

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 13, 2014

11:30AM

VANCOUVER

ATTENDEES/AFFILIATION	<u>Vancouver Board of Trade: Transportation Committee:</u> Marian Robson, Global Public Affairs John Collings, Collins Johnston Inc. Bob Wilds, GVGC Jan Pezarro, Quay Com Mark Duncan, BCAC Peter Wright, VBOT Policy Department Andreas Bakli, VBOT Zak Jaques, VBOT Tanya Paz, Tanya Paz Consulting Bill Wehnert, Fraser Surrey Docks/ Surrey Board of Trade Cozmin Radu, Stantec Andrew Curran, TransLink Ian Smedley, Vancouver Airport Authority
MOTI REPRESENTATIVES	Norm Parkes, Executive Director of Highways, Ministry of Transportation and Infrastructure (MoTI) Kevin Volk, Director, Transit, MoTI
NOTE TAKER	Carmen Bennett, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
1) Transportation planning: Participants suggested the need for a balanced plan, noting that the content in the Discussion Guide makes it seem as though the plan will be primarily focused on roads. Participants emphasized the need for a balanced plan that considers all transportation priorities.	
2) Transportation planning: Participants noted that transportation is an interdisciplinary network and suggested the Province should take more of a leadership role in saying what needs to be done, and then work with disciplines to implement the plan. Participants emphasized the need for leadership and governance to implement a balanced plan.	
3) Transit: Participants expressed that transit systems in the Lower Mainland are a priority and more focus should be placed on Metro Vancouver, as this is where population growth is likely to occur. Participants suggested that transit and transportation networks in the Lower Mainland affect the entire system.	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> Participants expressed the need for the Province to take leadership in development of the plan. 	
MOVING FORWARD – STRATEGIES	
1) Moving People and Goods Safely and Reliably <ul style="list-style-type: none"> One participant noted that challenges associated with rail capacity are a significant concern in this region. There are two rail bridges that are currently at capacity, and in order to do anything, other infrastructure improvements need to be addressed. Roads will be impacted by significantly increased rail capacity. One participant suggested, under the heading “Moving people and goods safely and reliably,” to incorporate a subheading titled Governance and Balance. The participant noted that the Vancouver Gateway priorities were established with agreement from different entities. The participant suggested the Province needs to step into a leadership role in order to foster balance. The participant suggested that more has been spent on bike paths than airports from a provincial standpoint recently, and questioned whether that is the right balance. He noted there is no one to step into that leadership role, other than the Province. One participant questioned whether transit without visas for internationals coming through YVR could be an option, so that people can stop over in Vancouver without having to get a Canadian visa. A participant from the Vancouver Airport Authority responded that this is something of a priority for the Vancouver International Airport and is something that would assist with a general plan. One participant noted that the Discussion Guide is not urban-focused, primarily with respect to growing the economy. The participant noted that a million people are going to be coming here in the next decade, and they will be coming to urban centres, so that needs to be planned for. There is a need for more efficient and more effective ways to move people around. Ultimately, transit is a big part of that issue and the question of provincial funding needs to be addressed with respect to transit. The participant suggested that in thinking about the future, both infrastructure and policy changes are necessary. The participant suggested that laws need to catch up to transportation options, in order for B.C. to be part of progress in transportation innovation, such as driverless ridesharing. One participant noted that the way in which the Mayors’ Council Vision is represented in the plan will be of significant interest to the region. The participant noted that specific areas of interest for TransLink may include a review of tolling guidelines, looking at mobility pricing, and ensuring infrastructure is consistent with the regional growth strategy. Increased authority for TransLink has been discussed with respect to regional goods movement strategy. TransLink has a broad mandate and responsibility for managing goods movement in the region but does not have the authority in terms of proactive planning and regional coordination. 	

<ul style="list-style-type: none"> One participant encouraged the plan to take more of a leadership role, without worrying about what the various authorities and jurisdictions are at this point. As the most logical voice to coordinate transportation priorities, the Province should highlight what the priorities are, and include a roles and responsibilities piece to highlight implementation with various partners.
<ul style="list-style-type: none"> One participant noted that well over 90% of regional transportation is by motor vehicle and believes the emphasis on roads is where it should be. He questioned how things have changed since the 1988 plan. The participant would advocate a continued emphasis on providing good roads, and noted that trucks have become much more efficient. The participant noted agreement that there should be some balance, noting that air transportation is up in some regions, and down in others. The participant noted that when it comes to balance, more can be done for transit provincially, suggesting there could be more rapid interregional bus routes. There could be balance by including some transit innovations, like rapid bus. The participant suggested it was almost easier to get around B.C. by plane 30 years ago, and more interconnectivity should be encouraged in that regard.
<ul style="list-style-type: none"> One participant questioned what the plan will be if the transit referendum fails. If the referendum fails, there is a need to consider what will happen. The participant suggested that, if there is no alternative, the transportation plan will be gridlocked because the majority of money available in the transportation budget would have to go to transit. The participant noted that the issue is not just about transit, but is about the fact that this is Canada's gateway, so transit is a significant consideration in terms of the movement of goods and people in this region.
<ul style="list-style-type: none"> One participant agreed that transit is important so that the roads can be used for goods movement without being congested with cars.
<ul style="list-style-type: none"> A participant noted that there is a regional shortage of truck drivers and reemphasized that it is necessary to consider rail and shipping.
<ul style="list-style-type: none"> One participant noted there is a shortage of long-haul truck drivers.
<ul style="list-style-type: none"> One participant responded that if there was an economic case for short sea shipping, it would have been done by now.
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS
<ul style="list-style-type: none"> Participants expressed that transit is a priority in the Metro Vancouver region.
<ul style="list-style-type: none"> Participants expressed that rail and road capacity need to be considered more fully in terms of the movement of people and goods and growing the economy.
<ul style="list-style-type: none"> Participants suggested that the Province needs to take a leadership role in development of a plan and in coordinating the various interests and jurisdictions of transportation.

ADDITIONAL COMMENTS/DISCUSSION
<ul style="list-style-type: none"> One participant questioned how the 10-year plan ties in with the Mayors' Council Vision for Metro Vancouver. Norm Parkes noted that the two will likely work together, and this is a plan for all British Columbia that will speak primarily to provincial infrastructure. Once the Mayors' Council's funding strategy is determined, the hope is that the two plans would complement each other. Kevin Volk noted that the Ministry has already made commitments with respect to funding for the Mayors' Council plan. The two plans would necessarily work together. It is the Mayors' Council's responsibility to name what their priorities are, and the intention of this work is to look at priorities in terms of the provincial infrastructure.
<ul style="list-style-type: none"> One participant noted that the four strategies in the Discussion Guide seem to be quite roads-specific, and questioned whether the face of transportation provincially is primarily focused on roads. Norm Parkes responded that the Ministry is seeking to take a very balanced approach, noting that car traffic is not the only consideration, though roads play an important part in resource extraction and movement of people and goods. He noted that rail, air, transit and cycling are all being considered in development of a transportation plan. Kevin Volk noted that roads are a main piece of infrastructure that the Ministry has control over. When it comes to considerations with respect to air, rail and transit, projects necessarily become more partnership-based, and he highlighted that there is a focus in the Discussion Guide on partnerships and communities. He noted that there is a step after this process, once the priorities are identified, to determine the implementation strategies for different projects. One participant noted that interdisciplinary work is more and more important. The participant suggested that the Province has a large voice and that more could be done to facilitate those proactive cross-discipline discussions, to get a better understanding of what the issues are in this multi-disciplinary system. The participant acknowledged the importance of the road network and noted it is easy to focus on roads and lose sight of other elements in the network that need to be considered.
<ul style="list-style-type: none"> One participant noted that transportation priorities are changing continuously, and there is interest in seeing how transportation priorities have changed over the last several plans. Norm Parkes responded that the plan will do its best to reflect the priorities of British Columbia, and that there may be some necessary regional biases.
<ul style="list-style-type: none"> One participant noted the plan should include goals and key performance indicators in order to show what the plan aims to achieve, tying each of the strategies to achieving those goals.
<ul style="list-style-type: none"> Participants expressed support for the Province taking a leadership role in identifying and coordinating priorities.
<ul style="list-style-type: none"> One participant noted that the use- pay question continues to be a challenging issue, which leads to interesting questions on balance.
<ul style="list-style-type: none"> Participants expressed that the Province should be taking a leadership role to say what the needs of the province are, without worrying about jurisdiction at this point, noting that this is an opportunity for the Province to show leadership. One participant noted that the plan should include information about types of funding for transportation options and to include

- more discussion around that. The participant noted there has been limited information regarding rail in the guide.
• A participant noted that the issue of jobs, skills and training availability has not been addressed, and there should be a piece on education and training.