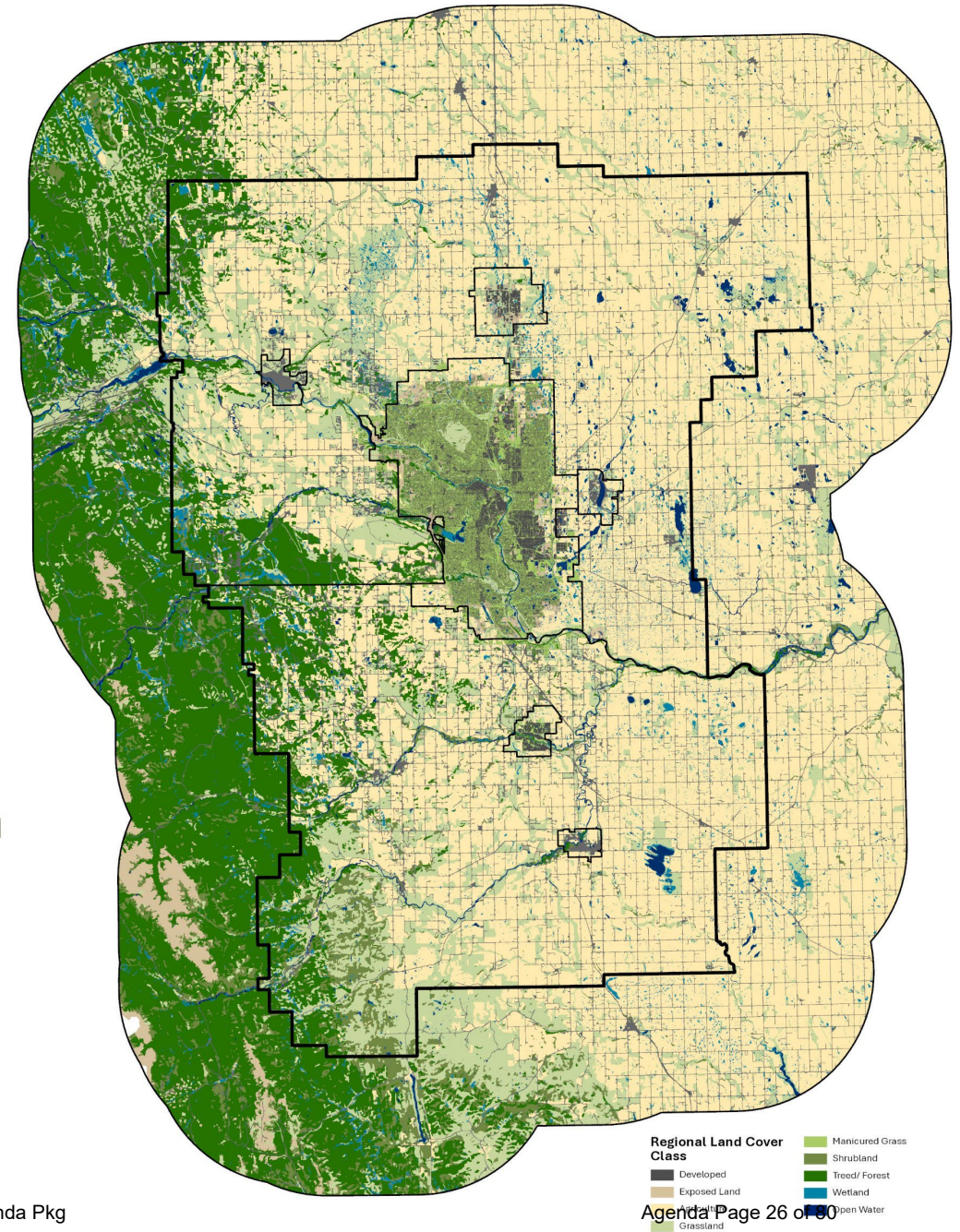


Compiled Data
Land Cover Example

- Compiled Regional Land Cover Classes
- Incorporates municipal land cover where available
- Areas of mismatch between Provincial and municipal land cover (below)







Next Steps

- Data Gap Analysis
- ESA Identification + Assignment
- ESA Functional Units
- Database Design
- Online Dashboard for Review

Calgary Metropolitan Region Board

Agenda Item	**6**
Submitted To	**Land Use & Servicing Committee**
Purpose	**For Discussion**
Subject	**Draft Measuring and Monitoring Framework**
Meeting Date	**June 8, 2023**

That the Committee discuss the draft Measuring and Monitoring Framework and provide feedback to CMRB Administration on key questions

Summary

- Throughout the development of the Growth Plan, the Board expressed a desire to take an evidence-based approach to regional planning.
- The Board has set a vision and associated goals that identify the results it aims to achieve through its regional planning efforts.
- Reporting on changes in key performance indicators (KPIs) is one way to check-in and determine if the work of the Board is "bending the curve" on trends in the region (Are we making a difference overall?).
- Monitoring the implementation of strategies/actions that the Board takes can determine if the Board is achieving the intended results or outcomes (Are our policies and specific strategies working?).
- This framework also identifies other regional "trends to watch" that may influence Growth or Servicing Plan updates (What else do we need to consider?).
- Reporting on KPIs and strategy outcomes work together to tell a story about whether intended results are being achieved.
- This framework outlines an approach to measuring and monitoring that supports the identification of data gaps and the level of resources necessary to report to the Board on outcomes.
- Once LUSC feedback has been received, CMRB Administration will gather costs and timelines for filling data gaps and other updates.
- CMRB Administration will report back and finalize the measuring and monitoring framework for a further review by LUSC.

Attachments

- None

1. Background

With the Growth Plan approved by the Minister of Municipal Affairs, CMRB Administration has been working with the Land Use Technical Advisory Group (TAG) and other internal and external sources on developing a measuring and monitoring framework. To prepare key performance indicators (KPIs) for Board discussion, CMRB Administration created a KPI workbook which was circulated to TAG for feedback. The KPI workbook was given an initial review on November 25, 2022, and a more detailed review on December 16, 2022. A summary of the work to date was presented to the Board at its strategic session in January 2023.

Since January 2023, CMRB Administration has been in contact with experts in municipal administrations, potential modelling firms, the Government of Alberta, and other individuals and organizations to determine:

- The scope and direction of an implementation and monitoring program to support the Board in making evidence-based decisions and the improvement of CMRB policies and approaches over time,
- Potential KPIs and strategy results/outcomes to focus reporting on, and
- Data sources, both available and potential.

CMRB Administration also researched best practices around measuring quality of life improvements at the regional scale with support from municipal experts.

The following overview was discussed at the May 12, 2023 Land Use TAG meeting and additional comments incorporated.

2. Definitions

For the purposes of this CMRB report, the following definitions are used. These definitions are adapted from *Trying is Not Good Enough: How to Produce Measurable Improvements for Customers and Communities* by Mark Friedman (See especially Chapter 2). For the purposes of this report, "regional" or "regional scale" has been used as a substitute for "population," which is the term used in the book's definitions:

a. **Regional result, goal, or outcome**: a condition of wellbeing stated in plain language such as "prosperous economy" or "safe community." These are the Board's identified goals.
b. **Regional indicator or benchmark**: a measure that helps quantify the achievement of a result. Changes in indicators help to quantify if a population result, goal, or outcome is being achieved. These indicators are trends where the Board seeks to "bend the curve." For example, the reduction of vehicle kms travelled (VKTs) is an indicator that the Growth Plan's growth management policies may be having their intended effect of reducing distances travelled in a vehicle.
c. **Strategy:** a coherent set of actions that have a reasoned chance of producing results, such as the installation of streetlights to make people feel safer. These actions are the policies, processes, and advocacies that lead to results. For

example, the density targets set in the Growth Plan create change that produces direct results.

3. Focus of the Monitoring Framework

This monitoring and measuring framework focus is on reporting about the achievement of Board goals as stated in its vision and in the Growth Plan and to support continual improvement. It does not focus on the performance of the CMRB as an organization. The outcome of implementation and monitoring would be to:

- inform the Board about how the region is changing by measuring select KPIs and regional trends,
- review the implementation of the Growth Plan and its strategy outcomes,
- ascertain the likely role CMRB strategies are playing in those results, and
- provide recommendations for how the CMRB should adapt its strategies given the results.

This framework focuses on:

1. Reporting results - KPIs and CMRB strategy outcomes/results
2. Identifying other regional trends that may influence the Growth and Servicing Plans
3. Data development and next steps

4. Reporting Results

During the process of developing the Growth Plan, substantial work was done with the Board to determine Board goals (see the approved Board Vision and Growth Plan Section 2.6 CMRB Regional Vision). The measuring and monitoring framework focuses on two areas to determine if the Board is achieving its goals:

- Reporting on KPIs to determine if regional scale trends are shifting in ways that indicate the Board is achieving its goals.
- Reporting on strategies to inform the Board if its policies, advocacy, or other approaches are having the intended outcomes.

It should be noted that the CMRB is not the only group influencing changes in how residents and businesses experience life in the region. As an example, policies the Board implements may influence the number of vehicle kilometres travelled (VKTs) in the region through its growth management policies ("bend the curve"), but there are also other factors that influence the number of VKTs such as the amount of people shifting to working remotely. The CMRB cannot completely control changes in regional trends, but it is important to understand if the work of the Board is contributing to changes in regional trends.

5. Measuring Regional Benefits (KPIs)

As described in the Growth Plan, there are specific metrics presented that summarize the benefits of the Plan's growth management strategies. These

strategies include increasing the density and intensity of land uses and focusing on more complete communities. How would we know if this strategy is working? Are we making a difference?

KPIs are identified in the Growth Plan as metrics, as shown in Growth Plan Table 3 below. The purpose of monitoring these KPIs over time is to identify if change is occurring as expected. As noted above, the strategies and actions of the CMRB are only one influence that would affect these KPIs, so reporting on measuring and monitoring would require reflection about what else is happening in the region that could also be influencing the KPIs.

Table 3: Benefits of Compact, TOD and Synthesis Scenarios Compared to Business as Usual Scenario

METRIC	PLACETYPE		
	COMPACT	TOD	SYNTHESIS
	% Reduction Compared to the Business as Usual Scenario		
Land Consumption per household	31%	47%	41%
Vehicle km traveled per household	35%	32%	31%
Road and Infrastructure Cost per household	40%	38%	36%
Water Consumption per household	25%	24%	23%
Energy Cost per household	20%	19%	19%
Total Carbon per household	29%	28%	27%

CMRB Administration recommends focusing on the specific KPIs denoted in the Growth Plan above. Reporting on KPIs should occur every five to 10 years in advance of Growth Plan and Servicing Plan updates. It takes time for population-level changes to occur in a noticeable way, so reporting on these more often is not an efficient use of resources. Reporting would show select regional trends related to the Board's goals but would also discuss the various influences that may be affecting these trends. This reporting would advise the Board to what degree the Board's strategies (policies, advocacies, etc.) were implemented and if the Board's strategies had their intended effect.

6. Measuring CMRB Strategies

The purpose of measuring strategies is to determine if the CMRB is creating the specific outcomes/results that it intended through approval of policies, advocacy work, and other strategies. If these strategies are effective, they should influence regional trends (KPIs) over time.

6.1 Growth Plan & Servicing Plan

A core strategy of the Growth Plan is growth management, the notion that "certain things go in certain places." As noted in the Growth Plan, the more the region moves to

Preferred Placetypes (certain things) in Preferred Growth Areas (certain places), the greater the regional benefits are expected to be.

The following tables provide an overview of ways to measure and monitor Growth Plan strategy implementation. They were developed to support a greater understanding of baseline information, data gaps, and to develop a more collective understanding about how to measure and monitor the effectiveness of the CMRB.

Growth Plan Strategies	**SAMPLE Key Performance Indicator (What do we want to change?)**	**Notes**
Blueprint for Growth (Growth Management)		
Direct growth to Preferred Growth Areas	- Greater growth of the people and jobs in Preferred Growth Areas compared to baseline (by proportion and/or by absolute numbers) - Fewer new areas of significant population and employment growth are approved outside of preferred growth areas	- Baseline (2018) population and employment projections does not include growth areas. - Future population and employment projections must consider Preferred Growth Areas and Preferred Placetypes
Increase the number of people and jobs in Preferred Placetypes	- Greater growth of people and jobs in Preferred Placetypes compared to baseline (by proportion and/or by absolute numbers)	- It is not known where Preferred Placetypes are located as a baseline. Municipal Development Plans will be updated to provide this information.
Create higher density, more complete communities in greenfield areas	- Increase in the minimum planned and built density in Masterplan Communities Placetype - Increase in the number and quality of complete greenfield communities in the region	- The Growth Plan provides a summary of the qualities of a complete community but does not provide specific indicators. Reporting on this strategy will likely be more qualitative than quantitative
Promote transit-supportive development	- Increase in the amount of TOD development in the region (Use of the TOD Placetype) - TOD Placetypes meet minimum planned and built density requirements - Development in Preferred Placetypes coordinates land use and transit	- The Growth Plan provides a summary of the qualities of transit-supportive communities and developments but does not provide specific strategies - The RTTMP should provide more refined strategies to promote transit within the region

Growth Plan Strategies	SAMPLE Key Performance Indicator (What do we want to change?)	Notes
	- Greater opportunities to take transit - Greater access to transit across the region	- Indicators could be based on the focus of RTTMP strategies
Support redevelopment in built areas	- Increase the amount of population and employment in built areas of the region (by proportion and/or absolute numbers)	- The Infill and Redevelopment Placetype does not have specific policy strategies associated with it, so there will be fewer outcomes to report on that link directly back to GP policy
Increase collaboration and decrease conflict in high-growth areas	- Agreement on growth patterns via the approval of Context Studies - Greater regional collaboration occurs related to servicing in JPAs - Reduced numbers of MGA Section 690 and REF challenges	- None
Economic Wellbeing		
Support Employment Growth	- Sufficient available industrial lands to support economic growth - Increase in economic development along/associated with provincial and federal infrastructure - Exceptions to GP Policies are used to support unique economic development opportunities	- Baseline information about employment areas is lacking as Municipal Development Plans must define and identify "sufficient" economic development land (GP policy 3.2.1.1). These need to be updated within 3 years of GP approval. - The RTTMP is examining more detailed strategies around protecting and optimizing goods movement (following GP policy 3.2.2.1) - The Board's current work on economic development may offer detailed strategies around regional economic development
Protect and Enjoy the Environment		
Decrease the number residents and businesses	- Reduced flood damage in Flood Hazard Areas	- GP Policy 3.3.1.3 focuses on mitigating flood damage in the 1:200 year flood event level in greenfield areas. This

Growth Plan Strategies	SAMPLE Key Performance Indicator (What do we want to change?)	Notes
located in Flood Hazard Areas		strategy could be specifically measured
Increase awareness and understanding of natural and sensitive areas	- Greater consideration of ESAs in development within the Region	- The ESA database project will provide a greater understanding of what constitutes a regional ESA, where they are located and how they function. This will form a baseline that can be used to track to be determined KPIs - ESA database information has been identified as an important input into water studies by consultants
Use water more efficiently	- Greater amounts of multi-residential development with less landscaped area - Reduced water use per capita in member municipalities - Changes in Alberta Environmental and Protected Areas regulations related to water sharing in the region	- The CMRB has completed a study that establishes a baseline of water use per capita in the region. This study could be updated to report on water use.
Shared Services Optimization		
Water and wastewater service delivery are shared more efficiently	- JPA Context Studies, REF applications, and subregional collaborations identify new strategies for greater shared water and wastewater servicing - Member municipalities have/are able to obtain sufficient water licenses or wastewater capacity for projected growth - Changes to water regulations by Ministry of Environment and Protected Areas improve opportunities for collaboration in the CMR region	- Reporting on some indicators would be qualitative, such as overviews of greater collaboration, rather than absolute numbers - Reporting on water and wastewater capacity could be completed through an update to the CMRB Water and Wastewater Servicing Report or more anecdotally
Recreation services are	- Greater numbers of collaborative recreation projects in the region	- Reporting on some indicators would be qualitative, such as overviews of greater

Growth Plan Strategies	SAMPLE Key Performance Indicator (What do we want to change?)	Notes
shared more effectively		collaboration, rather than absolute numbers - Recreation Working Group with mandate to support sharing recreation resources more effectively is identified strategy in GP
Planning for Protection of Regional Corridors	- Greater number/amount of protected corridors - Greater number/amount of multiuse corridors	- Specific results related to protecting regional corridors would require further corridor studies to determine their location and an approach to corridor protection - There is overlap with focus on active transportation and economic development along provincial/federal corridors
Truth and Reconciliation		
Stronger relationships with Indigenous Nations and Communities	- Strengthen relationships and connections between the CMRB and Indigenous Nations and communities - Approved ATR Framework - Sharing of Indigenous stories about the region	- This would be presented in a more qualitative form such as a summary of relationships, but may also include number of meetings and agreements made
Implementation		
Other Goals	- Completed studies identify additional KPIs, strategies for success	- Topic-specific indicators to be determined through the individual studies or reports - Future studies and reports should identify KPIs and methods to report on strategy outcomes

6.2 Other CMRB Studies and Reports

The Board is completing additional studies and reports in other areas of interest to identify more specific goals/objectives and strategies to achieve these goals. Currently, these includes transportation and transit, economic development, and water. When reporting on results, KPIs and strategy outcomes will be updated to include information from other studies as they are identified.

7. Regional Trends to Watch

In addition to the KPIs already presented in the Growth Plan, there are other regional-scale trends the Board may wish to include in its reporting. These trends could be used to identify if the work of the Board is influencing the region in unexpected ways or if there are additional areas of focus for future Growth Plan or Servicing Plan updates. At the time of reporting on KPIs, in advance of Growth Plan and Servicing Plan updates, CMRB Administration will work with TAG and LUSC to further determine the specifics about which trends should be the focus of reporting to the Board.

The table below highlights those areas discussed as having the potential to influence the approach to be taken in Growth Plan updates. In general, these trends are being monitored by other organizations, the data can be derived from existing sources, or they can be reported in a qualitative manner rather than a quantitative manner and the reporting list can be fully refined prior to reporting; however, CMRB Administration appreciates gathering a general understanding of the Board's areas of interest to help CMRB to plan for data and resourcing.

The Board and Committees will continue to determine specific matters for Board advocacy as they arise. In the past these areas of advocacy have included provincial matters such as health care, waste management, water management, and others. These areas tend to be specific or emerging issues rather than regional trends.

Area of Consideration	Examples of Trends to Watch	Rationale
Air Quality	Changes in air quality as reported by Calgary Regional Airshed Zone	The CMRB's approach to growth management may influence air quality if VKTs are reduced.
Alternative Energy	Growth in amount of greenfield land approved for, or converted to, to wind and solar projects (acres)	Growth in wind and solar projects have the potential to have a regionally significant effect on other land uses and environmentally sensitives areas in the region.
Annexations	Annexation for land supply purposes	The Growth Plan is built on the premise that member municipalities have enough land in Preferred Growth Areas to accommodate the next million people.

Area of Consideration	Examples of Trends to Watch	Rationale
Housing Affordability	Median house prices Location and price point of lower cost housing options Affordability in areas of TOD Placetypes	The CMRB's approach to growth management may influence housing affordability. The Board has expressed an interest in having more focus on housing affordability in the future.
Water Quality	Water quality (by location and by water quality parameters) as reported through the Bow River Basin Council	The Board has expressed an interest in having a strong focus on water. Reporting on water quality may help identify a role for the Board in this area and inform future Board strategies related to water quality.

KEY QUESTION: Are there other trends to watch that should be included in the measuring and monitoring reporting that may have an influence on Growth Plan or Servicing Plan updates?

8. Data Development

Nearly all completed and ongoing CMRB reports and studies have identified that having good data is an important aspect of the CMRB's work. Understanding existing/baseline conditions is important to measure change over time. The CMRB has sources of baseline information, including:

- Various background reports completed to support the Growth Plan
- The "Business as Usual" scenario from the development of the Growth Plan
- Growth Plan benefits summary
- 2021 Statistics Canada census data
- DEAL data v1 and v2
- ESA data (under development)
- Annual capture of Altalis parcel fabric
- Various additional municipal and provincial data sets that are publicly available.

In some cases, the data related to reporting on outcomes is not available or is difficult or expensive to create. In these cases, describing outcomes may be sufficient to report on changing trends in the region, or the Board may decide not to report on these outcomes. In other cases where the focus is on relationships, describing outcomes or telling stories may be the best reporting method.

By developing the framework, CMRB Admin has identified data gaps and investigated how to best fill these data gaps. The information provided in the table below is not an exhaustive list of all data gaps as not all indicators have been identified or agreed upon yet; however, it does support CMRB Administration in its planning.

Data Gap	Purpose	Additional Data Uses/Benefits Beyond KPIs	Potential Data Sources Being Considered
Assessment Data	To identify what is built where in the region for Placetype Monitoring (population and jobs) To support a greater understanding of employment growth areas	Inform population and employment baseline and projections Support economic development-related investigations	Municipal Affairs Computer Assisted Mass Appraisal (CAMA) software that all municipalities in the region utilize (except Calgary) to access their assessment data Local groups such as Calgary Real Estate Board – have a wide range of related data Commercial real estate property information databases Pictometry sources - high-resolution imagery providers that offer ancillary info for assessors Model of the CMRB ("digital twin")
Water Use and Availability	To identify trends in water and wastewater use and availability	Inform Regional Water Strategy	Update CMRB Water Use Report – not included in current work plan Update CMRB Water and Wastewater Available report – not included in current work plan Model of the CMRB ("digital twin") – not included in current work plan
Population and Employment Projections	To establish a baseline of projections that include GP growth management strategies	Inform most CMRB studies and reports by providing a baseline or projection of population and employment	Update CMRB population and employment projects – requires municipal input (already included in CMRB project timelines) Model of the CMRB ("digital twin") – not included in current work plan

Vehicle Kilometres Travelled (vehicle use)	To identify trends in vehicle use as an indicator of meeting needs locally, time spend commuting, etc.	Inform efficiencies of the regional transportation and transit system	Regional transportation model Model of the CMRB ("digital twin") – not included in current work plan
Statistics Canada Data post-2021	To support analytics on a range of topics including housing, employment, transit, mode shares and so on	Smaller units of Statistics Canada data would support the Board in understanding a greater range of key performance indicators and how they compare against a 2021 baseline	2026 Statistics Canada information (i.e., certain key performance indicators could not bereported on before 2027 when data is released). Would require external support to complete analysis Model of the CMRB ("digital twin") – not included in current work plan

As noted above, there are ways to acquire data sets through internal and external organizations at a range of costs and levels of effort by CMRB and municipal administrations.

KEY QUESTION: To help plan for resourcing, does the Committee wish to seek proposals on the development of a digital twin model of the CMR?

9. Next Steps

Once LUSC has provided its input and feedback,

- CMRB Administration will continue its engagement with TAG and other external organizations/experts to finalize an implementation and monitoring framework for review and approval by the Board through its normal processes.
- CMRB Administration will identify the costs and timelines to filling data gaps related to KPIs of greatest interest to the Board and to measuring the specific outcomes and results of the CMRB's strategies, as approved in the Growth Plan, Servicing Plan and other studies or reports.

10. Recommendation

That the Committee discuss the draft Measuring and Monitoring Framework and provide feedback to CMRB Administration on key questions

Agenda Item	**7**
Submitted to	**Land Use and Servicing Committee**
Purpose	**For Information**
Subject	**Scoping Regional Transportation & Transit Master Plan-Draft Objectives**
Meeting Date	**June 8, 2023**

That the Committee recommend to the Board approval of the draft objectives of the Regional Transportation and Transit Master Plan, and direct CMRB Administration to work with subject matter experts and TAG to develop a corresponding scope of work for the Regional Transportation and Transit Master Plan

Summary

- A Regional Transportation and Transit Master Plan (RTTMP) is identified in the Growth and Servicing Plans as playing a significant role in understanding important regional systems, identifying ways to realize regional benefit, and offering direction to the Board on potential future initiatives or studies.
- The ongoing Scoping the RTTMP project enables CMRB Administration to retain subject matter experts in the fields of transit and transportation to establish the goals, direction, and objectives of the RTTMP. CMRB Administration has retained Leading Mobility and TransCan Engineering Ltd.
- Following the engagement of Transportation and Transit Technical Advisory Group (TAG) and other municipal experts, a municipal policy inventory and a jurisdictional scan of regional mobility policy in other regions of Canada, the SMEs developed draft objectives for review and discussion. Input from an April 21, 2023 TAG meeting was incorporated into draft objectives, which were discussed and prioritized in a workshop held on May 11, 2023 with municipal staff and elected officials.
- The findings of that workshop informed revisions in the attached draft objectives for approval by the Land Use and Servicing Committee (LUSC), along with feedback from the TAG in a meeting held May 25, 2023.
- Alberta Transportation and Economic Corridors (formerly Alberta Transportation) has been engaged on the project participating in the working group and continues to support the scoping process.

Attachment

- CMRB Scoping RTTMP Draft Objectives Slide Deck, Leading Mobility
- Refined Objectives for the Regional Transportation & Transit Master Plan – What We Heard Memo, Leading Mobility

1. Project Background

The North Calgary Regional Transportation Study (NCRTS) and the South and East Calgary Regional Transportation Study (S&ECRTS) were adopted and approved by the Board in September 2019 and June 2020, respectively. The studies were developed based on a request from Alberta Transportation to identify and prioritize regionally significant transportation improvement projects with a heavy focus on road improvement projects. These projects were based on current need and considered approved plans in place.

The Growth and Servicing Plans now direct growth in the Calgary Metropolitan Region (CMR) to Preferred Growth Areas (Hamlet Growth Areas, Urban Municipalities, and Joint Planning Areas). The policies of the Growth Plan may influence future travel demand and thus transportation priorities in the future. As noted during the previous studies, regional transportation and transit priorities need to be re-evaluated over time to reflect the implementation of the Growth Plan Preferred Placetypes and Preferred Growth Areas.

The Servicing Plan further recommends completion of a RTTMP as an opportunity for the CMRB to strategically plan for how people and goods will move around in the future within the region and beyond. Best practice indicates that regions benefit from collaboration on multimodal mobility. The external engagement undertaken during the Regional Economic Development initiative currently underway by the Board highlighted one of the key opportunities of a regional board is multimodal transportation planning.

2. Revised Draft Objectives

The LUSC heard from Leading Mobility in March 2023 about the jurisdictional scan completed by the SMEs and learnings from other regions in Canada. Member municipalities were also engaged to understand their vision for what a RTTMP might achieve. Based on this, the SMEs presented draft objectives which were refined with input from TAG and presented to the LUSC and municipal experts in a workshop on May 11, 2023. The feedback from that workshop, and discussion with TAG on May 25, 2023, resulted in revised draft objectives. The results of this workshop are summarized in the following attachment. This document represents deliverable 2 of 3 deliverables in the project.

The revised draft objectives for the RTTMP are listed below in Table 1, with the degree of support based on the prioritization exercise on May 11, 2023. Additional information about what we heard in the workshop can be found in the memo from Leading Mobility, attached.

Table 1: Revised Draft Objectives for RTTMP

Revised Draft Objective	Degree of Support at Workshop
Refined Objective 1a: Develop a multimodal transportation network that connects preferred growth areas and nodes along regional corridors to support the vision of the Growth Plan	High
Refined Objective 1b: Create a board-approved list of regionally significant multimodal transportation priority projects	High
Refined Objective 2a: Reduce infrastructure and climate costs for CMRB members and partners over time by optimizing the transportation network.	Moderate
Refined Objective 2b: Develop collaborative approaches for CMRB municipalities to facilitate a multimodal regional transportation network and services in the future	Moderate
Refined Objective 3a: Provide an effective multimodal regional transportation network that allows for the efficient movement of goods along with reliable access to jobs, healthcare, education, recreation and tourism hubs	High
Refined Objective 3b: Prioritize and respect agricultural corridors to support the regional agricultural economy.	Moderate
Refined Objective 3c: Enhance multimodal connections from preferred growth areas to employment hubs, such as the Calgary International Airport, intermodal logistics facilities, industrial/manufacturing hubs, post-secondary and healthcare institutions, and large retail sites.	Moderate
Refined Objective 4a: Provide a multimodal transportation system that produces fewer GHG emissions to reduce the environmental impact of transportation.	Lower
New Objective 4b: Develop a regional transportation system supporting affordable and accessible mobility options to promote an inclusive, equity-based movement of people	Lower

3. Next Steps

Should the LUSC and Board approve the draft objectives as written, the SMEs will work with Transportation and Transit TAG to create a scope of work which will advance the RTTMP objectives The SMEs will report back to the LUSC and the Board in Q3 2023 with a scope of work, estimated budget, and approximate timeline (Deliverable 3). Once approved by the Board, the scope of work would be used to create a request for

proposals for posting to Alberta Purchasing Connection to secure a qualified consultant to begin the RTTMP project in 2024.

Should the LUSC or Board not approve the draft objectives, CMRB Administration, SMEs, and TAG will work to refine the objectives per the direction.

4. Recommendation

That the Committee recommend to the Board approval of the draft objectives of the Regional Transportation and Transit Master Plan, and direct CMRB Administration to work with subject matter experts and TAG to develop a corresponding scope of work for the Regional Transportation and Transit Master Plan.

RTTMP Objectives

CMRB Land Use and Servicing Committee

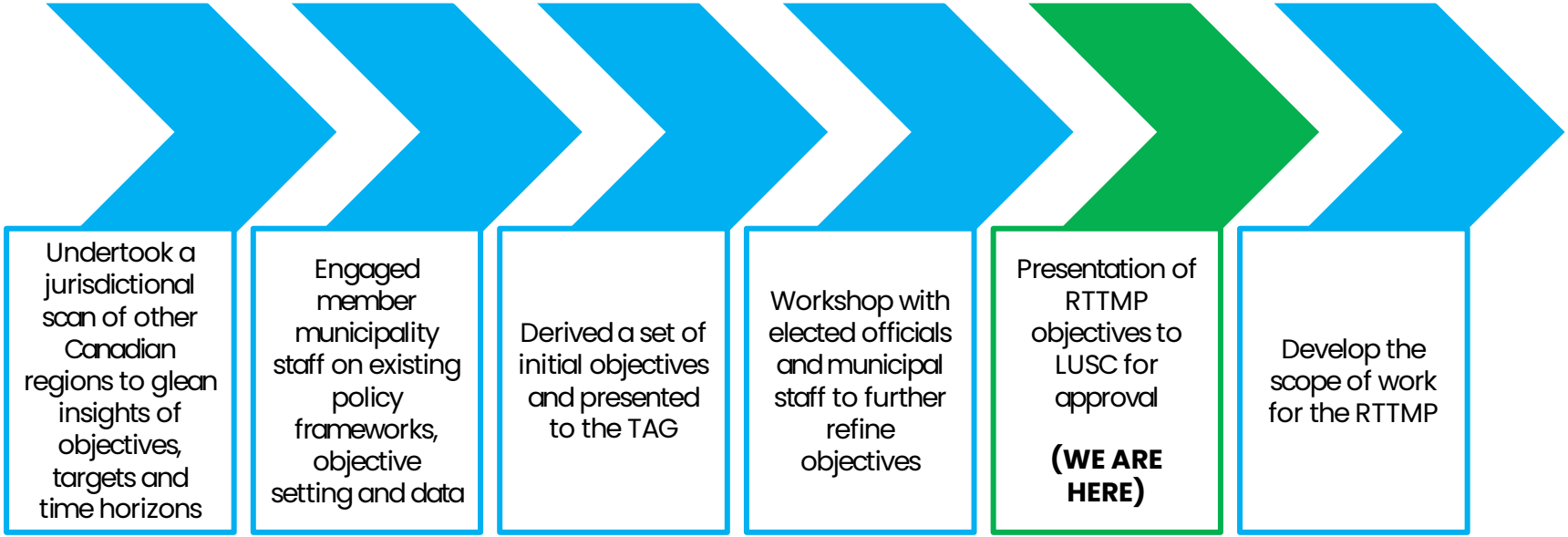
June 8, 2023

Agenda Item 7i

Recommendation

- CMRB administration seeks LUSC recommendation to the Board to approve the draft objectives of the Regional Transportation and Transit Master Plan (RTTMP), and direct CMRB Administration to work with subject matter experts and TAG to develop a commensurate scope of work for the RTTMP

Process


Undertook a jurisdictional scan of other Canadian regions to glean insights of objectives, targets and time horizons
Engaged member municipality staff on existing policy frameworks, objective setting and data
Derived a set of initial objectives and presented to the TAG
Workshop with elected officials and municipal staff to further refine objectives
Presentation of RTTMP objectives to LUSC for approval
(WE ARE HERE)
Develop the scope of work for the RTTMP

Guiding Principles for RTTMP Objectives Development

4 Pillars to Define RTTMP Objectives

Develop a **regionally significant, multimodal transportation network**

Pursue **efficiency in the planning and delivery** of the regional transportation network

Ensure the transportation network **supports regional competitiveness**

Build a **sustainable and affordable** transportation network

1 Develop a **regionally significant, multimodal transportation network**

1a Develop a multimodal transportation network that connects preferred growth areas and nodes along regional corridors to support the vision of the Growth Plan

Potential CMRB opportunities for exploration:

- Define Transit-Oriented Development (TOD) as it relates to reshaping communities centered on preferred place types
- Advance the planning and build out of regional transit to foster and cultivate mixed use and transit-oriented development in preferred growth areas
- Advance the planning and build out of active transportation and public transit within municipalities to regional mobility hubs to provide regional multimodal connectivity
- Collect data to inform decision-making and measure progress on delivering growth and servicing outcomes in the Growth Plan
- Strengthen mobility policies in future updates of the Growth and Servicing Plan
- Confirm regionally significant transportation and servicing corridors and move forward with studies to design and protect them.

WHAT WE HEARD

- Municipalities strongly believed this was the most important objective and that there were many opportunities for the CMRB
- The original opportunities were too transit-focused and should better reflect all modes
- Municipalities want to optimize the existing network before building new, costly infrastructure

1 Develop a **regionally significant, multimodal transportation network**

1b Create a board-approved list of regionally significant, multimodal transportation priority projects

Potential CMRB opportunities for exploration:

- Define 'regionally significant' transportation infrastructure using a series of metrics
- Speak with a single regional voice for regional transportation priorities
- Prioritize projects based on the short, medium and long-term needs of the region
- Advocate for funding from other orders of government, based on the prioritized multimodal list (with periodic updates)
- Protect lands, corridors and right-of-ways for future regionally significant transportation infrastructure and associated servicing
- Define the role of the CMRB in the planning and development of intraregional and interregional transportation projects

WHAT WE HEARD

- Municipalities were well-aligned and recognized this objective's importance in acquiring funding from senior levels of government
- Create an opportunity specifically focused on prioritizing regionally significant infrastructure
- The final opportunity was originally an objective, but some municipalities felt it to be more of an opportunity under this objective

2 Pursue **efficiency in the planning and delivery** of the regional transportation network

2a Reduce infrastructure and climate costs for CMRB members and partners over time by optimizing the transportation network

Potential CMRB opportunities for exploration:

- Work with Alberta Transportation & Economic Corridors to fund necessary enhancements to new and existing economic corridors with a focus to accommodate future growth
- Optimize existing infrastructure outside of economic trade corridors by investing in multimodal transportation modes (e.g. walking, cycling and transit)
- Work towards creating compatible connections between regional economic corridors and municipal transportation networks
- Explore methods to evaluate the climate impact of new projects, or evaluate trade-offs for not implementing them

WHAT WE HEARD

- Remove maintenance from the objective to reflect this as a responsibility of municipalities
- Reflect societal costs, especially climate change, for not pursuing a regionally significant, multimodal transportation network
- Aspire to have sustainable and affordable transportation networks, like transit and cycling, be used for trip purposes beyond commuting

2 Pursue **efficiency in the planning and delivery** of the regional transportation network

2b Develop collaborative approaches for CMRB municipalities to facilitate a multimodal regional transportation network and services in the future

Potential CMRB opportunities for exploration:

- Work with municipalities to support the delivery of regionally significant transportation projects collaboratively at the most appropriate scale (e.g. bi-lateral, sub-regional, regional). Regionally significant projects would be defined in the RTTMP.
- Establish regional policy frameworks (e.g. regional transit service standards) that provide a consistent standard of service appropriate to the scale of the preferred growth areas

WHAT WE HEARD

- Previous version had facilitating a borderless approach through a governance structure; some municipalities felt that this was too soon
- The second opportunity should reflect the varying levels of transit service already in place in some growth areas in addition to establishing new service in emerging growth areas

3 Ensure the transportation network **supports regional competitiveness**

3a Provide an effective multimodal regional transportation network that allows for the efficient movement of goods along with reliable access to jobs, healthcare, education, recreation and tourism hubs

Potential CMRB opportunities for exploration:

- Identify and preserve economic corridors to efficiently facilitate goods movement
- Optimize the transportation network to preserve the efficient movement of people and goods along economic corridors
- Enhance the regional transportation network to enable labour mobility and support access to post-secondary, health, recreational and tourism hubs
- Ensure the regional transportation network enables labour mobility and supports access between employment areas and places where people live

WHAT WE HEARD

- Scored very well in the prioritization exercise at the workshop
- Need to highlight the importance of healthcare and post-secondary institutions in building the regional economy
- Include the movement of people along corridors in the objective and opportunities

3 Ensure the transportation network **supports regional competitiveness**

3b Prioritize and respect agricultural corridors to support the regional agricultural economy

Potential CMRB opportunities for exploration:

- Identify, prioritize and respect agricultural corridors to build economic growth and opportunity in our rural municipalities
- Explore innovative ways to facilitate agricultural movement across regionally significant infrastructure including highways and utility corridors

WHAT WE HEARD

- Remove maintenance from the objective and opportunities to reflect this as a responsibility of the municipalities
- Need to add some focus on how to better move agricultural equipment and goods across significant transportation corridors and infrastructure

3 Ensure the transportation network **supports regional competitiveness**

3c Enhance multimodal connections from preferred growth areas to employment hubs, such as the Calgary International Airport, intermodal logistics facilities, industrial/manufacturing hubs, post-secondary and healthcare institutions, and large retail sites.

Potential CMRB opportunities for exploration:

- Identify gaps and opportunities on priority routes to enhance access and connectivity to facilities that bring our region's goods to market provincially, nationally and internationally
- Identify gaps and opportunities to improve connections for workers commuting to facilities that bring our region's goods to market

WHAT WE HEARD

- Include healthcare, post-secondary and large retail sites as employment hubs, reflecting concerns of flexibility for transportation connections to serve emerging growth areas
- Need to incorporate the movement of workers to employment hubs that drive the region's economy

4 Build a **sustainable and affordable transportation network**

4a Provide a multimodal transportation system that produces fewer GHG emissions to reduce the environmental impact of transportation

Potential CMRB opportunities for exploration:

- Undertake a study of current emission levels in the regional transportation network in order to establish a baseline of GHG emissions; Develop region wide targets for the reduction of transportation related GHG emissions
- Lower vehicle kilometres travelled regionally by investing in transportation network projects (especially public transit) that increase mode choice
- Identify ways the CMRB can encourage the use of alternative fuel/energy sources
- Facilitate capacity building and information sharing between member municipalities with their respective low carbon transition projects and programs
- Identify necessary improvements to infrastructure to ensure that the regional transportation system is resilient to adverse weather conditions as a result of a changing climate

WHAT WE HEARD

- Municipalities saw this as more of an outcome, but agreed it should be a focus
- Incorporate former objective on climate adaptation as an opportunity

4 Build a **sustainable and affordable transportation network**

4b Develop a regional transportation system supporting affordable and accessible mobility options to promote an inclusive, equity-based movement of people

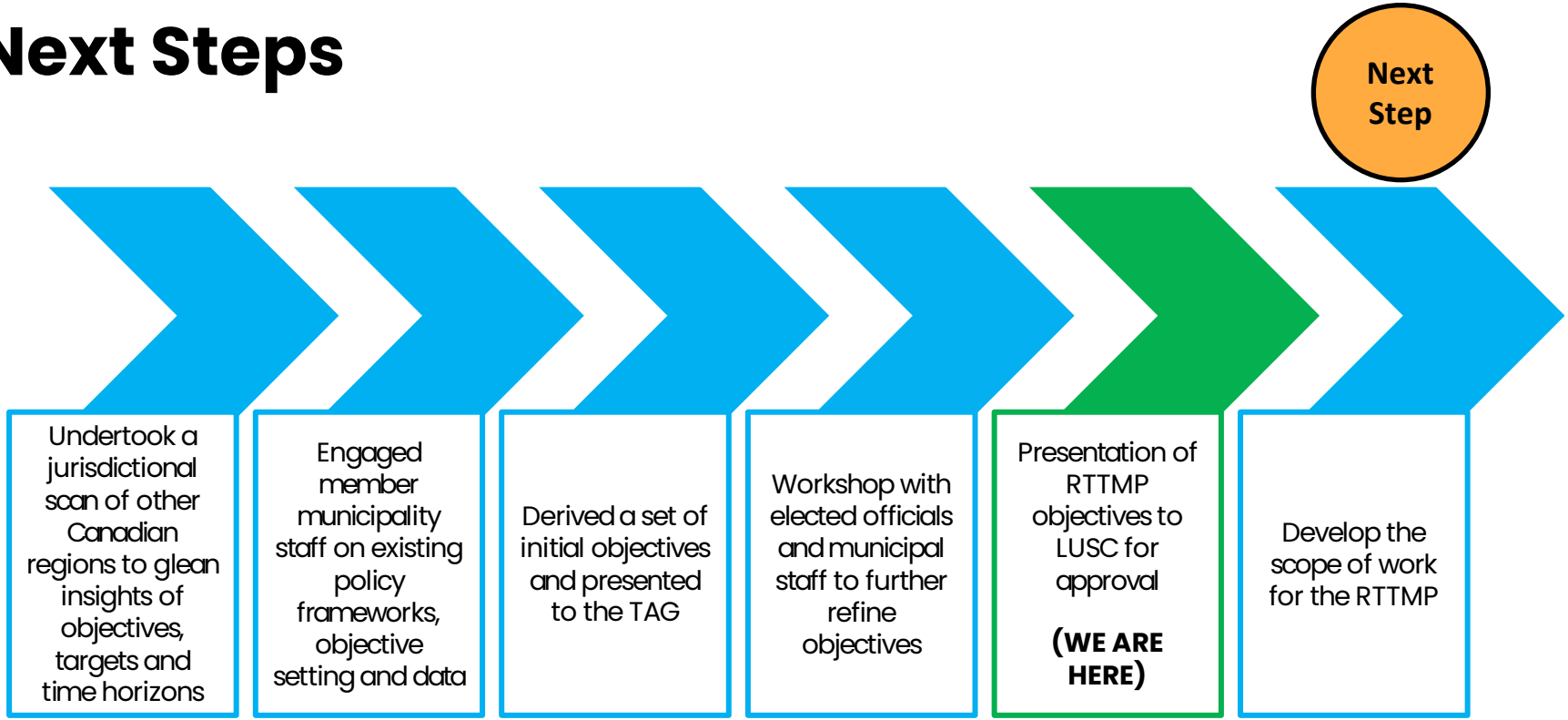
Potential CMRB opportunities for exploration:

- Define affordability as it relates to transportation
- Prioritize affordable mobility options
- Provide transportation mode choice in accessing affordable housing
- Support regional transit collaborations that include local and paratransit services by sharing information and resources, such as support with responding to grant funding applications and/or researching new technologies
- Explore ways to leverage government programs with regional needs and affordability

WHAT WE HEARD

- Strong desire to create affordable corridors consisting of affordable housing and mobility options
- Need better tools to maintain housing affordability, especially in new TOD developments
- Encouraged that this objective remain part of the RTTMP given the funding priorities of the federal government

Next Steps


Next Step
Undertook a jurisdictional scan of other Canadian regions to glean insights of objectives, targets and time horizons
Engaged member municipality staff on existing policy frameworks, objective setting and data
Derived a set of initial objectives and presented to the TAG
Workshop with elected officials and municipal staff to further refine objectives
Presentation of RTTMP objectives to LUSC for approval
(WE ARE HERE)
Develop the scope of work for the RTTMP

LEADING MOBILITY

MEMO

Date: May 29, 2023
To: Calgary Metropolitan Regional Board
From: David Cooper and Chris French, Leading Mobility Consulting
Re: What We Heard - Refined Objectives for the Regional Transportation & Transit Master Plan based on feedback received from the May 11th CMRB RTTMP Objectives Workshop and May 25th TAG Meeting

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May 11th Workshop Attendance:

Attended:
City of Airdrie
City of Calgary
City of Chestermere
Town of Cochrane
Foothills County
Town of Okotoks
Rocky View County

Did Not Attend:
Town of High River
Alberta Transportation & Economic Corridors (Invited but declined due to the provincial election writ period)

Background

The Calgary Metropolitan Regional Board (CMRB) is in the process of scoping its first ever Regional Transportation & Transit Master Plan (RTTMP). The CMRB has engaged the services of Leading Mobility Consulting & TransCan Engineering to assist in the development of the scope of work for the RTTMP. Part of the scoping process includes developing a set of guiding principles and objectives based on the collective vision and values of CMRB member municipalities that will be included in the RTTMP.

A set of guiding principles were developed and were followed by four pillars with multiple objectives, crafted based on multiple rounds of engagement with staff from CMRB member municipalities in Spring 2023. These pillars and objectives were refined and presented to the CMRB along with staff and elected officials from member municipalities at a workshop on May 11, 2023. Staff and elected officials participated in an initial round of discussion on the guiding principles as a whole, followed by a roundtable exercise where workshop attendees were split into smaller groups that rotated between each table and discussed specific objectives by pillar. Following the roundtable discussions, staff and elected officials were invited to participate in a prioritization exercise where they ranked their top three objectives that they thought were most important for inclusion in the RTTMP. Overall, objectives in pillars 1 and 3 gathered the most comments in the prioritization exercise, while objectives in pillars 2 and 4 ranked lower.

This memo outlines feedback gathered from the workshop and presents a series of refined guiding principles and objectives for presentation and approval from the Land Use &

Servicing Committee in June 2023. Recommended changes are presented in this memo with trackable edits (~~strikeout~~ for deletions and red text for additions).

Guiding Principles

1. Advancing the vision of the growth plan
2. Integrating regional and municipal needs in our transportation network
3. Taking a multimodal approach for future investments
4. Defining a future borderless approach in prioritizing regionally significant projects and programs
5. Developing a sustainable vision in the regional transportation plan

What we heard:

- Overall, the LUSC and member municipality staff were satisfied with guiding principles and considered them to be well aligned with the values and vision they held for the RTTMP.
- Feedback was primarily directed to the fourth and fifth guiding principles, with comments on the fourth directed to incorporating content that reflects the user experience of the transit system. At the same time, providing a borderless approach was seen as too aspirational in the objectives discussion.
- Comments on the fifth principle were focused on further defining "sustainability", referencing concerns related to the dissolution of the Edmonton Regional Transit Commission.

Recommendations:

- Replace "borderless" with "seamless" in the fourth guiding principle to reflect some municipalities highlighting this as too aspirational; and
- Update the fifth guiding principle to reflect comments focused on defining sustainability and reference a cooperative approach to regional transportation planning.

Refined Guiding Principles:

1. Advancing the vision of the growth plan
2. Integrating regional and municipal needs in our transportation network
3. Taking a multimodal approach for future investments
4. Defining a future ~~borderless~~ seamless approach in prioritizing regionally significant projects and programs
5. ~~Developing~~ Defining a cooperative, sustainable vision in the regional transportation plan

Pillars & Objectives

Eleven objectives were crafted and grouped into four pillars focused on developing a regionally significant transportation network, pursuing efficiency in planning the network, enhancing economic development and sustainability. Feedback was received on both the pillars and objectives. Refinements to each pillar are provided with a summary of comments received from the LUSC and municipal staff. Each pillar is followed by its objectives that have been refined based on, and with discussion of, comments from the LUSC and municipal staff.

PILLAR 1: DEVELOP A REGIONALLY SIGNIFICANT, MULTIMODAL TRANSPORTATION NETWORK

What we heard:

- All municipalities highlighted that this pillar was the most important of all presented at the workshop and suggested that what constitutes regionally significant transportation infrastructure must be defined.
- Municipalities also believed that many of the draft objectives outside of it could fit here as well, reinforcing its importance.

Objective 1a: Develop a multimodal transportation network that connects growth areas and nodes along regional corridors to support the vision of the Growth Plan

Potential CMRB Opportunities:

- Define Transit-Oriented Development (TOD) as it relates to shaping communities centered on preferred place types
- Advance the planning and build out of regional transit to foster and cultivate mixed use and transit oriented development in growth areas
- Advance the planning and build out of regional transit to provide regional connectivity that does not currently exist
- Collect data to inform decision-making and measure progress on delivering growth and servicing outcomes in the Growth Plan
- Strengthen mobility policies in future updates of the Growth and Servicing Plan
- Confirm regionally significant transportation and servicing corridors and move forward with studies to design and protect them

What we heard:

- Municipalities strongly believed that this objective was the most important in the discussions
- Municipalities felt that the opportunities were too transit-focused and should be refined to achieve a balance between modes
- Municipalities emphasized the need to identify and define corridors in the development of the RTTMP to optimize the network, highlighting increased costs to build in other modes later on, suggesting alignment with the final opportunity

- This objective was strongly ranked in the prioritization exercise receiving 11 comments. Suggested methods to measure progress included modal shift away from single occupant vehicles, and transit ridership on routes and services.

Recommendations:

- Clarify that growth areas and nodes are referring to preferred growth areas and nodes;
- Refine opportunities to include other modes such as active transportation; and
- Monitor progress toward this objective using metrics such as modal shift away from single occupancy vehicles and ridership on transit routes and services.

Refined Objective 1a: Develop a multimodal transportation network that connects preferred growth areas and nodes along regional corridors to support the vision of the Growth Plan

Refined Potential CMRB Opportunities:

- Define Transit-Oriented Development (TOD) as it relates to shaping communities centered on preferred place types
- Advance the planning and build out of regional transit to foster and cultivate mixed use and transit oriented development in preferred growth areas
- Advance the planning and build out of ~~regional transit to provide regional connectivity that does not currently exist~~ active transportation and public transit within municipalities to regional mobility hubs to provide regional multimodal connectivity
- Collect data to inform decision-making and measure progress on delivering growth and servicing outcomes in the Growth Plan
- Strengthen mobility policies in future updates of the Growth and Servicing Plan
- Confirm regionally significant transportation and servicing corridors and move forward with studies to design and protect them

Objective 1b: Create a board-approved list of regionally significant multimodal transportation priority projects

Potential CMRB Opportunities:

- Define 'regionally significant' transportation infrastructure
- Speak with a single regional voice for regional transportation priorities
- Advocate for funding from other orders of government, based on the prioritized multimodal list (with periodic updates)
- Protect lands, corridors and right-of-ways for future regionally significant transportation infrastructure and associated servicing

What we heard:

- Municipalities were well-aligned with this objective, highlighting the importance of creating a collectively prioritized list of projects to advocate for funding from senior levels of government.
- Municipalities stressed the importance of ensuring transportation projects are aligned with land use as defined in the Growth Plan, including employment areas, post-secondary institutions, healthcare facilities and tourism destinations.
- To help define regional significance, some municipalities suggested measuring demand or volumes between particular areas while others contended that the region should look closer at who a corridor is serving.
- This objective received 7 comments in the prioritization exercise, with many highlighting this objective to determine a collective vision for regional transportation.
- Municipalities suggested a series of metrics to determine success, including total investment in regionally significant infrastructure and actual projects constructed.

Recommendations:

- Develop a suite of metrics in the RTTMP to define what constitutes regionally significant infrastructure beyond volume and demand;
- Create an opportunity that speaks to prioritizing regionally significant projects; and
- Incorporate an opportunity focused on the role of the CMRB in significant intraregional and interregional transportation projects (see discussion under former Objective 4c).

Refined Objective 1b: Create a board-approved list of regionally significant, multimodal transportation priority projects

Refined Potential CMRB Opportunities:

- Define 'regionally significant' transportation infrastructure using a series of metrics
- Speak with a single regional voice for regional transportation priorities
- Prioritize projects based on the short, medium and long-term needs of the region
- Advocate for funding from other orders of government, based on the prioritized multimodal list (with periodic updates)
- Protect lands, corridors and right-of-ways for future regionally significant transportation infrastructure and associated servicing
- Define the role of the CMRB in the planning and development of intraregional and interregional transportation projects

Objective 1c, focused on equity and affordability, was moved to Pillar 4 (new Objective 4b) after some municipalities commented in the discussion that it was closely related to sustainability goals.

PILLAR 2: PURSUE EFFICIENCY IN THE PLANNING AND DELIVERY OF A REGIONALLY SIGNIFICANT TRANSPORTATION NETWORK

Objective 2a: Reduce infrastructure and maintenance costs for CMRB members and partners over time by optimizing the transportation network.

Potential CMRB Opportunities:

- Work with Alberta Transportation & Economic Corridors to fund necessary enhancements to new and existing economic corridors with a focus to accommodate future growth
- Optimize existing infrastructure outside of economic trade corridors by investing in multimodal transportation modes (e.g. walking, cycling and transit)

What we heard:

- Municipalities highlighted that road maintenance is a responsibility of the municipalities and was recommended that it be removed from the objective.
- Municipalities suggested incorporating climate costs, not just construction dollar values, into regional transportation planning and projects. However, municipalities were not sure how to do this.
- Multimodal infrastructure should aspire to be used for more than commute trips. For example, one municipality highlighted that Calgary Transit evolved from being a commute mode to a lifestyle choice. The RTTMP should consider this as an aspiration for the region, but for all sustainable and affordable modes.
- This objective received 5 comments in the prioritization exercise and were mostly focused on how it could address efficiency in the network, both in terms of the movement of people and costs. Some measures proposed included benchmarking with other regions and spending on infrastructure over time.

Recommendations:

- Remove maintenance from the objective as this is the responsibility of the municipalities;
- Add climate costs as a type of cost to the objective, with a specific opportunity focused on how to measure the climate impact of new projects or evaluate trade-offs for not implementing them; and
- Monitor progress toward this objective by comparing investment from senior levels of government into the Calgary Metropolitan region versus other Canadian regions.

Refined Objective 2a: Reduce infrastructure and ~~maintenance~~ climate costs for CMRB members and partners over time by optimizing the transportation network.

Refined Potential CMRB Opportunities:

- Work with Alberta Transportation & Economic Corridors to fund necessary enhancements to new and existing economic corridors with a focus to accommodate future growth
- Optimize existing infrastructure outside of economic trade corridors by investing in multimodal transportation modes (e.g. walking, cycling and transit)

- Work towards creating compatible connections between regional economic corridors and municipal transportation networks
- Explore methods to evaluate the climate impact of new projects, or evaluate trade-offs for not implementing them

Objective 2b: Develop a transportation and transit governance structure suitable for all CMRB municipalities to facilitate a borderless and multimodal regional transportation network and services in the future

Potential CMRB Opportunities:

- Work with municipalities to support the delivery of regionally significant transportation projects collaboratively at the most appropriate scale (e.g. bilateral, sub-regional, regional). Regionally significant projects would be defined in the RTTMP.
- Establish regional policy frameworks (e.g. regional transit service standards) that establish a consistent standard of service appropriate to the scale of the preferred growth areas

What we heard:

- Municipalities said that a borderless approach to regional transportation cannot be achieved or measured at an early stage, and that it is too soon for some to develop a full governance structure for regional transportation and transit.
- Fare integration could be one initial step toward achieving a full borderless approach, not one system.
- Refocusing to how transit can improve economic development or generate more tourism activity could be a means to establish support from rural municipalities for this objective.
- Demand will drive the priorities for regional transit as the region grows, but the CMRB could be actively involved by identifying where the demand is.
- This objective received 6 comments in the prioritization exercise, mostly similar to those for Objective 2a, though they were ranked lower (e.g. 2 or 3) in comparison.

Recommendations:

- Remove governance structure and borderless service delivery from the objective and replace it with developing collaborative approaches to facilitating transportation infrastructure and services; and
- Consider replacing the word "establish" with "provide" for transportation service standards appropriate to the scale of preferred growth areas, reflecting that some growth areas already have varying levels of service.

Refined Objective 2b: ~~Develop a transportation and transit governance structure suitable for all~~ Develop collaborative approaches for CMRB municipalities to facilitate a ~~borderless and~~ multimodal regional transportation network and services in the future

Potential CMRB Opportunities:

- Work with municipalities to support the delivery of regionally significant transportation projects collaboratively at the most appropriate scale (e.g. bilateral, sub-regional, regional). Regionally significant projects would be defined in the RTTMP.
- Establish regional policy frameworks (e.g. regional transit service standards) that ~~establish~~ provide a consistent standard of service appropriate to the scale of the preferred growth areas

PILLAR 3: ENSURE THE TRANSPORTATION NETWORK ENHANCES REGIONAL COMPETITIVENESS

What we heard / recommendation:

- Switch the word enhance to support, suggesting that our network is already strong and should be optimized. This will also help limit costly new, unrequired infrastructure.

Refined PILLAR 3: ENSURE THE TRANSPORTATION NETWORK ~~ENHANCES~~ SUPPORTS REGIONAL COMPETITIVENESS

Objective 3a: Provide an effective multimodal regional transportation network that allows for the efficient movement of goods along with reliable access to jobs and education

Potential CMRB Opportunities:

- Identify and preserve economic corridors to efficiently facilitate goods movement
- Enhance the regional transportation network to enable labour mobility and support access to post-secondary institutions
- Ensure the regional transportation network enables labour mobility and supports access between employment areas and places where people live

What we heard:

- Some LUSC members and municipal staff were well aligned with this objective and commented that there are select people who do make longer bike commute trips into Calgary from surrounding municipalities; highlighted that more people may opt to do so if infrastructure was in place.
- On the contrary, some felt as though it was too early to approach the goods movement and access to jobs as the CMRB is still undergoing economic development workshops; also to identify what multimodal between these areas really means
- Rural municipalities highlighted an emerging need for transit service to get people to and from work, especially in JPAs 1 and 2 where a lot of industrial growth is taking place; felt that this was well-reflected in the third opportunity.
- Some municipal staff thought that this should be separated into two objectives, with one focused on goods movement and one focused on getting employees to work.
- This objective scored very well in the prioritization exercise and received 9 comments. Metrics proposed included total commuting hours, length of commute trip, and job growth in the region.

Recommendations:

- Recommendation was repeatedly heard to include access to post-secondary, health institutions and recreational/tourism locations as these are also large employment hubs as a potential opportunity; and

- Include the multimodal movement of people, not just goods, along economic corridors in an opportunity.

Refined Objective 3a: Provide an effective multimodal regional transportation network that allows for the efficient movement of goods along with reliable access to jobs, healthcare, education, recreation and tourism hubs

Potential CMRB Opportunities:

- Identify and preserve economic corridors to efficiently facilitate goods movement
- Optimize the transportation network to preserve the efficient movement of people and goods along economic corridors
- Enhance the regional transportation network to enable labour mobility and support access to post-secondary, health, recreational and tourism hubs
- ~~Ensure the~~ Develop a regional transportation network that enables labour mobility and supports access between employment areas and places where people live

Objective 3b: Prioritize and maintain agricultural corridors to support the regional agricultural economy.

Potential CMRB Opportunities:

- Identify, prioritize and maintain agricultural corridors to build economic growth and opportunity in our rural municipalities

What we heard:

- Both rural and urban municipalities expressed that this objective was immensely important, though were unsure how the CMRB may be involved beyond identifying the corridors themselves
- Rural municipality staff highlighted that agricultural movements across highways needs to be explored, and that perhaps the RTTMP process can identify the best way to do this.
- Municipalities stated that maintaining and improving agricultural corridors can only be operationalized by Foothills County and Rocky View County, not the region. Maintaining has been removed from the objective and opportunities to reflect the role of rural municipalities to carry out this responsibility.
- Though it may be only operationalized by some municipalities, 5 comments from the prioritization exercise stated that agricultural activity is immensely important as an international industry and the region should continue to explore means to help this sector. Proposed metrics included the number of complaints received from agriculture producers about impeded movements across corridors.

Recommendations:

- Remove "maintain" from the objective and opportunities to reflect that this is the responsibility of the municipalities and not the region;

- Add an exploration opportunity to explore innovative ways to facilitate agricultural movement across highways and other regionally significant infrastructure; and
- Measure success by the number of complaints received from agricultural producers about impeded movements across corridors.

Refined Objective 3b: Prioritize and respect ~~maintain~~ agricultural corridors to support the regional agricultural economy.

Refined Potential CMRB Opportunities:

- Identify, prioritize and respect ~~maintain~~ agricultural corridors to build economic growth and opportunity in our rural municipalities
- Explore innovative ways to facilitate agricultural movement across regionally significant infrastructure including highways and utility corridors

Objective 3c: Enhance multimodal connections from priority growth areas to employment hubs, such as the Calgary International Airport, intermodal logistics facilities, and industrial/manufacturing hubs

Potential CMRB Opportunities:

- Identify gaps and opportunities in the regional transportation network, particularly with a focus on priority routes to enhance access and connectivity to facilities that bring our region's goods to market provincially, nationally and internationally

What we heard:

- All municipalities stressed the importance of prioritizing access to Calgary International Airport to support goods movement to/from an emerging inland port. City of Calgary staff cited the RTTMP as an opportunity to decide on a preferred technology and alignment of getting workers and passengers to the airport.
- Some LUSC and municipal staff contended that while Calgary International Airport is important, industrial growth will reach a limit as it is hard to serve both goods and passengers at a large scale. As such, they believe the Springbank Airport will emerge as an industrial airport and will require more transportation connections to transport workers.
- LUSC and municipal staff highlighted that the RTTMP needs to have flexibility to serve emerging growth areas with multimodal connections, such as Cargill in Foothills County.
- Staff and LUSC members from several municipalities highlighted that this needs to recognize post-secondary and healthcare institutions as employment hubs, while also including larger retail sites such as CrossIron Mills as economic engines.
- Municipalities ranked this objective somewhat lower than others in the prioritization exercise with only 4 comments. However, the importance of synchronizing land use and transportation was highlighted as a key driver of this objective with a measurable target of the percentage of population residing within 400 metres of a transit corridor.

Recommendations:

- Replace the word "priority" with "preferred" to ensure consistency between the RTTMP and Growth Plan when describing Growth Areas;
- Include post-secondary, healthcare and large retail sites as employment hubs in the objective; and
- Add a potential opportunity that focuses on getting workers to employment hubs and economically significant facilities.

Refined Objective 3c: Enhance multimodal connections from ~~priority~~ preferred growth areas to employment hubs, such as the Calgary International Airport, intermodal logistics facilities, industrial/manufacturing hubs, post-secondary and healthcare institutions, and large retail sites.

Potential CMRB Opportunities:

- Identify gaps and opportunities ~~in the regional transportation network, particularly with a focus~~ on priority routes to enhance access and connectivity to facilities that bring our region's goods to market provincially, nationally and internationally
- Identify gaps and opportunities to improve connections for workers commuting to facilities that bring our region's goods to market

PILLAR 4: BUILD A SUSTAINABLE TRANSPORTATION NETWORK

Recommendation:

- Objective 1c moved to Pillar 4 and is now listed as Objective 4b. Municipalities highlighted in discussions that sustainable transportation including transit, walking and cycling was closely tied to affordability goals.

Refined PILLAR 4: BUILD A SUSTAINABLE AND AFFORDABLE TRANSPORTATION NETWORK

Objective 4a: Provide a multimodal transportation system that produces fewer GHG emissions by building a low-carbon based transportation network to reduce the environmental impact of transportation.

Potential CMRB Opportunities:

- Undertake a study of current emission levels in the regional transportation network in order to establish a baseline of GHG emissions; Develop region wide targets for the reduction of transportation related GHG emissions
- Lower vehicle kilometres traveled regionally by investing in transportation network projects (especially public transit) that increases mode choice
- Identify ways the CMRB can encourage the use of alternative fuel/energy sources
- Facilitate capacity building and information sharing between member municipalities with their respective low carbon transition projects and programs

What we heard:

- Municipalities saw this as a product / outcome of the plan rather than an objective but agreed that it should be a focus and is measurable.
- Some municipalities highlighted that the region may be too micro-focused if the narrative becomes focused on electric vehicles due to the negative externalities they cause on a macroscale. As such, they believed that objectives such as this one that prioritize a multimodal system with sustainable modes are important.
- Municipalities ranked this objective lower than others in the prioritization exercise with 4 comments, but said it was fundamental to climate goals and proposed measures including VKT and trips taken by transit / walking / cycling compared to driving.
- In the discussion for this objective, municipalities highlighted that affordability objectives should be tied with sustainable transportation objectives under one pillar (see new 4b).

Recommendations:

- Remove the focus of a low-carbon based transportation network from the objective to reflect concerns from the municipalities about a micro-focus on electrification.
- Add an opportunity to include discussion on having resiliency in the transportation network, acknowledging the complexities of climate change and its potential impact on the regional transportation network (former Objective 4b).

- Maintain an objective reflecting environmental sustainability and reductions in GHG emissions as this is common policy goal of other regions discussed in the jurisdictional scan memo.

Objective 4a: Provide a multimodal transportation system that produces fewer GHG emissions ~~by building a low-carbon based transportation network~~ to reduce the environmental impact of transportation.

Potential CMRB Opportunities:

- Undertake a study of current emission levels in the regional transportation network in order to establish a baseline of GHG emissions; Develop region wide targets for the reduction of transportation related GHG emissions
- Lower vehicle kilometres traveled regionally by investing in transportation network projects (especially public transit) that increase mode choice
- Identify ways the CMRB can encourage the use of alternative fuel/energy sources
- Facilitate capacity building and information sharing between member municipalities with their respective low carbon transition projects and programs
- Identify necessary improvements to infrastructure to support resiliency in the regional transportation network from impacts related to adverse weather conditions as a result of a changing climate.

Refined Objective 4b: Develop a transportation network that is resilient to disruptions from adverse weather conditions and natural disasters as a result of a changing climate.

Potential CMRB opportunities:

- Identify parts of the regional transportation network that are prone to climate change risk and to advocate for funding to enhance resiliency in, and minimize disruptions to, our regional transportation network

What we heard:

- There were no comments in the prioritization exercise.

Recommendation:

- It is recommended this objective be removed and that this be explored as a policy in the RTTMP as an exploration opportunity in Objective 4a (see above). The roundtable discussions were focused on objective 4a (reduce GHG emissions) and 4c (defining CMRB's role in extra-regional projects).

Objective 4c: Define the role of the CMRB in the planning and development of intra-regional and extra-regional multimodal projects.

Potential CMRB Opportunities:

- Define how the CMRB engages in intra-regional projects commenced by third parties and/or the Province (e.g. regional rail) and extra-regional projects (e.g. rail to Banff, rail connections to Red Deer and Edmonton)

- Establish a collective position on and incorporate regional priorities to third party projects
- Defining engagement could include resourcing, participating in planning processes led by others, advocacy and identifying projects in the RTTMP

What we heard:

- Municipalities agreed with the need to define the role of the CMRB in these projects.
- Municipalities see value in advocating with one collective voice, but some contend that this may not be a conversation to include in the RTTMP.
- Municipalities highlighted the need to define what constitutes regionally significant infrastructure prior to engaging third party projects.
- Instead, some municipalities suggested developing a process to identify a regional position on proposed third party projects. This is somewhat aligned with stronger positions that argue for including this objective in the RTTMP.
- There were no comments in the prioritization exercise.

Recommendations:

- Remove this objective and include it as an exploration opportunity in the RTTMP (see Objective 1b)

NEW - Objective 4b: Develop a regional transportation system supporting affordable and accessible mobility options for marginalized and underrepresented populations
*Swapped from pillar 1-objective 1c, moved here to align better with the pillar.

Potential CMRB Opportunities:

- Define affordability as it relates to transportation
- Prioritize affordable mobility options
- Support regional transit collaborations that include local and paratransit services by sharing information and resources, such as support with responding to grant funding applications and/or researching new technologies
- Explore ways to leverage government programs with regional needs and affordability

What we heard:

- Municipalities highlighted that there should be an effort to identify and create affordable corridors including a suite of affordable mobility choices and diverse housing options.
- Municipalities require new tools to maintain housing affordability, especially for new TOD developments.
- Only 1 comment was received in the prioritization exercise and included a measurable target of households spending no more than 40% of their income on housing and transportation.

Recommendations:

- Given the priorities of the federal government specifically with equity and affordability, it is recommended that this objective be included in the RTTMP to

ensure the region is competitive with other regions to receive funding for regionally significant transportation infrastructure.

New Objective 4b: Develop a regional transportation system supporting affordable and accessible mobility options to promote an inclusive, equity-based movement of people

Potential CMRB Opportunities:

- Define affordability as it relates to transportation
- Prioritize affordable mobility options
- Provide transportation mode choice in accessing affordable housing
- Support regional transit collaborations that include local and paratransit services by sharing information and resources, such as support with responding to grant funding applications and/or researching new technologies
- Explore ways to leverage government programs with regional needs and affordability

Agenda Item	**8**
Submitted to	**Land Use and Servicing Committee**
Purpose	**For Information**
Subject	**Board Initiatives Progress Update**
Meeting Date	**June 8, 2023**

That the Committee receive for information a progress update on Board initiatives

Summary

- In early 2022 CMRB Administration developed a draft 5-year planning timeline to visualize the recommendation to focus on implementing the Growth and Servicing Plans in the near term.
- Following the Minister's approval of the Growth Plan and Regional Evaluation Framework (REF) and the filing of the Servicing Plan by the Minister, CMRB began implementation of REF and the Growth and Servicing Plans.
- In 2023, the CMRB confirmed five strategic initiatives. They are:
    - Phase 2 of Indigenous Relations
    - Regional Economic Development
    - Environmentally Sensitive Areas Database
    - Scoping the Regional Transportation and Transit Master Plan; and
    - Scoping the Water Roadmap Update
- The purpose of this agenda item is to update the Board on the progress on these five initiatives and other pertinent projects.

Attachments

- Table 1: 2022/23 Board Initiative Update

Table 1: 2022/2023 Board Initiatives Update

CMRB Initiative	Phase(s)	Status
1. Indigenous Relations	Dialogue	Dialogue - potential interest from Bearspaw First Nation for their Chief to come to a future board meeting and share information about the Nation and its interests
	Learning	Next opportunity for learning to be identified
	Co-create - Additions to Reserve Framework	Additions to Reserve (ATR) Framework - Draft is currently out for feedback to member municipalities and contributing First Nations' leadership (Siksika and Bearspaw First Nation) Anticipate having a draft ATR framework to the Board in Q2 2023
	Celebrate	Continue investigating technology options to present Story of the Land pilot project. Outreach to Nations and communities is ongoing.
	Summary Report	Not Applicable
	Overall project status	

Agenda Item 8i

Table 1: 2022/2023 Board Initiatives Update

CMRB Initiative	Phase(s)	Status
2. Regional Economic Development	Procurement	MNP LLP is consultant team.
	Environmental Scan	Interviews with municipal and external stakeholders are complete. Summary document circulated.
	Gap Analysis	Summary document circulated.
	Vision & Framework	Board workshop was held April 13th and 28th to discuss gap findings, discuss and refine proposed vision and gather feedback. Anticipate draft Vision and Framework for June Board meeting.
	Communications	Deferred to late phase of project.
	Overall project status	
3. Scoping Regional Transportation and Transit Master Plan	Procure SMEs	Aziz Merali and David Cooper retained as subject matter experts (SMEs).
	Environmental Scan	Presentation of juristictional scan presented to LUSC March 9, 2023. First engagement with municipalities complete. Meetings with Working Group scheduled to discuss results and draft objectives.
	Objectives and Scoping	Workshop completed May 11, 2023. Summary memo and proposed draft objectives is subject of agenda item in this LUSC meeting.
	Finalize Scope, Sched and approx. budget	Not Applicable
	Overall project status	

Table 1: 2022/2023 Board Initiatives Update

CMRB Initiative	Phase(s)	Status
4. Scoping Water Roadmap Update	Procure SME	Arup retained for the project
	Environmental Scan and Governance Mapping	Ongoing
	Confirm Areas of Focus	Placeholder meetings with Working Group scheduled for 2023
	Gap Analysis - Role	Not Applicable
	Finalize Roadmap Update	Not Applicable
	Overall project status	
5. Environmentally Sensitive Areas Database	Procurement	Complete. O2 Planning and Design were the successful proponent.
	Available Datasets	Municipal Administrations and external organizations have provided data to the consultant. CMRB meeting with O2 to discuss a summary of findings. Phase I project summary is subject of agenda item in this LUSC meeting.
	Data Gap Analysis	O2 is completing a gap analysis and will report back.
	Database Framewor	Not Applicable
	Database	Not Applicable
	Reporting	Not Applicable
	Overall project status	
6. DEAL v2	GIS update (internal to CMRB)	Ongoing.
	Municipal Feedback	All municipalities are reviewing Level 2 data and changes incorporated from LU TAG feedback.
	Level 2 Data (approved, planned land use)	Ongoing. Due back to CMRB Admin June 19th
	Finalization	Not Applicable

Table 1: 2022/2023 Board Initiatives Update

CMRB Initiative	Phase(s) Overall project status	Status