

B.C. on the Move: Engagement Meeting Notes

OCTOBER 30, 2014

9:00AM

VANCOUVER

ATTENDEES/AFFILIATION	<u>Association of Consulting Engineering Companies, BC:</u> Keith Sashaw, ACEC-BC Christian Babuin Tetra Tech Brian McAskill ACEC-BC Maurizio Ponzini, R.F. Binnie Tijana Smiljanic, ACEC-BC, McElhanney Robin Johnston, Collings Johnston Inc. Hodayoun Vahidi, IBI Group Tamineh Saadat, Buckland & Taylor Pat Cruickshank, Parsons Pirillo Santino, McElhanney Tim Stanley, MMM Group Ltd. Zane Sloan, ISL Engineering and Land Services Ltd. Neil Bright, DMD & Associates
MOTI REPRESENTATIVES	Norm Parkes, Executive Director of Highways, Ministry of Transportation and Infrastructure (MoTI) Dirk Nyland, Chief Engineer, MoTI
NOTE TAKER	Carmen Bennett, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
1) Transportation planning: Participants expressed that transportation priorities in rural areas are different from those in urban centres and questioned how priorities will be addressed in the plan. Incorporating the transportation needs and priorities of different municipalities will be a challenge.	
2) Transportation planning: (Participants noted that reliability is a diverse issue in urban and rural areas. In municipalities, reliability can be associated with congestion, but there are different concerns impacting reliability of highways. Participants noted that it is important to consider how the whole system interacts, affecting movement between highways and urban centres.	
3) Transportation planning: Participants noted that main economic drivers, such as resource development and tourism, need to be considered in development of the plan, and suggested that economic drivers are liable to change over the course of the plan.	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> • Urban and rural areas have different transportation priorities, so prioritizing will be a challenge. In terms of reliability, it is necessary to consider how the entire system interacts, from rural to urban areas. • Adapting to climate change poses challenges for infrastructure development. • Economic drivers need to be considered in development of the plan, with the awareness that economic drivers may be subject to change. Development of the resource sector is a necessary consideration for transportation priorities. 	
MOVING FORWARD – STRATEGIES	
1) Moving People and Goods Safely and Reliably <ul style="list-style-type: none"> • One participant noted the importance of transportation reliability, suggesting that in urban centres, reliability is more than a function of highways, and that the integration of more fundamental pieces is important (considering how the entire system interacts). The participant suggested that incorporating the different transportation needs and priorities of different municipalities will be a challenge. • Norm Parkes responded that there needs to be an integration and interaction between components, such as transit priorities in the Lower Mainland. He noted that congestion is a reliability issue in the urban centres, which is somewhat of a different issue with respect to reliability in rural areas (which can include reliability of highways, etc.) • One participant noted that mobility within municipalities is important for the movement of goods. This can in turn be affected by reliability of highways, so there is a need to consider how the whole system interacts in development of a plan. • One participant noted that reliability and access to regional airports is important. 	
2) Growing the Economy <ul style="list-style-type: none"> • One participant noted that LNG infrastructure is a big consideration and inquired how this is being coordinated and considered in development of the plan, as it relates to transportation infrastructure. • Norm Parkes responded that conversations around transportation in the resource sector, including LNG, are occurring. Considerations are happening around how to provide infrastructure and how to integrate these considerations into a 10-year transportation plan. • One participant noted that the economic drivers today are likely much different from what they will be in 10 years, so the main challenge will be prioritizing. • Norm Parkes responded that any plan needs to be balanced in order to meet the needs of different sectors in the province, and it also needs to be balanced geographically. He noted there will be focus on key economic drivers, including resource development and connection to ports. Other economic drivers such as tourism will also be considered. 	

3) Connecting and Strengthening Communities	
<ul style="list-style-type: none"> One participant questioned whether livability and sustainability are being incorporated as themes, as these are important considerations in centres like Vancouver. 	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> One participant noted that cities are the main drivers for themes such as livability and sustainability, and questioned whether the Ministry should be reminding municipalities that there is an opportunity to partner on local improvements. Such local improvements would contribute more directly to livability in cities. 	
<ul style="list-style-type: none"> Norm Parkes noted that partnerships and joint priorities are important and there is a desire to be having those discussions with communities. 	
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
<ul style="list-style-type: none"> Participants discussed the importance of considering transportation reliability in terms of the overall integration of the system and how different components interact. 	
<ul style="list-style-type: none"> Participants noted it is important to consider the different needs of rural communities and urban centres. 	
<ul style="list-style-type: none"> Participants highlighted that the movement of goods is important. Transit priorities, reliability of highways and access to airports are key considerations. 	
ADDITIONAL COMMENTS/DISCUSSION	
<ul style="list-style-type: none"> One participant noted that consistency of funding and predictability is important to the industry and the Association. 	
<ul style="list-style-type: none"> One participant noted the transportation network is important to rural communities, but the rural voice is smaller than the urban voice. The participant questioned whether this is a consideration in development of the plan. 	
<ul style="list-style-type: none"> Norm Parkes responded that this is the rationale behind engaging within rural communities and encouraging people to engage. Responses online are being tracked by region in order to assess regional participation and priorities. 	
<ul style="list-style-type: none"> One participant questioned whether there has been discussion in these engagement meetings around climate change adaptation. 	
<ul style="list-style-type: none"> Norm Parkes responded that communities are identifying a problem and considering themes such as storm water and culvert maintenance. He noted that some primary themes heard so far have been around reliability of transportation routes, cycling infrastructure, connecting communities through transit and issues related to climate change. 	
<ul style="list-style-type: none"> One participant questioned to what degree technology is going to be incorporated into the overall strategy. 	
<ul style="list-style-type: none"> One participant inquired whether new projects will be announced that are not yet on the table, as part of this plan. 	
<ul style="list-style-type: none"> One participant questioned whether similar levels of funding are going to be experienced as they have in the past, or whether there will be any increase. 	
<ul style="list-style-type: none"> One participant noted that consistency in terms of timing and how projects roll out would be ideal as the plan moves forward. 	