City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	October 7, 2019
From:	Lloyd Bie, P. Eng. Director, Transportation	**File:**	01-0154-04/2019-Vol 01
Re:	**TransLink Regional Goods Movement Strategy**		

Staff Recommendation

That the staff report, titled "TransLink Regional Goods Movement Strategy" dated October 7, 2019, from the Director, Transportation, be received for information.

Lloyd Bie, P. Eng.
Director, Transportation
(604-276-4131)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Engineering Roads & Construction	☑ ☑	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	**INITIALS:** CJ	**APPROVED BY CAO**

Staff Report

Origin

At its regular meeting held November 28, 2016, Council considered a report on TransLink's draft Regional Goods Movement Strategy (the Strategy) and directed staff "*to report back on the detailed action plans when completed.*" TransLink finalized the Strategy in June 2017 and since that time has initiated the development and implementation of detailed action plans for a subset of priority actions. This report provides information on the prioritised action plans.

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

> *5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.*

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

> *6.3 Build on transportation and active mobility networks.*

Analysis

Regional Goods Movement Strategy

The development of the Strategy grew out of the recognized need for a coherent and collaborative multi-agency regional strategy to improve urban freight movement that primarily uses regional and local roadways as distinct from Gateway-oriented freight that is focused on trips to/from port facilities. TransLink engaged with local governments (including the City) and stakeholders[1] during the development and finalization of the Strategy, which is meant to provide a regional framework for action for all partners with TransLink playing a co-ordination role. The Strategy identifies a range of actions and a short-list of priorities together with lead roles, partnerships, and consultation opportunities.

Strategy Actions

The Strategy actions are grouped under the following three key levers that can be deployed to achieve the overarching goals of getting people and goods where they need to go as reliably, safely, efficiently, quietly, and cleanly as possible:

(1) Invest strategically to maintain and expand the transportation system;
(2) Manage the transportation system to be more efficient and user-focused; and
(3) Partner to make it happen.

[1] Stakeholders included Metro Vancouver, Ministry of Transportation & Infrastructure, Transport Canada, Port of Vancouver, Vancouver Airport Authority, ICBC, BC Trucking Association, Greater Vancouver Gateway Council, Vancouver Board of Trade, Surrey Board of Trade, Vancouver Transportation Club, and Western Transportation Advisory Council.

Attachment 1 identifies the complete list of actions under these three themes of invest, manage and partner. Attachment 2 identifies the short-list of priority actions that reflect stakeholder input gathered throughout the development of the Strategy as well as the lead and supporting agencies for each priority action to ensure the effective implementation of the actions.

The Greater Vancouver Urban Freight Council (GVUFC) is tasked with championing their implementation, monitoring and assessing progress, and periodically reviewing and comparing the priorities against the region's evolving goods movement needs. The GVUFC was established as an outcome of the Strategy and emulates the existing Greater Vancouver Gateway Council in its structure and approach but is complementary as it focuses on urban freight movement on regional and local roads rather than Gateway priorities that emphasize provincial highways and roads connecting to port facilities.

City Involvement in Priority Actions to Date

The following sections outline the City's involvement in the priority actions that have been initiated following finalization of the Strategy.

Priority 2 Develop a Regional Road Network Strategy (RRNS)

Three implementation priorities are identified within this action.

(a) Update TransLink's Major Road Network (MRN): TransLink initiated a review of the management and funding of its MRN in 2010. Subsequently, Phase One of the Mayors' Vision 10-Year Investment Plan included a 10% expansion of the total MRN lane-km. As part of this process, Council endorsed a number of road segments proposed to be added to the MRN in June 2012 and November 2018. TransLink approved the additions in December 2018, which expanded Richmond's MRN by nearly 30% from 134.7 lane-km to 174.4 lane-km. The City is now eligible for additional annual maintenance funding of $818,000 plus cost-sharing of capital road improvement projects.

(b) Designate a Regional Truck Route Network: Currently, the City does not have designated truck routes[2] as such routes are typically defined to control or restrict truck movements. Goods movement within Richmond is naturally confined to arterials (except for local deliveries) as local roads within the city's road grid typically do not offer a parallel route to the arterials. Given this road network configuration, staff have advised TransLink that any designation of truck routes in Richmond would be neither necessary nor warranted. Staff will work with TransLink regarding potential equivalent options (e.g., Richmond's segments of an updated Major Road Network and the provincial highway system could coincide and be connected with the Regional Truck Route Network in the adjoining municipalities) to achieve the same intent of enhancing goods movement while minimizing negative impacts to the local community.

(c) Establish Performance Guidelines for the Regional Road Network: TransLink initiated work on this action in July 2019 to identify potential performance metrics to better enable a coordinated approach to monitoring and managing the region's road network. Performance metrics will be developed within four categories: mobility (delay and reliability), safety

[2] Traffic Bylaw 5870 designates routes for the transportation of dangerous goods through the city.

(collisions), livability, and asset conditions (pavement condition). The intent is to complete the work by late 2019/early 2020 to form part of Transport 2050, which is TransLink's update of the broader Regional Transportation Strategy. Transport 2050 is anticipated to be completed by late 2020.

Priority 3 Harmonize Regulations and Streamline Processes to Improve Freight Efficiency

Two implementation priorities are identified within this action.

(a) *Harmonize Vehicle Weights and Dimensions Regulations*: TransLink initiated work on this item in January 2016 with the formation of the Commercial Vehicle Staff Working Group, of which the City is a member. The goal is to harmonize provincial and municipal vehicle weight and dimension limits for: (1) standard vehicles that do not require a permit to travel; and (2) non-standard vehicles (i.e., oversize or overweight) that require a permit to travel. In January 2018, TransLink's Regional Transportation Advisory Committee (RTAC)[3] endorsed the implementation of several initiatives to support this goal as described below.

With respect to standard vehicles, a common regional definition of a heavy truck was approved with the weight and dimension limits to be aligned with existing provincial definitions per the BC Commercial Transport Regulations (BC CTR). The City is in the process of harmonizing with these standard truck requirements via the following actions:

(i) Common Definition: As the City does not have designated truck routes, the impact was limited to the installation of new signage on a section of Westminster Highway (No. 6 Road-Nelson Road) updating the vehicle weight restriction from 10t to 11.8t for consistency with the new regional definition.

(ii) Weight and Dimension Limits: An amendment to the Traffic Bylaw is required to adopt the BC CTR weight and dimension limits by reference. Staff anticipate presenting an updated Bylaw for Council's consideration in early 2020.

With respect to non-standard vehicles, the development of a regional permit policies and procedures manual to harmonize regional regulations was approved. This work was initiated in June 2018 and staff have been providing input on the successive drafts of the manual that is targeted for finalization and endorsement by RTAC by the end of 2019. Should the manual be endorsed at that time, the transition to the new regulations would occur in 2020 with the procedures in full effect as of January 2021.

(b) *Develop Centralized Regional Permit System*: In January 2018, RTAC endorsed the development of an implementation strategy for a common permitting platform for submitting, reviewing and approving permit applications across all jurisdictions in Metro Vancouver. Municipal permitting would be integrated with the existing provincial permitting system (OnRouteBC). This work is anticipated to begin in Q2 2020.

[3] The Regional Transportation Advisory Committee is a forum for Metro Vancouver municipalities and other major public agencies with significant responsibilities or influence on regional mobility to discuss, collaborate and provide senior-level input on strategic-level multi-modal regional transportation issues.

Financial Impact

None.

Conclusion

TransLink's Regional Goods Movement Strategy addresses how to deliver goods and services more efficiently to more people and more businesses within a shared and increasingly limited space in a cleaner, quieter, safer, and more cost-effective way. Staff continue to regularly participate in the implementation of priority actions to advance urban freight and economic development both locally and regionally without any diminishment of the City's authority over local roadways or increased negative impacts to the community.

Joan Caravan
Transportation Planner
(604-276-4035)

Bill Dhaliwal
Supervisor, Traffic Operations
(604-276-4210)

Att. 1: Regional Goods Movement Strategy: Actions
Att. 2: Regional Goods Movement Strategy: Short-List of Priority Actions and Lead Roles

Regional Goods Movement Strategy: Actions

1.0	Invest Strategically to Maintain and Grow the Transportation System
1.1	Maintain roads and bridges in a state of good repair
	1.1.1 Monitor condition of pavement and structures on the Major Road Network on an annual basis in order to inform maintenance priorities.
	1.1.2 Ensure the timely, adequate and ongoing availability of funds to operate, maintain, and rehabilitate the regional road network to keep it in a state of good repair.
	1.1.3 Provide priority funding to operate, maintain, and rehabilitate bridges and structures to improve safety and resilience in the face of climate change and seismic impacts, proactively planning for future bridge rehabilitation and/or replacement.
1.2	Make strategic investments in the road network
	1.2.1 Ensure that road investments achieve their stated objectives to support goods movement by making concurrent commitments to road network optimization, road use pricing measures, land-use measures, and disaster resilience and response.
	1.2.2 Coordinate with Gateway partners on priority infrastructure investments to accommodate long-term growth in Gateway trade demand while ensuring compatibility with regional priorities and minimizing negative impacts to local communities and the environment.
	1.2.3 Coordinate with the BC Ministry of Transportation and Infrastructure on the replacement of the George Massey Tunnel, a key component of the regional and provincial road network, with a new tolled bridge that includes dedicated transit priority lanes.
	1.2.4 As outlined in the Mayors' Council Transportation Plan, and elsewhere, replace the Pattullo Bridge, a critical connection between Surrey and New Westminster, with a new, four-lane bridge funded primarily by user pricing. The replacement bridge will be designed in a manner so as to not foreclose the consideration of a potential future expansion to six lanes, subject to an all-party agreement and Mayors' Council approval.
	1.2.5 Find and implement a long-term solution to connect Highway 1 and Highway 91A north of the Fraser River, filling this critical gap in the regional goods movement network in a way that also reduces the negative impacts of high commuter traffic and HCV volumes on the viability and livability of the New Westminster Regional City Centre.
	1.2.6 Establish performance guidelines for the Major Road Network to monitor performance, assess the effectiveness of investments, and guide future capital program and cost-sharing decisions.
	1.2.7 Update the composition of the MRN to ensure that the network is best serving the goods movement needs of the region.
	1.2.8 Where pricing and other management measures are not adequate to improve safety, local connectivity, and goods movement reliability on the MRN and designated truck routes, consider capital investment in projects identified by municipalities on major goods movement corridors.
	1.2.9 Address travel time reliability, safety, and noise through whistle cessation at railway crossings. Improvements should address any outstanding discrepancies with the new federal road-rail crossing regulations. Example actions include: • Installing or improving automatic warning devices, road signs, and lighting at the approaches to a level crossing; • Synchronizing crossing signals with nearby road traffic signals; • Adjusting nearby roadway alignments, grades, and intersections; • Considering grade-separation where high-traffic rail lines cross a road that carries high goods movement volumes or high volumes of walking, cycling, or transit trips.
1.3	Shift personal driving trips to walking, cycling and transit
	1.3.1 Make walkway, bikeway, and intersection safety improvements where major walking and bicycling routes cross rail corridors, and on all roads with high traffic volumes, high HCV volumes, complex road geometries, high accident levels, or other conditions that warrant increased attention to help meet active transportation needs. In addition, ensure that sidewalks are provided along all major arterials and collectors.
	1.3.2 In order to minimize on-street conflicts between cyclists and HCVs, make significant and early investments to complete the bikeway network, as outlined in the Regional Cycling Strategy. The focus should be on Class 1 bikeways physically protected from motor vehicle traffic and suitable for all ages and abilities.
	1.3.3 Make investments to maintain existing transit service and expand the transit system, including major increases in bus service across the region, new B-Line routes, transit-priority in congested areas, and rapid transit in Surrey and the Broadway corridor to entice people to switch from driving and to reduce congestion for those road users who have no alternative.

Regional Goods Movement Strategy: Actions

2.0	Manage the Transportation System to be More Efficient and User-Focused
2.1	Make travel safer for all users
	2.1.1 Make awareness of how to safely operate around HCVs a key component of driver's license training courses and examinations for non-commercial drivers in British Columbia.
	2.1.2 Make pedestrian and cyclist safety awareness a key component of driver's license training courses and examinations for commercial vehicle drivers in British Columbia.
	2.1.3 Deliver public education campaigns targeting drivers, pedestrians, and cyclists to help raise awareness about how to safely operate around HCVs.
	2.1.4 Increase resources to traffic enforcement focused on targeting dangerous automobile drivers, who are at fault in 65% of casualty collisions involving an HCV.
	2.1.5 Work with industry and regulators to encourage uptake of Advanced Driver Assistance Systems (ADAS) such as pedestrian and cyclist collision avoidance systems for HCVs to help minimize the chances of collisions with vulnerable road users, and monitor ongoing research about the benefits, costs, and overall effectiveness of equipment such as side guards to reduce the severity of collisions when they do occur.
	2.1.6 Develop a best practices guide and recognition scheme for goods movement operators on improving road and operational safety.
	2.1.7 Advance a more unified regional program of commercial vehicle safety inspections on the region's roads in partnership with the Commercial Vehicle Safety Enforcement (CVSE) branch.
2.2	Make the transportation system easy to understand
	2.2.1 Collaborate to develop a consistent set of truck route definitions, restrictions, and signage in order to provide a uniform and coherent system of wayfinding across the region.
	2.2.2 Provide integrated information materials online and in hard copy geared to HCV drivers on topics such as parking, loading and unloading regulations, operating restrictions, off-peak deliveries, size and weight regulations, and route clearances.
	2.2.3 Improve reliability and recoverability through wider use of dynamic messaging signs that indicate estimated travel times and delays on major truck routes, especially leading up to major bridge crossings.
2.3	Designate, manage, and regularly update the Regional Truck Route Network (RTRN)
	2.3.1 Increase the consistency by which truck routes are designated across the region through collaboratively developed design guidance for the RTRN. Examples include: • hierarchy of routes; • connectivity to major truck trip generators; • directness; • flexibility and redundancy; • parking restrictions and other parking management solutions; • dangerous goods routes, and • mitigation of any negative community impacts.
	2.3.2 Develop a clear, transparent and systematic process to approve changes or amendments to the RTRN.
	2.3.3 To improve travel time reliability, explore opportunities to implement freight priority measures, both physical and through pricing, on key corridors and at key bottlenecks in the RTRN.
	2.3.4 Publish and widely communicate the RTRN in order to: • Provide clarity to truck operators for route planning; • Help inform land use planning and private sector locational decisions; • Help inform asset management and road investment prioritization; • Help prioritize and focus resources for on-road enforcement of passenger and commercial vehicles and incident management.

Regional Goods Movement Strategy: Actions

2.0	Manage the Transportation System to be More Efficient and User-Focused
2.4	Implement system management solutions to improve travel time reliability 2.4.1 Work to reduce congestion and improve goods movement travel time reliability through basic system management measures as well as measures focused on the RTRN. Actions include: • real-time monitoring of regional traffic data; • adaptive signal control; • dynamic messaging signs; • rapid and coordinated incident response; • coordinated roadwork permitting and scheduling. 2.4.2 Working with municipalities, develop sample standards and guidelines that will improve loading and unloading efficiency, and minimize conflicts with other street users in congested urban areas through the implementation of active curbside management solutions and improved building access. Implementation can be through urban road design, by-laws, and controls at the time of development and building permit application. Examples include: • designate sufficient loading and unloading zones in commercial areas; • increase enforcement and fines for illegal parking of automobiles in loading and unloading zones; • increase enforcement and fines for illegal parking of commercial vehicles during loading and unloading; • designate loading and unloading times that minimize congestion and conflict with other street users, considering off-peak hours where possible. 2.4.3 To reduce road congestion during peak periods and make better use of existing road capacity during off-peak hours, create a regulatory and policy environment that encourages businesses to implement more flexible freight delivery times in a way that does not negatively impact community livability. Examples include: • adjust regulations and explore incentives to shippers to grow the demand for off-peak deliveries; • develop model bylaws to facilitate off-peak shipping and receiving for consideration and adaptation by municipalities; • where appropriate, amend municipal by-laws and regulations relating to noise and business hours of operation to enable loading and unloading during off-peak hours; • recognizing that goods movers are service providers and respond to their customers' needs, identify and explore strategies and actions to increase demand for off-peak pick-up and delivery.
2.5	Harmonize truck permitting and regulations 2.5.1 Work to harmonize vehicle weights and dimensions regulations across the region, allowing adequate flexibility and mobility for operators while managing potential community impacts. 2.5.2 Develop a centralized, regional permit system that integrates with the provincial permit system providing a single point of contact for trucking companies operating within Metro Vancouver to obtain all needed permits, including oversize-overweight (OS-OW) vehicle permits.
2.6	Balance intra-regional goods movement with community livability 2.6.1 So that urban environments are designed to accommodate freight-carrying vehicles of appropriate sizes, which strike a balance between goods movement efficiency and local community needs and preferences, apply appropriate roadway design standards in different urban contexts. Examples of street design guidance, which are explored further in action 3.2.2, are: • street geometries; • level of traffic congestion; • level of pedestrian and bicycle activity; and • loading and unloading space availability. 2.6.2 Develop urban design guidelines for courier and express deliveries, allowing quick access to buildings' front doors (rather than through the back door loading docks), through such measures as dedicated on-street and off-street loading spaces. This will improve traffic circulation and accommodate growth in courier and express deliveries.
2.7	Support quieter, cleaner and lower-carbon goods movement 2.7.1 Support Provincial efforts to update and align the Low Carbon Fuel Standard and Vehicle Emissions Standards Act with Canadian, American and California Standards for light, medium, and heavy-duty vehicles ensuring that we meet our regional and provincial emissions reductions targets while maintaining competitiveness in the goods movement sector. 2.7.2 Support Provincial efforts to expand emission testing for commercial vehicles through the Provincial Commercial Vehicle Inspection Program (CVIP). 2.7.3 Support Provincial efforts to expand Sustainable Fleet Management Programs (such as E3 and GreenFleets BC) and explore ways to accelerate uptake of low- and zero emission HCVs, vans,

Regional Goods Movement Strategy: Actions

2.0	Manage the Transportation System to be More Efficient and User-Focused	
		and cargo bicycles for last mile freight delivery applications in urban parts of the region. Examples include: • implementing policies and programs to encourage faster uptake of modern, clean, and fuel efficient HCVs; • designing urban bikeways and parking areas to accommodate cargo bicycle widths; • providing support via TravelSmart to cycle logistics companies.
	2.7.4	Explore the potential use of different pavement types and treatments for the Regional Truck Route Network that have been shown to reduce tire and pavement noise and have the same safety, durability, and cost characteristics as more conventional pavement materials and treatments commonly used today.
	2.7.5	Ensure routine pavement maintenance of the Regional Truck Route Network to minimize uneven surfaces and potholes that create the loudest and most jarring noises from HCVs.
	2.7.6	Prioritize whistle-cessation initiatives (including grade separation) at rail crossings that are in close proximity to residential areas.
2.8	Create a policy and regulatory environment that supports innovation	
	2.8.1	Ensure the appropriate legislative and regulatory framework is in place to enable the use of new technologies, vehicle configurations, and methods of cargo delivery.
	2.8.2	Support municipalities and building managers of multi-tenant commercial buildings to develop delivery and service plans (the goods movement equivalent of TravelSmart employee travel plans) that consider consolidation and collaborative delivery arrangements to reduce the number of trips required to service the same amount of activity at a commercial building.
2.9	Support the Port of Vancouver in optimizing container drayage	
	2.9.1	Direct Gateway-oriented truck trips to Provincial highways whenever possible.
	2.9.2	Continue to support Port of Vancouver initiatives to increase efficiencies for terminal and drayage operations including the Port's "Smart Fleet Trucking Strategy" initiative. This initiative aims to use the Port's Truck Licensing System (TLS) and other mechanisms to contribute to improved trucking efficiency to, from, and through Vancouver's marine container terminals.
	2.9.3	Work with local governments, industry, and the Agricultural Land Commission (ALC), as appropriate, to understand, forecast, plan for, and mitigate the impacts of the land demands (in particular on agricultural lands) for drayage truck parking and short-term (several hours) and overnight (up to 48 hours) parking for heavy commercial vehicles in general.
	2.9.4	Work with the Port of Vancouver to study opportunities to optimize port-related container drayage within the region, using a triple-bottom line approach. Example strategies to evaluate and assess for viability include: • more effective utilization of the existing multimodal transportation network on a 24-hour basis; • expanded short-sea shipping; • moving more containers by rail directly from marine container terminals to inland transload facilities; • enhanced co-location of import and export transload facilities.
2.10	Price the transportation system more effectively to reduce congestion	
	2.10.1	Investigate and adopt a mobility pricing strategy that commits to making transport pricing decisions in an integrated fashion considering all modes of travel.
	2.10.2	Coordinate with all road authorities in Metro Vancouver, including municipalities, TransLink, the Provincial Government, and the Federal Government to ensure a fair, efficient and coordinated approach to mobility pricing across the region.
	2.10.3	Link pricing decisions to investment commitments and introduce changes in mobility pricing in tandem with the introduction of major transportation investments.
	2.10.4	Within 5–8 years, explore a region-wide mobility pricing strategy that includes a coordinated pricing policy, and considers distance, time of day, and location to reduce road congestion and improve travel time reliability, especially for high-value, time-sensitive goods movement trips. Pricing for commercial vehicles should recognize that many of the trips are nondiscretionary and less price elastic in terms of time of day pricing.
	2.10.5	Reduce other driving related fees, such as motor fuel taxes, to offset the increased costs associated with mobility pricing.
	2.10.6	Coordinate with private-sector goods movement stakeholders to ensure that pricing schemes meet their mobility needs and enhance the region's economic competitiveness.
	2.10.7	Monitor and, where necessary, adjust pricing rates to maintain economic viability and competitiveness of all industry sectors in Metro Vancouver.

Regional Goods Movement Strategy: Actions

3.0	Partner to Make it Happen
3.1	Plan land use needs of business and industry
	3.1.1 Protect the existing supply of accessible industrial land through measures such as: • taxation rates; • zoning industrial land for industrial uses; • directing office and other non-industrial uses to Urban Centres and Frequent Transit Development areas, to reduce industrial land conversion pressures and reduce commuter traffic in industrial areas; • commitments connected to senior government and regional infrastructure investments; and • other policies that support industrial activities as specified in Metro 2040.
	3.1.2 Identify policies and actions that support the protection of rail rights-of-way and access points to navigable waterways in order to preserve their potential for viable goods movement and industrial uses, as specified in Metro 2040.
	3.1.3 Work with Gateway partners to explore opportunities to co-locate import and export facilities in order to reduce the need to store empty containers and transport them around the region.
3.2	Integrate goods movement considerations into community planning and development
	3.2.1 Work to minimize unnecessary conflict between a development's users and other road users by fully considering the development's impacts and needs, including: • goods movement; • loading/unloading; and • servicing.
	3.2.2 Prepare Freight-Supportive Community Design Guidelines (as a reference for municipalities), that include guidance on particularly challenging issues. Examples include: • complete streets designs that provide safe and efficient networks for all users including goods movement; • integrating loading/unloading spaces and site access with bicycle lanes, especially traffic-protected bicycle lanes; • appropriate goods movement "design vehicles" to use as the template for determining road geometries in different urban contexts — recognizing that maximizing vehicle sizes for increased flexibility needs to be balanced against space efficiency and community livability objectives.
	3.2.3 Where a municipality approves new medium or higher density development along higher volume goods movement corridors, encourage the developer to incorporate noise, vibration, and traffic mitigation measures. Example measures include: • using floorplans and building configurations to minimize noise intrusion, especially to the most noise-sensitive spaces (e.g. bedrooms); • incorporating noise and vibration absorption and control features into windows, walls, doors, and roofs; • using sound baffles or screens to cover building openings; - minimizing driveways and vehicle access to the development from roads with higher volumes of trucks.
3.3	Ensure effective coordination through strong partnerships
	3.3.1 Better coordinate efforts among all levels of government by bringing goods movement-focused items to the Regional Transportation Advisory Committee (RTAC) for regular discussion, guidance, and collaboration.
	3.3.2 Better coordinate between public and private sector organization in the regional goods movement sector by developing mechanisms to foster routine collaboration and engagement on key issues and initiatives. This mechanism could take the form of an Urban Freight Council, whose mandate would include: • to assist and "champion" the implementation of the strategic directions and actions identified in this Strategy; • to coordinate goods movement planning and initiatives across the member organizations; • to discuss and agree on appropriate action by each member organization; and • to exchange and advance knowledge and understanding of goods movement issues in the region amongst both public agency staff and private sector partners.
	3.3.3 Raise awareness of the value and contribution of goods movement to the economy through coordinated partner outreach and public information campaigns.
	3.3.4 Develop a Regional Prosperity Strategy and integrate it with other regional plans to provide a common framework for making goods movement investment, management, and land use decisions.
	3.3.5 Encourage education, training, and professional development in advanced logistics to ensure a sufficient pool of skilled labour within the region to efficiently manage goods movement.

Regional Goods Movement Strategy: Actions

3.4	Collect and share data to monitor progress and support decision-making	
	3.4.1	Create and maintain a central repository of goods movement data that includes data-sharing protocols between all partners.
	3.4.2	Collaborate on applied research initiatives that support the priority actions identified by stakeholders for early implementation.
	3.4.3	Develop a performance-monitoring regime and pursue a data-driven and outcome-based approach to assess and evaluate goods movement programs and project performance.

Regional Goods Movement Strategy: Short List of Priority Actions and Lead Roles

Implementation Priority		Strategy Section	Lead Role	In Partnership or Consultation with
1	Price the transportation system more effectively to reduce congestion and improve travel time reliability (mobility pricing)	2.10	TransLink	Government of BC Local Governments Metro Vancouver ICBC Industry Associations
2	Develop a Regional Road Network Strategy (RRNS)			
	a Establish performance guidelines for the region's road network, collect and share goods movement data, define RGMS targets, and develop a performance-monitoring regime to support effective decision-making	1.2.6 3.4	TransLink Local Governments	Government of BC ICBC Federal Government Metro Vancouver YVR Port of Vancouver Industry Associations
	b Update the composition of the MRN to ensure that the network is best serving the goods movement needs of the region and make strategic investments in the updated MRN, including the replacement of the Pattullo Bridge (1.2.4) and identifying a long-term solution to connect Highway 1 and Highway 1A north of the Fraser River (1.2.5)	1.2.7	TransLink Local Governments	Government of BC YVR Port of Vancouver Industry Associations
	c Clearly designate, manage, and regularly update the Regional Truck Route Network (RTRN), with a focus on increasing the consistency by which truck routes are designated across the region (2.3.1), developing a clear, transparent and systematic process to approve changes or amendments to the RTRN (2.3.2), and publishing and widely communicating the RTRN (2.3.4)	2.3	TransLink Local Governments	Government of BC Metro Vancouver YVR Port of Vancouver Industry Associations
3	Harmonize regulations and streamline processes to improve freight efficiency			
	a Harmonize vehicle weights and dimensions regulations across the region	2.5.1	TransLink Local Governments Government of BC	Port of Vancouver Federal Government Industry Associations
	b Develop a centralized regional permit system that integrates with the provincial permit system providing a single point of contact to obtain all needed permits, including oversize-overweight (OS-OW) vehicle permits	2.5.2	Local Governments	Port of Vancouver Federal Government Industry Associations
4	Improve regional road network operations and management			
	a Make the transportation system easy to understand and navigate for commercial vehicle drivers by developing a consistent set of truck route definitions, restrictions, and signage (2.2.1) and providing integrated information materials online and in hard copy on topics such as parking, loading and unloading regulations, operating restrictions, off-peak deliveries, size and weight regulations, and route clearances (2.2.2)	2.2	TransLink Local Governments Government of BC	Federal Government Metro Vancouver ICBC YVR Port of Vancouver Industry Associations
	b Use basic system management measures such as responding to road incidents in a timely and coordinated manner and scheduling road construction work at appropriate times of the day to reduce congestion and improve travel time reliability	2.4.1	Government of BC Local Governments TransLink	ICBC Metro Vancouver Port of Vancouver Federal Government

Regional Goods Movement Strategy: Short List of Priority Actions and Lead Roles

Implementation Priority	Strategy Section	Lead Role	In Partnership or Consultation with
c Improve the effectiveness and efficiency of loading zone operations by designating sufficient loading zones and increasing enforcement and fines for illegal parking in designated loading zones	2.4.2	Local Governments	TransLink Government of BC Metro Vancouver
5 Protect the existing supply of accessible industrial land	3.1.1	Metro Vancouver Local Governments	TransLink Government of BC Federal Government YVR Port of Vancouver Industry Associations
6 Raise awareness of the value and contribution of goods movement to the economy through coordinated partner outreach and public information campaigns	3.3.3	Greater Vancouver Urban Freight Council (GVUFC) Greater Vancouver Gateway Council (GVGC)	TransLink Local Governments Government of BC Federal Government Port of Vancouver YVR Industry Associations Metro Vancouver ICBC