

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 20, 2014

8:30AM

CRESTON

ATTENDEES/AFFILIATION	John Garson, President, Policy Development, BC Chamber of Commerce John Winter, President & CEO, BC Chamber of Commerce
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 noted that transportation issues in Metro Vancouver are a key concern, and a comprehensive goods movement strategy is necessary in the region.
2)	Transportation planning: Participants expressed that a coordinated approach to transportation priorities is necessary, given that there are a variety of groups with different interests that have control over the transportation network in B.C.
3)	Transportation planning: Participants discussed transportation and transit funding concerns, noting that considering an optimal funding mechanism for urban regions may be necessary.
CHALLENGES AND OPPORTUNITIES	
	<ul style="list-style-type: none"> Participants noted that transportation issues in Metro Vancouver are a key concern, and a goods movement strategy is necessary in the region. Participants noted that there are challenges with implementing a coordinated approach to transportation priorities, given that there are a variety of different players that control aspects of the transportation network.
MOVING FORWARD – STRATEGIES	
1)	Moving People and Goods Safely and Reliably
	<ul style="list-style-type: none"> Participants noted that Highway 16 is a key consideration, noting that a four-lane highway is desirable where possible, but passing lanes and other safety measures are important upgrades. Participants expressed that greater connectivity for the Abbotsford Airport, in terms of access, is a priority. Participants discussed the number of airports in B.C., noting there are many small airports around the province. Participants expressed that they are concerned about fracturing in terms of a coordinated approach to transportation priorities, given the many different interests and priorities being discussed. There are a variety of different players that have control over the transportation network in this region. Participants noted that having a goods movement strategy for the Lower Mainland is critical, noting that they see the ability to implement an effective goods movement strategy as a provincial issue. Participants noted there is a need to consider what will happen in terms of funding if the transit referendum fails. In this instance, the Chamber would encourage the province to continue investment in the region. One participant noted that considering an optimal funding mechanism for urban regions is necessary, in terms of putting a more comprehensive price on the road (e.g. mobility pricing). Participants suggested that road pricing is the most efficient and effective way to fund the system; as an aspirational goal, the Chamber sees road pricing as being a key strategy for Metro Vancouver in particular. Participants noted they are supportive of projects such as the George Massey Bridge, but that this needs to be a part of an overall integrated strategy for the region. Participants noted that B.C. Ferries is an ongoing issue, as there is no consensus among communities.
2)	Growing the Economy
	<ul style="list-style-type: none"> Participants noted that growing the economy is a critical consideration. One participant noted an important piece is clarifying the criteria to determine what projects are going to go through, and emphasized that projects and priorities should be based on return on investment.
3)	Connecting and Strengthening Communities
4)	Maximizing Collaboration and Investment with Partners and Stakeholders
	<ul style="list-style-type: none"> One participant noted that in terms of integration, it is necessary to consider the various groups and jurisdictions involved (ports, rail, airports, transit, etc.). The participant noted that integration and communication between the various entities is seen as an increasing challenge. How the province partners with other levels of government (federal and local) is important. A participant noted that the Mayors' Council Vision is an example of the need for more integration and communication. For the B.C. Chamber, the overall goods movement strategy is an important consideration (i.e., coordination of the different levels of the overall goods movement strategy).

- Participants expressed the need to make sure the Pacific Gateway strategy and transportation plans are linked.

TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
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| <ul style="list-style-type: none"> • Participants expressed that transportation issues on the Lower Mainland are a high priority, and a goods movement strategy in this region is critical. | |
| <ul style="list-style-type: none"> • Participants noted that Highway 16 is a key consideration, noting that a four-lane highway is desirable where possible, but passing lanes and other safety measures are important upgrades. | |
| <ul style="list-style-type: none"> • Participants expressed that greater connectivity for the Abbotsford Airport, in terms of access, is a priority. | |

ADDITIONAL COMMENTS/DISCUSSION	
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| ADDITIONAL COMMENTS/DISCUSSION | |
| <ul style="list-style-type: none"> • Participants noted they are hearing a lot about the need for a strategic plan, but expressed that there is some concern about follow-through in carrying out the plan. | |
| <ul style="list-style-type: none"> • Participants noted that the Canadian Chamber of Commerce has done a lot of work with respect to transportation issues. Participants suggested there is a need for a Canadian national transportation strategy, including specific pieces of infrastructure, as well as working with the federal government to harmonize regulations. This would be a north-south strategy in terms of border crossings; working with the federal government on transportation infrastructure of this nature (e.g. Nexus lanes) is necessary. | |