

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 24, 2014

3:00PM

SURREY

ATTENDEES/AFFILIATION	<u>Surrey Board of Trade:</u> Anita Huberman, CEO, Surrey Board of Trade Mark Erdman, TransLink Bill Wehnert, Fraser Surrey Docks and Surrey Board of Trade
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) Rail: Participants suggested that rail capacity is an issue in the region, and without pipelines, rail lines will have to carry more liquids, limiting the capacity for moving other goods by train, which will in turn increase movement of goods by truck.	
2) Cycling and Transit: Participants noted that public transit and cycling infrastructure are key issues and priorities in the region.	
3) Airport: Participants noted that the Abbotsford International Airport is very important to the region and should not be discounted.	
4) Transportation planning: Participants highlighted the importance of the Fraser River in terms of its economic impact, and suggested the Province should work with the Federal Government to ensure this is fully utilized as a working river.	
5) Transit: Participants highlighted public transit as an important issue in this region.	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> One participant noted that, without pipelines, rail lines will have to carry more liquids and not have the capacity to transport other goods, such as agricultural products and mining materials. The participant noted that limited rail capacity will increase trucking, which is not a sustainable way to transport cargo. The participant suggested that pipelines are necessary in order to accommodate the necessary movement of goods. Participants suggested that cycling networks are important and underrated in the region. Participants questioned whether disaster management is going to be incorporated as part of the plan. Participants noted the importance of public transit in the region, and the associated challenges. 	
MOVING FORWARD – STRATEGIES	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> One participant noted that, without pipelines, rail lines will have to carry more liquids and not have the capacity to transport other goods, such as agricultural products and mining materials. The participant noted that limited rail capacity will increase trucking, which is not a sustainable way to transport cargo. The participant suggested that pipelines are necessary in order to accommodate the necessary movement of goods. One participant inquired whether investment in priorities could be tied to rewarding good land use, so that the strategy can be used to help encourage good behavior (e.g. cycling and pedestrian infrastructure). Kevin Volk responded that each specific project will be backed by a business case, and priorities will differ by region. One participant credited the use of technology in variable speed limit and warning signs that are starting to be incorporated on highways. Participants discussed the movement of heavy cargo in the province. One participant noted that the Abbotsford Airport is important to the region. The participant noted that the access road is an issue. The participant noted that some studies have suggested that Abbotsford Airport would be the operating airport the event of a natural disaster. It is important to consider Abbotsford as a major airport, not just Vancouver. One participant noted that cycling networks are important and underrated in the region. The participant noted that as many people use the cycling network on the Lower Mainland as use the SkyTrain. A participant questioned whether the Fraser River is being considered in development of the plan, in terms of its role in goods movement. Participants noted that a significant study has been done on the Fraser River's economic impact, and members see opportunities for collaboration between the Province and the Federal Government to make sure that the Fraser River is utilized as a working river. One participant questioned how this plan incorporates BC Ferries, and whether the plan will contemplate ferry service, or just the particular routes to the ferry. 	
2) Growing the Economy	

3) Connecting and Strengthening Communities	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
<ul style="list-style-type: none"> • Public transit and cycling are key issues and priorities in the region. 	
<ul style="list-style-type: none"> • The Abbotsford Airport is important and is in need of infrastructure improvements, such as improvements to the access road. 	
<ul style="list-style-type: none"> • Participants highlighted the need to consider the movement of goods by rail, pipeline, road and river, and that goods movement is key to growing the economy. 	
ADDITIONAL COMMENTS/DISCUSSION	
<ul style="list-style-type: none"> • A participant noted there are a number of small-to-medium sized trucking enterprises in Surrey. One participant questioned the difference between CVSE working with large versus small businesses in the trucking sector. 	
<ul style="list-style-type: none"> • One participant questioned why this transportation plan is being developed now, in light of the transit referendum. 	
<ul style="list-style-type: none"> • Norm Parkes responded that the plan is a long-term vision for all of British Columbia, but it will need to leave room to take the referendum results into account. 	
<ul style="list-style-type: none"> • One participant noted that the Province has made a funding commitment with respect to TransLink, but not a timing commitment. The participant questioned whether the funding commitment was contemplated as part of this 10-year transportation plan, or when the funding would be available. 	
<ul style="list-style-type: none"> • One participant questioned whether earthquake and disaster management will be incorporated as part of this plan. 	
<ul style="list-style-type: none"> • One participant questioned whether highway signs in different languages would be considered as a part of this plan, as a large percentage of the population in Surrey does not speak English as a first language. 	
<ul style="list-style-type: none"> • One participant suggested rolling out the transportation plan in different economic regions, once it is developed. 	