

B.C. on the Move: Engagement Meeting Notes

DECEMBER 9, 2014

1:00PM

TSAWWASSEN

ATTENDEES/AFFILIATION	CAO Tom McCarthy, Tsawwassen First Nation Kristen Elkow, Tsawwassen First Nation
MOTI REPRESENTATIVES	Norm Parkes, Executive Director of Highways, Ministry of Transportation and Infrastructure (MoTI) Patrick Livolsi, Regional Director, South Coast Region, MoTI
NOTE TAKER	Carmen Bennett, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
1)	Transportation Planning: Participants noted that clarifying responsibility and jurisdiction in terms of movement of goods and people is important, and suggested a coordinated approach is necessary.
2)	Highways: Participants noted they would welcome the opportunity to discuss provincial investment in Highway 17 improvements
3)	Highways and side roads: Participants noted that partnership on pedestrian overpasses at Deltaport Way and Highway 17 at Tsawwassen Drive is needed and that connecting the region with a recreation path is a priority.
4)	Transit: Participants noted that overall transit service is limited in the region. One participant noted they have been working with TransLink to discuss needs and improvements.
5)	Trucking: Participants noted that a continued focus on truck safety and emissions is important.
CHALLENGES AND OPPORTUNITIES	
	<ul style="list-style-type: none"> One participant noted the challenge that Tsawwassen is a small base in the Lower Mainland, and transit is limited. Participants noted that trucking and goods movement from the Port and through the tunnel create challenges for the community. Participants expressed concerns related to trucking. One participant noted that opportunities for partnership with the Ministry on infrastructure (such as improvements to Highway 17) would be welcome. Participants noted that connecting communities through a cycling path is an opportunity. One participant noted there are challenges with understanding how different bodies interact in terms of coordinating goods movement in the region, and more clarity is needed.
MOVING FORWARD – STRATEGIES	
1)	Moving People and Goods Safely and Reliably
	<ul style="list-style-type: none"> One participant questioned how the goods movement strategy being developed by TransLink would interact with what is being developed on a provincial level. The participant noted that goods movement is a factor in this area because of the proximity to the Port. The participant would like clarification regarding how the Ministry can help in terms of regional issues such as truck and goods movement, specifically from the Port, as well as going through the tunnel. One participant expressed that it would be helpful to understand how these various efforts are being coordinated in order to understand how they interact. One participant expressed concerns with respect to decreasing regulations and permitting for trucking, noting that a number of recent inspections have seen vehicles to be substandard. Norm Parkes clarified that this point in the Discussion Guide is not about decreasing the number of inspections, and emphasized that safety is the most important thing. The topic is more focused around whether there may be alternatives to certain permitting requirements. One participant noted that with the volume of trucks and rail coming through this area, safety and emissions are key concerns. Participants noted there is a need to hold drivers accountable and more inspections in the area would be welcome. One participant noted that enhancing rest areas is important. The participant pointed out that there is a rest area on Highway 17 just before the causeway, with which there have been concerns, such as garbage and human waste, and noted that improvements, including signage and facilities, are needed. Participants noted they would welcome the opportunity to work with the Ministry on this. One participant noted that transit is limited in this area and they are working with TransLink to discuss public transit priorities. A challenge is that this area is small in terms of the region, but more transit will be needed to service the growing population and the economic development that is occurring. One participant noted that replacement of the Massey Tunnel will help with a lot of the issues in the area.
2)	Growing the Economy
	<ul style="list-style-type: none"> One participant questioned whether there is a particular reason the question is phrased specific to LNG. Norm Parkes responded that the infrastructure needed to support LNG growth is much broader than for other resource development.
3)	Connecting and Strengthening Communities

<ul style="list-style-type: none"> The participant noted that there is an established path system that is being enhanced and that connecting to the established Delta cycling path on 52nd street is happening. 	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> One participant noted the topic of maximizing investment with partners is interesting in light of recent investments into Highway 17. The participant noted appreciation for the Ministry's involvement in this piece of infrastructure, but would have appreciated a funding contribution from the Province. The participant acknowledged that at this point in time, the infrastructure is primarily contributing to Tsawwassen's economic development; but recognized that it is also enhancing capacity for ferries and other potential developments. The participant suggested that Tsawwassen First Nation is putting resources into a Provincial asset, and would welcome the opportunity to talk about a funding partnership further. The participant acknowledged the Ministry's support with this project, and also noted that there were timing constraints on applying for the Build Canada Fund. 	
<ul style="list-style-type: none"> One participant noted that a 52nd Street pedestrian overpass on Highway 17 has been discussed, and suggested that this is not a critical piece of infrastructure. The participant noted that the improvements they are currently making to Highway 17 will be beneficial in this regard, and noted they have not seen a business case for a 52nd Street overpass. 	
<ul style="list-style-type: none"> The participant noted that, if pedestrian overpasses are being discussed, their focus would be closer to the water – both at Deltaport Way and Highway 17 at Tsawwassen Drive. 	
<ul style="list-style-type: none"> The participant noted that these overpasses would be important with respect to the Great Blue Heron Trail, which is a recreation trail that is intended to connect communities. The participant noted this is a water-side trail, beginning at BC Ferries, but there are currently barriers in terms of connecting communities, one of which is Deltaport Way. Improvements that Port Metro Vancouver has made to Deltaport Way have made it difficult for pedestrian crossing. 	
<ul style="list-style-type: none"> One participant noted that the 56th Street interchange/flyover is a consideration, and noted that traffic studies demonstrated that improvements that are currently being made to Highway 17 will assist traffic flow here. The participant noted that they would not be opposed to improvements at this intersection, but if there is any appetite for improvements at the 56th/17 intersection, it needs to consider all the beneficiaries of those improvements. In this sense, Tsawwassen First Nation views this as a Provincial project. 	
<ul style="list-style-type: none"> One participant noted that the section on partnering with groups should be broader and should mention or take into account partners such as the Port. The participant noted it is important to identify other partners that have equal jurisdiction when discussing partnerships and collaboration. 	
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
<ul style="list-style-type: none"> Participants noted they would welcome the opportunity to discuss Provincial investment in Highway 17 improvements. 	
<ul style="list-style-type: none"> Participants noted that partnership on pedestrian overpasses at Deltaport Way and Highway 17 at Tsawwassen Drive is needed and that connecting the region with a recreation path is a priority. 	
<ul style="list-style-type: none"> Participants noted that overall transit service is limited in the region. One participant noted they have been working with TransLink to discuss improvements to public transit. 	
<ul style="list-style-type: none"> Participants noted that a continued focus on truck safety and emissions is important. 	
<ul style="list-style-type: none"> Participants noted that more clarity around responsibility and jurisdiction in terms of goods movement is important, and a coordinated approach to this is necessary. 	
ADDITIONAL COMMENTS/DISCUSSION	
<ul style="list-style-type: none"> One participant questioned whether there has been any consideration regarding climate adaptation and the effect of sea level rise on infrastructure. 	
<ul style="list-style-type: none"> One participant noted that air quality is a concern in the area and Tsawwassen First Nation is working with Port Metro Vancouver on issues related to air quality. 	