

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 26, 2014

9:00AM

TRANSLINK (NEW WESTMINSTER)

ATTENDEES/AFFILIATION	Brian Mills, TransLink Andrew Curran, TransLink Tamim Raad, TransLink Sany Zein, TransLink Mike Buda, Mayors' Council on Regional Transportation
MOTI REPRESENTATIVES	Kirsten Pedersen, Executive Project Director, BC on the Move, 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 the transportation plan should include elements of the Mayors' Vision for transit in the region.	
2) Transportation planning: Participants noted the Mayors' Vision will still stand, regardless of the outcome of the referendum, so this part of the plan should be more aspirational and visionary, and less specific with respect to particular projects and funding.	
3) Transportation planning: Participants suggested the transportation plan needs to show that the Province's role is in providing leadership and coordination among the different jurisdictions, and should include a piece around partnerships, roles and responsibilities to provide that jurisdictional clarification.	
4) Transportation planning: Participants noted that policy integration is critical.	
5) Transportation planning: Participants noted that language around managing the capacity of the current system is necessary, as a goal for this region is not to build more capacity but to manage what already exists.	
6) Transit: Participants noted that transit is important in terms of growing the economy and facilitating the movement of goods.	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> Participants noted that a challenge is in ensuring the Mayors' Vision and the Province's 10-year transportation plan complement each other. Participants noted that managing jurisdictions is challenging in the Metro Vancouver region. Participants noted that the plan should promote an integration of processes, to limit competing objectives in the region. Participants noted that transportation policies in the region should be about managing capacity, not expanding infrastructure. 	
MOVING FORWARD – STRATEGIES	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> One participant noted that in this region it is more about how to manage mobility, as opposed to expanding space for roads. The participant noted that the management aspect is missing from the guide, and there is a need to talk more about management of what we have, acknowledging that building and expanding the road network is not a goal for this region. One participant noted that the discussion is not about wide-scale capacity changes. In this region it's going to be read differently than in the rest of the province. There is no appetite to create more capacity in the region, unless it is for goods movement. One participant noted that a piece about managing the system in this region should be included. There are two separate policy objectives that are being pursued. The participant noted that the system in the region today is the system we will need 30 years from now. There is an acknowledgement that there may be some selective improvements to make, but wide-scale capacity improvements are not the priority here; management of the current system is the priority. One participant noted it is important to recognize that the dynamics in Metro Vancouver are different from other areas. Participants noted that language around managing capacity across the system is necessary. 	
2) Growing the Economy	
<ul style="list-style-type: none"> One participant suggested broadening the economic growth conversation to include specifics regarding the economic drivers in the region. One participant indicated that, because transit is noted in the connecting communities section, it does not link back to the growing the economy section in the Discussion Guide. Expansion in transit capacity assists the movement of goods and supports the resource sector. One participant noted that discussion about Metro Vancouver as a key gateway hub for transportation is necessary, in terms of recognizing that transit is an integral part of B.C. resource development. This is the result of moving goods efficiently and creating a more efficient system. 	
3) Connecting and Strengthening Communities	

4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> One participant suggested promoting an integration of processes, so there is no disconnect or confusion in terms of having two different processes for this same region. 	
<ul style="list-style-type: none"> One participant suggested that instead of framing this as a Ministry of Transportation and Infrastructure document, it needs to show that the Province's role is in providing leadership and coordination among the different jurisdictions, and should include a piece around partnerships, roles and responsibilities to provide that jurisdictional clarification. 	
<ul style="list-style-type: none"> One participant suggested that high-level policies should be presented in the plan. The participant suggested it should be presented more as a commitment to state a readiness to participate as a partner in a cascading operational plan. 	
<ul style="list-style-type: none"> One participant noted that what makes transportation in this region different from other parts of the province is the complexity of the system and the interaction between provincial, regional, municipal and gateway facilities. A key theme that should come through is the need for integration. 	
<ul style="list-style-type: none"> Kirsten Pedersen responded for clarification that it is more about policy changes to facilitate improvements to the transportation network. She noted policy directions are to achieve the tenets outlined in the four key themes, e.g. moving people and goods safely and reliably. 	
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
<ul style="list-style-type: none"> Participants noted it is important for the transportation plan to include elements of the Mayors' Council Vision, and should not be competing in terms of policy objectives. 	
<ul style="list-style-type: none"> Participants noted that managing capacity in the region is important, and building more capacity is not a priority. 	
<ul style="list-style-type: none"> Participants suggested that there is a desire to disentangle the Mayors' Vision from the funding piece, and noted that the Vision will stand, regardless of the outcome of the referendum. 	
ADDITIONAL COMMENTS/DISCUSSION	
<ul style="list-style-type: none"> One participant questioned the status of the Provincial Transit Plan, and questioned whether this document will be a continuation of that. Kevin Volk responded that a lot of work has been done with BC Transit. The plan will make reference to the role transit plays and the goals of transit in the province. 	
<ul style="list-style-type: none"> One participant questioned whether the Mayors' Council Vision can be inserted in the plan as being the adopted direction of the Mayors' Council, irrespective of the referendum. Participants would like acknowledgement of the Mayors' Vision as being the regional direction for transit. 	
<ul style="list-style-type: none"> One participant noted they do not see the referendum as being the definitive verdict on the Mayors' Council Vision and noted the Vision will stand, regardless of the outcome of the referendum. 	
<ul style="list-style-type: none"> Kirsten Pedersen noted the plan will be about specific goals and aspirations, and also about what can be done for transportation provincially in the next 10 years. She noted that including the transit piece at an aspirational, visionary level, makes sense. She noted that the Mayors' Vision document is key, and that the information that the Metro Vancouver Mayors' Vision still stands despite the referendum was helpful. 	
<ul style="list-style-type: none"> One participant noted there is a level of specificity in the Provincial Transit Plan, and questioned whether the B.C. on the Move document will have the same level of specificity. Kevin Volk responded that the document will likely be more aspirational, but with specific goals. 	
<ul style="list-style-type: none"> Kirsten Pedersen noted that the plan will have specific projects noted, but with respect to the Transit piece, there may be an opportunity to be somewhat specific on known entity projects (both TransLink and BC Transit), but it is likely best to keep the piece with respect to Metro Vancouver more aspirational in terms of policy. 	
<ul style="list-style-type: none"> One participant suggested including key aspects of the Vision, but maintaining that the Vision and the funding piece are separate. The referendum is with respect to a specific detail on funding, but nothing else in the overall Vision is going to change. 	
<ul style="list-style-type: none"> Kevin Volk noted that there needs to be clarity in the plan regarding transit issues, and there needs to be some discussion regarding what can be accomplished within the Mayors' Vision over the next 10 years, given that this is a 10-year transportation plan for the province. 	
<ul style="list-style-type: none"> One participant noted that the Vision represents the regional transit priorities, and that is not going to change. 	
<ul style="list-style-type: none"> One participant suggested that reference to the Vision can be presented in the same way as other specific projects. 	
<ul style="list-style-type: none"> One participant noted that there is a strong desire to disentangle the Vision from the funding piece, with an acknowledgement that how and when the Vision will be funded is not the issue. The participant suggested limiting discussion of the referendum in the transportation plan, considering the referendum is going to come and go, but this document will live on for 10 years. 	
<ul style="list-style-type: none"> One participant questioned whether there will be a reference to tolling and mobility pricing in the document. 	
<ul style="list-style-type: none"> One participant noted that if the Province can echo the same policy directions as laid out in the Vision – regarding not building more capacity, but managing connectivity – that would be the ideal way to move forward. 	
<ul style="list-style-type: none"> One participant noted that there is no clear policy direction, and there is a need to articulate what the goals are. The participant suggested taking elements out of the Discussion Guide and elevating these as goals. 	
<ul style="list-style-type: none"> Kirsten Pedersen noted that she does not anticipate a competing vision coming out of this process. It is not the intention that there will be a new provincial vision regarding transit in Metro Vancouver coming out of this plan. 	

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| <ul style="list-style-type: none">• One participant noted that, while specifics may not be stated as a competing vision, actions (e.g. capacity of the Massey Bridge) can come across as competing. |
| <ul style="list-style-type: none">• One participant stated there is a concern that provincial priorities will run contrary to the ability of the region to achieve its objectives. The participant noted there has been limited conversation with TransLink regarding what they think the appropriate capacity for the Massey Bridge should be, and they feel the sizing that project has been overstated. |
| <ul style="list-style-type: none">• Participants noted that the theme around policy integration is critical. |